

## CITY COUNCIL REGULAR SESSION

Ordinance 1) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Transportation Improvement Board (TIB) to accept up to \$3,990,000 in state Urban Arterial Program (UAP) grant funding to support construction of the 150th Avenue SE Mobility Improvements (SE 28th Street to SE 38th Street) Project (reference CIP Plan No. PW-R-212, 150th Avenue SE/SE 37th Street/I-90 EB off-ramp); 2) amending the 2023-2029 General Capital Investment Program (CIP) Plan to increase the budget for the 150th Avenue SE/SE 37th Street/I-90 EB off-ramp (CIP Plan No. PW-R-212) by \$3,990,000; and, 3) amending the 2023-2024 General CIP Fund to increase the appropriation by \$3,990,000.

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## EXECUTIVE SUMMARY

Acceptance of this state funded grant from the TIB would provide sufficient monetary resources for construction of the 150<sup>th</sup> Avenue SE Mobility Improvements (SE 28<sup>th</sup> Street to SE 38<sup>th</sup> Street) Project. This grant project will construct a new southbound vehicle travel lane starting south of SE 28<sup>th</sup> Street/Landerholm Circle and continue to SE 38<sup>th</sup> Street using the existing roadway footprint, provide intersection improvements at SE 38<sup>th</sup> Street, SE 37<sup>th</sup> Street and at Eastgate Way, as well as provide roadway improvements along SE 37<sup>th</sup> Street at the I-90 eastbound on-ramp.

## RECOMMENDATION

Move to adopt Ordinance No. 6725

## BACKGROUND/ANALYSIS

Interstate 90 (I-90) bisects the City of Bellevue east-west restricting access between the northern and southern sections of the City. There are only three north-south arterial connections where travelers can both cross and access the interstate. The middle crossing at 150<sup>th</sup> Avenue SE and its associated intersections and ramps at Eastgate Way and SE 37<sup>th</sup>/38<sup>th</sup> Streets experience delays. Land use growth continues both north and south of I-90. Safer, more efficient access for cars, transit and freight vehicles is needed to connect jobs, housing, and retail uses to and across I-90.

In prioritizing the congestion relief projects, at the January 12, 2017 Transportation Commission meeting, staff presented several congestion relief projects in the Eastgate area. The Transportation Commission evaluated existing conditions and the City's 2035 traffic forecast using metrics, standards and guidelines to describe and quantify congestion along arterial corridors and at intersections within the Eastgate Study Area. The Transportation Commission identified potential project concepts by first

looking at intersections and corridors that either now, or in the future (2035), show signs of congestion as described as delay at intersections and in travel time/travel speed along corridors. Transportation modeling analysis identified locations and magnitude of congestion and helped inform the project concepts to provide congestion reduction and safety improvements.

At the July 15, 2019 City Council meeting, Council accepted the Commission's final report on the Eastgate Transportation Study. In this study the 150<sup>th</sup> Avenue SE corridor between SE Eastgate Way and SE 38<sup>th</sup> Street was identified as high priority to alleviate the ongoing congestion that occurs during the peak traffic hours in the Eastgate area.

Subsequent traffic analysis of the project area identified congestion that is expected to manifest as (1) long southbound queues backing up beyond SE 28<sup>th</sup> Street resulting in frequent corridor delays between eight to ten minutes per afternoon peak hour trip due to insufficient general purpose (GP) lane capacity on 150<sup>th</sup> Avenue SE; and, (2) lack of sufficient left turn capacity from northbound 150<sup>th</sup> to westbound Eastgate Way and right turn capacity from the eastbound I-90 off ramp to southbound 150<sup>th</sup> Avenue SE which results in queues spilling into GP travel lanes, further exacerbating congestion along 150<sup>th</sup> Avenue SE. Traffic backups along 150<sup>th</sup> Avenue SE appear to be worsening, especially in the Eastgate Way and SE 37<sup>th</sup> Street and SE 38<sup>th</sup> Street vicinities. Modeling has identified that by 2035 the corridor may be unable to serve over 20 percent of projected demand.

To address the expected traffic chokepoints, travel time delay, and safety concerns, the following roadway and intersection improvements are proposed for this project:

- (1) rechannelize 150<sup>th</sup> Avenue SE southbound to include a new (third) general purpose vehicle travel lane from SE 28<sup>th</sup> Street to SE 38<sup>th</sup> Street;
- (2) widen the 150<sup>th</sup> Avenue SE/Eastgate Way intersection to add a second northbound left turn pocket on 150<sup>th</sup> Avenue SE and second westbound receiving lane on Eastgate Way;
- (3) widen the 150<sup>th</sup> Avenue SE/SE 37<sup>th</sup> Street intersection to add a second westbound left turn pocket on SE 37<sup>th</sup> Street and a second eastbound right turn pocket from the I-90 off ramp to 150<sup>th</sup> Avenue SE as well as eliminate the unnecessary eastbound left turn option on this leg;
- (4) widening and channelization improvements along SE 37<sup>th</sup> Street from 150<sup>th</sup> Avenue SE to the I-90 eastbound on-ramp;
- (5) re-channelize and add turn lane extensions on the 150<sup>th</sup> Avenue SE I-90 overpass; and,
- (6) provide intersection re-channelization and signal enhancements at the intersection of 150<sup>th</sup> Avenue SE and SE 38<sup>th</sup> Street.

In summer 2022 Bellevue Transportation Department staff applied to the TIB Urban Arterial Program grant call requesting construction phase funding for this project. This project was awarded the requested funding on December 2, 2022. If accepted, this grant funding is available to start construction in 2024. Design costs are funded by the Neighborhood Congestion Management Levy program (CIP Plan No. PW-R-198). This component of the levy funds design and construction of projects that ease traffic congestion within, near and between neighborhoods as part of the overall Neighborhood Safety, Connectivity and Congestion Levy approved by voters in November 2016.

## **POLICY & FISCAL IMPACTS**

### **Policy Impact**

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

- TR-2: Strive to reduce congestion and improve mobility.
- TR-21: Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.
- TR-23: Coordinate improvements and operations among travel modes and provide connections between modes.
- TR-26: Increase system connectivity for all modes by providing for roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas. Expand arterial capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood.
- TR-51: Provide sufficient arterial rights-of-way to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.
- TR-53: Maintain and enhance safety for all users of the roadway network.
- TR-54: Design arterials and streets to fit the intended character of the areas through which they pass.
- TR-131: Seek state and federal funds for transportation capital, maintenance, and operations.
- TR-136 directs that the City, "Support joint projects, including the contribution of City matching funds, with adjoining cities, King County, the transit providers, or the state, where such partnerships help establish or accelerate projects beneficial to the City."

### **Fiscal Impact**

Executing the grant agreement will provide, on a reimbursable basis, up to \$3,990,000 in state funding to support the construction of the 150<sup>th</sup> Avenue SE Mobility Improvements (SE 28<sup>th</sup> Street to SE 38<sup>th</sup> Street) Project (CIP Plan No. PW-R-212). The total cost of construction is estimated to be \$11,490,000, which includes an approximate 63.6 percent local match requirement with this grant. There is sufficient funding in the 2023-2029 General CIP Plan to fund the remaining \$7,500,000 necessary to meet the local match requirement and to complete the project through PW-R-212.

This Council action will increase the 2023-2029 budget for PW-R-212 by \$3,990,000 and increase the 2023-2024 General CIP Fund appropriation by \$3,990,000, which is the amount anticipated to be reimbursed by state funds for the construction of the project starting in 2024.

## **OPTIONS**

1. Adopt the Ordinance 1) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Transportation Improvement Board (TIB) to accept up to \$3,990,000 in state Urban Arterial Program (UAP) grant funding to support construction of the 150<sup>th</sup> Avenue SE Mobility Improvements (SE 28<sup>th</sup> Street to SE 38<sup>th</sup> Street) Project (reference CIP Plan No. PW-R-

212, 150th Avenue SE/SE 37th Street/I-90 EB off-ramp); 2) amending the 2023-2029 General Capital Investment Program (CIP) Plan to increase the budget for the 150th Avenue SE/SE 37th Street/I-90 EB off-ramp (CIP Plan No. PW-R-212) by \$3,990,000; and, 3) amending the 2023-2024 General CIP Fund to increase the appropriation by \$3,990,000.

2. Do not adopt the Ordinance and provide alternative direction to staff.

#### **ATTACHMENTS & AVAILABLE DOCUMENTS**

- A. Vicinity Map
  - B. CIP Project Description (PW-R-212)
- Proposed Ordinance No. 6725

#### **AVAILABLE IN COUNCIL LIBRARY**

TIB grant award letter  
TIB Fuel Tax Agreement (grant agreement) (draft)