

FY2019-2025 Capital Investment Program

PW-R-182 DTP/Exceptional Light Rail Station Access

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Downtown Subarea and vicinity**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
13,200,000	2,900,000	600,000	2,000,000	1,200,000	1,200,000	1,300,000	2,000,000	2,000,000

Description and Scope

This project implements the Downtown Transportation Plan (DTP) to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is given to improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations, in Old Bellevue, and along the Grand Connection. DTP identified intersections that merit "Enhanced" or "Exceptional" treatment to safely accommodate pedestrians. Also, DTP identified and established locations and near-term priorities for new mid-block crossings. To implement the Comprehensive Plan vision for the character of three Downtown roadway corridors – 106th Avenue NE, 108th Avenue NE and Main Street – analysis and community engagement will determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit and bicycle facilities.

Rationale

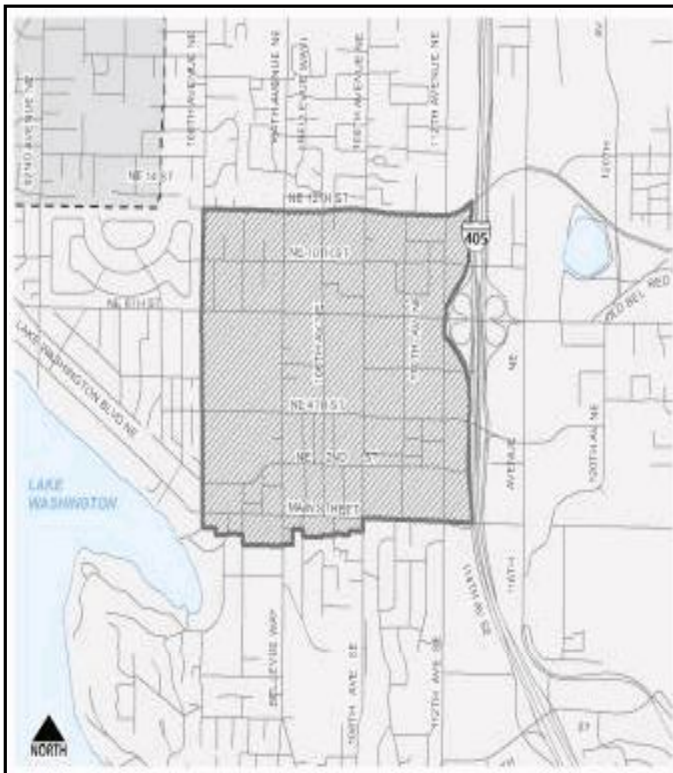
Significant growth in the number of people who live and work in Downtown will increase the number of daily trips for all purposes – for many of these trips people will choose to walk, bicycle and ride transit because these are easy ways to get around. Against this backdrop of growth, the average number of vehicle trips is expected to maintain the stability observed through several growth cycles dating to 1990. Light rail stations and RapidRide B serving Downtown Bellevue will attract pedestrians who will use transit for access to jobs, shopping and recreation. Along the Grand Connection, in Old Bellevue and in other Downtown neighborhoods, people are choosing to walk or bicycle for short trips. As a consequence of more people choosing to get around without a car, enhanced infrastructure to accommodate pedestrians, bicyclists and transit riders is needed.

Environmental Impacts

Program funds build projects that are intended primarily to improve mobility, access and safety for pedestrians and bicyclists, with emphasis on access to transit. Projects are implemented on existing improved rights-of-way/easements. Adverse environmental impacts are not expected. Programmatic State Environmental Policy Act (SEPA) documentation is being developed collaboratively through the Downtown Transportation Plan/Downtown Livability Initiative in a SEPA Report for amendments to the Downtown Land Use Code and Subarea Plan.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2025	13,200,000

Total Budgetary Cost Estimate: 13,200,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	12,558,129
Private Contributions	114,910
Real Estate Excise Tax	26,961
State Grants	500,000

Total Programmed Funding: 13,200,000
Future Funding Requirements:

Comments