

## King Countywide 2014 FHWA Grant Program Application

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Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

Resources: A resource document has been developed to assist sponsors in completing PSRC's online applications for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary.

### Project Information

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Project Title

Transportation 2040 ID#

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or [kscrivner@psrc.org](mailto:kscrivner@psrc.org).

Sponsoring Agency

Co-Sponsoring Agency

CA Status

Yes

No

CA Sponsor (if applicable)

Contact Information

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Project Contact Name

Project Contact Phone

Project Contact Email

Project Description

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Project Scope

## Project Purpose

## Project Location

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

Crossroad/landmark nearest to the end of the project:

Please identify the center(s)

## Federal Functional Classification

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Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

### Federal Functional Class

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

## Plan Consistency

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All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP.

Is the project specifically identified in a local comprehensive plan?

Yes

No

Is the project specifically identified in a local comprehensive plan?

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

## Category Specific Questions

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Select the project category

### Designated Regional Growth Center

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In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

#### A1. Regional Growth Center Development

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## A2. Project's Benefit to the Regional Growth Center

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## Manufacturing/Industrial Center

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### B1. Development and Users Benefit

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In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.



## Corridor Serving Center(s)

In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

### C1. Benefit to Regional Growth or Manufacturing/Industrial Center



Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)

Roadway Capacity (general purpose and high occupancy lanes)

Transit

Bicycle/Pedestrian Facilities

Intelligent Transportation Systems (signalization, etc.)

Alternative Fuels or Vehicle Technology

Other

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

## Financial Plan & Project Readiness

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In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

**Funding Request:** Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

**Funding Requirements:** A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

**Obligation Requirements:** Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies [here](#).

PSRC Funding Request

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Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

STP

CMAQ

Phase

Obligation Year

Amount Requested

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

## Total Estimated Project Cost and Schedule

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In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

Upload (only if necessary)

## Planning Phase

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Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

Actual or estimated completion date

## Preliminary Engineering/Design Phase

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Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

Actual or estimated completion date

Right of Way Phase

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Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

Actual or estimated completion date

## Construction Phase

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Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

Actual or estimated completion date

Other Phase

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Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

Actual or estimated completion date

## Project Summary

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The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost

Estimated Project Completion Date

## Financial Documentation

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Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Upload

Upload

Upload

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included. For more information, refer to PSRC's financial constraint guidance.

## Project Readiness

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PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

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

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

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Are you requesting funds for ONLY a planning study or preliminary engineering?

- Yes
- No

Is preliminary engineering for the project complete?

- Yes
- No

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

- Yes
- No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

Are there any other PE/Design milestones not listed above?

## Project Readiness

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What is the current level of NEPA documentation?

- Environmental Impact Statement (EIS)
- Environmental Assessment (EA)
- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- Yes
- No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

## Project Readiness

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Will right of way be required for the project?

Yes

No

How many parcels do you need?

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

## Project Readiness

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Are funds being requested for construction?

- Yes
- No

Do you have an engineer's estimate?

- Yes
- No

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

- Yes
- No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

When is the project scheduled to go to ad (month and year)?

## Other Considerations

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Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

## File Submission

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Please provide any additional supporting documents, including maps, through the upload functions below.

Upload

Upload

## Final Review

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Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

Start Time

Finish Time

IP

Browser

OS

Referrer

## **PROJECT TITLE: NE 15<sup>th</sup> Street Multi-modal Corridor (116<sup>th</sup> to 124<sup>th</sup> Avenue NE)**

### **PROJECT SCOPE**

The project will design a new east-west roadway to serve as a centerpiece for land use and transportation changes in the Bel-Red Corridor, which connects the regional growth centers of Downtown Bellevue and Redmond Overlake.

The cross section of NE 15th Street from 116th Avenue NE to 120th Avenue NE will include two travel lanes in each direction with a separated multi-use path on the north side and sidewalk on the south side. The cross section between 120th and 124th Avenues NE will include two travel lanes in each direction with widened outside lanes for shared bicycle use and wide sidewalk on both sides. Both sections will include signalized intersections connected to the city's traffic adaptive control system, turn pockets, center turn lanes where appropriate, landscaping, lighting, and storm water treatment and drainage facilities.

NE 15th Street will be designed in coordination with Sound Transit's East Link light rail project, including a planned overcrossing of the rail alignment and a planned station in the vicinity of 120th Avenue NE.

### **PROJECT JUSTIFICATION, NEED, or PURPOSE**

Currently the Bel-Red Corridor is characterized by light industrial (51 percent) and commercial (20 percent) uses. Particularly on the west end, the land uses include sprawling, large lot warehouses and distribution buildings, with acres of surface parking. The existing transportation network is sparse and discontinuous, with little in the way of a street grid or sidewalk network. NE 15th Street is one of a number of high priority transportation investments within the Bel-Red corridor intended to improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles, traveling between regional growth centers, regional highways and trails, and locally designated employment centers.

NE 15th Street was identified as a necessary transportation facility through the city's Bel-Red Subarea planning process, which concluded with Council adoption in 2009. The intent of the Bel-Red Plan was, in partnership with the community and key stakeholders, to develop a comprehensive vision for the future of Bel-Red that would transform the pattern of light industrial uses to office, retail, and residential densities consistent with the concept of transit-oriented development. NE 15<sup>th</sup> Street is the centerpiece transportation element for the Bel-Red Corridor because it provides a direct east-west connection between the Downtown Bellevue regional growth center and the westernmost Transit-Oriented-Development node in the Bel-Red Corridor.

Downtown Bellevue is expected to accommodate most of the city's growth over the next twenty years. The downtown's peak daytime population (employees, residents, and visitors) is more than 61,000 today, but will increase by 65 percent to approximately 101,000 by 2035. The Bel-Red Corridor transformation will attract major new developments and thousands of new jobs, particularly those in the high tech and clean energy technology fields that already are concentrated in the Bellevue and Redmond regional growth centers.

Consistent with Multicounty Planning Policy T-11, the NE 15<sup>th</sup> Street project invests in roadway, pedestrian, and bicycle facilities plus provides direct connections to the Sound Transit alignment connecting the Downtown Bellevue and Redmond Overlake regional centers within Bel-Red's western transit-oriented development node. Development in Downtown Bellevue and redevelopment of the Bel-Red Corridor (as an adjunct to the eastside centers) will not occur if sufficient multi-modal transportation infrastructure closely coordinated with East Link facilities is not in place to ensure convenient and efficient access for new businesses and residents.

## **PLAN CONSISTENCY**

The 120<sup>th</sup> Avenue NE Corridor project directly supports the primary transportation policy (S-BR-51) of the Bel-Red Subarea Plan (adopted by reference into the city's Comprehensive Plan): "Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system...that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region."

The project is specifically listed in the City of Bellevue Comprehensive Plan: Bel-Red Subarea Plan - Project #107 - page 48. The separated path associated with NE 15th is referenced within the Pedestrian and Bicycle Transportation Facilities Plan as depicted on the map on page 57.

## **CENTER DEVELOPMENT**

### HOUSING AND EMPLOYMENT

The Bel-Red Plan established the framework to support a vibrant corridor of mixed uses that create opportunities for housing and jobs not found elsewhere in the city. Dense nodal areas around planned East Link light rail stations will be integrated with recreational opportunities, access to regional bike trails, restored streams, and innovative storm water facilities. Because the corridor represents a gap between the growth centers in downtown Bellevue and Redmond, new developments will be able to easily take advantage of the services and destinations in both centers without waiting for suburban infrastructure to catch up with the growth. The Bel-Red Corridor, as a whole, is expected to accommodate more than 35,000 jobs by 2035, much of those concentrated in the westernmost transit-oriented node served directly by the proposed roadway.

The first catalyst development in the Bel-Red Corridor is The Spring District, which is converting the 36-acre former Safeway Distribution Facility into a transit oriented, mixed-use urban neighborhood. This more than \$1.5 billion effort, once completed, will fill the equivalent of 16 city blocks with commercial, residential, and retail tenants.

NE 15<sup>th</sup> Street travels through the northern portion of the Spring District, parallel to the planned 120<sup>th</sup> light rail station. The project's non-motorized elements locally serve to connect residents and employees to local commercial opportunities, park spaces, and the planned East Link light rail station in the northern portion. Short distance work-living trips between the Downtown and the Spring District are facilitated by existing east-west connections along NE 8<sup>th</sup> and NE 12<sup>th</sup> Streets, which are very congested. A critical amenity for the area is to have direct multi-modal access to the

Downtown Bellevue Regional Growth Center, which is accomplished with the construction of the NE 15th Street project.

The project also benefits the Downtown Bellevue Regional Growth Center. Consistent with the Growth Management Act, most of Bellevue's employment and housing growth will be concentrated in the downtown core and near-in areas such as the Bel-Red Corridor. Downtown Bellevue is expected to grow by an additional 5.5 million square feet of employment-generating space between now and 2020. This growth includes new office space, retail, hotel, and cultural uses for more than 27,000 new employees by 2035. The residential population in Downtown Bellevue is expected to nearly double, from about 10,500 today to 20,000 by 2020.

The transportation system within the regional growth center is constrained by a "superblock" construct and so the creation of multi-modal network capacity in and around the downtown core that can accommodate some of the trip demand is a key strategy for the future development of the urban center. The NE 15<sup>th</sup> Street project is a critical facility to creating a finer grain street grid that provides a seamless connection to the downtown.

#### **JOBS/INDUSTRY CLUSTERS and SUPPORT FOR REDEVELOPMENT**

NE 15<sup>th</sup> Street supports an increase in the employment density within both the Downtown Regional Growth Center and the Bel-Red Corridor, a locally designated employment center, by improving multi-modal connectivity to regional freeways and access to Downtown via local arterials. This connectivity will attract companies, already located in Bellevue and Redmond, to expand in the Bel-Red Corridor and new companies to the area that want to work synergistically with the major technology and gaming companies already established in the area. Because Bellevue already hosts nearly 20 percent of the high tech jobs in King county, it is logical that much of the growth in Downtown and new developments, like the Spring District (that anticipates adding 4.5 million square feet of new office space), will largely be marketed to firms in the high tech industry cluster. Employment projections for 2035 show a majority of jobs (65 percent in the Downtown and 56 percent in Bel-Red) will be within the FIRE Services category, which includes technology jobs.

An efficient multi-modal transportation system is an important amenity for attracting development and jobs to a redeveloping area like the Bel-Red Corridor or to increasing housing and employment density in established areas, such as the downtown center. The NE 15<sup>th</sup> Street Multimodal Corridor project supports the city's land use, housing, and employment vision by implementing City of Bellevue Comprehensive Plan Policy TR-25 that requires the city to "provide for adequate roadway, pedestrian, and bicycle connections in newly developing and redeveloping areas in the city, promoting both internal access and linkages with the rest of the city."

#### **BENEFIT TO THE CENTER**

#### **REMEDIES A PROBLEM**

The multi-modal capacity added by the new NE 15<sup>th</sup> Street project addresses anticipated congestion in the Bel-Red employment center as the transformative mixed-use development occurs. The

projected ADT by 2024 ranges from 12,600 to 20,900 between 116<sup>th</sup> and 120<sup>th</sup> Avenues NE and between 5,000 and 9,700 through the Spring District.

Due to the current light industrial land uses in the Bel-Red Corridor, the existing street network is limited, which makes access to and from the area from the regional centers on either side inconvenient. To accommodate the travel demand generated by development, the Bel-Red Corridor Plan envisioned an enhanced street network that involved the widening of some existing roads, such as 120<sup>th</sup> and 124<sup>th</sup> Avenues NE, and the construction of new roads to break up the large grain grid currently in place. NE 15<sup>th</sup> Street from 116<sup>th</sup> Avenue NE to 132<sup>nd</sup> Avenue NE is planned to serve as a needed east-west multi-modal spine for the new system.

The limits of the proposed project, from 116<sup>th</sup> Avenue NE to 124<sup>th</sup> Avenue NE are a logical first stage of the roadway's development because it connects the eastern edge of the downtown regional center to the eastern edge of the Spring District, the first major development in the Bel-Red area.

## USER GROUPS

The current population in the greater project area, including the western Bel-Red Corridor, eastern Downtown core, and northern Wilburton neighborhood reflects the diversity of the city as whole, including: 29 percent racial and ethnic minorities; nearly 13 percent people with disabilities; 16 percent seniors; and 6 percent low income. The diversity of the area is expected to increase, as the high tech companies that will fill much of the new office space in Downtown Bellevue and the Bel-Red Corridor will recruit and attract talent from around the world. These residents and employees will benefit from all modes provided by the project – whether using connections to light rail to commute to and from the regional growth centers in Bellevue and Redmond, bike lanes to access regional trails leading to Seattle and Redmond, or simply walking to services in the immediate area of the project.

Because NE 15th Street helps to balance traffic volumes and reduce congestion on east-west roadways serving the downtown core, it also benefits residents in the culturally and economically diverse Crossroads area who use Metro's B Line (that routes along the parallel NE 8th Street) to access employment and services in the downtown center.

## **CIRCULATION IN THE CENTER**

### CIRCULATION AND SAFETY

By 2024 the new roadway is predicted to have an ADT of 12,600 to 20,900 vehicles between 116th and 120th Avenues NE and 5,000 to 9,700 between 120th and 124th Avenues NE. Some of the volume is generated by new development in the Downtown center as well as the development around light rail stations. The new road will also add capacity that will effectively balance traffic on the east-west roadways serving the downtown center, most notably the congested NE 8<sup>th</sup> and NE 12<sup>th</sup> Streets. This system balancing leads to reduced delay at select intersections and improved travel time along existing routes. In addition, once all sections are completed, NE 15th Street will be part of an alternate route between I-405 and SR 520 that includes the NE 4th Street Extension and the widening of 120th Avenue NE already under construction.

As a multi-modal corridor, users will have the opportunity to enjoy wide sidewalks and bicycle facilities to access the growth center as well as the regional trail system and local parks. The separation of these modes, especially from turning vehicles, will enhance the safety of all users along the facility. Additional safety benefits are likely to be realized with the new project, including the expected reduction in rear-end accidents on parallel streets that will experience travel time improvements.

## TRAVEL MODES

City of Bellevue Comprehensive Plan Policy TR-24 states “Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.” The new NE 15<sup>th</sup> Street multi-modal travel options by: providing new capacity for vehicles serving the Downtown center; extending the non-motorized system with sidewalks, separated paths, and bike lanes that provide east-west connections to Downtown Bellevue and easier access to the regional trail system (including the SR 520 trail to the north and to the future improvements to the Eastside Rail Corridor); and providing direct access the planned light rail alignment from Seattle to Downtown Bellevue and on to Redmond that runs through the Bel-Red Corridor, especially the 120<sup>th</sup> Avenue NE Station located parallel to NE 15<sup>th</sup> Street. This section of the light rail alignment is projected to serve about 7,000 boardings daily by 2030 or about 15 percent of the total ridership. The following link provides an animation of East Link light rail alignment and its multi-modal station connections, including a rendering of the Spring District TOD node: <http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive/Video---East-Link-animation>

## **AIR QUALITY**

### ROADWAY

NE 15th Street is a new facility. The new roadway is expected to carry between 12,500 and 14,500 ADT upon opening, with increases in volumes anticipated as the corridor redevelops up to nearly 28,000 by 2035. Once constructed, the balancing of traffic across all east-west corridors, including NE 15<sup>th</sup>, is projected to reduce travel time on parallel east-west roads up to 12 seconds between 116th and 124th Avenues NE and improve congestion at select intersections. Without this additional capacity, the travel demand generated from new development in the Downtown and the Bel-Red Corridor will further congest existing arterials in the area, which could serve as disincentive for further development.

### BIKE/PED FACILITIES

The project provides new east-west bicycle facilities and sidewalks connecting the downtown regional center to the Spring District and improving the route to regional facilities such as the SR 520 trail and to future improvements on the Eastside Rail Corridor. In addition, the non-motorized facilities provide a direct connection to the 120th Avenue NE light rail station that will run parallel to

NE 15th Street that is expected to serve 7000 boardings daily by 2030. In the future, with the conversion of industrial sites to mixed-use, transit oriented developments promoting close proximity live-work connections, the residential population will be much greater. The Spring District alone will be adding residential units to the market to accommodate about 5,000 people. The first phase of the Spring District development is already under construction.

### ITS

Three intersections along the corridor will be incorporated into the city's adaptive traffic control system, which coordinates travel movements not only on the proposed new roadway, but also in the greater project area, including connections on NE 12th, NE 8th, and NE 4th into the downtown regional center.

The ITS Benefits data base includes studies that travel time decreases by 5-15 percent and intersection delay decreases by 15-25 percent once the technology is deployed. The City of Bellevue conducted an evaluation of its Phase 1 implementation of SCATS in 2010 that showed positive results for system performance, including reductions in intersection delay and corridor travel time. For example, westbound on NE 8<sup>th</sup> Street from 112<sup>th</sup> Avenue NE to Bellevue Way saw a 100 second reduction in the afternoon peak hours and eastbound on NE 4<sup>th</sup> Street from Bellevue Way to the I-405 northbound on-ramp recorded a 70 second reduction in travel time. City staff anticipates similar enhancements to the flow of traffic once SCATS is implemented at intersections along NE 15<sup>th</sup> Street.

# PW-R-172 NE 15th Street (Zone 1) - 116th Avenue NE to 120th Avenue NE

Category: Roadways  
 Department: Transportation

Status: New  
 Location: Bel-Red Subarea

**Programmed Funding**

Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
1,356,597	-	102,100	444,339	454,559	355,599	-	-	-

**Description and Scope**

This project will advance to a 60% design level a new arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE, with the widening of NE 12th Street between 116th Avenue NE and the new street connection. The project includes signalized intersection improvements at the NE 12th Street connection and modifications to the existing NE 12th Street/116th Avenue NE intersection. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, a separated 16 foot wide multi-purpose path along the north side and a six foot sidewalk on the south side, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 15th Street - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168).

**Rationale**

The NE 15th Street 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 Bel-Red 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.

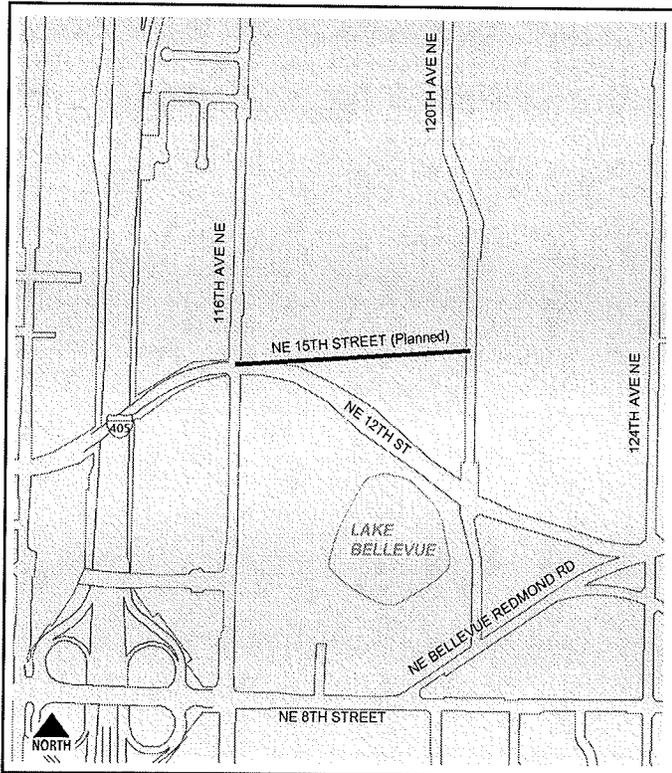
**Environmental Impacts**

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

**Operating Budget Impacts**

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2016	1,356,597

**Total Budgetary Cost Estimate:** 1,356,597

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,356,597

**Total Programmed Funding:** 1,356,597

**Future Funding Requirements:** 0

**Comments**

# PW-R-173 NE 15th Street (Zone 2) - 120th Avenue NE to 124th Avenue NE

Category: Roadways  
 Department: Transportation

Status: New  
 Location: Bel-Red Subarea

**Programmed Funding**

Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
1,345,415	-	102,100	334,561	449,211	459,543	-	-	-

**Description and Scope**

This project will advance to a 60% design level a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and 14 foot wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. A 10 foot wide on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE 16th Street alignment. The project will also be coordinated with the development of NE 15th Street - 120th to 124th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements - NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements - NE 14th Street to Northup Way (CIP Plan No. PW-R-166).

**Rationale**

The NE 15th Street 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 Bel-Red 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.

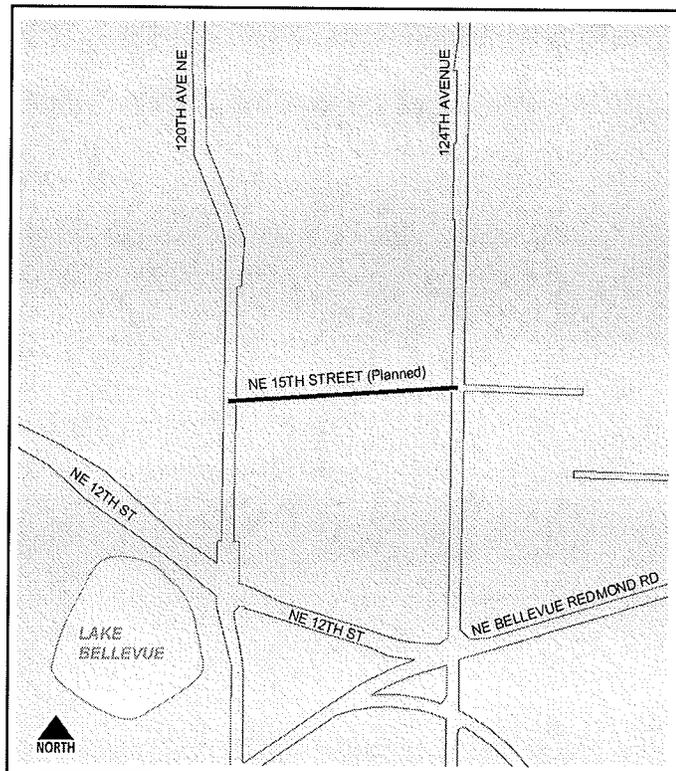
**Environmental Impacts**

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

**Operating Budget Impacts**

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2016	1,345,415

**Total Budgetary Cost Estimate:** 1,345,415

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	885,872
Impact Fees	459,543

**Total Programmed Funding:** 1,345,415  
**Future Funding Requirements:** 0

**Comments**

## PW-R-159 East Link Analysis and Development

Category: **Roadways**  
 Department: **Transportation**

Status: **Approved and Begun**  
 Location: **Various locations**

**Programmed Funding**

Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
11,158,000	4,707,000	3,391,000	3,060,000	-	-	-	-	-

**Description and Scope**

Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the planning, analysis, and design of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs. Key tasks include transportation demand modeling; 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; 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 Bel-Red corridor with six stations. The East Link alignment has now been set and the City and Sound Transit have executed (in November 2011) a Memorandum of Understanding (MOU), which commits the City to a financial contribution of up to \$160 million. Additionally, both parties endorsed an ongoing Collaborative Design Process (CDP) to advance project design and address project mitigation issues. In 2013/2014 it is expected that property acquisitions, utility relocations, and other pre-construction activities will be underway. Construction is anticipated to commence in 2015. During this time the City will likely focus on refining the downtown Bellevue tunnel and station options, station area planning, and other project elements. Other issues along the line that must be resolved during this period include: investigating and resolving design variations; coordinating City roadway projects in the vicinity of East Link with Sound Transit; determining and implementing an appropriate permitting and inspection process; identifying and evaluating complimentary City actions; and analyzing community issues and preferences. The Bellevue City Council has indicated its desire to adhere to the lessons learned from the Light Rail Best Practices Project to ensure that the system is "done right the first time" and is an asset to the community. The City is therefore investing resources in the East Link project to ensure issues are analyzed adequately and decisions are fully informed.

**Environmental Impacts**

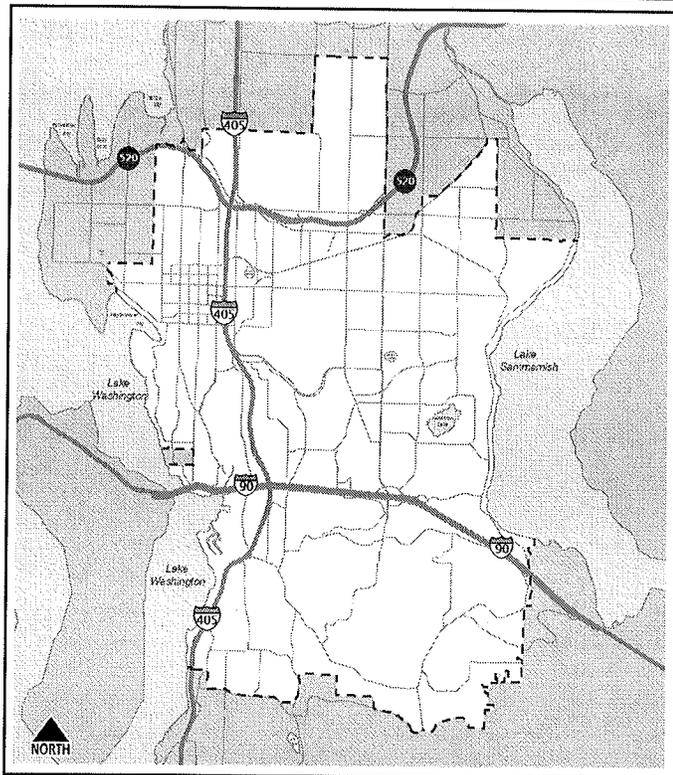
Not applicable

**Operating Budget Impacts**

At this time, this project has no known impact to operating revenues and/or expenditures.

**Project Map**

**Schedule of Activities**



Project Activities	From - To	Amount
Project Costs	2011 - 2014	11,158,000

**Total Budgetary Cost Estimate:** 11,158,000

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	11,098,000
Operating Transfers In	60,000

**Total Programmed Funding:** 11,158,000

**Future Funding Requirements:** 0

**Comments**

Capital Costs/Revenue: Capital costs increased by \$3,930,000 to allow for targeted studies and evaluation of issues as articulated in the City of Bellevue-Sound Transit East Link MOU and CDP work program.

# NE 15th Street - 116th to 124th Avenue NE

