

January 9, 2017

CITY COUNCIL STUDY SESSION ITEM

SUBJECT

Provide Council with an update on design option analysis for the Bellevue Way SE HOV lane - 112th Avenue SE “Y” to I-90 (CIP Plan No. PW-R-184).

STAFF CONTACTS

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POLICY ISSUES

Tonight’s discussion supports the implementation of the Council-adopted plans, including Capital Investment Program (CIP), Bellevue Transit Master Plan and Sub-Area Transportation priorities within the City’s Comprehensive Plan.

Bellevue Comprehensive Plan:

- TR-25: Incorporate transit/high occupancy vehicle facility improvements in accordance with the Transit Master Plan and corridor studies.
- TR-50: Expand arterial capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood.
- TR-59: Ensure that city roadway improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods.

Bellevue Transit Master Plan (2014):

- L2: Construct a southbound HOV lane on Bellevue Way SE between South Bellevue Park-and-Ride and Y intersection with 112th Avenue.
- L4: Construct a southbound median HOV lane on 112th Avenue SE from Bellevue Way SE to slightly beyond end of the intersection queue.

Southwest Bellevue Subarea Plan:

- S-SW-19: Provide for the aesthetic development of Bellevue Way SE and 112th Avenue SE...feeling of a continuous boulevard and a gateway for Bellevue.
- S-SW-33: Discourage through traffic in residential neighborhood and provide for vehicles and pedestrian safety at intersections.

DIRECTION NEEDED FROM COUNCIL

ACTION



DIRECTION



INFORMATION ONLY



Staff will report on results of design options analysis on Bellevue Way SE HOV lane -112th Avenue SE “Y” to I-90. Staff will return to Council following a public open house scheduled for January 19th, and after receiving feedback from the Transportation Commission, to seek approval for the preferred option.

BACKGROUND/ANALYSIS

Past Council actions

On December 1, 2014, Council approved Ordinance No. 6209 adopting the 2015-2016 Budget and 2015-2021 Capital Investment Program (CIP) Plan. As part of the revised CIP Plan, the Bellevue Way SE HOV lane – 112th Avenue SE ‘Y’ to I-90 project (CIP Plan No. PW-R-184) was funded with a budget of \$4.4 million. This funding was established for developing the design and the environmental documentation for the Bellevue Way SE HOV Lane – 112th Avenue SE ‘Y’ to I-90.

On December 14, 2015, Council approved Resolution No. 9039 authorizing the execution of a Professional Service Agreement with KPFF Consulting Engineers to develop initial design to construct an inside high occupancy vehicle (HOV) lane on southbound Bellevue Way SE between the “Y” intersection of 112th Ave SE and Bellevue way on the north end and the main entrance to the South Bellevue Park and Ride on the south end (CIP Plan No. PW-R-184).

On December 5, 2016, Council approved Ordinance No. 6333 adopting the 2017-2023 CIP Plan, which continues to fund the Bellevue Way SE HOV lane project (CIP Plan No. PW-R-184) with a total project budget of \$4.4 million.

Additional Background

During the early 2000’s, the City considered the expansion of Bellevue Way through the Downtown Implementation Plan Update and the Transit Plan Update. During 2010 and 2011, conceptual design efforts were undertaken to lay out the addition of a southbound HOV lane in order to determine feasibility and potential right-of-way requirements. Outreach efforts were conducted to seek input from residents along the corridor and the broader Enatai neighborhood.

During 2009-2011, the City commissioned consultants to develop conceptual designs for the addition of a southbound HOV lane on Bellevue Way SE between the “Y” and the South Bellevue Park and Ride Lot. It assumed that Bellevue Way SE would not physically change the East Link project because light rail would be built and operated entirely east of the street. Given this assumption, all expansion was assumed to be to the west of the street. The conceptual designs generated by these efforts varied according to differing lane and shoulder widths and therefore differing overall street widths.

The concept was revisited in 2012 during the Cost Saving Options effort conducted collaboratively between the City and Sound Transit.

During the 2015-2021 Capital Investment Program budget deliberations, Council authorized staff to proceed with developing the design and environmental documentation needed to construct an inside southbound HOV lane from the Bellevue Way SE/112th Avenue SE “Y” intersection to the South Bellevue Park and Ride where the new HOV lane would connect to the southbound HOV lane that will be constructed by Sound Transit to mitigate the East Link project.

The design of this project is being conducted in two phases. The first phase funded the initial consultant agreement to conduct a design alternative analysis in collaboration with the local community and other project stakeholders. Incorporating this feedback, preliminary engineering of the selected design options were completed to be able to develop conceptual cost estimates for the construction and the right of way acquisition for the project. At council’s direction, the second phase will complete final design of the

selected alternative and complete preparation of environmental documentation to maximize grant funding competitiveness for this project.

ALTERNATIVES

Since spring 2016, City staff have been meeting with groups individually to hear their concerns, ideas and perspectives. The City also held an in-person and online open house in June 2016 to invite public feedback on several design options and the project's lengths, appearance and design features.

At the June open house, the project team presented seven different roadway sections for the west side of Bellevue Way SE. Each layout required a different roadway widening to accommodate features like sidewalk, shoulder and planters. The project team presented a list of screening criteria to evaluate design options and asked the community to rate the importance of each of the criteria. The most important criteria as defined at the open house were the neighborhood noise, the private property/critical area impacts and ability to maintain traffic flow during construction.

In recent months, the project team has been screening and refining options based on feedback and directions from community members and key stakeholder groups. Two roadway width concepts were selected for further screening: the "narrow section" which addresses support for improvements to traffic flow but minimizing private property impacts and critical area impacts and the "wide section" which incorporates an intermittent shoulder for maintenance and disabled vehicles meanwhile allowing larger tree for screening of the retaining wall.

The project team also analyzed traffic operations for 2030 future baseline and four design options (Options 1 thru 4) varying the length of the HOV lane as well as including a general purpose lane option. Option 4, which extends the HOV lane north through the "Y" intersection but only on 112th, was selected due to providing the best travel time savings and it meets the objectives of the project as defined in the CIP project description. Based on the initial traffic modeling results, two additional options (Option 4A and Option 4B) were modeled as potential methods to phase the construction of the full built out of Option 4. Cost estimates were developed for each option and two different roadway sections.

During the last open house, the community also reviewed a variety of wall treatments and the gateway experiences that could be included along the corridor.

Additional comments reflected concerns for noise and noise mitigation or if the impacts of the project potentially outweigh the benefits.

RECOMMENDATION

Continue to work with affected project stakeholders to obtain informed consent on a preferred design option. Staff will return to Council following a public open house scheduled for January 19th, and after receiving feedback from the Transportation Commission, to seek approval for a preferred option.

ATTACHMENTS

CIP Project Description (PW-R-184)

Vicinity Map

AVAILABLE IN COUNCIL DOCUMENT LIBRARY

N/A