

# CD-30 Station Area Planning Implementation (East Main/South

Category: **Transportation and Mobility**  
 Department: **CD**

Status: **Ongoing**  
 Location: **Various**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
5,500,000	3,000,000	1,500,000	1,000,000	-	-	-	-	-

### Description and Scope

The purpose of this fund is to connect Sound Transit's East Main and South Bellevue light rail stations with their neighborhoods. Projects in CD-30 improve access to stations and better integrate stations with the surrounding area. Projects enhance livability by improving access and connectivity across multiple modes. Implementation strategies guiding projects focus on:

- Maximizing pedestrian and bicycle convenience;
- Promoting access and safety in reaching the stations;
- Preserving and reinforcing neighborhood character, and
- Addressing the potential impacts of increased traffic in the station areas.

The South Bellevue Station Area Plan and East Main Station Area Plan approved in 2016 include representative projects that could be funded by this CIP. These include pedestrian walkways, bicycle facilities, signage, pavement markings, traffic calming technologies, improved lighting, enhanced landscaping, art, or other public realm improvements.

### Rationale

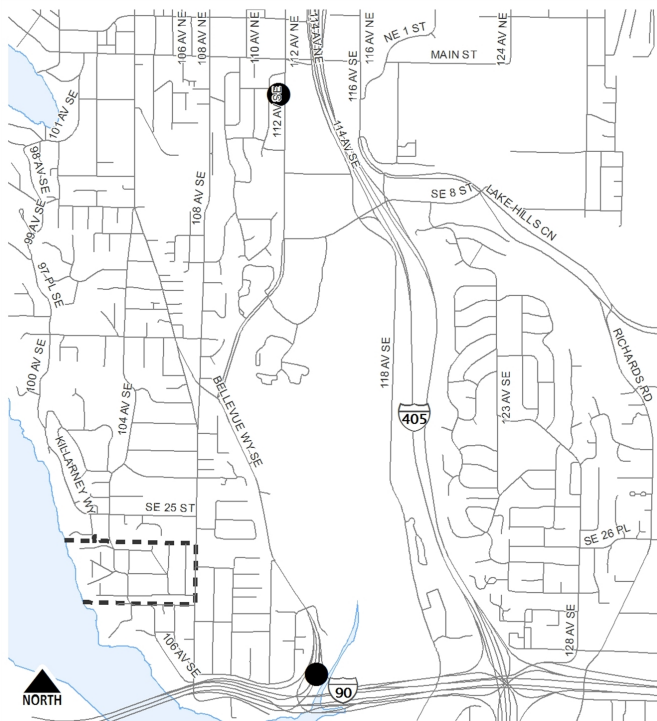
This project focuses on maximizing pedestrian and bicycle convenience, promoting access and safety in the East Main and South Bellevue station areas.

### Environmental Impacts

### Operating Budget Impacts

This program will have no impact on operating expenditures.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2027	5,500,000

**Total Budgetary Cost Estimate:** 5,500,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	5,500,000

**Total Programmed Funding:** 5,500,000  
**Future Funding Requirements:** 0

### Comments

# PW-M-1 Bridge and Pavement Preservation (Overlay) Program

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
186,448,017	137,698,209	6,031,000	7,431,000	6,031,000	6,031,000	6,031,000	8,487,072	8,707,736

### Description and Scope

The Pavement Preservation Program funds the design, and construction of Bellevue's annual pavement overlay contract as well as the data-collection and analysis effort that informs the five-year paving plan. The Pavement Preservation Program cost-effectively supports other programs by repairing curb, gutter, and sidewalks adjacent to paving sites; constructing new pavement markings through paving and sealing projects using principles from Vision Zero, the Pedestrian Bicycle Plan, and the Downtown Implementation Plan; replacing in-pavement traffic signal detection equipment as part of resurfacing; contributing design resources and construction funding toward restoring pavement following utility repair and replacement work. In 2020, approximately 15% of the program's annual budget is allocated for pavement restoration work on behalf of the Utilities Department. This proposal also funds the Bridge Preservation Program that maintains a current inventory of the city's bridges, performs Federally mandated inspections, and implements repairs and preservation projects.

### 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.

### Environmental Impacts

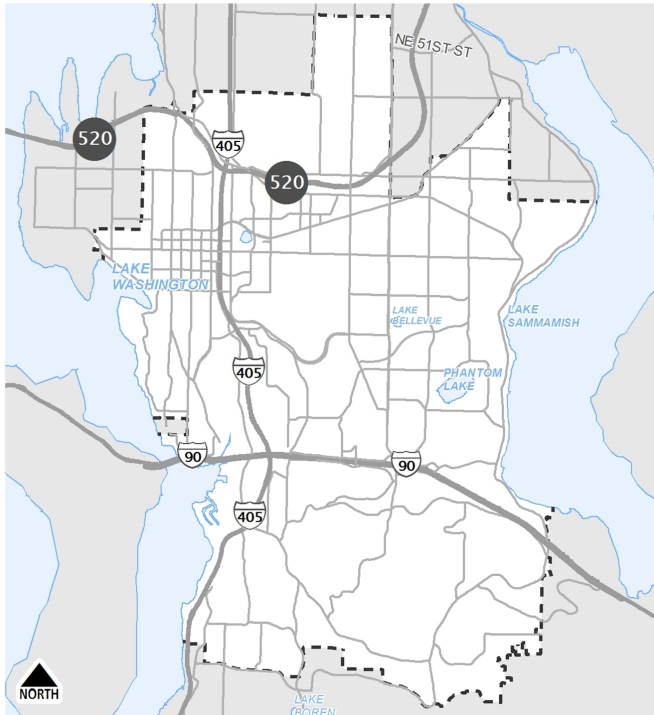
This program fund projects that are primarily maintenance-oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	186,448,017

**Total Budgetary Cost Estimate:** 186,448,017

### Means of Financing

Funding Source	Amount
Charges for Services	529,656
Contributions from Other City Funds	1,013,000
Developer Contributions	645,505
Federal Grants	7,593,646
General Taxes & LTGO Bond Proceeds	27,016,216
Interlocal Contributions	898,729
Local Improvement District	101,971
Private Contributions	63,405
Real Estate Excise Tax	143,358,273
Transportation Funding	5,227,616

**Total Programmed Funding:** 186,448,017

**Future Funding Requirements:** 0

### Comments

## PW-M-2 Minor Capital - Traffic Operations

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
12,797,186	11,465,186	180,000	180,000	180,000	180,000	180,000	213,000	219,000

### 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 compete 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. Many of the projects developed through this program are implemented by the city's Street Maintenance team. Work orders are created and submitted to this team to execute in the field. This is a very efficient means for the department to address minor modifications on our roadways, sidewalks, and bicycle facilities. Most modifications resulting from concerns raised by residents are implemented through work orders.

### 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 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. 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 by providing matching money.

### Environmental Impacts

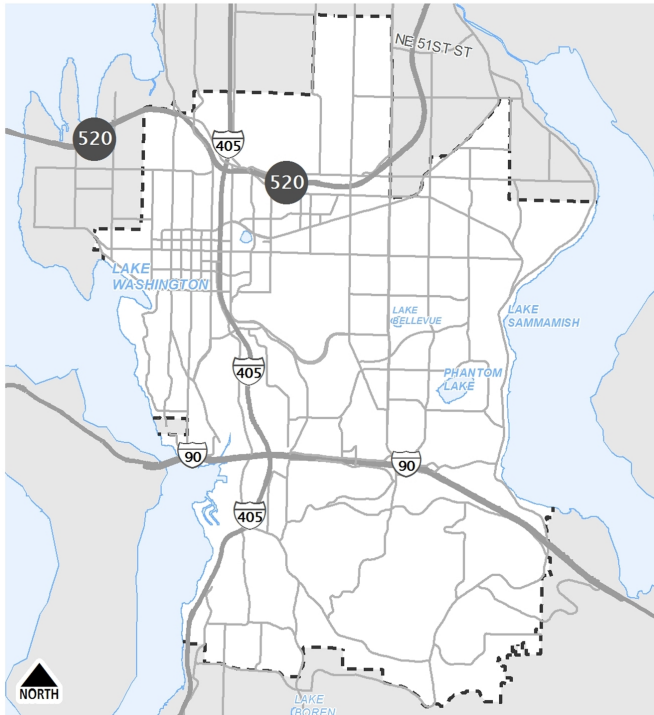
This program funds projects that are primarily safety-oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	12,797,186

**Total Budgetary Cost Estimate:** 12,797,186

### Means of Financing

Funding Source	Amount
Charges for Services	2,390
Contributions from Other City Funds	10,290
Developer Contributions	47,821
Federal Grants	1,500,988
General Taxes & LTGO Bond Proceeds	2,393,208
Interlocal Contributions	73,279
Miscellaneous Revenue	3,721,790
Private Contributions	7,475
Real Estate Excise Tax	1,877,006
State Grants	1,287,828
Transportation Funding	1,875,111

**Total Programmed Funding:** 12,797,186

**Future Funding Requirements:** 0

### Comments

# PW-M-7 Neighborhood Traffic Safety Program

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
12,171,636	9,506,636	360,000	360,000	360,000	360,000	360,000	427,000	438,000

### Description and Scope

This program supports the Council’s vision of implementing projects in neighborhoods that focus on safety and connectivity. It funds minor improvements including the design and construction of neighborhood traffic calming/safety improvements and funds a robust toolkit of approx. 30 tools (e.g., speed humps, traffic circles, stationary radar signs, turn restrictions, etc.) that educate and encourage safe driving behavior, modify the streetscape and manage neighborhood parking. These tools provide benefits, often multiple for any given project, including: 1) Managing traffic volume: reduce the number of cut-through vehicles on a residential street; 2) Reducing excessive vehicle speeds: slow down motorists choosing to drive faster than the posted speed limit; 3) Improving pedestrian and bicycle safety: create a more inviting and safer place to walk and bike; 4) Enhancing neighborhood identity: heighten awareness of neighborhood areas where slower speeds are warranted; 5) Educating the community: create awareness around traffic safety through targeted education and outreach; 6) Managing neighborhood parking: address parking from businesses and schools that spillover into neighborhoods; and, 7) Heightening school zone awareness: heighten awareness and traffic safety in and around schools. It also funds the design and installation of school zone improvements (flashing school zone beacons, raised crosswalks, etc.) and educational programs to encourage safe driving and student pedestrian behavior. These traffic safety tools are effective countermeasures that reduce vehicle speeds and improve livability. Project locations are typically identified by community members and there has been an increased number of requests for solutions to traffic safety issues in neighborhoods. Projects are funded to address the critical issues at prioritized locations and support citywide initiatives such as Vision Zero. While the community generally identifies the initial need, community members are partners in the development of project proposals to ensure improvements enhance overall neighborhood livability and match community context.

### Rationale

The primary benefits of this investment are improved safety and protection of the quality of life for neighborhoods. The need to improve traffic safety throughout the city has always been a priority and there’s been a more comprehensive focus on traffic safety through the council’s adoption of Vision Zero. Further, requests for traffic mitigation continue to be high in all neighborhoods, and with traffic congestion increases on arterials, the potential for cut-through traffic and higher speeds on neighborhood streets increases; limiting neighborhood impacts is part of Council’s vision.

### Environmental Impacts

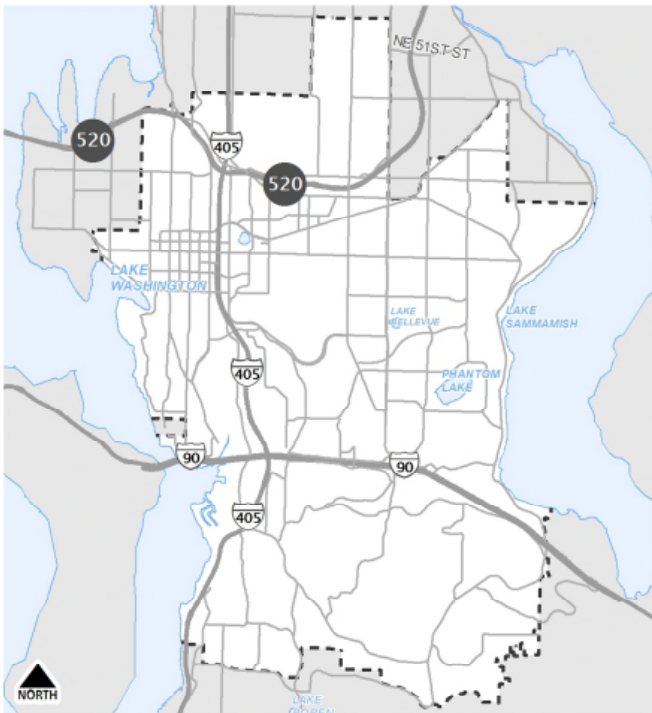
This program funds projects that are primarily safety-oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs for this program will determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	12,171,636

**Total Budgetary Cost Estimate:** 12,171,636

### Means of Financing

Funding Source	Amount
Charges for Services	1,307
Federal Grants	359,192
General Taxes & LTGO Bond Proceeds	5,765,785
Miscellaneous Revenue	159,795
Private Contributions	20,000
Real Estate Excise Tax	2,726,326
State Grants	30,476
Transportation Funding	3,108,755

**Total Programmed Funding:** 12,171,636

**Future Funding Requirements:** 0

## PW-M-19 Major Maintenance Program

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
24,860,397	15,768,975	2,180,000	1,080,000	1,080,000	1,080,000	1,080,000	1,279,422	1,312,000

### Description and Scope

This program will inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation-related right-of-way appurtenances. The program will address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrails, pedestrian safety railing, City-owned fences, and maintenance to existing signals and lighting systems.

### Rationale

This program provides funds for major maintenance improvements that will preserve and extend the life of previous transportation investments throughout the City. The program provides necessary capital resources to address a wide range of maintenance related needs that exceed the financial capacity of the Streets Maintenance or Traffic Operations operating budgets but are too small for standalone CIP projects.

### Environmental Impacts

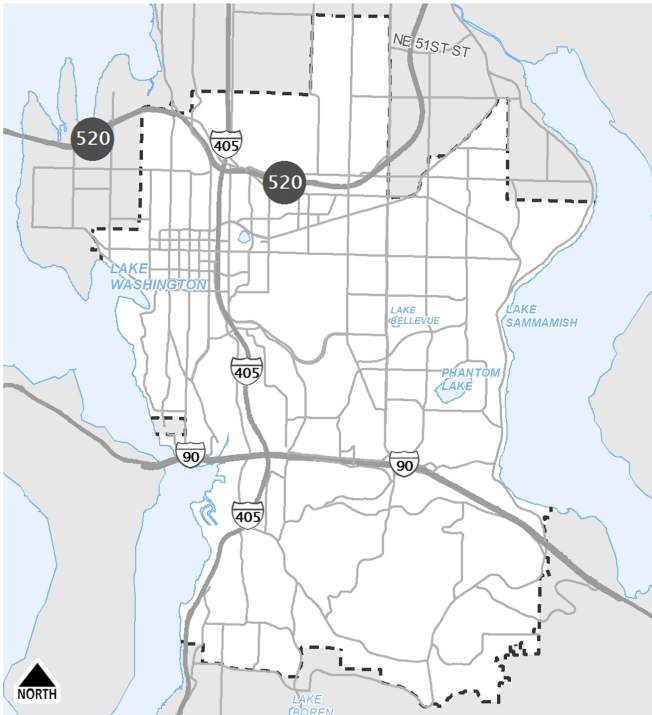
This program funds projects that are primarily maintenance and safety-oriented which are implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	24,860,397

**Total Budgetary Cost Estimate:** 24,860,397

### Means of Financing

Funding Source	Amount
Federal Grants	1,672,998
General Taxes & LTGO Bond Proceeds	7,155,767
Miscellaneous Revenue	132,351
Real Estate Excise Tax	9,380,859
Transportation Funding	6,518,422

**Total Programmed Funding:** 24,860,397  
**Future Funding Requirements:** 0

### Comments



## PW-M-20 Minor Capital - Signals and Lighting

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
8,709,293	5,177,079	909,000	410,000	410,000	410,000	410,000	485,298	497,916

### 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.

### Rationale

This program provides funds for traffic signal and street lighting 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 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.

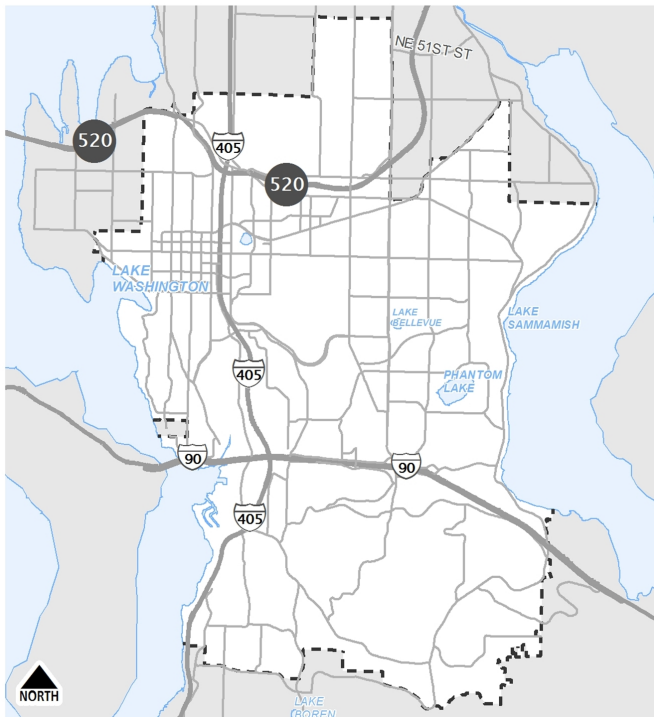
### Environmental Impacts

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.

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	8,709,293

**Total Budgetary Cost Estimate:** 8,709,293

### Means of Financing

Funding Source	Amount
Contributions from Other City Funds	571,000
Federal Grants	289,258
General Taxes & LTGO Bond Proceeds	1,796,493
Private Contributions	458,750
Real Estate Excise Tax	5,089,835
Transportation Funding	503,957

**Total Programmed Funding:** 8,709,293  
**Future Funding Requirements:** 0

### Comments

## PW-R-46 Traffic Safety Improvements

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Various**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
5,298,745	4,409,131	120,000	120,000	120,000	120,000	120,000	142,614	147,000

### Description and Scope

This program will implement various roadway safety-related capital improvements citywide as identified through the Collision Reduction Program, deficiency analyses, and community input. This program not only evaluates collisions resulting in serious injury or fatalities, but accounts for all collision types. Annually, staff breaks down collisions into categories based on roadway and intersection type and studies the top 5 to 10 locations per category to determine if the collisions show a clear trend that could be mitigated through a physical improvement. Performance measure 130.0237 tracks the projects developed annually to address collision trends. Projects developed to address collision trends include road rechannelization, access revisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, traffic signal timing modifications and other safety improvements. This program will also support Vision Zero through the proactive advancement of safety improvement throughout the City.

### 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 2017, 78 individual projects have been implemented at intersections and within corridors. These are high impact projects that come at a relatively low cost. 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.

### Environmental Impacts

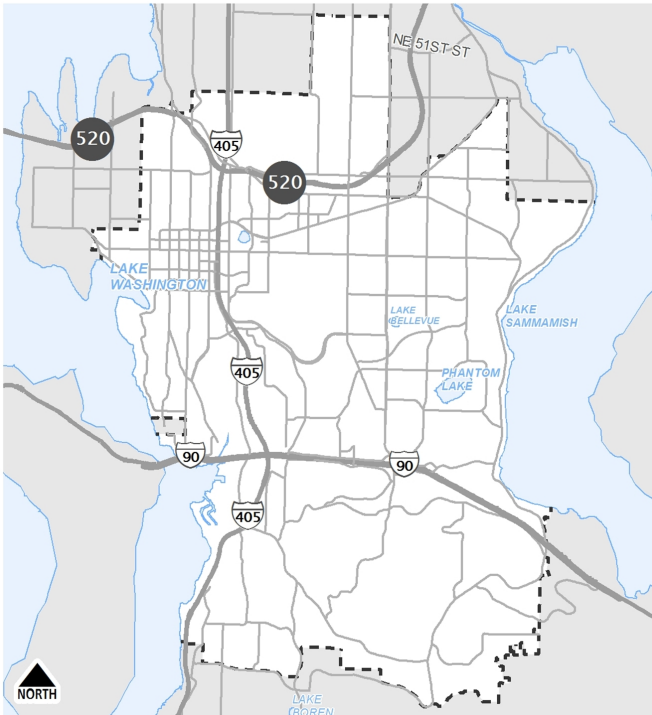
This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	5,298,745

**Total Budgetary Cost Estimate:** 5,298,745

### Means of Financing

Funding Source	Amount
Charges for Services	1,126
Contributions from Other City Funds	69,000
Developer Contributions	5,715
Federal Grants	850,074
General Taxes & LTGO Bond Proceeds	461,214
Interlocal Contributions	13,399
Miscellaneous Revenue	470,188
Real Estate Excise Tax	1,632,320
Transportation Funding	1,795,709

**Total Programmed Funding:** 5,298,745  
**Future Funding Requirements:** 0

### Comments

# PW-R-156 Smart Mobility Plan Implementation Program

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
6,456,002	3,103,002	453,000	453,000	453,000	453,000	453,000	537,000	551,000

### Description and Scope

This program will systematically implement the recommendations of the City's Smart Mobility Plan completed in 2018. The effort matches City's effort to deliver a Smart Transportation system by moving people smarter, safer and faster. The funding provides the resources to plan and implement Smart Mobility tech. in 5 areas: shared-user mobility; data management & integration; autonomous, connected electric vehicles; real-time traveler information & traffic management. Projects will be selected to provide cost effective measures to reduce traffic congestion, improve safety, limit impact to neighborhoods from cut-through traffic and increase the availability of real time traffic information to users of the transportation systems. Possible projects include, but are not limited to, additional traffic cameras for motorist information and investigation of collisions; neighborhood radar speed feedback signs; flood location monitoring; real time snowplowing information, real-time traveler information enhancements; network communication expansion; system performance measure, roadway weather stations; curbside & parking management; emergency vehicle preempt upgrades; and street light monitoring systems. Network management is a significant function of this program. Repairs, upgrades & new installations are partially funded through R-156. This fiber optic network supports the communication to every traffic signal in the city and every facility owned by the city of Bellevue. Public WiFi and WiFi installed for low income housing is also run on this network. In addition, many of the fiber cables are shared with a consortium of users which increases the importance of maintaining the functionality of this network.

### 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. Funded 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, network communication, software licensing and performance measure.

### Environmental Impacts

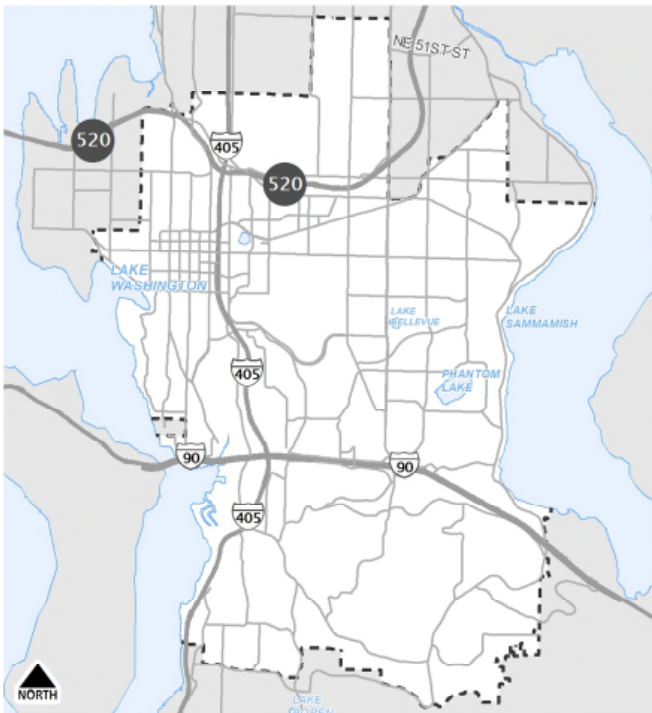
This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. The efforts will support lower vehicle fuel usage, lower electrical energy production,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

### Operating Budget Impacts

Operating costs for this program will determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	6,456,002

**Total Budgetary Cost Estimate:** 6,456,002

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,196,944
Real Estate Excise Tax	4,865,058
State Grants	394,000

**Total Programmed Funding:** 6,456,002

**Future Funding Requirements:** 0



# PW-R-159 East Link Analysis and Development

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
17,382,335	16,388,335	194,000	514,000	286,000	-	-	-	-

### Description and Scope

Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the 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; oversight of construction of City-owned infrastructure, 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.

### 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 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 Operations and Maintenance Facility East (OMFE). In addition to the CDP, both parties endorsed a Collaborative Construction Program to advance the project through construction. 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. 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.

### Environmental Impacts

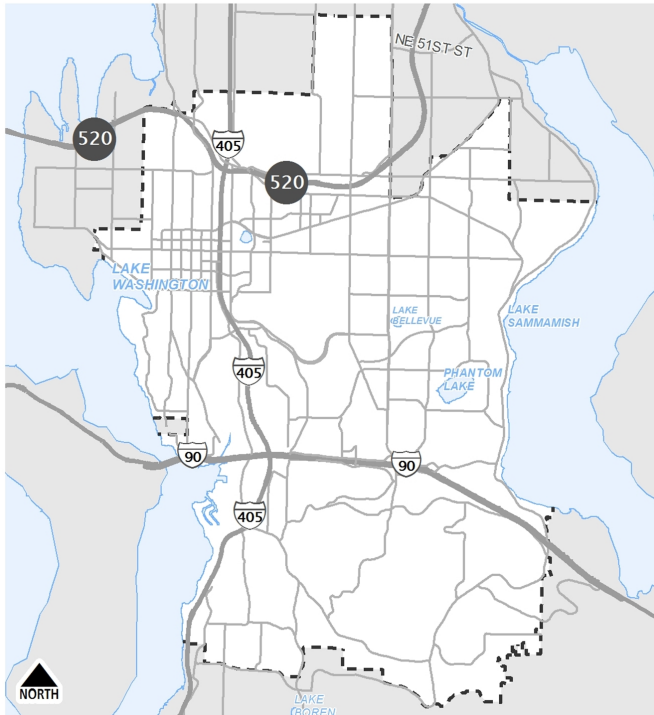
An Environmental Impact Statement was prepared by Sound Transit for the overall East Link Project.

### Operating Budget Impacts

This project has no known impacts to operating revenues and/or expenditures.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2023	17,382,335

**Total Budgetary Cost Estimate:** 17,382,335

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	16,167,324
Interlocal Contributions	981,587
Judgements/Settlements	150,000
Miscellaneous Revenue	74,000
Transportation Funding	9,424

**Total Programmed Funding:** 17,382,335  
**Future Funding Requirements:** 0

### Comments

# PW-R-169 124th Avenue NE - NE 12th Street to NE Spring Boulevard

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **124th Ave NE between NE 12th St & NE Spring Blv**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
21,307,394	10,697,000	6,690,182	2,352,000	1,568,212	-	-	-	-

### Description and Scope

This project completes the design, property acquisition and construction of 124th Avenue NE from NE 12th Street (Bel-Red 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; retaining walls; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersections 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 construction of 124th Avenue NE Improvements – NE Spring Blvd. to Ichigo Way (CIP Plan PW-R-166).

### Rationale

The 124th Avenue NE corridor improvements are 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 Street, a widened and realigned 120th Avenue NE corridor, and the new NE Spring Blvd. multi-modal corridor, are associated with and advanced as part of the BelRed Plan.

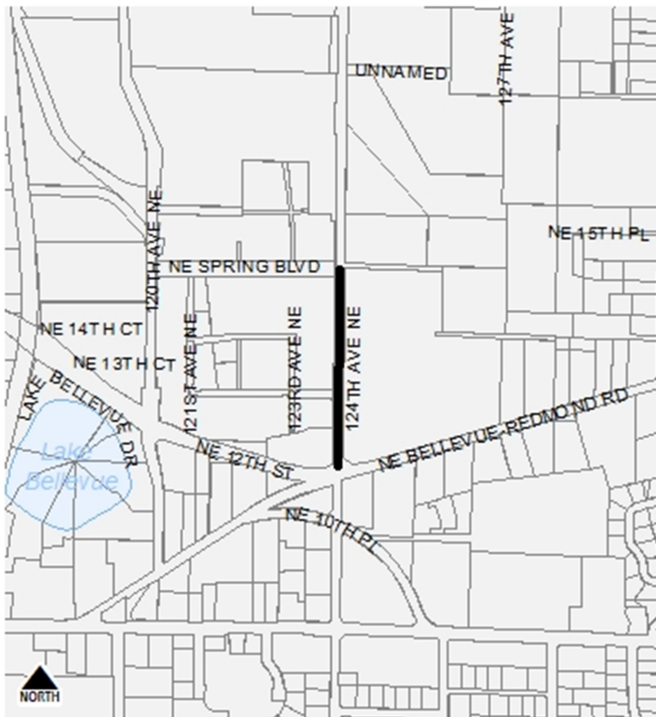
### Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue NE corridor between NE 8th Street and Northup Way. A SEPA determination of non-significance was issued for the implementation of the streetscape improvements between Main and NE 8th Streets.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$15,000 will be required to fund these costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2023	21,307,394

**Total Budgetary Cost Estimate:** 21,307,394

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,433,658
Private Contributions	420,000
State Grants	5,000,000
TIFIA Loan	14,009,605
Transportation Impact Fees	444,131

**Total Programmed Funding:** 21,307,394  
**Future Funding Requirements:** 0

### Comments

# PW-R-170 130th Avenue NE - Bel-Red Road to NE 20th Street

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **130th Ave NE – Bel-Red to NE 20th St**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
27,100,000	12,073,749	4,467,461	7,597,842	2,960,948	-	-	-	-

### Description and Scope

This project provides multi-modal improvements along 130th Avenue NE between BelRed Road and NE 20th Street. The improvements include curb, gutter, sidewalk, landscaping, illumination, drainage, water quality treatment, bicycle facilities on both sides of the street, on-street parking at select locations, potential mid-block crossings, intersection improvements including turn lanes at NE Spring Blvd. (formally NE 16th Street), potential traffic signal and intersection modifications at NE 20th Street and at BelRed Road, and accommodation for a Sound Transit East Link light rail crossing at the NE Spring Blvd. alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE Spring Blvd. alignment, the planned light rail station and park & ride facility between 130th and 132nd Avenues NE, private development in the vicinity, and the development of NE Spring Blvd. - 130th to 132nd Avenues NE (CIP Plan No. PW-R-174) project. The project will be designed to reflect BelRed urban design criteria.

### Rationale

The 130th 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 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 extensions and improvements to Spring Blvd., and with other new amenities, will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

### Environmental Impacts

Consistent with federal environmental requirements, this project obtained NEPA environmental approval and will obtain the required City and state permits prior to construction.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$15,000 will be required to fund these costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2023	27,100,000

**Total Budgetary Cost Estimate:** 27,100,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	-476,565
Miscellaneous Revenue	131,000
TIFIA Loan	26,533,757
Transportation Funding	911,808

**Total Programmed Funding:** 27,100,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-173 NE Spring Boulevard (Zone2) - 120th to 124th Avenues North

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **NE Spring Blvd (Zone 2) 120th to 124th Ave NE**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
20,708,000	20,346,160	361,840	-	-	-	-	-	-

### Description and Scope

This project will complete design and construction of a new multi-modal arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or center medians, sidewalks with buffered bicycle paths on both sides, landscaping and irrigation, urban design elements, illumination, storm drainage improvements and water quality treatment, and other underground utilities. A joint utility trench will also be constructed in cooperation with franchise utilities servicing the area. On-street parking will be provided along the north side of the roadway. The project will be designed to reflect BelRed urban design criteria and coordinated with the Spring District private development and Sound Transit East Link light rail station, NE Spring Boulevard - 116th to 120th Avenues NE (Zone 1, CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th to NE 16th Streets (Stage 3, CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE Spring Boulevard to Ichigo Way (CIP Plan No. PW-R-166).

### 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.

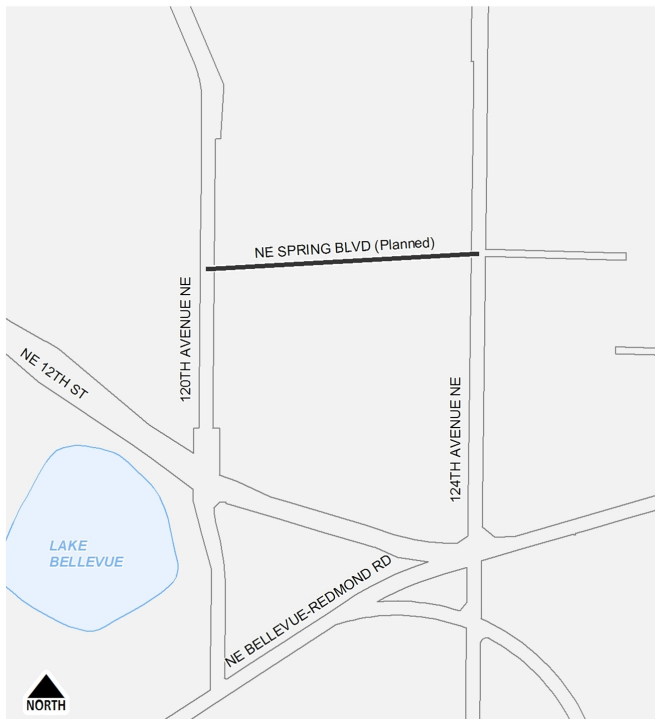
### Environmental Impacts

In association with the NE Spring Boulevard Zone 1 project (CIP Plan No. PW-R-172), a corridor specific environmental determination consistent with state and federal requirements has been completed.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$170,000 will be required to fund these costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2021	20,708,000

**Total Budgetary Cost Estimate:** 20,708,000

### Means of Financing

Funding Source	Amount
Federal Grants	1,238,119
General Taxes & LTGO Bond Proceeds	72,433
Miscellaneous Revenue	477,298
Private Contributions	3,341,270
State Grants	5,950,200
TIFIA Loan	8,968,062
Transportation Funding	43,618
Transportation Impact Fees	617,000

**Total Programmed Funding:** 20,708,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-174 NE Spring Boulevard - 130th to 132nd Avenues NE

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **NE Spring Blvd-130th to 132nd Ave NE**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
21,663,088	18,848,080	2,145,065	669,943	-	-	-	-	-

### Description and Scope

This project will complete the design of the full roadway cross-section and construct transportation system improvements of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes a new traffic signal at the 130th Avenue NE and modifies a signal at 132nd Avenue NE (to be built by Sound Transit) and will integrate vehicular traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and the 130th Avenue NE LRT station. Other improvements include sidewalks, 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, potential future private development, possible transit-oriented development to the immediate north, and the 130th Avenue NE – BelRed Road to NE 20th Street (CIP Plan No. PW-R-170) project. The project will be designed to reflect BelRed urban design criteria. This project may be implemented in two stages.

### 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, and the planned improvements to 130th 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.

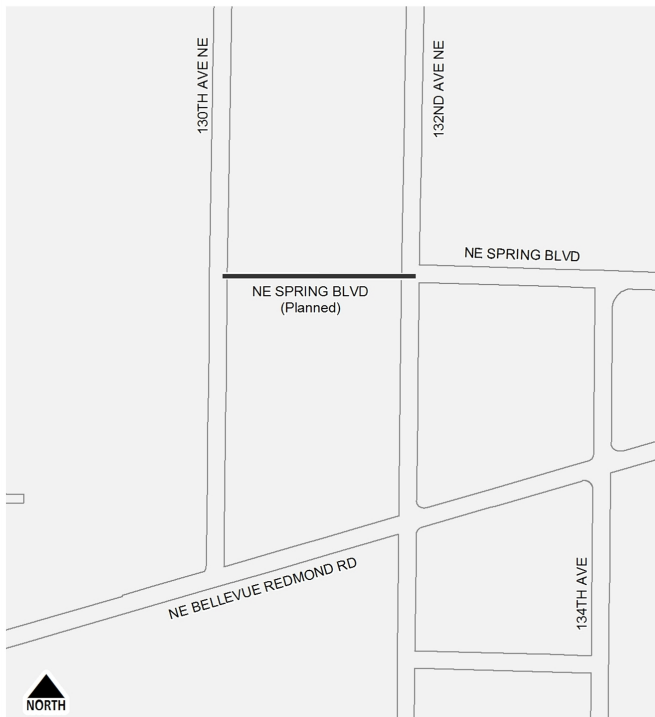
### Environmental Impacts

Consistent with federal environmental requirements, this project obtained NEPA environmental approval and will obtain the required City and state permits prior to construction.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$50,000 will be required to fund these costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2022	21,663,088

**Total Budgetary Cost Estimate:** 21,663,088

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	282,574
Miscellaneous Revenue	185,000
TIFIA Loan	17,453,925
Transportation Funding	211,962
Transportation Impact Fees	3,529,627

**Total Programmed Funding:** 21,663,088  
**Future Funding Requirements:** 0

### Comments



# PW-R-182 Downtown Transportation Plan/Exceptional Light Rail

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **Downtown Subarea and vicinity**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
13,200,000	5,500,000	1,200,000	1,200,000	1,300,000	2,000,000	2,000,000	-	-

### Description and Scope

This program implements the Downtown Transportation Plan (DTP) with projects to improve mobility options for people traveling to, from, and within Downtown Bellevue. Significant emphasis is given to projects that provide exceptional pedestrian and bicycle access near the Downtown light rail stations and along the Grand Connection. DTP identifies intersections that merit "Enhanced" or "Exceptional" treatment to safely and comfortably accommodate people walking. Significant investments are planned to design and build "Exceptional" intersections on both ends of the Transit Center and along the Grand Connection to create safe and seamless pedestrian crossings. Also, DTP identifies and establishes locations and priorities for new at-grade mid-block crossings at high-demand locations between signalized intersections. These mid-block crossing projects are supported by these CIP resources, typically in partnership with others.

### Rationale

Significantly more people live and work Downtown, and they will increase the number of daily trips made 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 overall growth and activity, the average number of daily vehicle trips is expected to maintain the stability observed through several growth cycles dating to 1990. Light rail stations, Stride BRT, and RapidRide lines B and K that serve Downtown Bellevue will attract pedestrians who will use transit for access to jobs, housing, shopping, and recreation. Along the Grand Connection and in all Downtown neighborhoods, people are choosing to walk or bicycle for commuting, exercise, and for short errands during the day. As a consequence of more people choosing to get around without a car, enhanced infrastructure projects are built in accordance with adopted plans to safely and comfortably accommodate pedestrians, bicyclists, and transit riders.

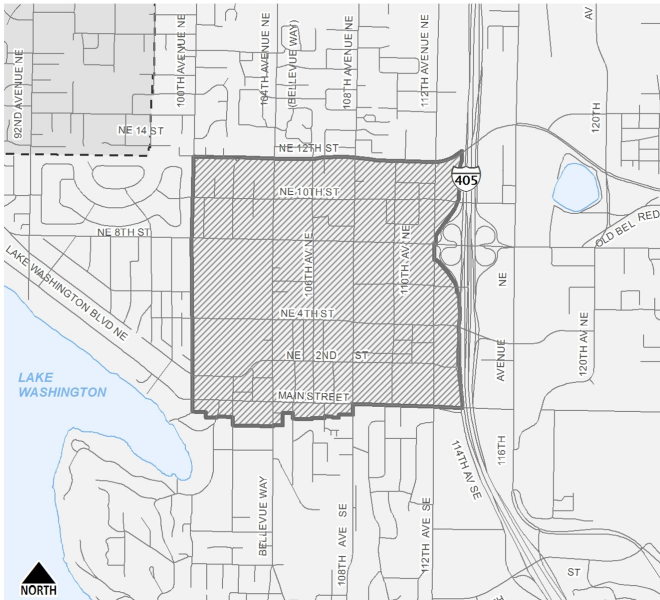
### Environmental Impacts

Program resources build projects – and leverage private sector investments - that are intended primarily to improve mobility, access, and safety for pedestrians and bicyclists, with specific emphasis on connections to transit. Projects are implemented on public rights-of-way/easements. Adverse environmental impacts are not expected, and projects are expected to help achieve Environmental Stewardship Plan goals and targets for reduced greenhouse gas emissions and per capita vehicle miles traveled. Programmatic State Environmental Policy Act (SEPA) documentation was developed collaboratively through the Downtown Transportation Plan/Downtown Livability Initiative in a SEPA Report (2017) for amendments to the Downtown Land Use Code and Downtown Subarea Plan.

### Operating Budget Impacts

Operating costs for this project will be determined on a project specific basis as required.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2025	13,200,000

**Total Budgetary Cost Estimate:** 13,200,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	4,777,784
Interlocal Contributions	55,000
Private Contributions	140,255
Real Estate Excise Tax	7,726,961
State Grants	500,000

**Total Programmed Funding:** 13,200,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-184 Bellevue Way SE HOV Lane - 112th Avenue SE 'Y' to I-90

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **Bellevue Way SE HOV-112th Ave SE 'Y' to I-90**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
6,400,000	1,400,000	-	-	-	-	-	2,500,000	2,500,000

### Description and Scope

This project funds the design and acquisition of right of way for phase one of Bellevue Way SE, which will construct a new inside southbound HOV lane and a planter at the base of a retaining wall from the Winter's House to the future South Bellevue light rail station. It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90, which will be built by Sound Transit. 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 as well as the completion of environmental documentation. Future project implementation includes the construction of phase one and design, right of way acquisition, and construction of phase two, which extends the southbound HOV lane from the Winter's House to 108th Avenue SE and approximately 400 feet along 112th Avenue SE to the north.

### 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 delays in service for buses trying to reach the South Bellevue Park and Ride and points beyond. Implementation of this new HOV lane improves multi-modal access to the South Bellevue Park and Ride and I-90, helping alleviate overall traffic congestion in that area. It will provide significant benefits to those who use transit, carpool, or vanpool.

### Environmental Impacts

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

### Operating Budget Impacts

Operating costs will be determined as the project progresses through design and the ultimate roadway improvements are determined.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2027	6,400,000

**Total Budgetary Cost Estimate:** 6,400,000

### Means of Financing

Funding Source	Amount
General Taxes & Impact Fees	6,170,000
General Taxes & LTGO Bond Proceeds	230,000

**Total Programmed Funding:** 6,400,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-191 124th Avenue NE/Ichigo Way (NE 18th Street) to Northup

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **124th Ave NE-Ichigo Way to Northup Way**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
33,121,384	13,324,000	-	9,963,466	9,833,918	-	-	-	-

### Description and Scope

This project advances the design, property acquisition, and construction of 124th Ave NE from Ichigo Way (NE 18th Str) to Northup Way. This project will widen and raise the profile for 124th Ave NE between Ichigo Way (NE 18th St) and Northup Way. The roadway cross-section will consist of 5 lanes incl. 2 travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk on both sides, maintaining existing signal at Metro driveway, and illumination, ITS, signing, landscaping, irrigation, storm drainage, and water quality treatment, retaining walls, culvert replacement, wetland buffer and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to complete design, property acquisition, and construction of a multipurpose pathway on the west side between NE 16th St 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 with the West Tributary regional detention facilities. This project will be coordinated with 124th Ave NE – NE Spring Blvd to Ichigo Way (PW-R-166) project, 124th Ave NE-NE 12th to NE Spring Blvd (PW-R-169).

### Rationale

The 124th Ave NE project is one of several 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 St extension, and the new 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, implementation, and appropriate cost-sharing with the ST East Link light rail project. Ultimately, the scope of improvements will increase roadway capacity by adding north/south travel lanes to address the projected 2,100 vehicle PM peak trips, further reducing delay and congestion to the south and east. The improvements reflect the approximate 3M to 4M sq ft of new office development and 1,000 multi-family dwelling units within a 36-acre area identified as the "Spring District" and improve access to/from SR 520.

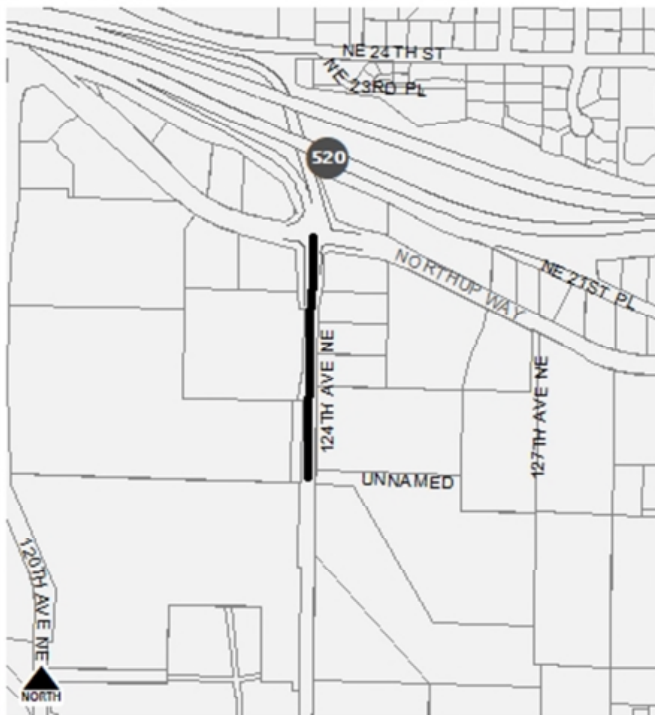
### Environmental Impacts

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 St and Northup Way. A citywide programmatic environmental review, including this project, was conducted as part of the Transportation Facilities Plan update.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$15,000 will be required to fund these costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2016 - 2023	33,121,384

**Total Budgetary Cost Estimate:** 33,121,384

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	110,733
Private Contributions	376,000
TIFIA Loan	32,634,651

**Total Programmed Funding:** 33,121,384  
**Future Funding Requirements:** 0

# PW-R-194 West Lake Sammamish Parkway Phase 3

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **West Lake Sammamish Pkwy**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,500,000	-	-	-	-	-	-	1,500,000	1,000,000

### Description and Scope

The project will develop engineering plans, acquire necessary right of way, and construct the third phase of the West Lake Sammamish Parkway corridor improvements (of five anticipated phases). Project funding and the design 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 Street, Northup Way, NE 24th Street, and five other locations along the Parkway. The project will include pavement repair, storm drainage, water quality, and fish passage improvements as warranted throughout the corridor. The second phase of West Lake Sammamish Parkway between the SE 200 Block and the NE 800 Block is in construction and is funded by CIP Plan No. PW-R-183.

### 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 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.

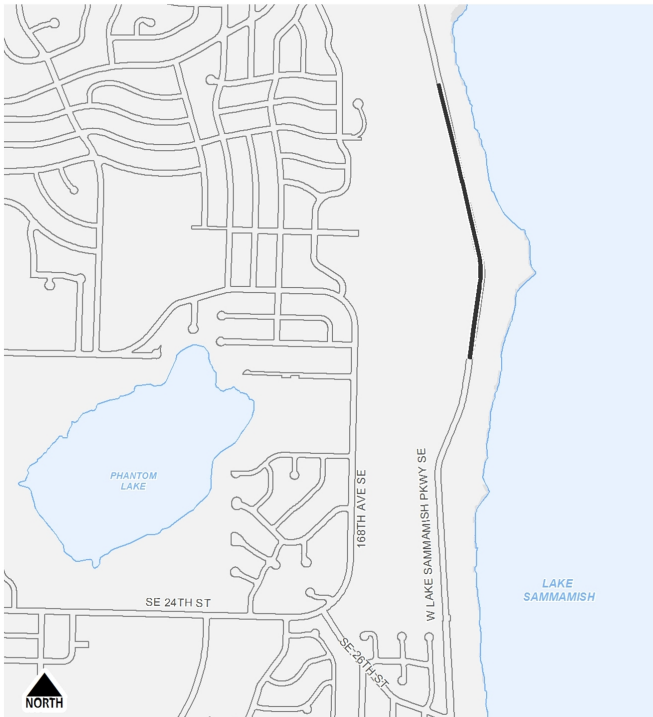
### Environmental Impacts

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

### Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2026 - 2027	2,500,000

**Total Budgetary Cost Estimate:** 2,500,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,200,000
Transportation Funding	1,300,000

**Total Programmed Funding:** 2,500,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-198 Neighborhood Congestion Management (Levy)

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
22,000,000	8,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

### Description and Scope

This project will complete analysis, design and/or fund construction of neighborhood congestion projects that address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility. Before beginning the Neighborhood Congestion Reduction Program in 2017, there were a limited number of projects that had been studied and had concepts developed for addressing congestion issues. A list of potential projects was created based on community input and prior planning studies. These projects were ranked based on scoring criteria developed with the support of the Transportation Commission. Projects that show a great need for congestion improvement and have a concept that shows a high benefit will be the first to receive funding for design and construction. Design and construction of Neighborhood Congestion Reduction projects can be costly, depending on the treatment and complexity of the project. As such, this fund is often leveraged with other CIP funds/projects, grants, and other opportunities to deliver on construction. Through the first four years (2017-2020) of the Neighborhood Congestion Reduction program, nine projects (analysis/design/construction) are expected to be completed.

### Rationale

In November 2016, the residents of Bellevue approved (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Management projects for 20 years, from 2017-2036. 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 a contribution to levy-backed construction. The Neighborhood Safety and Connectivity (Levy)—also funded by Proposition 2—allots funding to deliver a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This work is funded by another proposal (130.125A).

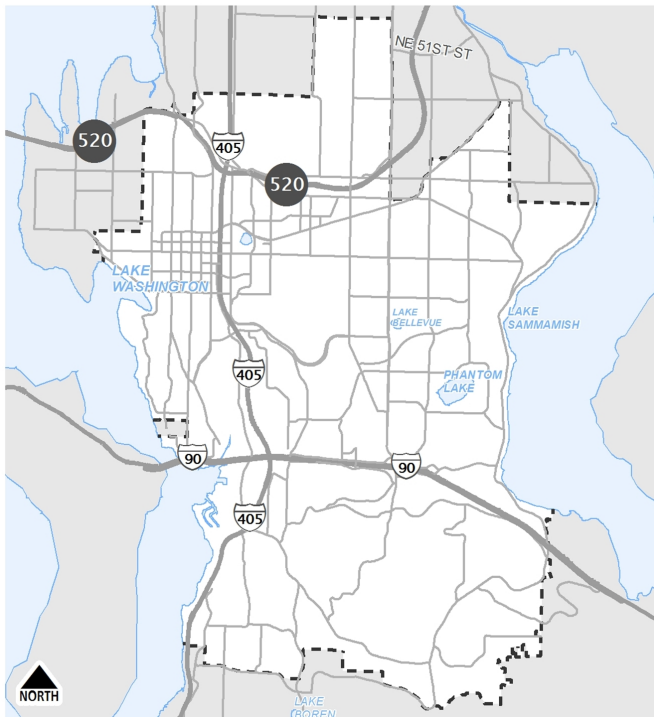
### Environmental Impacts

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 determined on a project specific basis as required.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2027	22,000,000

**Total Budgetary Cost Estimate:** 22,000,000

### Means of Financing

Funding Source	Amount
Transportation Levy Revenue	22,000,000

**Total Programmed Funding:** 22,000,000  
**Future Funding Requirements:** 0

### Comments



# PW-R-199 Neighborhood Safety and Connectivity (Levy)

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
67,366,140	22,436,521	5,994,200	6,135,639	6,277,078	6,418,517	6,559,956	6,701,395	6,842,834

### Description and Scope

The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This fund will help address the backlog projects and prioritized new projects in the following categories: 1) Neighborhood safety projects: Provide traffic calming, reduce speed and non-local traffic, reduce the 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; 2) 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 the City's capability to implement technology that improves safety, traffic flow, traveler information, and other emerging technology, such as autonomous vehicles; 3) 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, 4) 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 (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Reduction projects for 20 years, from 2017-2036. This project addresses Council's desire to address the backlog of projects and the potential to prioritize new projects in the project categories above. The Neighborhood Congestion Reduction program, also funded by Proposition, allots \$2,000,000 per year to develop projects that ease traffic congestion within, near and between neighborhoods, making it easier for people to get to homes, jobs, schools, and shopping. This work is funded by another proposal (130.124A).

### Environmental Impacts

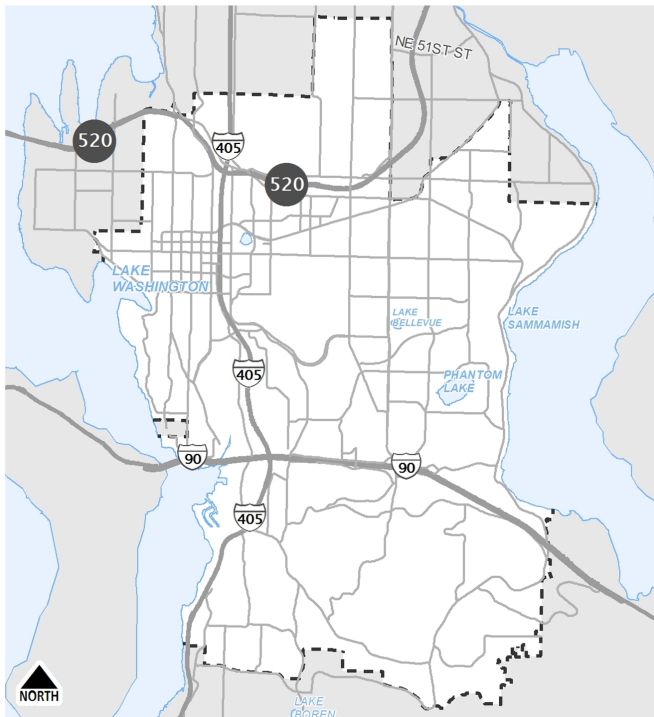
Project-specific environmental studies may be required and will be addressed on a per-project basis

### Operating Budget Impacts

Operating costs for this program will determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2017 - 2027	67,366,140

**Total Budgetary Cost Estimate:** 67,366,140

### Means of Financing

Funding Source	Amount
Transportation Levy Revenue	67,366,140

**Total Programmed Funding:** 67,366,140  
**Future Funding Requirements:** 0

### Comments

# PW-R-200 Neighborhood Congestion Management Project

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **Various**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
6,000,000	500,000	1,000,000	-	1,725,000	225,000	2,275,000	150,000	125,000

### Description and Scope

This project will complete design and fund construction of neighborhood congestion projects that address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.

### Rationale

One of the stated intentions for the \$2 million established for congestion management projects out of the levy funding was to begin the pre-design/designing process that would lead to a budget proposal for construction as/if needed. Design processes have identified that projects costs would greatly limit the number of projects built under the levy if additional capital funds are not available to implement.

### Environmental Impacts

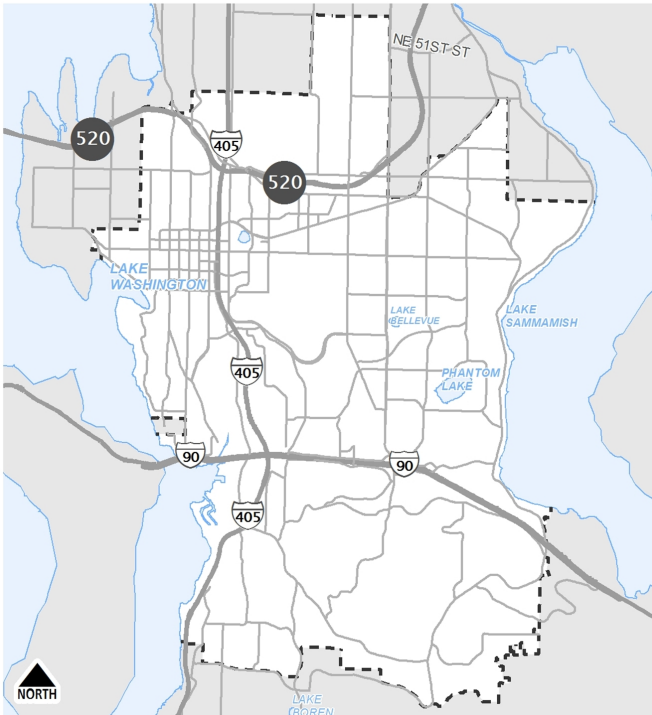
Project-specific environmental studies may be required.

### Operating Budget Impacts

Operating costs for this program will determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2017 - 2027	6,000,000

**Total Budgetary Cost Estimate:** 6,000,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	664,203
Transportation Funding	5,335,797

**Total Programmed Funding:** 6,000,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-204 Mobility Implementation Plan

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
345,000	245,000	100,000	-	-	-	-	-	-

### Description and Scope

A Mobility Implementation Plan (MIP) will articulate and support a comprehensive multimodal approach to mobility in Bellevue, for both regulatory concurrency and long-range planning. Through this scope of work, the Transportation Commission will prepare recommended amendments to the Comprehensive Plan policies and to Bellevue City Code.

### Rationale

The Mobility Implementation Plan will advance Council's vision by establishing a multimodal approach to concurrency and long-range planning, and amending methodology to identify, prioritize and fund projects and programs in the Transportation Facilities Plan and Capital Implementation Program. The key policy direction is TR-37. Develop and utilize a citywide Transportation Master Plan to identify and prioritize the implementation of transportation system improvements. A multimodal implementation plan will expand the existing vehicle level-of-service concurrency standards to include all modes. This is an essential step to better accommodate Bellevue's increasingly varied travel demands and to allocate resources among projects for all modes. The community benefit will be a more equitable and sustainable approach to identify, prioritize and fund transportation system projects.

### Environmental Impacts

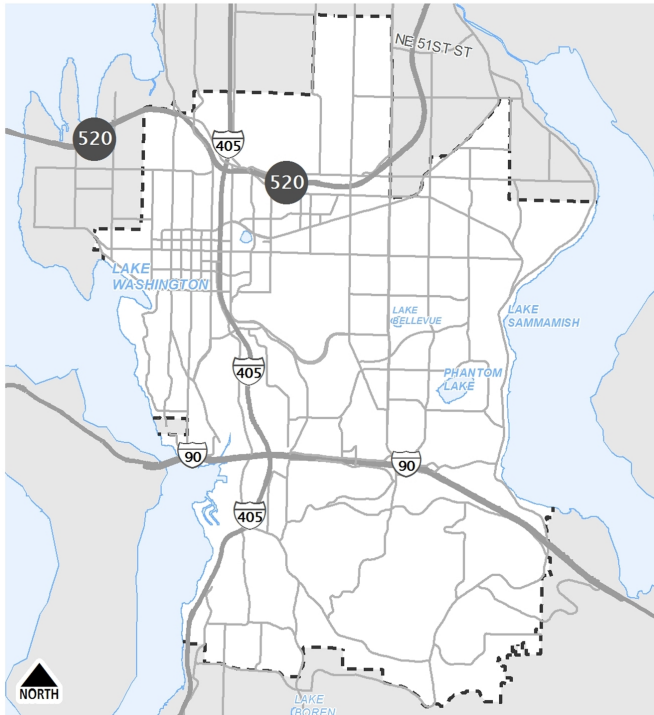
Transportation is a significant contributor to greenhouse gas emissions in Bellevue. The Environmental Sustainability Initiative has identified a target for reducing greenhouse gas emissions, and a number of strategies to achieve that target. The amount of driving that people do, expressed as per-capita vehicle miles traveled, is an important metric that can measure the success of the Mobility Implementation Plan to provide accessible choices.

### Operating Budget Impacts

No direct operating budget impacts as a result of developing the Mobility Implementation Plan.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2020 - 2021	345,000

**Total Budgetary Cost Estimate:** 345,000

### Means of Financing

Funding Source	Amount
General Taxes	245,000
Transportation Funding	100,000

**Total Programmed Funding:** 345,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-205 Vision Zero Rapid Build Data Driven Safety Program

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Various**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
2,500,000	-	357,143	357,143	357,142	357,143	357,143	357,143	357,143

### Description and Scope

This Vision Zero program funds the first phase of data driven rapid build road safety projects along this High Injury Network (HIN). Based on a comprehensive review of citywide crash data, five major streets have been initially identified as Priority Safety Corridors (PSC) among the HIN to advance in this proposal: NE 8th St east of downtown, Factoria Blvd, Bellevue Way south of downtown, Bel-Red Rd in the Overlake area, and 116th Ave NE in the Wilburton area. Funding will assist staff in designing, cost estimating, and prioritizing PSC improvement projects; after which, staff will use a rapid build approach to address systemic traffic safety challenges on these corridors. Examples of candidate PSC projects include radar feedback signs, enhancing or adding pedestrian crossings, adding left turn pockets, restricting turn movements, adding medians, and other complete streets elements that produce improved safety outcomes. Following implementation of PSC projects staff will compare before/after data using conflict analytics, speed studies, and other analysis tools to determine how well the projects achieved their intended safety goals. This data driven approach of measuring actual results of road safety projects will inform evidence-based strategies for future PSC investments and support the city's performance monitoring of progress towards Vision Zero.

### Rationale

In Bellevue 56% of fatal and serious injury traffic collisions occur on 7% of the City's total street network (as measured by length). Engineering changes to create safer streets on Bellevue's High Injury Network supports: Council's Vision Zero commitment to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030 (see Resolution 9035); Comprehensive Plan direction to "Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential improvements and implement recommended changes" (see Policy TR-55); and, Council approved "safe systems" strategies to move Bellevue towards Vision Zero.

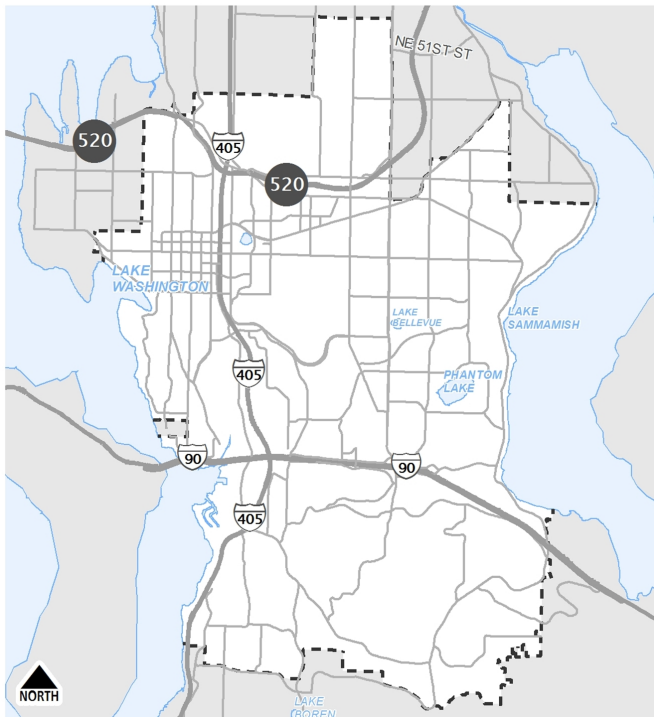
### Environmental Impacts

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

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2027	2,500,000

**Total Budgetary Cost Estimate:** 2,500,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,020,144
Transportation Funding	1,479,856

**Total Programmed Funding:** 2,500,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-206 Transportation Grant Match Program

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Various**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,000,000	-	-	-	-	-	1,000,000	1,000,000	1,000,000

### Description and Scope

This program provides a secured and committed allocation of capital resource intended to be selectively used to leverage new, outside funding from grants or other sources to implement the City's transportation capital priorities in future years. Virtually all grant programs require the commitment of a significant minimum local match, often 13.5 to 20 percent of the total cost of a project phase. Many grant programs prioritize candidate projects when the applicant offers a local match above the minimum required. This flexible but committed allocation of resources allows the city to be strategic and nimble in evaluating the competitiveness of current or emerging capital priorities to find the best fit to the goals, focus and criteria established for federal, state, or regional grant programs. This fund may also be used as opportunities arise to partner or cost share with neighboring jurisdictions or regional agencies including King County Metro, Sound Transit and the WSDOT. Below is a list of currently identified project examples that may be competitive candidates for future grant competitions or partnership opportunities. Some of these projects already do have some funding allocated, but their current, adopted scope does not include implementation (i.e. construction) resources: 120th Avenue NE (Stage 4), NE 16th Street to Northup Way; Bellevue Way SE HOV Lane; NE 6th Street Extension; Regional Trail Extensions or Connections (e.g. Mountains to Sound Greenway Trail; Eastrail to NE Spring Blvd Connection); Growth Corridor (Downtown-Wilburton-BelRed) Bicycle Network; Bellevue College Connector King County Metro Rapid Ride K-Line.

### Rationale

The city currently has very few fully or even partially funded transportation capital investments funded beyond the next two to three years in the CIP. This allocation will allow staff and decisionmakers the opportunity to leverage significant amounts of outside funding as specific out-year priorities are identified but when sufficient local resources are not available to advance project implementation. Some current grant programs (2020) are already seeking applications for funding in the years 2023 and 2024. During the coming biennium, grant programs will be seeking candidate projects for funding in 2025 and beyond, but in most cases applicants without a secured or committed match source are deemed ineligible.

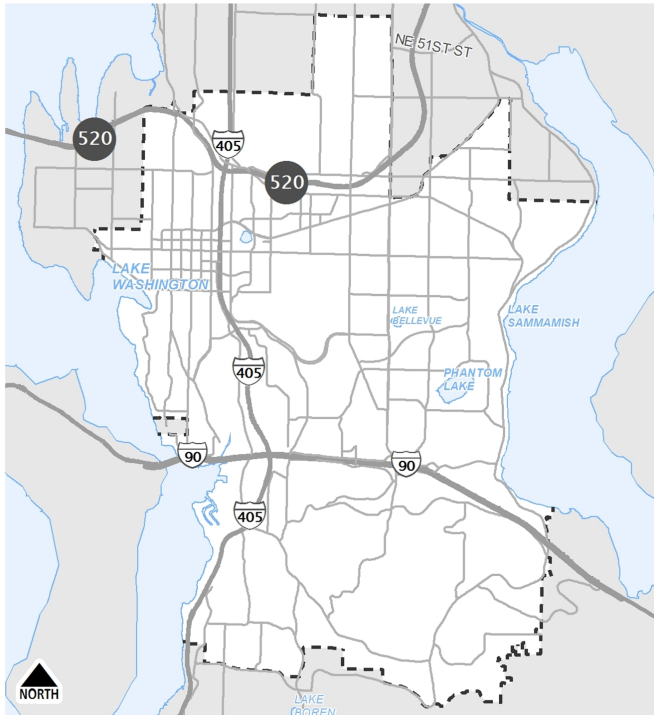
### Environmental Impacts

Project specific environmental studies may be required and will be addressed on a per-project basis at the time of project design or implementation.

### Operating Budget Impacts

Operating costs for this program will determined on a project specific basis as required.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2025 - 2027	3,000,000

**Total Budgetary Cost Estimate:** 3,000,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	3,000,000

**Total Programmed Funding:** 3,000,000  
**Future Funding Requirements:** 0

### Comments



## PW-R-207 114th Avenue SE and SE 8th Street

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **114th Ave SE and SE 8th St**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
3,410,000	-	-	-	3,410,000	-	-	-	-

### Description and Scope

This project funds the completion of design, right of way acquisition and construction of capacity, pedestrian and bicycle safety improvements at the intersection of 114th Avenue SE and SE 8th Street.

### Rationale

The 114th Avenue corridor is currently very active with multiple redevelopment opportunities in the planning stage. This development, the adjacency of a Park & Ride lot, nearby recreational opportunities and that this is a link in the Lake Washington Loop Trail all drive the need for intersection capacity and safety improvements. Traffic modeling analysis has shown that the addition of an additional southbound lane and associated intersection modifications provide significant benefit by reducing traffic delay at this intersection.

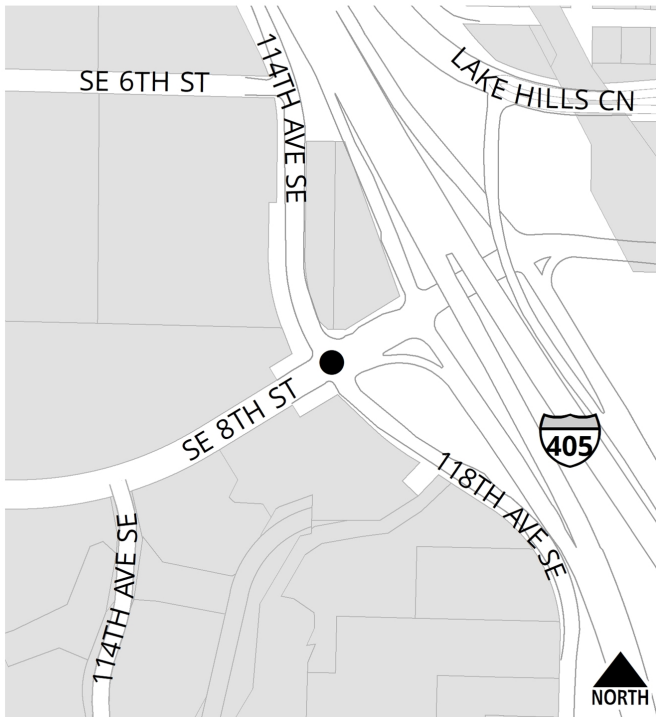
### Environmental Impacts

Environmental impacts and permit need determination will be performed during the project design phase.

### Operating Budget Impacts

Operating costs for this project will determined during the project's design phase.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2023 - 2023	3,410,000

**Total Budgetary Cost Estimate:** 3,410,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	3,410,000

**Total Programmed Funding:** 3,410,000  
**Future Funding Requirements:** 0

### Comments

## PW-R-208 112th Avenue NE at McCormick Park

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **112th Ave NE at McCormick Park**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,000,000	-	1,000,000	-	-	-	-	-	-

### Description and Scope

The project funds the design and construction of the frontage improvements on 112th Avenue NE at McCormick Park in order to match this roadway section to the frontage improvements being made during construction of Fire Station 10. Improvements include some widening, installation of separated bike facilities, planter strip and corner improvements at McCormick Park (112th Avenue NE and NE 12th Street). Bike facility improvements will tie into the multi-purpose path being built on NE 12th Street.

### Rationale

The Transportation Development Code requires development to build transportation systems at their frontage during construction. Construction of Fire Station 10 will build frontage improvements that will leave a gap between their construction and NE 12th Street to the south – at property owned by the city Parks and Transportation departments. This proposal designs and builds those frontage improvements for the safety of all users.

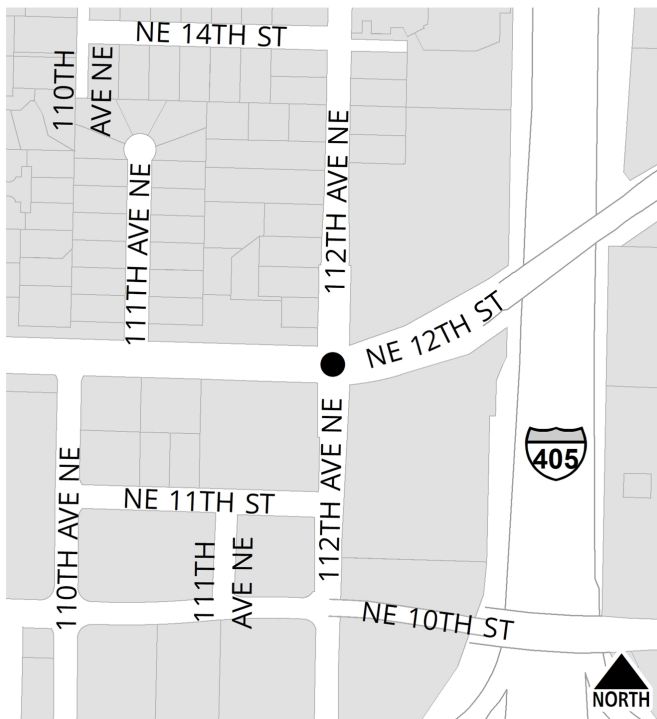
### Environmental Impacts

Environmental impacts will be determined and mitigated as part of the project design phase.

### Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2021	1,000,000

**Total Budgetary Cost Estimate:** 1,000,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	16,079
Transportation Funding	983,921

**Total Programmed Funding:** 1,000,000  
**Future Funding Requirements:** 0

### Comments

# PW-R-209 130th Avenue NE Station Area Park and Ride

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **130th Ave NE and 132nd Ave NE**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
4,000,000	-	1,600,000	2,400,000	-	-	-	-	-

### Description and Scope

This project will design and construct a park-and-ride facility adjacent to the light rail station between 130th Avenue NE and 132nd Avenue NE, while the City concurrently evaluates opportunities for a Transit Oriented Development (TOD). The facility will include 300 parking stalls with associated maintenance stalls, ADA stalls, bicycle parking and other features as needed.

### Rationale

The City is responsible for the development of this park-and-ride facility per the Amended and Restated Umbrella Memorandum of Understanding (MOU) between the City and Sound Transit.

### Environmental Impacts

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

### Operating Budget Impacts

This program will have no impact on operating expenditures.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2021 - 2022	4,000,000

**Total Budgetary Cost Estimate:** 4,000,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,881,775
Transportation Funding	1,118,225

**Total Programmed Funding:** 4,000,000  
**Future Funding Requirements:** 0

### Comments

# PW-W/B-56 Pedestrian and Bicycle Access and Connections

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
14,296,286	10,743,286	480,000	480,000	480,000	480,000	480,000	569,000	584,000

### Description and Scope

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

### Rationale

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

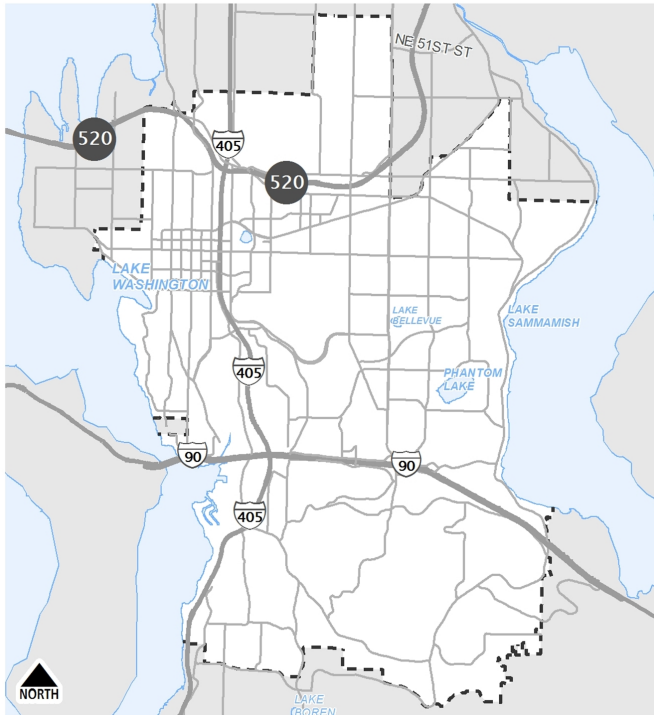
### Environmental Impacts

Environmental impacts are minimal and are addressed as appropriate as each project is designed and permitted. Projects funded through this program advance goals and targets articulated in the Environmental Sustainability Plan for reducing transportation-related impacts.

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	14,296,286

**Total Budgetary Cost Estimate:** 14,296,286

### Means of Financing

Funding Source	Amount
Charges for Services	1,646
Developer Contributions	30,000
Federal Grants	1,591,209
General Taxes & LTGO Bond Proceeds	4,992,113
Interlocal Contributions	603,258
State Grants	105,877
Transportation Funding	6,972,183

**Total Programmed Funding:** 14,296,286  
**Future Funding Requirements:** 0

### Comments

# PW-W/B-76 Neighborhood Sidewalks

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Various**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
19,770,309	10,889,309	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,422,000	1,459,000

### 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.

### 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 and bicycle facilities; and, provide system connectivity.

### Environmental Impacts

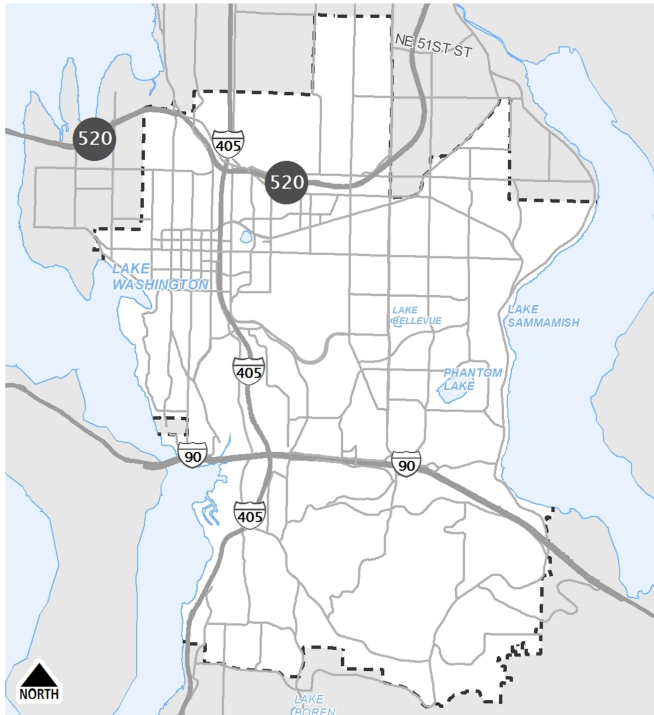
Project specific environmental determinations will be made for each individual project in conjunction with its final design phase.

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	19,770,309

**Total Budgetary Cost Estimate:** 19,770,309

### Means of Financing

Funding Source	Amount
Developer Contributions	522,460
General Taxes & LTGO Bond Proceeds	2,568,616
General Taxes & LTGO Bond Proceeds	7,600,954
Private Contributions	197,279
Transportation Funding	8,881,000

**Total Programmed Funding:** 19,770,309  
**Future Funding Requirements:** 0

### Comments



# PW-W/B-84 MTSG Trail - 132nd Avenue SE to 142nd Place SE

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **Approved Prior**  
 Location: **132nd Ave SE to 142nd PI SE**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
9,798,000	3,895,000	5,903,000	-	-	-	-	-	-

### Description and Scope

This project will construct the second phase of the Mountains to Sound Greenway Trail from 132nd Avenue SE to 142nd Place SE. The trail design includes a separated, at grade, 12-foot wide paved trail running along Interstate 90 (I-90) and SE 36th Street with trailhead treatments, wayfinding, urban design, landscaping, lighting, storm drainage improvements and natural drainage practices where feasible. The trail will provide access to the local street network, the Eastgate Freeway Station in the I-90 median and to the Eastgate Park and Ride and Transit Hub on the northside of I-90.

### Rationale

Bellevue's 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. This section of the trail will help to provide a link between I-90, I-405 and the Washington Loop Trail to allow for full non-motorized access to King County regional growth centers through the Eastgate Transit node.

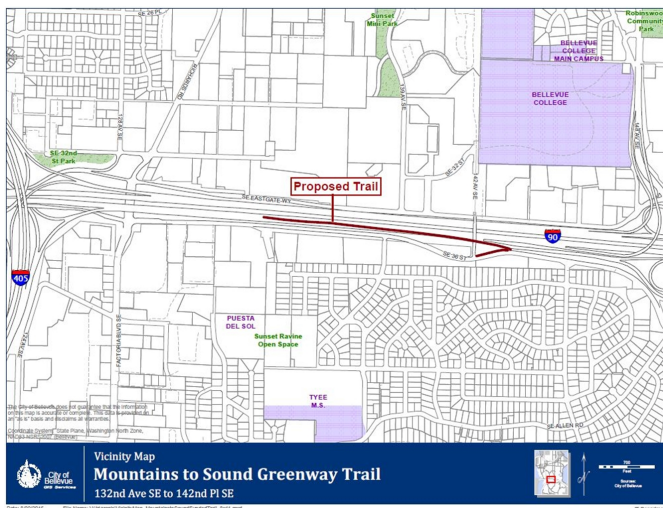
### Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

### Operating Budget Impacts

Operating costs will increase due to the maintenance of the trail, street lighting, landscaping, and other similar costs. An estimated \$15,000 of annual maintenance (adjusted for inflation) will be required to fund operating costs associated with this project.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2019 - 2021	9,798,000

**Total Budgetary Cost Estimate:** 9,798,000

### Means of Financing

Funding Source	Amount
Federal Grants	4,760,000
Interlocal Contributions	1,000,000
Real Estate Excise Tax	2,538,000
Transportation Funding	1,500,000

**Total Programmed Funding:** 9,798,000  
**Future Funding Requirements:** 0

### Comments

# PW-W/B-85 Growth Corridor High Comfort Bicycle Network

Category: **Transportation and Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Various**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget	FY 2027 Budget
1,500,000	-	500,000	500,000	500,000	-	-	-	-

### Description and Scope

Based on the 2009 Pedestrian and Bicycle Transportation Plan, 9 north-south corridors and 7 east-west corridors comprise the bicycle network in the city's Growth Corridor. These will be evaluated to identify the highest priority gaps with rapid-build opportunities. Projects will be designed with community input and 3 projects will be implemented by 2024. Without these, access to and the utility of investments made by TIFIA-supported capital projects in BelRed, Eastrail, the Neighborhood Safety, Connectivity and Congestion Levy, and Station Area Planning Implementation other projects and programs will not be fully realized. The bikeways implemented by this program will help provide residents, employees, and families with equitable access to major local destinations, high capacity transit, and regional trails. Projects will strive to provide separation between people bicycling, driving, walking, and rolling as feasible, reasonable, and appropriate to the context while maintaining adopted level of service standards for all modes. Project elements will consist primarily of lane restriping, vertical separation (e.g. posts, planter boxes), pavement markings, signage, and traffic signal revisions.

### Rationale

In a 2017 online questionnaire, 57% of respondents reported feeling unsafe riding a bicycle in Downtown, and 62% indicated they would ride a bike in D/T more often if streets had safe and comfortable bike lanes. People bicycling and driving alike reported feeling most comfortable along bike lanes that are physically protected. The Council referred to these and other assessment findings as indicators of a successful project and that additional improvements are needed to create a connected and protected bicycle network. This proposal would fill bicycle network gaps in the Growth Corridor and supports: the Pedestrian and Bicycle Transportation Plan objective to "provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region"; Comprehensive Plan direction to "increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city" (Policy TR-26), which "enables equitable access for all people and all travel modes" (p. 169) and helps "ensure getting around Bellevue on foot is easy and safe, and bicycling facilities accommodate riders of all ages and abilities" (p. 161); mode share targets aiming to reduce drive-alone trips (TR-8, TR-15); ES1 targets to reduce per capita vehicle miles travelled (VMT) by 50% by 2050 and reduce greenhouse gas emissions by 80% by 2050; an Economic Development Plan foundational strategy to "cultivate a multi-modal transportation system that will ease congestion by increasing capacity and enhancing connectivity (roads, transit, rail, biking, and pedestrian corridors)."

### Environmental Impacts

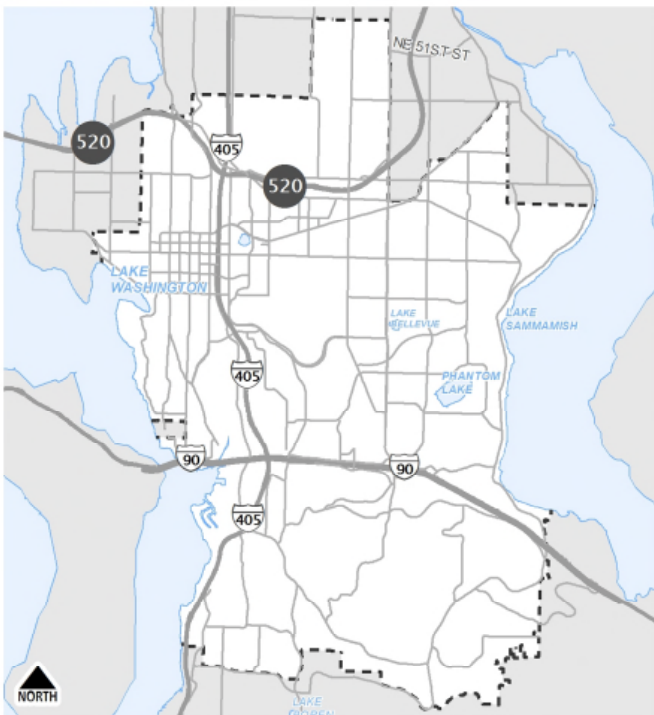
This program funds rapid-build projects that are implemented on existing streets with no or minimal impact to existing curbs and drainage, which will be addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

### Project Map

### Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2021 - 2023	1,500,000

**Total Budgetary Cost Estimate:** 1,500,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,500,000

**Total Programmed Funding:** 1,500,000  
**Future Funding Requirements:** 0