

Attachment B: Status Report on Eastgate Transportation Improvements Eastgate Land Use Code Amendments

Transportation

The Eastgate / I-90 Corridor CAC concluded that while existing traffic conditions and anticipated increase in traffic volumes due to regional growth indicate that there will always be “choke-points” at particular intersections in the corridor regardless of what changes in land use might occur, the consequences of growth can be addressed through a combination of interstate and arterial improvements, pedestrian and bicycle facilities, and partnerships with transit service providers. The following represents a status report of CAC recommended transportation strategies that are in progress or that were implemented.

Interstate Improvements

- Bellevue continues to partner with WSDOT on the management of traffic near freeway interchanges in the support of improvements proposed on the freeway within the City limits. In the Eastgate area, WSDOT works with Bellevue to carefully monitor the metering rate being used to help strike a balance between impacts to the nearby arterials while still trying to provide a safety and traffic management benefit to the freeway.
- Bellevue is currently supporting the preliminary design stage of WSDOT’s Peak Use Shoulder Lane project advancing as a design/build effort with \$70M in state funding through 2020. This project incorporates intelligent transportation systems and using I-90 shoulder space as a travel lane in the peak hours between the Eastgate and SR 900 interchanges and is expected to begin construction in 2018. Improving the capacity of eastbound I-90 will hopefully allow for a better balance of traffic flow onto the freeway, thus reducing the queuing on City streets that lead to the freeway such as on SE 37th Street and on northbound and southbound 150th Avenue SE.
- In 2013, WSDOT built a new \$2M roundabout at the intersection of the westbound I-90 on- and off-ramps and West Lake Sammamish Parkway Southeast/180th Avenue SE in response to City of Bellevue identified safety concerns (i.e., this intersection was the site of 41 collisions from 2006-2010).

Arterial Improvements

- One of the key components of the Transportation Levy that was approved by Bellevue voters in November is the reduction of neighborhood congestion. A portion of the funds have been allocated to support the evaluation and design of near-term congestion relief projects that could provide relief to congestion leading into and out of Bellevue neighborhoods. The 2017-2018 biennium program for the Levy includes allocating \$2-million to the design of near-term improvements in along the 150th Avenue SE corridor and a more refined evaluation of long-term improvements for the broader Eastgate/I-90 Interchange area.
- The arterial projects identified by the CAC in the Eastgate/I-90 Land Use & Transportation Project (e.g., redesign of 150th Avenue SE and SE 37th Street intersection to enhance traffic flow) were incorporated into the 2016-2027 Transportation Facilities Plan Project List (TFP). The TFP serves as an implementation plan constrained by identified City and other revenues that are projected for the next 12 years. The Transportation Levy money noted above will progress the final design of some of the improvements noted in the Eastgate/I-90 Land Use & Transportation Project and will finalize the approach to some of the intersections that were identified for either a traffic signal improvement or roundabout.

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- In 2013, the City of Bellevue implemented Sydney Coordinated Adaptive Traffic System (SCATS) traffic control at existing signalized intersections in the Eastgate area on 148th Avenue SE, 150th Avenue SE, SE Eastgate Way, and SE 36th Street. SCATS is an adaptive transportation system which modifies the timing of traffic signals based on real time vehicle volumes. Detection devices are used to count vehicles in every lane at each intersection. The system adapts quickly to changing traffic conditions. It changes the next signal cycle length and green time for each movement as needed, improves pedestrian service, and coordinates the overall system to enhance traffic flow and safety.

Pedestrian and Bicycle Improvements

- The Transportation Levy will provide funds to build additional bicycle facilities in the Eastgate Corridor; candidate Bicycle Rapid Implementation Program projects include: 161st Ave SE between Eastgate Way and SE 24th St; SE 38th St between 150th Ave SE and 154th Ave SE; and Lakemont Blvd SE between I-90 and SE Newport Way.
- The City is working to complete the following pedestrian and bicycle infrastructure in the Eastgate/I-90 corridor: (i) finalizing design of the Mountains to Sound Greenway Trail between Factoria Blvd and 150th Avenue SE – the state Transportation Connecting Washington funding package include a \$14 million line item for the trail construction (possible funding in 2018-2019), (ii) beginning design on the Mountains to Sound Greenway Trail from 156th Ave SE to Lakemont Blvd – design is partially funded with a federal grant. There is no construction funding for this segment at this time. (iii) finalizing design of the Newport Way walking and bicycle improvements on the un-improved segment between 150th Ave SE and Somerset Blvd; and (iv) in 2018/19, constructing Eastgate Way bicycle lanes from Richards Road to 156th Ave SE with federal Congestion Management and Air Quality Improvement non-motorized grant funding.
- Bellevue continues to invest in pedestrian and bicycle infrastructure in the Eastgate/I-90 corridor; the following represents a sampling of 2016 completed projects: (i) 123rd Avenue SE Sidewalk from SE 20th Place to SE 26th Street – connection to Woodridge Elementary School; (ii) Allen Rd Pedestrian Path and Bike Lanes – connection to Tyee Middle School; and (iii) SE 26th St Bike Lane – connection to Bellevue College and Eastgate P&R.

Transit Improvements

- In 2017, Metro has funding to implement speed and reliability and bus shelter improvements to Route 245 (Kirkland-Factoria) which serves the Eastgate Park and Ride and Bellevue College.
- In 2017/18, Metro has funding to implement an Eastgate Alternative Services Pilot Program in collaboration with the City of Bellevue and area employers (T-Mobile, Bellevue College, Boeing, Microsoft, etc). This program will use community-based planning to identify needs and create unique new services that meet them.
- The Metro Connects Long Range Plan identifies Eastgate as an important transit hub in both the near term (2025) and the long term (2040) and supports the city's plans to build the Bellevue College Connector. METRO CONNECTS proposes that Eastgate would have multiple RapidRide, frequent, express and local service connections. These enhancements will make it easier to get more places on transit from the Eastgate neighborhood and provide an alternative to being stuck in traffic in your own automobile.

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- The Bellevue College Connector project, detailed in the Bellevue Transit Master Plan, is identified as a Sound Transit Phase 3 improvement. This bus rapid transit project will dramatically improve route directness, shorten transfer times, and enhance transit speed and reliability along a high-ridership north-south corridor.