

FY2017-2023 Capital Investment Program

PW-R-146 Northup Way Corridor ImprovementsCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **Northup Way - NE 33rd Place and NE 24th Street****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
13,700,829	13,700,630	199	-	-	-	-	-	-

Description and Scope

This project will design and construct bike lane and sidewalk improvements on both sides of Northup Way between NE 24th Street and NE 33rd Place. This project will also incorporate other work elements including a pedestrian bridge at the Eastside Rail Corridor crossing, retaining walls, storm drainage improvements and water quality treatment, landscaping and irrigation, traffic signal and street light modifications, and two mid-block pedestrian crossings.

Rationale

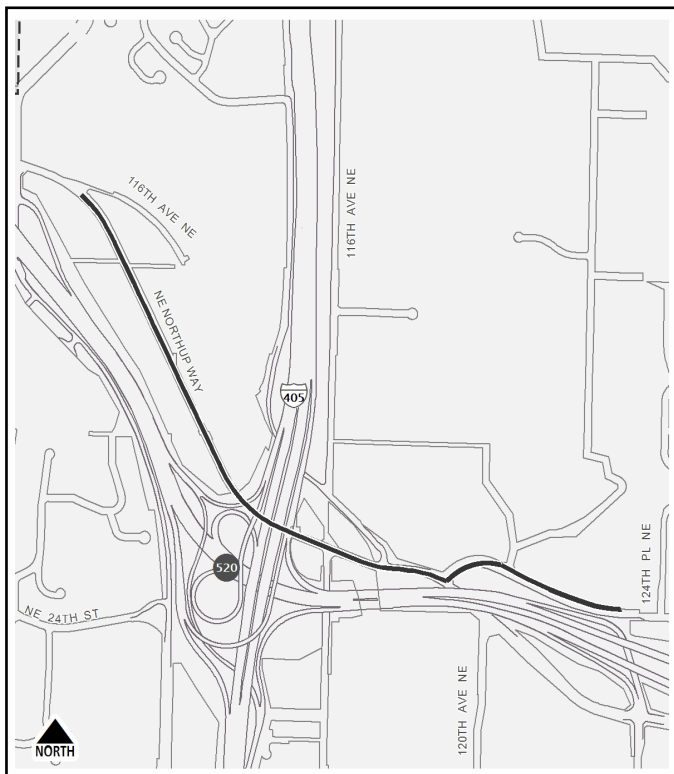
This project is jointly sponsored by the Washington State Department of Transportation (WSDOT) with the City acting as the lead agency. This project will address both local and regional pedestrian and bicycle system connectivity and safety issues on this major east-west corridor in the north part of the City. This section of roadway has narrow lanes and shoulders and no pedestrian/bicycle facilities along the majority of the corridor. Eventual construction of the improvements will improve safety for pedestrians and bicyclists by separating them from vehicular traffic. The improvements will also enhance non-motorized and vehicular access to and from neighborhoods, offices, commercial uses, transit facilities and services, and planned or recently completed regional and local transportation facilities including SR 520, the Bike 520 Trail, the Eastside Rail Corridor trail, the Lake Washington Loop Trail, and 116th Avenue NE improvements. The project is consistent with and a high priority in the 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update. Eastside cities and WSDOT identified the need to complete the missing segment of the SR520 regional trail, and that an interim facility may be necessary. These improvements will provide the interim connectivity until a permanent facility can be implemented.

Environmental Impacts

Consistent with state and federal environmental requirements, this project obtained SEPA and NEPA environmental approvals and will obtain required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$130,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2007 - 2017	13,700,829

Total Budgetary Cost Estimate: 13,700,829

Means of Financing

Funding Source	Amount
Federal Grants	2,215,820
General Taxes & LTGO Bond Proceeds	564,574
Intergovernmental Contributions	8,000,000
Real Estate Excise Tax	120,236
State Grants	2,800,199

Total Programmed Funding: 13,700,829
Future Funding Requirements:

Comments