

CITY COUNCIL AGENDA TOPIC

Ordinance 1) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT) to accept up to \$628,000 in federal Highway Safety Improvement Program (HSIP) funding to support design and construction of the NE 8th Street Complete Streets Safety Improvements Project, 2) amending the 2025-2030 General Capital Improvement Program (CIP) Plan to increase the budget for the Vision Zero Rapid Build Data Driven Safety Program (CIP Plan No. PW-R-205) by \$628,000, 3) amending the 2025-2026 General CIP Fund to increase the appropriation by \$105,000; 4) providing for severability; and 5) establishing an effective date.

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EXECUTIVE SUMMARY**ACTION**

This Ordinance authorizes the NE 8th Street Complete Streets Safety Improvements Project, authorizes acceptance of \$628,000 in federal Highway Safety Improvement Program (HSIP) grant funding, execution of the grant agreements (and supplements if necessary) and increases the budget for PW-R-205 by \$628,000 to design and construct safety improvements on NE 8th Street between 156th Avenue NE and 164th Avenue NE.

RECOMMENDATION

Move to adopt Ordinance No. 6826

BACKGROUND/ANALYSIS

Appropriated by Congress as part of the 2021 Bipartisan Infrastructure Law (BIL), the Washington State Department of Transportation (WSDOT) issues a call for Federal Highway Administration (FHWA) Highway Safety Improvement Program (HSIP) grant project proposals to cities within Washington State every two years during even years. Preparation to apply for this program is initiated in the fall of the prior year to allow time for detailed crash data analysis and to be updated by each jurisdiction.

Using the detailed crash, risk factors, and safety data analysis identified above, in early 2024 the Bellevue Transportation Department developed an update to its Local Road Safety Plan that is required to be included as part of any HSIP grant application. The 2024 Local Road Safety Plan included a summary of Bellevue's serious and fatal crash data from 2018 to 2022, risk factors associated with these crashes, relevant safety countermeasures, a screening of city streets, and a list of potential systemic safety projects.

As a result of the analysis included in the update to Bellevue's 2024 Local Road Safety Plan, a prioritized list of project locations and corridor needs were identified, which were then used to inform which projects should be included in grant proposal. NE 8th Street Complete Streets Safety Improvements Project was a previously developed safety project that aligned with the priorities of the 2024 Local Road Safety Plan. The evaluation process ultimately generated a list of five priority safety projects for Bellevue. WSDOT evaluated the proposed list within the grant application using their HSIP program selection criteria. After WSDOT completed its grant selection process, WSDOT chose to award funds to the NE 8th Street Complete Streets Safety Improvements Project.

The NE 8th Street Complete Streets Safety Improvements Project originated from Bellevue's Road Safety Assessment (RSA) process as part of the City's Vision Zero program. The RSA process incorporates technical analysis with community engagement to identify safety concerns and potential solutions for segments of the City's High Injury Network. NE 8th Street was the first RSA completed in the City in March 2021. Some of the key takeaways include limited crossing opportunities, lack of bike facilities, and higher speeds. After conducting additional RSAs in 2022 and 2023, staff prioritized suggestions from all studies and found the suggestions for the segment of NE 8th Street between 156th Avenue NE and 164th Avenue NE ranked near the top.

The next step was to conduct a corridor study (completed in the fall of 2023) to determine how to best address all the suggestions for this corridor. The corridor study included a review of community and staff input provided during the RSA, an evaluation of how the existing corridor measures against performance targets outlined in Bellevue's Mobility Implementation Plan (MIP) and a traffic analysis to understand the impact of the proposed improvements. The traffic analysis memo is included in the Council Library.

The key findings from the corridor study were:

- The pedestrian crossing distance for multiple segments on NE 8th Street exceeds the desired arterial crossing spacing of 600 feet as defined in the MIP, supporting the addition of a midblock crossing as a potential countermeasure.
- Traffic consistently spills out of the eastbound left turn pocket into the Crossroads Shopping Center at the 15800 block traffic signal creating a safety concern. Modifications to the center turn lane are proposed to address this capacity issue.
- Bicycle facilities on NE 8th Street located from approximately 160th Avenue NE to 164th Avenue NE do not meet Level of Traffic Stress (LTS) performance targets in the MIP. Protected and/or buffered bike lanes are potential solutions to address this deficiency. Additionally, the missing gap between 156th Avenue NE and 160th Avenue NE identified in the RSA is also identified as a gap in the MIP bicycle network.
- Various alternatives were considered to create space for bicycle facilities on the segment of NE 8th Street between 156th Avenue NE and 160th Avenue NE. A traffic study was performed to evaluate repurposing an eastbound travel lane to create space for an eastbound buffered bike lane. NE 8th Street is currently five lanes wide at 156th Avenue NE but tapers to one lane in each direction with a center turn lane from 160th Avenue NE to 164th Avenue NE. The traffic analysis showed that even under future 2035 conditions, having one lane eastbound from 156th Avenue

NE through to where it becomes one lane at 160th Avenue NE meets the MIP vehicle performance targets for average corridor travel speed and intersection capacity. The eastbound curb lane approaching 156th Avenue NE becomes a right turn only lane in this proposed configuration.

- Repurposing a westbound travel lane was considered but would not meet MIP targets for vehicle travel if extended west of the 15800 block traffic signal. The final recommended solution adjusts where the second westbound travel lane starts but does not repurpose a westbound travel lane between 156th Avenue NE and the 15800 block traffic signal and instead recommended a long-term solution of adding an off-street bicycle facility. The long-term solution is not included in this grant funded project.
- The study also reviewed transit facilities and driveway access along the corridor but further engagement with business and King County Metro will be required to determine potential changes during the design process.

If accepted by Council, NE 8th Street Complete Streets Safety Improvements Project proposes to design and construct the following:

- Buffered bicycle lane eastbound on NE 8th Street from 156th Avenue to the 15800 Block of NE 8th Street.
- Buffered bicycle lanes eastbound and westbound on NE 8th Street from the 15800 Block to 160th Avenue NE.
- Striped bicycle lanes eastbound and westbound on NE 8th Street from the 160th Avenue NE to 164th Avenue NE.
- Mid-block crossing supported by rectangular rapid flashing beacons (RRFB) in the vicinity of NE 8th Street and 160th Avenue NE.

The NE 8th Street Complete Streets Safety Improvements Project will enhance safety for all users of the roadway network and apply the principles of the City's complete streets code (BCC 14.60.191). This safety project will provide a separated bicycle facility where feasible and improve the opportunities for pedestrians to cross mid-block. Additional anticipated benefits include increased comfort for people walking and bicycling by providing further separation from vehicles and decreased speeding as a result of the lane reconfiguration consistent with the City's Speed Management plan. The project will also increase the queuing capacity for the left turn into Crossroads Shopping Center through creation of a two-way-left-turn lane in advance of the left turn pocket at the 15800 block traffic signal.

Design would be conducted from 2025 to 2026. Construction advertisement would be in late 2026, with construction starting in 2027. Additional public outreach with surrounding businesses and the general public will begin in early 2025. The primary goal of the outreach will be to ensure the proposed improvements address the safety and connectivity concerns identified by the public during the RSA process. Outreach will include one-on-one meetings with local businesses, temporary signage along the corridor to directing residents to the project website for project information, and presentations to local community groups and neighborhood associations. Input from the outreach process will be documented on the project website and incorporated into the final design where feasible. Further iterations of the design will be shared with those engaged in the outreach process.

POLICY & FISCAL IMPACTS

Policy Impact

Acceptance of this grant and authorization of the funding agreement with the WSDOT is consistent with the following policies in the Transportation Element of the Comprehensive Plan:

- TR-55. Maintain and enhance safety for all users of the roadway network.
- TR-122. Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.
- TR-137: Seek state and federal funds for transportation capital, maintenance, and operations.
- TR-138. Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.

Fiscal Impact

Executing this grant agreement will provide, on a reimbursable basis, up to \$628,000 in federal Highway Safety Improvement Program (HSIP) funding to support the design and construction of NE 8th Street Complete Streets Safety Improvements Project as part of Vision Zero Rapid Build Data Driven Safety Program (CIP Plan No. PW-R-205). The total cost to design and construct this project is estimated at \$628,000, comprised of \$105,000 for design phase and \$523,000 for construction phase. There is no minimum matching requirement for this grant; this project will be 100 percent grant funded provided that all phases are authorized by April 30, 2027.

This action will increase the 2025-2030 General CIP Plan (CIP Plan No PW-R-205) by \$628,000 and will increase the 2025-2026 General CIP Fund appropriation by \$105,000, which reflects the design phase of the project, anticipated to be conducted in 2025-2026.

OPTIONS

1. Adopt the Ordinance 1) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT) to accept up to \$628,000 in federal Highway Safety Improvement Program (HSIP) funding to support design and construction of the NE 8th Street Complete Streets Safety Improvements Project, 2) amending the 2025-2030 General Capital Improvement Program (CIP) Plan to increase the budget for the Vision Zero Rapid Build Data Driven Safety Program (CIP Plan No. PW-R-205) by \$628,000, 3) amending the 2025-2026 General CIP Fund to increase the appropriation by \$105,000; 4) providing for severability; and 5) establishing an effective date.
2. Do not adopt the Ordinance and provide alternative direction to staff.

ATTACHMENTS

- A. Vicinity Map
 - B. CIP Project Description (PW-R-205)
 - C. Preferred Alternative Concept Drawing
- Proposed Ordinance No. 6826

AVAILABLE IN COUNCIL LIBRARY

WSDOT Grant Award Letter

WSDOT Local Agency Agreement (draft)

NE 8th Street Study Traffic Analysis Memo