

Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCtywideComp.aspx>

PROJECT DESCRIPTION INFORMATION

1	Project Title: 124 th Avenue SE Connection to I-90 Trail <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)</i>
2	Sponsoring Agency: City of Bellevue Also identify any co-sponsor(s):
3	Project Contact Person: Jen Benn Address: 450 110 th Avenue NE, Bellevue WA, 98004 Phone: 425-452-4270 Fax: 425-452-2817 E-Mail: jbenn@bellevuewa.gov

<p>4</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The goal of 124th Avenue SE Connection project is to address non-motorized safety and system connectivity issues in one of the city’s key activity centers. The project will construct a 10’ wide paved multi-purpose trail connecting the north end of 124th Avenue SE near SE 38th Street to the existing Mountains to Sound Greenway trail along I-90. A mid-block crossing on 124th Avenue SE just south of SE 38th Street will be constructed, including a small island for refuge. The design will consider use of pervious pavement and other low impact development techniques. Wayfinding signage will direct pedestrians and bicyclists to the bypass connection.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The project serves the most concentrated sector of Factoria, one of the city’s defined employment centers, and is adjacent or near Factoria Mall, Newport High School, and numerous office complexes and retail plazas totaling almost one million square feet of office space and serving more than 6,000 employees. The employment center’s proximity to the Eastgate Park & Ride and Seattle via the I-90/Mountains to Sound Greenway Trail creates the ideal setting for commuting by bicycle.</p> <p>However, the current system features do not invite bicycling. Factoria Boulevard links Coal Creek Parkway (with access to I-405) to I-90 access points. The boulevard is heavily congested with an ADT of 40,100. The recommended north-south bike route through the Factoria area, therefore, is one block west along the parallel 124th Avenue SE, which has average daily volumes of 11,600.</p> <p>124th Avenue SE does not connect to the I-90 trail. To make the connection bicyclists must travel down the highly congested SE 38th Street, which has many access driveways and a blind curve at the west end, and then transition on to Factoria Boulevard where there are no dedicated bicycle facilities. The result is a hazardous travel route for bicyclists and a transportation system that fails to function efficiently for any mode because bicycles ride either in the travel lanes or on the sidewalks.</p> <p>This project produces a variety of benefits: it eliminates a major bicycle safety hazard, separates modes on a congested roadway, creates a convenient link to the regional trail system and a significant Park and Ride facility, and promotes the use of non-motorized modes for errand and commute trips.</p>
<p>5</p>	<p>Project Location: WSDOT Right of Way along southeast quadrant of I-405/I-90 Interchange</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: 124th Avenue SE near SE 38th Street <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: Mountains to Sound Trail along south side of I-90 near Factoria Boulevard <i>(Identify landmark if no crossroad)</i></p>

6	<p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>		
7	<p>Federal Functional Classification Code <i>(Select only one)</i></p> <p style="text-align: center;"><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..</i></p>		
	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top; border-right: 1px solid black; padding-right: 10px;"> <p style="text-align: center;">Rural Functional Classifications (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> </td> <td style="width: 50%; vertical-align: top; padding-left: 10px;"> <p style="text-align: center;">Urban Functional Classifications (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> </td> </tr> </table>	<p style="text-align: center;">Rural Functional Classifications (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>
<p style="text-align: center;">Rural Functional Classifications (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>		
	<p>NOTE: <u>Federally Funded Projects.</u> <i>A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</i></p> <p>Examples of Exceptions:</p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects <u>not</u> on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 		

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2.

Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

CENTER DEVELOPMENT

The 124th Avenue NE Trail Connection provides the students, residents, and employees who live and work in a concentrated sector of Factoria with a safe and convenient connection to the regional trail system and to the Eastgate Park & Ride lot.

124th Avenue SE is anchored by Newport High School at the south end and Factoria Mall at the north end. The Mall sits on a 41.5 acre site and currently contains 550,000 square feet of retail space. In the immediate area, including across Factoria Boulevard, are numerous office complexes and retail plazas totaling almost one million square feet of office space and more than 6,000 employees (primarily in the retail, communications, and high-tech fields). The Bellevue City Council has approved the addition of 150,000 square feet of retail space and 685 residential units on the mall site, continuing the trend, and increasing the need for multi-modal options in the area.

The project directly supports two policies in the City of Bellevue Comprehensive Plan – Factoria Subarea Plan (page 100):

POLICY S-FA-21: Provide a network of sidewalks, footpaths, and trails with interconnection to areas surrounding the Factoria Subarea to accommodate safe and convenient access to community facilities, retail areas, and public transit as well as to accommodate the exercise walker and hiker.

POLICY S-FA-22: Improve safety for bicyclists and other nonmotorized users by providing an integrated on-street and off-street system.

As the Factoria Subarea develops into an urban activity/employment center, its residents, visitors, and employees will need safe non-motorized facilities to build greater connection with their community. The project will help them access and experience the amenities of the area without driving “across the street.”

But perhaps the most important influence the project has on the center is its capacity to reduce congestion on Factoria Boulevard, a principal north-south arterial that serves as the transportation spine of the subarea. The first improvement will be the separation of bicycle traffic from the travel lanes of the arterial. The longer term improvement will come from the development of a bicycle commuting culture in Factoria, supported by the connection to the regional trail system and the Eastgate Park & Ride. Transportation staff estimate that with the completion of the 124th Avenue SE connection to the I-90 Trail on the south side of I-90, at least 50% of users will be doing so for commute- or other transportation-related trips. The expectation is that over time, as people learn that a new, more hospitable facility is available, use will increase significantly over current levels and consequently reduce the number of employees driving to work. Congestion relief and employee commute amenities generated by the project make it an important element in building an environment supportive of future development.

CENTER BENEFITS

The 124th Avenue SE Trail Connection project provides a variety of benefits, from congestion relief and building community previously mentioned, to increasing safety and multi-modal system connectivity. As such, the project supports Policy 1 in the East Bellevue Transportation Plan. (Improve safety for the on and off street transportation system that emphasizes multi-modal connections to schools, parks, employment, shopping, and to other parts of Bellevue.)

The compact nature of the subarea and the congested roadways around the access to I-90 have led to a number of bicycle and pedestrian accidents (average 3 per year) in the three blocks non-motorized users now must use to access the regional trailhead.

By providing a direct route to the I-90/Mountains to Sound Greenway Trail – enhancing connectivity between local and regional non-motorized networks – the proposed trail connection project enhances nearly all travel modes:

Bicycles: Currently, bicyclists must traverse an adverse environment to access the I-90/Mountains to Sound Greenway Trail. The project would eliminate the threats of the current environment and streamline access to the regional facility.

Cars: Because there currently are no bicycle facilities serving the connection to the trailhead, many cyclists choose to ride in the travel lanes of Factoria Boulevard. This project provides bicycles another, better option and minimizes the delay created by bicycles in the travel lanes, especially making the turn from SE 38th Street to Factoria Boulevard.

Pedestrians: Pedestrians may choose to avoid the wide and angled crosswalks at the intersection of SE 38th Street and Factoria Boulevard by using the new path to run lunch-time errands to the mall. However, the greater improvement for the pedestrian environment will occur on the sidewalks adjacent to Factoria Boulevard. Because Factoria Boulevard is currently so uninviting for bicyclists, many cyclists ride on the sidewalks creating a hazard for pedestrians. If the bicycles have a better option, pedestrians will have fewer conflicts within their facility.

Transit: The Eastgate Park & Ride is easily accessed from the I-90/Mountains to Sound Greenway Trail. As bicyclists become aware of the new connection, more will take advantage of the trail to reach transit service at the Park & Ride. In addition, the congestion relief supported by the project will improve travel time and reliability of the 5 transit routes that utilize Factoria Boulevard near the I-90 connection.

Separation of the modes makes the use of designated facilities more inviting for all users.

CENTER CIRCULATION

The 124th Avenue SE Trail improves circulations by facilitating connections:

- Connects two non-motorized facilities. 124th Avenue SE is a recommended bicycle route through the Factoria area because it has significantly lower volumes than Factoria Boulevard, which it parallels, and has bike lanes striped for a segment of the route. The proposed multi-purpose path would connect this facility to the regional Mountains to Sound I-90 Trail.
- Connects bicyclists with transit. The linkage from Factoria to the I-90 Trail eastbound facilitates easy access to the Eastgate Park & Ride, a major transit facility just off I-90.
- Connects centers. Factoria is a locally designated employment center. Through easy access to the I-90 Trail, employees in the subarea can easily access regional growth centers in Bellevue and Seattle.

The new multi-purpose path, built on WSDOT right of way, is a rare opportunity to create "seamlessness" in the region's non-motorized network.

SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

It is recognized that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Work currently in progress: survey, air space negotiations with WSDOT, NEPA documentation for trails adjacent to interstates.

Final design, environmental work, and right of way negotiations are expected to commence by September, 2009 and be completed March, 2010. ROW certification is expected by April 2010, at which time the requested STP grant could be obligated for construction (planned for summer and fall 2010). The project will be open to the public by October 2010.

The City's Pedestrian Access Improvements Program (CIP Plan No PW-WB-56) has sufficient funding to complete the design and right of way phases.

Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Non-Motorized Program

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
CN	05/01/2010	STP	\$354,400
			\$
			\$
Totals:			\$354,400

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PE	09/01/2009	Local CIP	\$238,600
ROW	09/01/2009	Local CIP	\$15,000
CN	04/01/2010	State Ped-Bike Grant	\$600,000
			\$
			\$
TOTAL:			\$853,600

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$238,600	Preliminary Engineering/Design:	03/15/2010
Right of Way:	\$15,000	Right of Way:	0/3/15/2010
Construction:	\$954,400	Construction:	11/1/2010
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$1,208,000	Estimated date of completion (i.e. open for use)	10/31/2010

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):

The full project will constructed with the requested funding.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

This project was selected to receive state Pedestrian and Bicycle Safety funding (\$600,000 for construction). Without the requested STP funding, project implementation will be delayed until the city identifies another funding source to complete the construction phase. Once implemented, the project will benefit the regional trail system by connecting a major employment center to the network and will enhance connections to the planned commercial and residential development on the Factoria Mall site.

SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

LOCAL PLAN

The 124th Avenue SE Trail Connection was developed out of the Factoria Area Transportation Study (FATS) Update, which utilized an extensive public process including:

- Community questionnaire (January 2004)
- Community Meetings (March 2004, July 2004, February 2005)
- Business Workshop (May 2004)
- Business Charrette (June 2004)
- Neighborhood Walkability Audit (June 2004)
- Business Walking Audit (July 2004)

In addition, the FATS Update and its associated recommendations (including this project) were discussed at six City of Bellevue Transportation Commission meetings and four City of Bellevue City Council meetings.

The FATS Update policy (including the policies referenced on page 5 of this application) and project recommendations were adopted into the Comprehensive Plan in 2005. The project has subsequently been prioritized into the 12-year Transportation Facilities Plan and six-year Transportation Improvement Program.

REGIONAL PLAN

The project is consistent with several Destination 2030 policies, including RT 8.1, 8.14, and 8.18 because it:

- Supports multi-modal transportation and links centers;
- Provides an alternative to the drive alone commute to a primary employment center; and
- Creates street level non-motorized amenities supporting future development.

SECTION G: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples.

Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

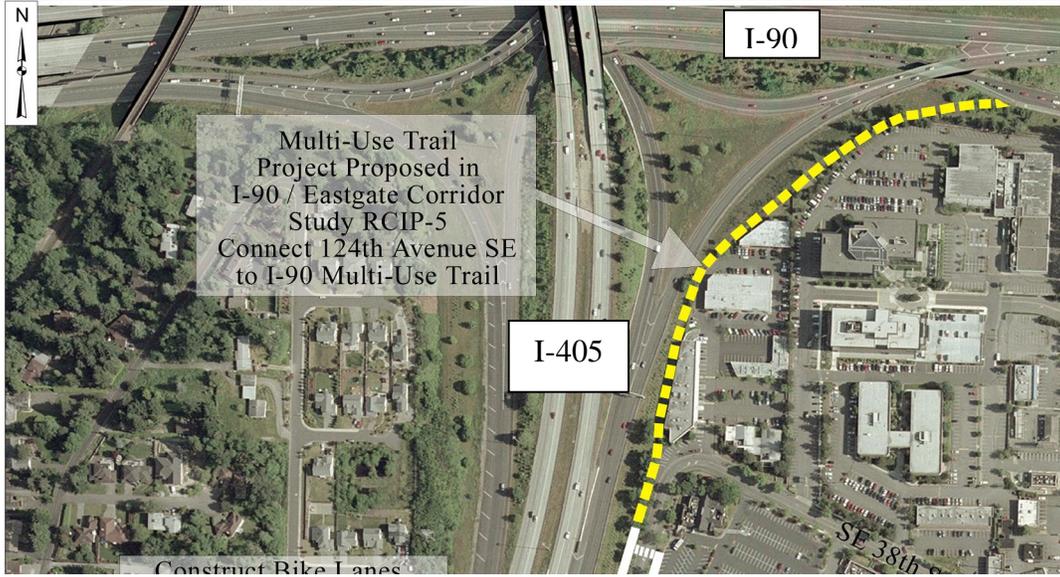
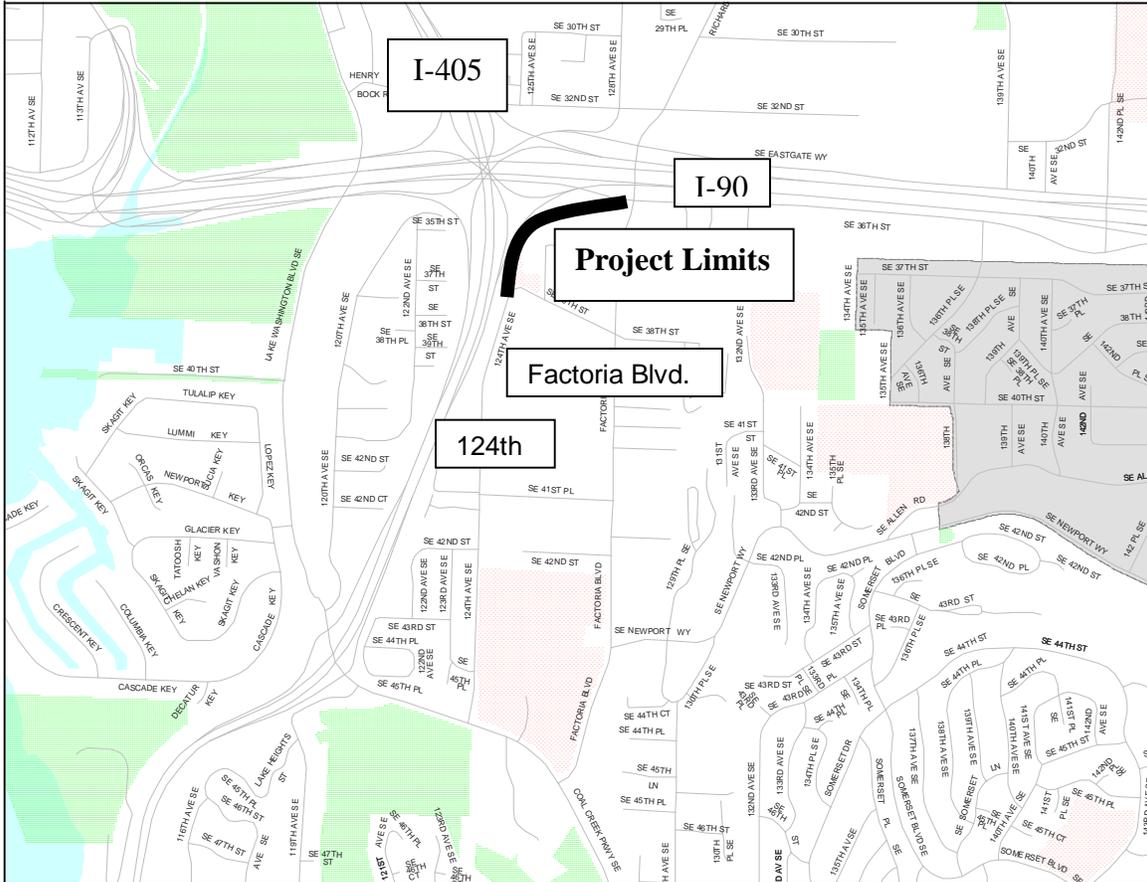
The 124th Avenue SE Trail Connection generates incremental air quality improvements by:

- Creating a viable bicycle commute connection between a local employment center, regional trail system, and a major Park & Ride;
- Reducing congestion on Factoria Boulevard by separating modes from the travel lanes;
- Improves access to transit and improves transit travel time and reliability; and
- Provides a non-motorized alternative for intra-center trips (i.e. errands and lunch).

City of Bellevue

124th Avenue SE Connection to I-90 Trail

VICINITY and PROJECT MAP



Factoria Subarea Plan

GOALS:

1. To preserve and maintain a natural setting for our residential areas and to manage change in the commercial district to improve its cohesiveness, compatibility, and accessibility to Subarea residents.
2. To create a well-integrated, transit-supportive, pedestrian-oriented, mixed-use urban neighborhood in Factoria's commercial core (District 2).

OVERVIEW

Factoria is known for its residential neighborhoods, easy access to the freeways, and shopping at Factoria businesses. Current issues center around the redevelopment of the commercial district while protecting residential neighborhoods, addressing mobility, and improving pedestrian links between commercial and residential areas.

Even before its 1993 annexation, the city worked with Factoria residents and businesses to strengthen the community's transportation vision. Since then, a series of transportation studies and updates have embraced the integration of transportation and urban design to enhance the quality of life in this vital activity center.

This Subarea Plan recognizes that the latest study—the 2005 Factoria Area Transportation Study (FATS) Update—sought to update the Subarea policy framework and list of associated transportation facility projects so as to achieve long-term mobility and safety for transportation system users. This approach challenges the existing suburban land use pattern because, while Factoria has a mix of land uses – housing, offices, retail and services – they are disconnected.

This Subarea Plan also provides a framework for the 2002 Land Use Code amendments that direct redevelopment of the Factoria Mall so that it can accommodate a new, mixed-use focus. The FATS Update provided the necessary determination of transportation system adequacy to accommodate the Mall's expansion. For all of District 2 redevelopment, the Update also addresses the needs of all modes of transportation within the Subarea and provides design guidance for private sector redevelopment.

Redevelopment in Factoria will use FATS Update transportation and urban design strategies adapted into the Subarea Plan and in the East Bellevue Transportation Facilities Plan to create a well-integrated, transit-supportive, pedestrian-oriented, mixed-use urban neighborhood.

POLICY S-FA-17. Require new development and encourage existing development to plant and maintain street trees in accordance with a Factoria Subarea street tree plan.

POLICY S-FA-18. Provide and improve visual and pedestrian access to Sunset Creek, Richards Creek, Coal Creek, and Mercer Slough from pathways and access points.

POLICY S-FA-19. Encourage neighborhood groups to help with maintenance in coordination with City work crews.

Pedestrian and Bicycle

The Pedestrian and Bicycle Transportation Plan provides the guidance for improving the mobility and safety for everyone who uses the non-motorized transportation system, both the public system and the pathways that are on private property.

POLICY S-FA-20. Encourage the development of mid-block pedestrian connections.

POLICY S-FA-21. Provide a network of sidewalks, footpaths, and trails with interconnections to areas surrounding the Factoria Subarea to accommodate safe and convenient access to community facilities, retail areas, and public transit as well as to accommodate the exercise walker and hiker.

POLICY S-FA-22. Improve safety for bicyclists and other nonmotorized users by providing an integrated on-street and off-street system.

POLICY S-FA-23. Provide public access from Newport Shores to Newcastle Beach Park for bicycles and pedestrians only.

Utilities

POLICIES

POLICY S-FA-24. Encourage the undergrounding of utility distribution lines in areas of new development and redevelopment.

POLICY S-FA-25. Provide screened and maintained space for storage and collection of recyclables in commercial and multi-family developments.

East Bellevue Transportation Plan

GOAL

To implement the policies and develop the facilities needed to advance the city's transportation goals in the East Bellevue area.

POLICY 1. Improve safety for the on and off-street transportation system that emphasizes multi-modal connections to schools, parks, employment, shopping and to other parts of Bellevue.

POLICY 2. Continue to implement a program whereby the city installs and maintains curbs, gutters and sidewalks to complete the pedestrian/bicycle system. Priority is given to developing projects in accordance with the Pedestrian and Bicycle Transportation Plan.

POLICY 3. Improve the safety and attractiveness of sidewalks by providing a verge or landscape strip (four feet minimum width) where practical along all arterials between the curb and sidewalk.

POLICY 4. Locate intermodal transfer stations within major activity areas, emphasizing efficient transfers and minimizing impact on residential neighborhoods.

POLICY 5. Use the existing freeway corridors for high capacity transit and minimize the use of arterial streets.

POLICY 6. Develop and implement effective transit feeder systems within the East Bellevue area.

POLICY 7. Increase transit service for the East Bellevue area focusing on travel needs within the eastside.

POLICY 8. Encourage Metro to coordinate design and installation of transit shelters and bus stops with city staff responsible for street design, construction and traffic operations.

POLICY 9. Use more frequent and smaller transit vehicles to fully serve residential areas.

POLICY 10. Implement the transit facilities improvements identified in the Eastside Transportation Program and the Bellevue Transit Plan.

Project Number	Project Location	Project Description
PB7	124 th Avenue SE north of SE 41 st Place and extend the non-motorized facility as a pedestrian and bicycle multiple-use path to connect with the I-90 Trail.	Complete bike lanes on 124 th Ave SE north of SE 41 st Pl and extend the non-motorized facility as a multiple-use path to connect with the I-90 Trail. <i>Both components of this project are consistent with projects identified in the 1999 Pedestrian and Bicycle Transportation Plan, project numbers B-126, B-253 and P-745.</i> Depending on the timing of private redevelopment, the availability of public funding, and the acquisition of key easements or right-of-way, portions of this project may be implemented in the long-term.
PB8	I-90 Trail trailhead at Factoria Boulevard	I-90 Trail – Improve trailhead signage and develop a “landmark” trailhead at Factoria Boulevard (similar to the Enatai and Sunset trailheads). Improve wayfinding signage along trail to guide pedestrians and bicyclists to the trail from Factoria.
PB9	SE 36 th Street/Factoria Boulevard/I-90 Trail intersection	Improve SE 36 th St/Factoria Boulevard/I-90 Trail intersection for pedestrian and bicyclist safety, convenience and connectivity. Analyze key problem areas and consider a combination of design features to address those problems, including: changing curb radii, installing special paving/stripping, improving signage, or adjusting signal timing.
PB10	Intersection of Richards Road and Eastgate Way	Improve bicycle safety, convenience and connectivity at the intersection of Richards Road and Eastgate Way by channelizing bicycle lanes to the left of right turn lanes.
PB11	Factoria	Improve wayfinding signage for pedestrians throughout the Factoria area. This project may be implemented by the city on public right -of-way, or by private property owners.
PB12	Factoria	Consider installing vehicle stop lines in advance of crosswalks and driveway access points where vehicle encroachment is documented and consistent.
PB13	Factoria Boulevard	Provide pedestrian-scale lighting fixtures above Factoria Boulevard sidewalks.
PB14	SE 38 th Street west of Factoria Boulevard	Consider relocating the existing mid-block crosswalk on SE 38 th St west of Factoria Boulevard when Factoria Mall redevelopment changes the pedestrian and vehicular circulation pattern. This project’s timing would be coincident with that of Mall redevelopment.