



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
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Prepopulated with screening form?	Yes

Project Information

- Project Title**
NE Spring Boulevard Zone 3, Arterial/Multimodal Network Completion
- Regional Transportation Plan ID**
exempt
- Sponsoring Agency**
Bellevue
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A

Contact Information

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Project Description

- Project Scope**
NE Spring Boulevard Zone 3, Arterial/Multimodal Network Completion project fills a critical east-west transportation gap in the heart of Bellevue's BelRed Corridor where no direct, through-connections exist. This project will ultimately construct up to 2,100 lineal ft of new, multimodal corridor between 124th Avenue NE and 130th Avenue NE.

The scope includes:

- Wide, separated, protected sidewalks on both sides (except the westbound direction of the couplet segment, where the project has a third sidewalk where the alignment abuts the light

rail corridor);

- ii. Separated, protected bicycle facilities on both sides;
- iii. Single westbound and eastbound travel lanes, separating into a couplet surrounding the Sound Transit 2 Line on the eastern end. The western section will include space for median and turn lanes between the travel lanes where warranted;
- iv. Accommodation of intersections with both existing and planned connections to BelRed arterial and local street networks;
- v. Bridge over West Tributary stream, creating a fish and critter passable crossing;
- vi. Safety-oriented Complete Streets elements including signals, illumination, ADA ramps/audible crossings, high visibility crossing striping;
- vii. Climate resilient landscaping and irrigation, wetland mitigation, storm drainage, water quality/stormwater treatment, and other underground utilities.
- viii. Consideration will be given to develop a “stormwater park” where the project alignment crosses city Parks Department property and provides a connection to the future proposed park immediately north of the project;
- ix. Design will be coordinated with Sound Transit, Bellevue Parks Department, existing businesses and potential future private development.

2. Project Justification, Need, or Purpose

Construction of NE Spring Blvd corridor is complete west of 124th Ave NE and east of 130th Ave NE. NE Spring Blvd Zone 3, between 124th Ave NE and 130th Ave NE is the missing middle. Completion of Zone 3 will fill the gap, which will dramatically improve access, circulation, mobility, and safety by providing a facility that accommodates walking, bicycling, rolling, direct access to high-capacity transit, driving, and delivery services to Downtown Bellevue and bisecting the revitalized BelRed area and eastward to the Redmond Overlake Regional Growth Center (RGC).

This project will support the area’s redevelopment and multimodal access to two new light rail 2 Line stations, attracting private commercial and residential investments to create an entirely new and vibrant neighborhood from this underutilized former light industrial area. More specifically, the project will provide safer, climate benefitting access for pedestrians, bicyclists, passenger vehicles, transit, and goods and services delivery/freight through the rapidly redeveloping heart of the BelRed Corridor (a Countywide Center (CWC)) connecting concentrations of housing, employment, education, and a vast array of supporting amenities in the Bellevue Downtown RGC and the Redmond Overlake RGC.

Because this project opens up a more direct route (both motorized & nonmotorized) from BelRed to Downtown Bellevue west and Redmond Overlake east, both travel delay and idling is expected to be reduced. This project expects to “reduce VMT”, eliminating over 270,000 miles driven per year, saving between 0.4 and 0.7 miles per trip, reducing combined greenhouse gas emissions/air pollutants by over 361,000 pounds (over 180 tons) per year by 2050 and reducing a person’s individual trip time by 13-20 minutes when walking, 3-4 minutes when bicycling, and 2-3 minutes when driving.

This project also opens up access to development of a new city Park/open space, encouraging further use of active transportation modes.

Project Location

1. Project Location

NE Spring Boulevard from 124th Ave NE to 130th Ave NE

2. Please identify the county(ies) in which the project is located. (Select all that apply.)

King

3. Crossroad/landmark nearest the beginning of the project

124th Ave NE

4. Crossroad/landmark nearest the end of the project

130th Ave NE

5. Map and project graphics

__NE_Spring_Blvd_Zone_3_-_graphics-maps-profiles-HIN.pdf

Local Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?

Yes

2. If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page

number(s) where the relevant information can be found.

This project is identified in the Bel-Red Subarea Plan (an element of the Bellevue Comprehensive Plan, Project No. 107 (previously referenced as the NE 15th/16th Corridor), page 48.

This project is also identified in the City's 2022-2033 Transportation Facilities Plan (TFP, project no. TFP-270) which is adopted by reference in the Comprehensive Plan, Capital Facilities Element, page 109; and the; Bellevue Transportation Improvement Program (2024-29 TIP, Project No. 26); and Capital Investment Program (CIP, Project No. PW-R-210).

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

N/A

Federal Functional Classification

1. **Functional class name**

37 Proposed Collector

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

This project is embedded within a connecting corridor immediately east of the Downtown Bellevue RGC and also on a connecting corridor west of the Redmond Overlake RGC. This project is located within the BelRed CWC. Via the western end of the project at 124th Ave NE, 124th directly accesses the on/off-ramps to State Route 520, connecting to multiple Seattle Regional and Countywide designated centers to the west.

When the City of Bellevue planned for and rezoned the BelRed subarea (always a locally designated center but redesignated to a CWC), there were two development nodes established. These development nodes were centered on Sound Transit's 2 Line light rail stations (formerly known as East Link) at 130th Avenue NE (BelRed Station) and 120th Avenue NE (Spring District Station), immediately east and west of this project, respectively.

In addition to its role as the centerpiece of Bellevue's new center for pedestrians, bicyclists, this will also be a transitional area for commuters and visitors accessing the new light rail 2 Line en route to RGCs in Redmond, Downtown Bellevue, and many employment or residential destinations further south and west. Once Sound Transit's 2 Line is fully in operation as planned in 2025, this corridor will transport an anticipated 43,000 to 52,000 light rail riders every day, coming and going by foot, bicycle, other transit mode, and by vehicle drop off. These ridership numbers will increase significantly as development continues to occur along NE Spring Blvd in, to and through Downtown Bellevue, BelRed, and Redmond Overlake.

Because this project opens up a more direct route from BelRed to Downtown Bellevue west and Redmond Overlake east, both travel delay and idling (including freight) is expected to be reduced. This project expects to "reduce VMT", eliminating over 270,000 miles driven per year, save between 0.4 and 0.7 miles per trip, reducing combined greenhouse gas emissions/air pollutants by 361,000 pounds (over 180 tons) per year by 2050 and reducing a person's individual trip time by 13-20 minutes when walking, 3-4 minutes when bicycling, and 2-3 minutes when driving (not accounting for traffic signal timing). This time savings can be especially attractive for nonmotorized travelers traversing their first mile/last mile to the light rail station en route to other regional destinations.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

In the Downtown Bellevue RGC this project will serve populations up to 62% people of color (above regional and 50% thresholds), 21% people with limited English proficiency (LEP)(above regional threshold), 17% of older adults (above regional threshold), 13% youth, up to 12% people with low incomes, and 10% persons with disabilities.

In the Redmond Overlake RGC this project will serve populations up to 69% people of color (above regional and 50% thresholds), 15% people with LEP (above regional threshold), 15% people with low incomes, 13% youth, 10% older adults, and 9% persons with disabilities.

Within the BelRed CWC this project will serve populations up to 43% people of color (above regional threshold), 17% youth (above regional threshold), 9% people with low incomes, 7% LEP, up to 5% persons with disabilities and up to 3% older adults.

- 2. Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

This project is intended to equitably uplift, serve, and benefit all populations.

When including intersectionality, within the BelRed CWC this project benefits a higher than regional average intersection between people of color and youth.

When including intersectionality, in the Downtown Bellevue RGC this project benefits a higher than regional average intersection between older adults and people with limited English proficiency.

These areas of intersectionality are important given the focus of this project location to support a confluence of improving opportunity through low and no-cost access to education, good paying jobs, housing, health care, recreation, safe infrastructure and supportive amenities as further described in this application.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

- 1. Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

This project is on a corridor that directly supports and serves housing and employment densities located in the Downtown Bellevue RGC and the BelRed CWC, as well as the Redmond Overlake RGC. Located just 2/3rds of a mile from the project, Downtown Bellevue population and housing densities have increased substantially. In 2010 Downtown hosted about 7,120 residents, 7,020 housing units, and 38,610 jobs. By 2022 the figures climbed to about 15,650 residents, 10,650 housing units, and 61,070 jobs. Barring a major shift in the economic landscape, this growth is projected to continue with Downtown Bellevue growing to 36,500 residents, 24,400 housing units, and 97,500 jobs by 2044.

Within the BelRed CWC, the city's second largest growth area, construction is complete for 4.1 million square feet of office space, 730 thousand square feet of retail space and 5,700 multi-family units. Developers are now working to complete an additional 545,000 square feet of office space, 290,000 square feet of retail space and 1,550 multi-family units. BelRed job growth is projected to number 17,400 additional jobs by 2044.

Downtown Bellevue and the BelRed corridor continue to grow at high rates (data above). Completing the NE Spring Boulevard connection to Downtown Bellevue and Redmond Overlake supports these populations by enabling residents, employees and visitors access to healthy, equitable, and climate friendly modes of travel between home and work, recreation, shopping, health care, and educational opportunity. This project fills a critical transportation gap that will promote improved safety and access to transit, nonmotorized corridors/destinations (including via connections to Eastrail and the SR 520 Trail) as well as support motorized car and freight emission reduction by eliminating use of longer drive-around routes, required by the incomplete BelRed arterial network. As previously noted, because this project opens up a more direct route from BelRed to Downtown Bellevue west and Redmond Overlake east, per trip travel between jobs, home, and other destinations is expected to be reduced by 13-20 minutes when walking, 3-4 minutes when bicycling, and 2-3 minutes when driving (not accounting for traffic signal timing). Completion of this project will result in reduced VMT and provide a well-connected network of facilities serving alternate modes relieving the ever-mounting pressure of rapid housing and employment growth on local roadway and regional highway networks.

- 2. Describe how the project will support the development/redevelopment plans and**

activities of the center.

This project represents the epitome of both development and redevelopment that support Downtown Bellevue planning. The project is a new, multimodal facility connecting the master-planned redevelopment of the BelRed light industrial area initiated in the early 2000s and adopted by City Council in 2009 with the Downtown Bellevue RGC.

The specific intent of this project is to support redevelopment plans and activities by providing the public with a multimodal arterial transportation system and by providing connections and access between the modes of transportation, including the light rail in a safer, walk/bike-friendly environment. The project enhances the character and neighborhood profile and makes the area safer, more accessible, and more livable. However, without filling this missing section, the multimodal access this section of Spring Boulevard provides, there will be a severe bottleneck connecting to Downtown Bellevue, limiting planned growth in multiple centers.

The following plans and activities identified in the Bellevue Comprehensive Plan support this project's benefit to the Downtown Bellevue RGC, BelRed and the city as a whole:

DOWNTOWN BELLEVUE (RGC)

S-DT-41.1 Prioritize pedestrian activity, access, comfort and safety in the design and management of pedestrian priority streets.

S-DT-57. Create pedestrian linkages within and between Downtown Districts as well as to surrounding residential and commercial areas outside Downtown.

Downtown Roadways

S-DT-140. Improve Downtown circulation and arterial continuity to points east of Downtown with roadway extensions and improvements across I-405, including envisioned extensions of NE 2nd Street and NE 6th Street.

Downtown Bicycle Mobility

S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

S-DT-164.1 Provide bicycle facility connections and wayfinding to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the Eastside Corridor Trail [Eastrail].

BELRED (CWC)

POLICY S-BR-6. Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.

POLICY S-BR-25. Design and develop an outstanding street environment that promotes streets as key urban places, sensitive to their context and providing an interesting and aesthetically rich experience. Apply a street hierarchy with design guidelines and street standards that provides an appropriate combination of the following elements: a. Strong consideration of character and aesthetics in the design and implementation of all street projects; b. Integration of open space and landscaping, including street trees; c. Environmentally sensitive practices, including natural drainage systems where appropriate; d. Sidewalk development standards that promote pedestrian functionality and interest, and avoid obstructions; e. Ground floor differentiation, including preferred uses, visual and physical access; f. Mid-block pedestrian crossings; and g. On-street parking, where it contributes to pedestrian convenience and safety.

SUPPORTIVE REDMOND OVERLAKE RGC (CITY OF REDMOND) PLANS AND ACTIVITIES INCLUDE:

TR-2 Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in Redmond.

TR-5 Meet the travel needs of all modes on the transportation network. Maintain the "priority corridor" designation described in the Transportation Master Plan to identify corridors of critical significance in connecting key destinations and providing multimodal travel choices for all users.

TR- 6 Support the safe and efficient movement of goods and freight to, from and within Redmond

TR-11.1 Collaborate with Sound Transit and other entities to provide opportunities where appropriate in and around Redmond's light rail station areas to create diverse, vibrant, mixed-use, mixed-income, transit-oriented development including non-motorized access that connects stations to nearby destinations.

TR-12 Assign high priority to pedestrian and bicycle infrastructure projects and mitigation that address safety and connectivity needs, provide access to Downtown and Overlake Urban Centers, and the Marymoor Local Center to encourage safe and active crossings at intersections and routes to schools, provide linkages to transit, and complete planned bicycle and pedestrian facilities or trails.

CITY OF BELLEVUE TRANSPORTATION POLICIES

TR-22. Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.

TR-23. Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan.

TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.

TR-28. Employ a citywide multimodal level-of-service concurrency standard that provides transportation facilities that meet the demand from new development.

TR-32. Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets through updates to the Transportation Facilities Plan.

TR-44. Develop the transportation system in a manner that supports the regional land use and transportation vision adopted in VISION 2040, Transportation 2040 and the Countywide Planning policies for King County.

TR-50. Provide an arterial system, and encourage the state to provide a freeway system, that together support local and regional mobility and land use plans.

TR-55. Maintain and enhance safety for all users of the roadway network.

TR-64. Strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.

TR-66. Design and manage streets to foster safe and context-appropriate behavior of all roadway users.

TR-73. Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods.

TR-81. Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that: 1. Provides short, direct routes within a ten-minute walk; 2. Designs the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximizes safety for pedestrians at street crossings; and 4. Gives priority to pedestrian access and safety.

TR-109. Promote and facilitate walking and bicycling.

TR-111. Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that: 1. Address safety issues; 2. Provide access to activity centers; 3. Provide access to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities; 5. Develop primary north-south and east-west bicycle routes through the city; 6. Improve multimodal level of service along travel corridors; and 7. Serve residents who have special accessibility needs.

TR-117. Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.

TR-118. Recognize the potential transportation and recreation uses under consideration for the Eastside Rail Corridor [Eastrail] when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.

TR-122. Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.

TR-137. Seek state and federal funds for transportation capital, maintenance, and operations.

TR-138. Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.

TR-144. Support means to reduce transportation-source greenhouse gas emissions.

3. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.

This project opens up a vital new, time saving connection for all travel modes (nonmotorized, vehicular, and access to high-capacity transit via the 2 Line light rail) expanding low and no-cost access to varied income-level, including living wage jobs that will especially benefit our equity focus areas in Downtown Bellevue with 62% people of color (above regional and 50% thresholds), 21% people with limited English proficiency (LEP)(above regional threshold), 17% of older adults (above regional threshold), 13% youth, up to 12% people with low incomes, and 10% persons with disabilities. Similar benefits will also be available to the Redmond Overlake RGC this project will serve populations up to 69% people of color (above regional and 50% thresholds), 15% people with LEP (above regional threshold), 15% people with low incomes, 13% youth, 10% older adults, and 9% persons with disabilities. These benefits will of course be available within the BelRed CWC which will serve populations up to 43% people of color (above regional threshold), 17% youth (above regional threshold), 9% people with low incomes, 7% LEP, up to 5% persons with disabilities and up to 3% older adults.

Employment destinations who offer a range of employment opportunities accessible through completion of this corridor include: Spring District employers like Meta, as well as Downtown locations at Microsoft, the Hospital District immediately South on 116th Ave NE home to Overlake Hospital, the Kaiser-Permanent complex, and a host of specialty services; education workers/instructors at GIX University; hospitality and travel employers including hotels, restaurants, bars, and other entertainment venues.

At this time the Downtown area hosts over 30 major employers participating in the state commute trip reduction (CTR) program who employ a range of worker positions, including living wage, middle and high wage jobs. This project will especially support living wage and middle wage earners, providing safe, no-fee pedestrian and bicycle facility access directly to work or access to and from high-capacity transit regionwide.

4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

The project supports the planned redevelopment in the BelRed CWC by filling the gap within the corridor connecting the area to the larger region. The project allows the area to retain the existing jobs and business by maintaining access and minimizing the impacts of the project to the associated properties both during and after construction. Once complete the project corridor will also provide vital connections and multimodal access, attract more new jobs and businesses into the area consistent with the City's policies in the Comprehensive Plan and the Downtown and BelRed Subarea Plans.

The project supports new/retaining existing jobs consistent with the adopted Regional Economic Strategy. The fulfillment of Bellevue's adopted goals, policies and plans for growth and mobility requires strategic investment in a range of transportation options, with a special focus on non-motorized improvements. This project supports multimodal access and circulation within and between the economic centers of BelRed and Downtown Bellevue that are home to businesses and organizations that provide high numbers of these existing and growth jobs in 13 of the top 15 employing industry clusters identified for the Puget Sound region in the Regional Economic Strategy (Economic Analysis, Dec. 2017):

1. Local Health Services
2. Local Hospitality Establishments (Over 120 restaurants and over 3,500 hotel rooms)
3. Local Real Estate, Construction, and Development
4. Local Commercial Services
-
7. Wholesaling and Storage
8. Local Retailing and Clothing and General Merchandise
9. Local Food and Beverage Processing and Distribution
10. Software Publishers (Microsoft is the largest employer in Bellevue)
11. Computer Services
12. Local Motor Vehicle Products and Services
13. Local Personal Services (non-medical)
14. Corporate Headquarters (e.g., Paccar (freight vehicles), Valve (software/video game), and Pokémon, as well as Verizon regional HQ)
15. Electronic and Catalog Shopping

Through the connection to regional transit services, the project will serve and support the jobs/businesses in all the top 15 identified industry clusters. This project and other improvements to which it will connect are explicitly and frequently being requested and supported by numerous existing local companies and their employees. Current developers and companies relocating to Downtown Bellevue and BelRed are lobbying hard for these nonmotorized system and roadway connections as critical infrastructure to attract and serve their future employees and residents of the area.

Larger and notable employers include Amazon, Microsoft, Meta, Salesforce, Nordstrom, Puget Sound Energy, various professional and engineering firms, Marriott, and the City of Bellevue

itself (City Hall).

5. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

Construction of this multimodal facility completes NE Spring Blvd and fills the last major gap in the BelRed arterial transportation network, connecting all of BelRed directly to Downtown Bellevue. A broad array of user groups will benefit from this project, including commuters, residents, commercial users, retail consumers, students, visitors, and those in need of medical services. Another beneficiary will be a time and energy savings for commercial delivery services and freight travel.

For transit commuters: the project location is directly connected to light rail facilities/services at the 130th Avenue NE (BelRed Station), open for eastside travel in 2024 and to be open in 2025 for region-wide light rail access, including Seattle, Lynnwood, SeaTac, future Tacoma, and points in between.

For multimodal travelers: the project is centrally located and provides safe and ready access to the existing and planned populations of these varied user groups by any travel mode they choose to take. This project fills a gap so that BelRed residents can access employment and other opportunities in the adjacent regional centers of Downtown Bellevue to the southwest and Redmond Overlake to the northeast. A person's individual trip time will be reduced by 13-20 minutes when walking and 3-4 minutes when bicycling,

For drivers, including commercial delivery services and freight: filling the gap in the NE Spring Blvd corridor helps travelers save time and reduce vehicle emissions. A single driving trip will be reduced by 0.4 to 0.7 miles saving 2-3 minutes with this direct access versus the currently required detours to the north or south around the gap. Travel demand modeling conducted for the project demonstrates a significant reduction in Vehicle Miles Traveled (VMT) of over 270,000 miles per year. This translates into a combined greenhouse gas emissions/air pollutants reduction of over 361,000 pounds (over 180 tons) per year by 2050.

This project also opens up access to development of a new city Park / open space, encouraging further use of active transportation modes.

Criteria: Mobility and Accessibility

1. Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.

This project fills the final physical gap in the NE Spring Blvd arterial corridor to provide safe and convenient access between the Downtown Bellevue RGC and BelRed CWC for travel by foot, by bike, by wheelchair, by transit and by motor vehicle to the multitude of major destinations within both centers. These destinations include:

- Office Buildings and major employment (over 30 major employers participating in the city's Commute Trip Reduction Program)
- Hundreds of hotels, restaurants, entertainment venues
- Bellevue Transit Center, providing frequent connections throughout the region
- Bellevue City Hall
- King County Regional Library
- Meydenbauer Convention Center
- Spring District Transit Oriented Development (TOD)
- 130th Avenue NE (BelRed Station) and 120th Avenue NE (Spring District Station), and Hospital District Sound Transit 2 Line light rail stations
- Sound Transit Operations & Maintenance Facility (OMF) East
- Global Innovation Exchange (GIX) Campus (higher education)
- Meta (Facebook) Office Campus
- King County Metro East Base
- Safeway and Coca Cola plants
- Eastrail (Regional Trail) via the new Eastrail to Spring Blvd trail link (complete by 2026)
- Thousands of new residential units

Facilities to serve most of the travel modes listed above do not exist today due to the physical gap between NE Spring Blvd Zone 2 which ends at 124th Ave NE and NE Spring Blvd Zone 4 which starts at 130th Ave NE. This project completes or fills this physical gap in high-quality facilities to provide access for all to and from these major destinations, connecting people and goods between them and the rest of the region.

2. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.

This project is the last missing link in a long-term strategy, developed in the early 2000s, to bisect the BelRed corridor with a multimodal east-west facility connecting the planned transit-oriented development nodes within BelRed to the Downtown Bellevue RGC. The use and efficiency of this corridor will be maximized by at least two proven, results-driven Bellevue programs and initiatives:

1. TDM Program – Bellevue has a robust TDM program that is already hard at work to promote the use of non-drive-alone modes within BelRed and between BelRed and other nearby growth centers. Bellevue TDM staff partner closely with regional transit providers (Sound Transit and King County Metro) and local business groups (Bellevue Downtown Association and Chamber of Commerce) to encourage and maximize commuter and resident use of the new light rail services (opening for eastside fare service beginning April 2024), rubber tire transit services operating in the project vicinity and the safe, protected and connected nonmotorized facilities this project will complete.

2. ITS/Smart Mobility Program – The City of Bellevue utilizes the Sydney Coordinated Adaptive Traffic System (SCATS), to reduce delays at traffic signals. This system adjusts the signal phase timing based on real time information. The existing signalized intersections at either end of the NE Spring Blvd Zone 3 project will operate using SCATS consistent with the city system, however, the surface interaction and pre-emption with the light rail crossings will make some corridor traffic signals unique, requiring innovative design. The two new signalized intersections on 128th Ave NE where the project becomes a couplet will be incorporated into this system, optimizing the operation of the corridor for all users. More recently, the ITS team has begun retrofitting existing signal systems and installing new systems with bike signals along priority bicycle corridors such as NE Spring Blvd.

3. Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).

The primary problem that the NE Spring Blvd Zone 3 project remedies is an incomplete network - there are no through east-west connections for any travel mode (except light rail, opening in April 2024) within the BelRed neighborhood between Bel-Red Road to the south and Northup Way/NE 20th Street to the north. Along 124th Avenue NE on the west end of the project, this is a distance of approximately 0.65 miles between east-west access; while along 130th Avenue NE on the east end of the project, this is a distance of approximately 0.45 miles. For a rapidly redeveloping transit-oriented neighborhood, this incomplete multimodal arterial network is a major barrier to efficient travel connections by foot, bicycle or motor vehicle.

Depending upon a person's specific origin and destination, current alternate routes to circumnavigate this barrier require a trip of between 0.4 and 0.7 miles longer than by using a completed NE Spring Blvd corridor. These alternate routes, particularly segments along the principal arterials of Bel-Red Road and Northup Way/NE 20th Street, are strife with modal conflicts, especially to vulnerable roadway users – pedestrians and bicyclists. The completion of NE Spring Blvd Zone 3 will reduce a person's individual trip time by 13-20 minutes when walking, 3-4 minutes when bicycling, and 2-3 minutes when driving.

4. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

This project will complete the last major east-west gap in the improved BelRed multimodal network. The new, connected and protected pedestrian and bicycle facilities support public health benefits as they provide a golden opportunity to use safe, high comfort active transportation infrastructure. In addition, this project completes connection to multiple regional north-south and east-west trail networks which allow new or enhanced opportunities for active transportation for short trips and for longer journeys to work, school, or for recreational purposes. Regional trail networks connected include the east-west SR 520 Trail, a short distance to the north, and the north-south Eastrail, which crosses directly under NE Spring Blvd to the west of 120th Avenue NE. A new trail link connecting the Spring Blvd multipurpose path with Eastrail is in final design and funded for construction by 2026. These regional facilities provide direct connections to multiple RGCs besides just Downtown Bellevue. The SR 520 Trail connects east to Redmond Overlake and Downtown Redmond and west across Lake Washington to centers in Seattle. Eastrail connects north to the Kirkland centers and will ultimately connect south to Renton centers.

5. Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.

This project is intended to address Bellevue-specific and more regional Equity Focus Area needs.

As detailed above, the Downtown Bellevue RGC has three equity populations/EFAs exceeding regional thresholds (people of color, people with LEP and older adults). The Redmond Overlake RGC has two EFAs exceeding regional thresholds (people of color and people with LEP) and the BelRed, the immediate project area, also has two (people of color and youth).

The project will address disparities and provide positive impacts for all EFAs by filling a critical gap in the only major east-west multimodal facility within BelRed, connecting directly to and from Downtown Bellevue. Completing this more direct route will attract healthier means of travel and exercise for all equity populations, provide a safe, accessible, and free travel opportunity for youth and lower income populations to travel to and from school, home, entertainment, well-paying jobs, and regional transit. Access to healthcare services for all populations, including elderly residents, will be safer and more efficient by using this new, more direct route facility.

Criteria: Outreach and Displacement

1. Describe the public outreach process that led to the development of the project.

In 2009, in anticipation of East Link light rail, the City Council adopted a new subarea plan and land use code for the BelRed area. The plan anticipated the transformation of the former industrial area into a series of vibrant urban villages with abundant new green space, businesses and homes all to be served by a well-connected, multimodal transportation network emphasizing and encouraging opportunities for walking and biking. In these earlier years, to accomplish this vision, this city conducted widescale and intensive outreach, community meetings and targeted involvement, meeting with community organizations, groups and individual landowners and businesses.

In June 2011, various concepts and recommendations were presented to the City Council for the segment between 124th Avenue Northeast and 130th Avenue Northeast.

Recommendations at that time included:

- A new roadway will cross under the Sound transit guideway
- A minimum cross-section width of 64 feet and a maximum of 140 feet
- Improved access and circulation for future 128th Avenue Northeast
- Maximizing use of future park/open space at city-owned property

Now, more than a decade later, with the Sound Transit 2 Line (formerly East Link) ready to open and construction of the Spring District development node within BelRed well underway, the city is working to design and ultimately construct the last major segments of connective transportation infrastructure, NE Spring Blvd Zone 3 from 124th Ave NE to 130th Ave NE, and has been working on more targeted public outreach and involvement.

On Nov. 21, 2022, the council adopted the 2023-2029 General Capital Investment Plan (CIP) which included the Northeast Spring Boulevard (Zone 3) - 124th to 130th Avenues Northeast project. This project funded the final determination of project alignment and cross-section, and the preliminary engineering design of the segment. The preliminary design provides the details needed to create local street connections, which would be built by or in coordination with development proposals.

As specific project pre-design was initiated in mid-2023, the city's project team conducted an online open house using visually accessible materials on EngagingBellevue.com to solicit initial feedback from the public on four design alternatives. These alternatives included varied location and width of pedestrian and bicycle features in relation to the single vehicle lanes. The overwhelming majority of preference was given to "Alternative 1", which provides the maximum separation and protection of each travel mode with buffer features between all three travel modes. Selection of Alternative 1 as the city's preferred alignment was specifically shaped by this feedback.

The open house was advertised via a mailer to households in the area, city social media channels, email and focused Neighborhood News. The open house included a survey, specifically translated into five languages (Spanish, Japanese, Korean, Simplified Chinese and Russian) reflective of the majority community ethnic backgrounds, that asked people several questions including how they would primarily use the corridor, which alternative they preferred and why, and which alternative they thought was most comfortable. It also provided additional information on the project and details on each alternative. All materials were made to be Title VI and ADA accessible and compliant through appropriate font and color formatting with audible translation also available. Web-based documents were further available through translation services into 21 languages reflective of the breadth of language spoken in Bellevue and the BelRed neighborhood.

By integrating demographic analysis into engagement practices, we not only enhance participation among protected populations but also reaffirm our steadfast compliance with

Title VI, demonstrating our dedication to equity in every facet of our transportation project planning and execution.

Public engagement for this project is active and ongoing. As design of the project advances with additional concepts and materials to share, the project team will continue to intensify and target its project outreach efforts. The public involvement plan will continue to solicit input on preferences, including aesthetics elements of the project.

In addition, as these last major projects advance, the city is also reviewing the Subarea Plan and land use code to determine if they are achieving the BelRed Vision. The outcome of the “BelRed Look Forward” will be a Comprehensive Plan Amendment (CPA) to the BelRed Subarea Plan that:

- reflects new information and changed circumstances,
- strengthens implementation strategies,
- increases capacity to meet new citywide housing and job targets, and
- provides clear guidance to facilitate implementation including a Land Use Code Amendment, capital investments, partnerships, and development review.

2. Describe how this outreach influenced the development of the project.

During the 2009 public involvement that has now lasted over a decade, input influenced the master planning and street grid development by honoring the interests, goals and needs of city residents for access to housing, jobs, retail, alternative travel modes like high-speed transit (light rail) and amenities. Construction of the BelRed street network, especially NE Spring Boulevard which transects the entire neighborhood, provides the access needed to support these express goals.

As described above, in late 2023, the city’s project team conducted an online open house using visually accessible materials on EngagingBellevue.com to solicit initial feedback from the public on four design alternatives and alignments. These alternatives included varied location and width of pedestrian and bicycle features in relation to the single roadway lanes. Although it appears to be the most expensive, the overwhelming majority of preference was given to “Alternative 1”, which provides the maximum separation and protection of each travel mode with buffer features between all three travel modes.

Meaningful input included a preference to moving bike lane from the road to behind the planter with protective buffer, providing separation between pedestrian and bicycles and to reduce conflict between motorized and nonmotorized modes, assuring high comfort and safety for all ages and abilities of users (including Title VI and ADA needs), and ensure grade separation between the sidewalks and bicycle tracks.

The city listened to and honored the interests of this majority of commenters who looked to the city to build a facility that prioritizes safety, reduces conflict between travel modes who travel at varied speeds (e.g., slower pedestrians versus faster bicyclists/scooter riders especially when electrified equipment and speed is considered), seamless connections, and inclusion of robust buffers.

Additional and focused public input will continue to be solicited as project design progresses to consider aesthetics, architectural treatments, construction detour considerations, and direct, inviting access to the planned new local park adjacent to the project alignment.

3. Using PSRC’s Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

According to the PSRC HOP tool, this project is located in an area with the identified typology “Increase Access to Single Family Neighborhood”. This typology does not align with current BelRed characteristics and development trends over the past 10-15 years, and the planned future of the BelRed corridor location. As a countywide designated center, Bellevue believes that the typology of BelRed may be better aligned with the Downtown Bellevue typology, “Transform & Diversity”, which has a much better fit for the area’s rapid and intentional transformation from a light industrial area to more intensive mixed-use development area consistent with the area’s 2009 upzone/rezone.

In the context of addressing displacement and alignment with “Priority Tools for All Communities” and the “Transform & Diversity” typology, city strategies to reduce the risk of displacement include:

PRIORITY STRATEGIES/TOOLS FOR ALL COMMUNITIES:

- Supply: Infill Development – The whole point of the BelRed neighborhood transformation entails the redevelopment of existing properties to make more efficient use of the land – especially in the context of the Transit-Oriented-Development envisioned for the areas around new Sound Transit light rail stations.
- Subsidy: Advocate for Increased State and Federal Funding – City of Bellevue lobbying efforts with the state legislature and our federal delegation has been a strong advocate for

increased funding to support affordable housing initiatives.

- Subsidy: Establish Nonprofit Partnerships – For example, the City has an established partnership with Congregations for the Homeless (now known as “Porchlight”) to provide services and shelter/housing facilities for the homeless and lower-income persons on the Eastside.
- Subsidy: Join or Contribute to a Subregional Housing Group Capital Fund – The City of Bellevue has been a long-time partner and financial contributor to ARCH (A Regional Coalition for Housing), a public organization created by cities in East King County to assist with developing and administering local affordable housing programs.

TRANSFORM & DIVERSIFY STRATEGIES:

- Supply: Create a TOD Overlay/Upzones and Rezones – While not a specific “overlay”, the 2009 BelRed upzone/rezone was fully intended to encourage development of residential and commercial centers designed to maximize access by transit and nonmotorized transportation. While the entire BelRed neighborhood maybe considered a TOD, two specific areas are considered TODs with development regulations that support transit use and creating vibrant neighborhoods around the two BelRed light rail transit stations [130th Avenue NE (BelRed Station) and 120th Avenue NE (Spring District Station)].
- Supply: Development Predictability – The city has revamped its development review procedures for Downtown Bellevue, BelRed and all of Bellevue to streamline permitting for private developments.
- Supply: Parking Requirements – Both BelRed and Downtown Bellevue have maximum parking limits to discourage automobile use and encourage the use of transit and nonmotorized modes in these TOD areas.
- Stability: Incentive Zoning – Both BelRed and Downtown Bellevue have incentive zoning features that allow a higher than base Floor Area Ratio (FAR) when affordable housing is included in a development proposal.

A selection of other policies that are consistent with the HOP tools listed above and support the minimization of displacement risks in the city are supported by the Bellevue Community Development Department, the Bellevue Planning Commission, the Bellevue City Council and the Bellevue Comprehensive Plan include:

- Plan for Countywide Centers as part of the Neighborhood Planning process, including an assessment of housing need and tools to provide affordable housing, an assessment of historic and cultural assets, an assessment of the risks for displacement of residents and businesses, and support for local access that promotes active transportation.
- Ensure that current and proposed regulations, policies, and procedures do not lead to disproportionate impact on, or displacement of, marginalized populations. Note: Added to address equity and social justice.
- Collaborate with those disproportionately impacted by housing cost in creating and implementing city policies, practices and regulations.
- Lower barriers and encourage homeownership opportunities at all income levels, especially for populations that have historically been denied access to property ownership.
- Acknowledge and document Bellevue’s role in historical events and actions that have led to housing disparities and discrimination and ensure equitable outcomes in housing in all city processes, procedures, and regulations while working to undo past harms.
- Enact policies which proactively prevent displacement of marginalized populations due to economic factors or large-scale planning or capital improvement projects.
- Provide additional support to historically underserved communities to connect them to housing and home ownership opportunities.
- Ensure a diverse housing stock, including affordable housing, throughout the city to meet the needs of all individuals and families of differing incomes, sizes, arrangements, and cultural backgrounds.
- Provide incentives to encourage residential development for a range of household types and income levels in mixed use areas throughout the city.
- Ensure there are zoning ordinances and building policies in place that allow and encourage an increase the housing supply attainable to households along the full range of income levels.
- Promote housing density, choice, and affordability in areas served by the frequent transit network, businesses serving the community’s day-to-day needs, and significant nodes of employment.
- Develop strategies to prevent displacement of marginalized populations, such as rental, eviction, and foreclosure assistance programs.

- Involve state and regional housing partners, developers and housing providers in the development of affordable housing incentives or requirements.
- Ensure continuity of housing and prevent displacement of people with lower incomes by preserving existing affordable housing and encouraging its maintenance and improvement.
- Create a funding mechanism to purchase affordable housing units which become available or are likely to not remain affordable to both preserve affordable housing stock and prevent displacement.
- Recognize the connection between housing cost burden and mobility cost, and work to provide affordable housing in areas served by the frequent transit network.

Criteria: Safety and Security

1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:

A primary objective of this project, as defined in adopted city policy and as heard through diverse public input, is to provide a safe and connected multimodal facility to fill this last gap in NE Spring Blvd. To help vulnerable users, achieve key safety benefits, and provide a higher comfort experience, both sides of this new facility will include pedestrian sidewalks separated from the bicycle paths. In addition, the bicycle paths will also be buffer separated from the motorized vehicle travel lanes, thus providing three separate facility types repeated in each direction (see attached graphic/project profile). Pedestrian and bicycle intersection crossings will be programmed to include signal benefits like leading pedestrian intervals and include clear pavement markings to distinguish pedestrian and bicycle priority areas differently from those serving motorists.

Without completing this multimodal gap, pedestrians and bicycle riders, depending on direction of travel, have lengthy, less protected routes (including the principal or minor arterials of Bel-Red Road and Northup Way/NE 120th Street) to make the same connections. Each of these alternative route arterials has the dubious distinction of being part of Bellevue's "High Injury Network" (HIN). The HIN represents only seven percent of the city's total roadway network but is unfortunately where 56 percent of fatal and serious injury collisions occur.

The design of this project will reduce reliance of enforcement and support lower speeds by minimizing travel lane widths, establishing plantings within vegetated buffer zones so that the lanes feel even more constrained thus "calming" vehicular traffic. On the eastern end where the project splits into a couplet bookending the light rail line, recovery for disabled vehicles, emergency vehicle response, and emergency detours will be served by locating a 9-10-ft drivable landscape cover and clear zone.

In 2015 the City of Bellevue adopted its first Vision Zero policy framework and since that time has updated and fully adopted its Vision Zero plan and strategies. In 2018 the city created and submitted to WSDOT its first Local Road Safety Plan. This Safety Plan has been amended and updated every two years, with the most recent plan completed in February 2024. Additional safety policy and plan information is further detailed in question 3 below.

At point in preliminary design, the city is planning to incorporate at least ten FHWA Proven Safety Countermeasures into the project. As design progresses the city may consider additional safety countermeasures as warranted. The current list includes:

1. Speed Management: Appropriate Speed Limit as determined by city's speed management plan
2. Pedestrian/Bicyclist: Separated and Protected Bicycle Lanes
3. Pedestrian/Bicyclist: Crosswalk Visibility Enhancements, installation of continental style of crosswalk markings and RPM's; widen crosswalk will be evaluated and considered
4. Pedestrian/Bicyclist: Leading Pedestrian Interval at the signalized intersections
5. Pedestrian/Bicyclist: Rectangular Rapid Flashing Beacons (RRFBs) with warning signage
6. Pedestrian/Bicyclist: Separated and Protected Walkways
7. Intersections: Backplates with Retroreflective Borders
8. Intersections: Dedicated Left- Turn Lanes at Intersections
9. Crosscutting: New Lighting
10. Crosscutting: Local Road Safety Plan (this has already been developed by the city, along with adoption and implementation of the city's Vision Zero plan)

2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.

This project is intended to address Bellevue-specific and more regional Equity Focus Area community needs. As a reminder, for the connected Downtown Bellevue RGC this project will

serve EFA populations of up to 62% people of color (above regional and 50% thresholds), 21% people with limited English proficiency (LEP; above regional threshold), 17% of older adults (above regional threshold), 13% youth, up to 12% people with low incomes, and 10% persons with disabilities. And in the immediate project area of the BelRed CWC, this project will serve EFA populations up to 43% people of color (above regional threshold), 17% youth (above regional threshold), 9% people with low incomes, 7% LEP, up to 5% persons with disabilities and up to 3% older adults.

The project will improve safety for these Equity Focus Area communities by:

- Providing sufficient illumination, pavement markings, RRFBs, and leading pedestrian interval timing at signals to assure that more vulnerable users (like youth, older adults, ADA and Title VI populations) are visible, know where to go, and have sufficient time to make safe and protected roadway crossings.
- Assure all traffic signage is MUTCD compliant and place wayfinding using universal symbols for awareness of all users, including people with Limited English Proficiency.
- Assure smooth and seamless transitions between sidewalks, bicycle lanes, and vehicle travel lanes on each end of the project to provide safer crossing conditions to benefit all users, including older adults and ADA populations who may be especially sensitive to discontinuities.
- Placing buffers between each of the three main modes of travel, walking, bicycling, and motorized vehicles to reduce conflict and risk of crash and injury.
- Provide nonmotorized facilities on both sides of the facility to provide safer directional travel for bicyclists.
- Provide wide pedestrian sidewalks as well as on both sides of the facility to assure adequate passing between faster and slower pedestrians, including those using strollers, wheelchairs and/or other personal mobility devices.
- Design motorized lanes at minimum width, as well as provide planted buffers to give the travel lanes a sense of constraint so that motorized vehicle users “feel” the need to comply with slower, safer speeds.
- Eliminating consideration of on street parking to reduce the crossing distance and provide better visibility for pedestrians and bicyclists.

3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?

Yes, consistent with the statewide Target Zero Plan, the City of Bellevue has a suite of safety policies, including:

- Vision Zero Framework (Resolution 9035 / December 2015)
- Vision Zero amendments to the Comprehensive Plan (Ordinance 6334 / December 2016)
- Safe Systems approach and strategies (Resolution 9769/ June 2020)
- Vision Zero Strategic Plan [aka Vision Zero Action Plan] approved by the City Manager and Vision Zero program funding approved by the City Council in the 2021-2027 capital budget (December 2020) and increased/extended funding in the 2023-2029 capital budget (December 2022).

These policies directly informed the development and prioritization of the NE Spring Boulevard Zone 3 project through increased focus and funding to support separated nonmotorized project components and the other FHWA Proven Safety Countermeasures listed above.

Consistent with the City's Vision Zero Action Plan, the State's Target Zero plan, and PSRC's Active Communities Guidebook, this project's inclusion of bicycle and pedestrian facilities buffered/separated from the vehicle roadway network reduces conflict between motorized and nonmotorized modes and substantially reduces the risk of collision and injury or death.

4. (not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?

As noted above in question 3, the City of Bellevue is fully aligned with/committed to, and has endorsed and adopted, the Safe System Approach and associated guidance. The City has adopted a Vision Zero policy and has a Vision Zero plan which we have shared with PSRC. The city has received an SS4A federal grant to further advance planning and demonstration projects to further the city's plan consistent with national safety goals.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.

Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities, Other

Air Quality and Climate Change: Roadway / Intersection / ITS

1. **What is the length of the project?**
2100 lineal ft.
2. **What is the average daily traffic before the project?**
Zero, no traffic. This is new connection.
3. **What is the average daily traffic after the project?**
9,500 ADT
4. **What is the average speed before the project?**
Zero, no traffic.
5. **What is the average speed after the project?**
12 mph
6. **What is the level of service before the project?**
N/A
7. **What is the level of service after the project?**
LOS C
8. **What are the existing number of lanes (total, both directions)?**
Zero (0) existing lanes, this is a new facility.
9. **How many lanes are being added (total, both directions)?**
2 lanes with periodic turn pockets.
10. **How many intersections are along the length of the project?**
This project will have between 7 and 8 access points, with the 2 located on 128th Ave NE to be signalized. (See plan view graphic for context).
11. **How many intersections are being improved?**
2, located on 128th Ave NE where the roadway diverges into a couplet.
12. **What is the percentage of freight truck traffic on the facility?**
The modeled freight percentage will be approximately 4.2%
13. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
Yes - because this project opens up a more direct route (both motorized & nonmotorized) from BelRed to Downtown Bellevue west and Redmond Overlake east, both travel delay and idling is expected to be reduced. This project expects to "reduce VMT", eliminating over 270,000 miles driven per year, saving between 0.4 and 0.7 miles per trip, reducing combined greenhouse gas emissions/air pollutants by over 361,000 pounds (over 180 tons) per year by 2050 and reducing a person's individual trip time by 13-20 minutes when walking, 3-4 minutes when bicycling, and 2-3 minutes when driving.
14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
Sources of data are from City of Bellevue BKR travel demand forecast model, PSRC SoundCast 2050 activity-based model, and project specific distance calculations.
15. **What is the average daily transit ridership along the corridor?**
N/A
16. **How many daily peak period transit trips service the corridor?**
N/A
17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
N/A
18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
N/A
19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**

N/A

20. What are the ITS improvements being provided?

Bellevue has long operated a state-of-the-art interconnected, adaptive traffic signal system throughout the city. The new signalized intersections at either end of the NE Spring Blvd Zone 3 project will be incorporated into this system, optimizing the operation of the corridor for all users. More recently, the ITS team has begun retrofitting existing signal systems and installing new systems with bike signals along priority bicycle corridors such as NE Spring Blvd.

21. What is the expected improvement to average vehicle delay?

Vehicle travel time savings, assuming an average 12mph rate of travel for city streets, is anticipated to be 2-3 minutes.

22. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

Bellevue-Kirkland-Redmond (BKR) travel forecast model, City of Bellevue.

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

The project will build approximately 0.8 miles of new, bi-directional nonmotorized pedestrian and bicycle facilities that are not only buffered from the vehicle travel lanes, but from each other. These nonmotorized facilities are on both sides of the street. On the east end, where the east/west traffic diverge into a couplet to accommodate light rail tracks in the center, the pedestrian and bicycle facilities also branch off directionally, following the couplet. (See attached profile graphic of sections A, B, and C to visualize the design.)

2. What is the length of the proposed facility?

The proposed NE Spring Blvd Zone 3 project is approximately 0.4 miles (2,100 lineal feet). The project will provide more than 0.8 miles (4,200 lineal feet) of new bi-directional pedestrian and bicycle facilities.

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

On the east end of the project, pedestrian and bicycle facilities connect seamlessly into continuing separated, protected facilities on the outsides of the completed NE Spring Blvd Zone 4 segment. The Zone 4 segment, between 130th Avenue NE and 132nd Avenue NE, straddles the 130th Avenue NE (BelRed) light rail station for Sound Transit's 2 Line, which provides high-capacity transit service connecting east into the Redmond Overlake RGC and west through BelRed to the Downtown Bellevue RGC (and ultimately to Seattle). The pedestrian and bicycle facilities also continue eastward along NE Spring Blvd and NE 136th Place.

On the west end of the project, pedestrian and bicycle facilities connect seamlessly into continuing separated, protected facilities on the outsides of the completed NE Spring Blvd Zone 2 segment. The Zone 2 segment passes immediately adjacent to the south side of the 120th Avenue NE (Spring District) light rail station. West of 120th Avenue NE, nonmotorized facilities continue to the confluence with NE 12th Street where one can continue to Downtown Bellevue via sidewalk or off-street multipurpose pathway. The NE 12th Street confluence location will also provide access to the north-south running Eastrail regional trail via the Spring Blvd Trail link (construction to be complete by 2026). Also, using newly built nonmotorized facilities on 120th Ave NE, heading north, one can join the east-west running SR 520 regional trail. This area has become a true network of protected and connected pedestrian and bicycle facilities with multiple transit connections.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

For pedestrians and bicyclists conducting trips to access transit, two Sound Transit light rail stations (130th Avenue NE (BelRed Station) and 120th Avenue NE (Spring District Station)) are opening in 2024 for eastside-only service and then in 2025 for full region-wide service. Once open, pedestrian and bicycle usage is expected to increase dramatically. The 120th station is only accessible by foot or by bike, with no transit-related parking lot available. Ridership of over 43,000 to 52,000 passengers are expected on the 2 Line once fully open.

There is no current count available for pedestrian/bicycle-only usage nor specific mode-shift data. At this time bicycle and pedestrians are using BelRed Road and Northup Way for east-west trips or choosing not to travel as a pedestrian or bicyclist at all due to lack of the through-facilities on NE Spring Blvd and the high traffic on BelRed Rd and Northup Way. However, once NE Spring Blvd Zone 3 is complete, this corridor will host high comfort, buffered, separated, pedestrian and bicycle facilities that will serve as a faster, safer alternative to BelRed Road and Northup Way, eliminating over 270,000 miles driven per year,

save between 0.4 and 0.7 miles per trip, reducing combined greenhouse gas emissions/air pollutants by 361,000 pounds (over 180 tons) per year by 2050 and reducing a person's individual trip time by 13-20 minutes when walking, 3-4 minutes when bicycling, and 2-3 minutes when driving.

This project is anticipated to reduce and convert some vehicle trips into nonmotorized trips due to the new, shorter connection that this project provides.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

Please use PSRC defaults.

6. What is the average bicycle trip length?

Please use PSRC defaults.

7. What is the average pedestrian trip length?

Please use PSRC defaults.

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

The source of data for question 1 was from City of Bellevue BKR model, PSRC SoundCast 2050 activity-based model, and project specific distance calculations.

Air Quality and Climate Change: Other

1. You selected "other" as an emissions-related element in your project's scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.

Because this project opens up a more direct route (both motorized and nonmotorized) from BelRed to Downtown Bellevue west and Redmond Overlake east, both travel delay and idling is expected to be reduced. This project expects to "reduce VMT", eliminating over 270,000 miles driven per year, saving between 0.4 to 0.7 mile per trip, reducing combined greenhouse gas emissions/air pollutants by over 361,000 pounds (over 180 tons) per year by 2050 and reducing a person's individual trip time by 13-20 minutes when walking, 3-4 minutes when bicycling, and 2-3 minutes when driving.

Total Estimated Project Cost and Schedule

1. Estimated project completion date

2030

2. Total project cost

\$72,300,000.00

Funding Documentation

1. Documents

_NE_Spring_Blvd_Zone_3_-_supporting_funding_documentation.pdf

2. Please enter your description of your financial documentation in the text box below.

Attached and uploaded is a funding commitment memo as well as copies of Bellevue Capital Improvement Program NE Spring Boulevard Zone 3 CIP PW-R-210 and BelRed Corridor Local Street Network CIP PW-R-193, which when combined with a potential PSRC grant award, demonstrates full funding for the proposed design phase of this project. The city has secured these funds for design phase implementation as early as 2025 or 2026 should PSRC award the grant request.

Phase	Year	Alternate Year	Amount
PE	2027		\$3,500,000.00

Total Request: \$3,500,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	\$3,500,000.00
Local	Secured	\$3,800,000.00
		<u>\$7,300,000.00</u>

Expected year of completion for this phase: 2028

ROW

Funding Source	Secured/Unsecured	Amount
Local	Unsecured	\$30,000,000.00
		<u>\$30,000,000.00</u>

Expected year of completion for this phase: 2028

Construction

Funding Source	Secured/Unsecured	Amount
Local	Unsecured	\$35,000,000.00
		<u>\$35,000,000.00</u>

Expected year of completion for this phase: 2030

Summary

- Are you requesting funds for ONLY a planning study or preliminary engineering?**
Yes
- What is the actual or estimated start date for preliminary engineering/design?**
N/A
- Is preliminary engineering complete?**
N/A
- What was the date of completion (month and year)?**
N/A
- Have preliminary plans been submitted to WSDOT for approval?**
N/A
- Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
 - 60 percent design/ preliminary plans -Q4 2026
 - NEPA Kickoff - Q4 2026
 - 90 percent design - Q3 2027
 - NEPA completion - Q4/2028
 - 100 percent design- Q4/2030
 - Final PS&E - Q4/2030
 - Permit approvals - 4/2030
 - WSDOT Approval of PS&E - Q4/2030

Please note that this project is not within WSDOT limited access ROW and therefore "preliminary plans" (aka at 60%) are not submitted to WSDOT. However, final plans/Plans, Estimates, and Specifications (PS&E) would be submitted to WSDOT for approval per

required process' prior to advancement to construction.

7. When are preliminary plans expected to be complete?

N/A

Project Readiness: NEPA

1. Documents

_NE_Spring_Blvd_Zone_3_-_supporting_funding_documentation.pdf

2. Please enter your description of your financial documentation in the text box below.

Attached and uploaded is a funding commitment memo as well as copies of Bellevue Capital Improvement Program NE Spring Boulevard Zone 3 CIP PW-R-210 and BelRed Corridor Local Street Network CIP PW-R-193, which when combined with a potential PSRC grant award, demonstrates full funding for the proposed design phase of this project. The city has secured these funds for design phase implementation as early as 2025 or 2026 should PSRC award the grant request.

Project Readiness: Right of Way

1. Will Right of Way be required for this project?

N/A

2. What is the actual or estimated start date for right of way?

December 2025

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

July 2026

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

ROW Plan

ROW Funding Estimate

WSDOT approval of acquisition materials

Acquisition of permanent property rights and temporary construction easement (number to be determined)

Certify ROW

The number of ROW acquisitions is not certain at this time because the project is only requesting DESIGN phase funding. Once design is more complete, the needs for property acquisition will be better understood.

5. What is the zoning in the project area?

N/A

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

N/A

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

N/A

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

N/A

NE Spring Blvd Zone 3

VMТ/VHT/VDТ in Bellevue

	am_VMT	am_VHT	am_VHD	md_VMT	md_VHT	md_VHD	pm_VMT	pm_VHT	pm_VHD	ni_VMT	ni_VHT	ni_VHD	daily_VMT	daily_VHT	daily_VHD
2019 Base	935,444	29,458	7,923	1,672,107	43,067	4,755	1,059,844	33,741	8,634	974,376	21,989	408	4,641,771	128,254	21,719
2044 With Spring Blvd Zone3	985,463	29,368	6,962	1,861,514	47,121	4,835	1,134,263	34,178	7,554	994,108	22,262	378	4,975,348	132,930	19,729
2044 Without Spring Blvd Zone 3	985,628	29,393	6,989	1,861,883	47,121	4,823	1,133,977	34,205	7,594	994,602	22,272	378	4,976,090	132,990	19,785
Difference (with - without)	(165)	(25)	(27)	(368)	0	11	286	(26)	(40)	(494)	(10)	0	(742)	(60)	(56)
													Annual VMT reduction	(270,939)	(difference of with and without the project)
													Truck share at 4.2pct	(11,379)	

Notes for VMT Calculation:
 1. Without project: Complian mode for 2044 condition
 D:\projects\Grant_App\Spring_Blvd_Zone3\BKR3-19-L44-Complan_2044_30%WFH_50%Errands_wo_springblvd_zone3
 2. With project: Complian model for 2044 condition, with the project.
 D:\projects\Grant_App\Spring_Blvd_Zone3\BKR3-19-L44-Complan_2044_30%WFH_50%Errands_springBlvd_Zone3

Spring Blvd Zone 3

	AM	MD	PM	NI	Daily	Truck Share
2044 Medium and Heavy Vehicles	164	410	139	107	820	4.20%
2044 Total Vehicles	2571	8633	4611	3692	19507	

Regarding the truck volumes:

In the 2044 Complan network, Spring Blvd Zone 3 was not assumed, prompting the utilization of the 2044 Bike Bellevue model to address this bsence. It is worth noting this model is outdated due to the project being on hold. However, the truck share is expected to remain relatively stable during this period.

Our model estimate shows medium and heavy truck % in 2044 would be a little higher than 4% on Spring Blvd Zone 3.

Considering the observed vehicle classification and Bel-red redevelopment strategy, it appears that the model's estimate for the truck share might be on the higher side. I recommend adjusting the estimate to 3%, which is better aligned with the development plan.

Vehicle Classification Report Summary



Location: NE 12th St ~350ft E-O 120th Ave NE

Count Direction: Eastbound / Westbound

Date Range: 4/26/2022 to 5/2/2022

Site Code: 02

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Eastbound	106	51,469	8,257	38	2,497	196	0	24	126	230	2	9	142	63,096
Percent	0.2%	81.6%	13.1%	0.1%	4.0%	0.3%	0.0%	0.0%	0.2%	0.4%	0.0%	0.0%	0.2%	100%
Westbound	116	43,995	6,592	145	1,848	348	0	29	67	40	1	1	15	53,197
Percent	0.2%	82.7%	12.4%	0.3%	3.5%	0.7%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Total	222	95,464	14,849	183	4,345	544	0	53	193	270	3	10	157	116,293
Percent	0.2%	82.1%	12.8%	0.2%	3.7%	0.5%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.1%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Vehicle Classification Report Summary



Location: 124th Ave N-O NE Spring Blvd

Count Direction: Northbound / Southbound

Date Range: 5/25/2022 to 5/27/2022

Site Code: 24

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	56	4,905	840	25	558	66	0	6	145	38	0	0	25	6,664
Percent	0.8%	73.6%	12.6%	0.4%	8.4%	1.0%	0.0%	0.1%	2.2%	0.6%	0.0%	0.0%	0.4%	100%
Southbound	130	6,043	1,223	54	785	182	0	17	95	49	0	2	9	8,589
Percent	1.5%	70.4%	14.2%	0.6%	9.1%	2.1%	0.0%	0.2%	1.1%	0.6%	0.0%	0.0%	0.1%	100%
Total	186	10,948	2,063	79	1,343	248	0	23	240	87	0	2	34	15,253
Percent	1.2%	71.8%	13.5%	0.5%	8.8%	1.6%	0.0%	0.2%	1.6%	0.6%	0.0%	0.0%	0.2%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

pollutantID	pollutant_name	veh_type	start_tons	intra_zonal_tons	inter_zonal_tons	total_daily_tons	Row Labels	Sum of total_daily_tons	perVMT
1	Total Gaseous HCs	heavy	0.033431137	0.001152246	0.982866725	1.017450107	Atmospheric CO2	40945.63099	
1	Total Gaseous HCs	light	8.601584067	0.012826398	1.700968464	10.31537893	CO	218.4398521	
1	Total Gaseous HCs	medium	2.454756333	0.000571661	0.371958714	2.827286708	CO2 Equivalent	41258.56748	
1	Total Gaseous HCs	transit	0.040299036	0	0.544365504	0.58466454	Composite NonECPM	0.266984563	
2	CO	heavy	0.061527029	0.01023903	9.325700671	9.39746673	Elemental Carbon	0.503664657	
2	CO	light	76.23731453	0.874367835	113.9915097	191.1031921	H2O Aerosol	0	
2	CO	medium	10.84380938	0.00533685	4.934134604	15.78328083	Methane	3.669040701	
2	CO	transit	0.135204142	0	2.020708277	2.155912419	N2O	0.74234258	
3	NOx	heavy	0.053074521	0.015530288	13.02911439	13.0977192	Non-methane HCs	11.06242352	
3	NOx	light	4.717753205	0.009303906	1.44255297	6.169610081	NOx	22.99871344	
3	NOx	medium	1.55995002	0.001992381	1.198132054	2.760074455	PM10 Brakewear		
3	NOx	transit	0.045255568	0	0.926054133	0.9713097	PM10 Exhaust	0.866178539	
5	Methane	heavy	0.012945015	0.000930998	0.773878955	0.787754967	PM10 Tirewear		
5	Methane	light	0.92283061	0.003927653	0.517955449	1.444713712	PM10 Total	7.59192044	
5	Methane	medium	0.633717525	0.000447571	0.288201991	0.922367087	PM25 Brakewear		
5	Methane	transit	0.012524016	0	0.501680918	0.514204934	PM25 Exhaust	0.770649334	
6	N2O	heavy	0.001368296	1.24E-05	0.010821933	0.012202662	PM25 Tirewear		
6	N2O	light	0.420351399	0.001626307	0.172412298	0.594390004	PM25 Total	1.646937649	
6	N2O	medium	0.122010304	1.36E-05	0.009137695	0.1311616	Sulfate Particulate	0.047934532	
6	N2O	transit	0.002259474	0	0.00232884	0.004588314	Total Energy	567235665.5	
79	Non-methane HCs	heavy	0.020473669	0.000221248	0.208987418	0.229682336	Total Gaseous HCs	14.74478028	
79	Non-methane HCs	light	7.667542933	0.008898746	1.183013221	8.8594549	VOCs	6.090691863	
79	Non-methane HCs	medium	1.818996195	0.00012409	0.083756844	1.902877128	Grand Total	567318159.2	
79	Non-methane HCs	transit	0.027724896	0	0.042684263	0.070409159			
87	VOCs	heavy	0.007040415	0.00022422	0.215493868	0.222758503			
87	VOCs	light	3.549837141	0.009880918	1.315391297	4.875109356			
87	VOCs	medium	0.841671159	0.000131654	0.08935451	0.931157323			
87	VOCs	transit	0.020784021	0	0.04088266	0.061666681			
90	Atmospheric CO2	heavy	3.549370707	3.581947807	5435.00667	5442.137989			
90	Atmospheric CO2	light	2458.002631	206.7221163	30104.01073	32768.73548			
90	Atmospheric CO2	medium	374.0957923	1.939316412	1888.125075	2264.160184			
90	Atmospheric CO2	transit	3.314168794	0	467.2831751	470.5973439			
91	Total Energy	heavy	48379.1945	48743.57889	73945322.61	74042445.38			
91	Total Energy	light	34176192.61	2873131.17	418396586.5	455445910.3			
91	Total Energy	medium	5185704.263	26768.38502	26061038.19	31273510.84			
91	Total Energy	transit	45528.52943	0	6428270.513	6473799.042			
98	CO2 Equivalent	heavy	4.280748128	3.608921332	5457.573451	5465.463121			
98	CO2 Equivalent	light	2606.338313	207.3050958	30168.33597	32981.97938			
98	CO2 Equivalent	medium	426.2978309	1.954557972	1898.052727	2326.305116			
98	CO2 Equivalent	transit	4.300592306	0	480.5192643	484.8198566			

100	PM10 Exhaust	heavy	0.000132602	8.92E-05	0.101347981	0.101569799
100	PM10 Exhaust	light	0.5224639	0.001036962	0.141075617	0.664576478
100	PM10 Exhaust	medium	0.084354696	1.43E-05	0.011865952	0.096234901
100	PM10 Exhaust	transit	0.001416749	0	0.002380611	0.003797361
106	PM10 Brakewear	heavy		0.00123963	0.64351171	
106	PM10 Brakewear	light		0.045099673	4.314492542	
106	PM10 Brakewear	medium		0.000466689	0.24472453	
106	PM10 Brakewear	transit		0	0.053340035	
107	PM10 Tirewear	heavy		9.46E-05	0.136704148	
107	PM10 Tirewear	light		0.008065849	1.217235126	
107	PM10 Tirewear	medium		5.27E-05	0.053819411	
107	PM10 Tirewear	transit		0	0.006895234	
110	PM25 Exhaust	heavy	0.000121951	8.21E-05	0.093227314	0.09343133
110	PM25 Exhaust	light	0.462436605	0.000919199	0.125052933	0.588408737
110	PM25 Exhaust	medium	0.074690066	1.29E-05	0.010694622	0.085397559
110	PM25 Exhaust	transit	0.001256372	0	0.002155337	0.003411708
112	Elemental Carbon	heavy	1.66E-05	4.80E-05	0.05743747	0.057502094
112	Elemental Carbon	light	0.320254811	0.00056654	0.076429299	0.39725065
112	Elemental Carbon	medium	0.045689403	2.73E-06	0.002438886	0.048131019
112	Elemental Carbon	transit	0.000532391	0	0.000248502	0.000780894
115	Sulfate Particulate	heavy	8.04E-05	2.60E-05	0.027338836	0.027445199
115	Sulfate Particulate	light	0.006832643	5.16E-05	0.00701053	0.013894796
115	Sulfate Particulate	medium	0.001824067	5.01E-06	0.003827172	0.005656246
115	Sulfate Particulate	transit	5.93E-05	0	0.000879004	0.000938291
116	PM25 Brakewear	heavy		0.000154954	0.080439001	
116	PM25 Brakewear	light		0.005637457	0.539311591	
116	PM25 Brakewear	medium		5.83E-05	0.030590562	
116	PM25 Brakewear	transit		0	0.006667504	
117	PM25 Tirewear	heavy		1.42E-05	0.020505519	
117	PM25 Tirewear	light		0.00120987	0.182584273	
117	PM25 Tirewear	medium		7.91E-06	0.008072869	
117	PM25 Tirewear	transit		0	0.001034279	
118	Composite NonECPM	heavy	0.000105311	3.41E-05	0.035789854	0.035929246
118	Composite NonECPM	light	0.1421817	0.000352657	0.04862359	0.191157948
118	Composite NonECPM	medium	0.029000676	1.01E-05	0.008255739	0.037266555
118	Composite NonECPM	transit	0.00072398	0	0.001906835	0.002630814
119	H2O Aerosol	heavy	0	0	0	0
119	H2O Aerosol	light	0	0	0	0
119	H2O Aerosol	medium	0	0	0	0
119	H2O Aerosol	transit	0	0	0	0
PM10	PM10 Total	heavy	0.000132602	0.001423429	0.881563839	0.883119869

PM10	PM10 Total	light	0.5224639	0.054202484	5.672803284	6.249469668
PM10	PM10 Total	medium	0.084354696	0.000533684	0.310409893	0.395298273
PM10	PM10 Total	transit	0.001416749	0	0.06261588	0.064032629
PM25	PM25 Total	heavy	0.000121951	0.000251206	0.194171834	0.194544991
PM25	PM25 Total	light	0.462436605	0.007766526	0.846948797	1.317151928
PM25	PM25 Total	medium	0.074690066	7.91E-05	0.049358054	0.124127237
PM25	PM25 Total	transit	0.001256372	0	0.009857121	0.011113492

Emission Calculation					
Pollutant	Sum of total_daily_tons	perVMT	total_daily_ton_change	AnnualTon Change	Annual lbs Change
Atmospheric CO2	40945.6309917683	0.0003695321	-0.2743036523	-89.6794645521	-179,358.93
CO	218.4398520682	0.0000019714	-0.0014633759	-0.4784287968	-956.86
CO2 Equivalent	41258.5674770611	0.0003723563	-0.2764000816	-90.3648606679	-180,729.72
PM25 Total	1.6469376486	0.0000000149	-0.0000110332	-0.0036071367	-7.21
TOTAL			-0.552	-180.526	-361,052.72
			tons	tons	lbs

Total VMT in SoundCast 2050: 110,804,000
VMT Change in Bellevue Due to Spring Blvd Zone 3 (742.3) =Reduction, Savings
 Total equivalent work days: 326.9

Notes for air quality calculation:

General approach

1. Use Soundcast 2050 RTP model to calculate rate for each pollutant (pollutant per VMT) .
2. Calculate change of daily pollutants by applying VMT growth to the rates
3. Convert daily pollutants to annual using annual factor (total equivalent work days)

Pollutant calculation and total VMT (int SC2050) are from Soundcast 2050 RTP model (rerun on the modeling computer) by emissions.py developed by PSRC.
 Model location: D:\Soundcast\soundcast

'-' means reduction.

VMT Change Due to the Project is calculated from BKRCast model. See VMT tab.
 Total equivalent work days is from 2022 City VMT calculation worksheet: "I:\Modeling and Analysis Group\02_Model Applications\COB_VMT\VMT_2022\2022_VMT_calculation.xlsx"

Below is the complete list of pollutants identified in the PSRC's Soundcast model.

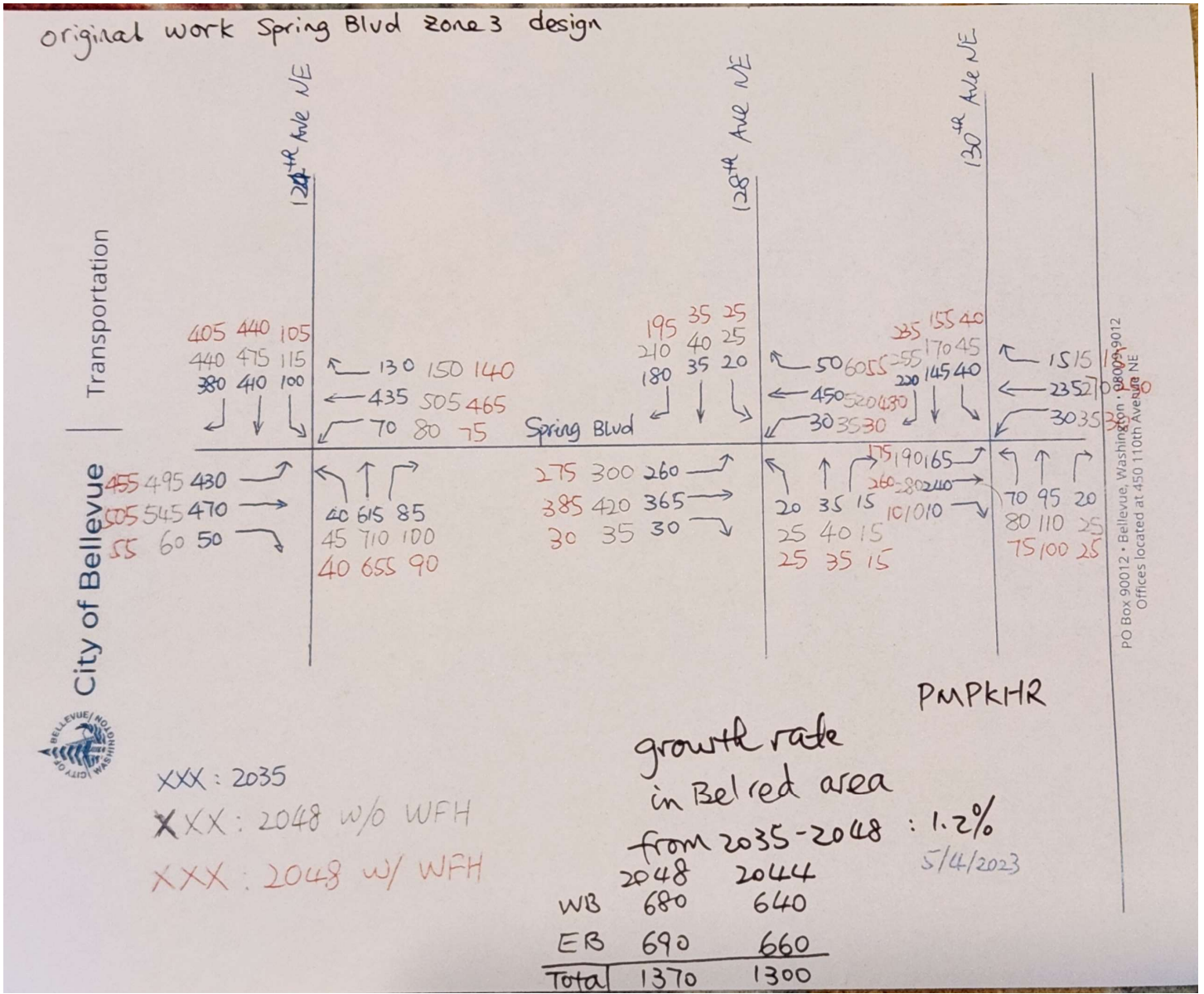
Pollutant	Sum of total_daily_tons	perVMT	total_daily_ton_change	AnnualTon Change
Atmospheric CO2	40945.6309917683	0.0003695321	-0.2743036523	-89.6794645521
CO	218.4398520682	0.0000019714	-0.0014633759	-0.4784287968
CO2 Equivalent	41258.5674770611	0.0003723563	-0.2764000816	-90.3648606679
Composite NonECPM	0.2669845630	0.0000000024	-0.0000017886	-0.0005847518
Elemental Carbon	0.5036646574	0.0000000045	-0.0000033742	-0.0011031306
Methane	3.6690407010	0.0000000331	-0.0000245797	-0.0080359637
N2O	0.7423425795	0.0000000067	-0.0000049731	-0.0016258849
Non-methane HCs	11.0624235217	0.0000000998	-0.0000741096	-0.0242290128
NOx	22.9987134393	0.0000002076	-0.0001540734	-0.0503719751
PM10 Exhaust	0.8661785390	0.0000000078	-0.0000058027	-0.0018971115
PM10 Total	7.5919204397	0.0000000685	-0.0000508599	-0.0166278878
PM25 Exhaust	0.7706493343	0.0000000070	-0.0000051627	-0.0016878826
PM25 Total	1.6469376486	0.0000000149	-0.0000110332	-0.0036071367
Sulfate Particulate	0.0479345323	0.0000000004	-0.0000003211	-0.0001049866
Total Energy	567235665.5248550000	5.1192706538	-3800.0346063228	-1242364.3140181500
Total Gaseous HCs	14.7447802834	0.0000001331	-0.0000987785	-0.0322941415
VOCs	6.0906918629	0.0000000550	-0.0000408029	-0.0133398844

Daily Model	PM model	PM PP	PP Daily Vol Cal	PP Daily Final
2044	11268	1557	1300	9,408
				9500

Notes for the link volume:

In May 2023, I provided volume forecast to support Spring Blvd Zone 3 15% design (PM Marina) The horizon year for the design is 2048. Work can be found here: I:\Modeling and Analysis Group\02_Model Applications\021ProjectModeling\021_Studies\Spring Blvd Missing Link

The annual growth rate for the BelRed area between 2035 and 2048 is projected to be 1.2% (simple rate). Subsequently the PMPKHR volume for the year 2044 has been calculated based on this growth rate.



Spring Zone 3

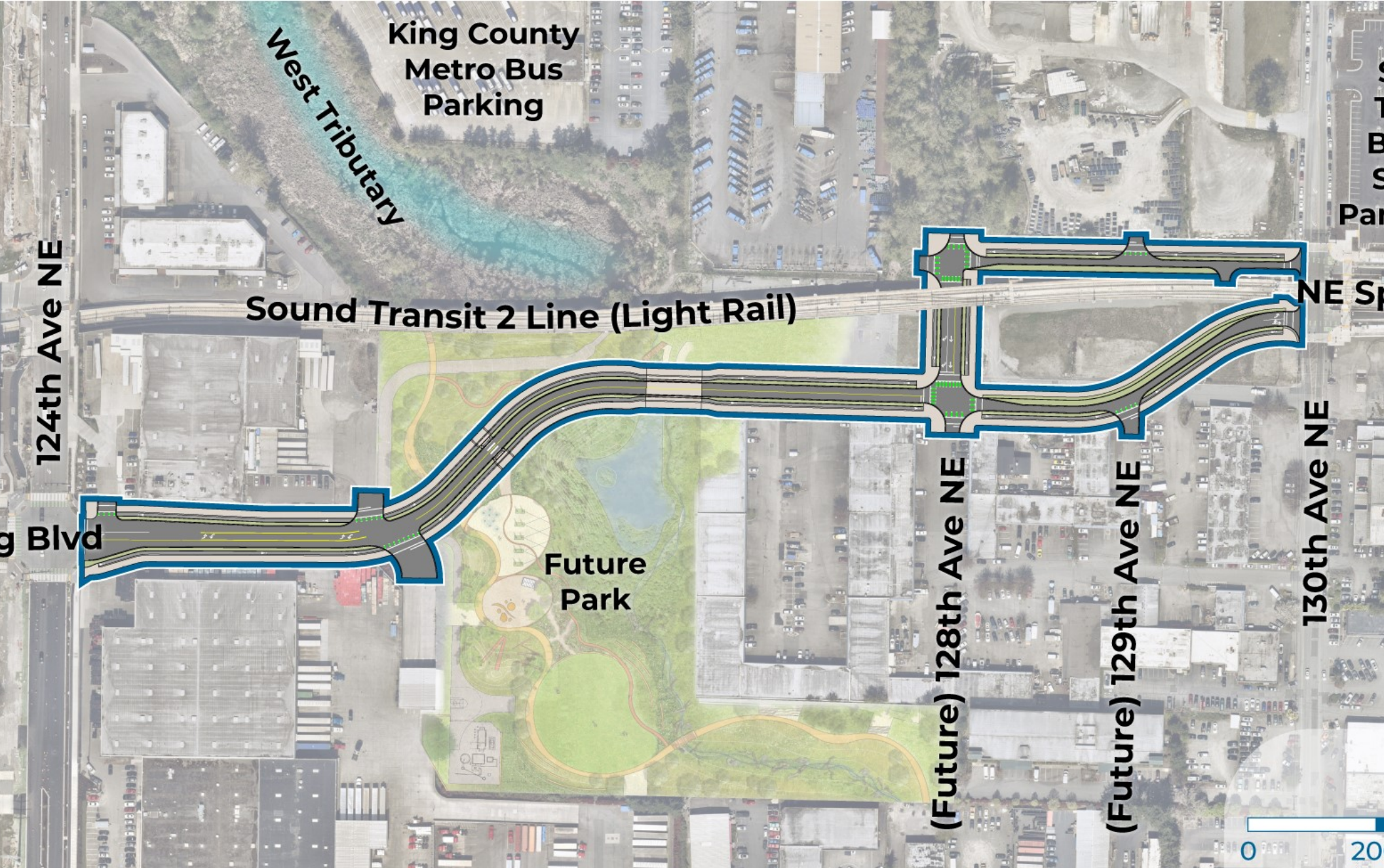
Distance from edge of Downtown Bellevue regional growth center (on 12th) to the crossing of 124th Ave NE (in BelRed)	3537 ft	0.67 mi, = "2/3rds"
Distance from edge of Spring Z3 at 130th to Redmond Overlake	6908 ft	1.31 mi = "1 1/3rd"

Project LENGTH	lineal ft	Mile
Eastbound lane	2000	0.38
Westbound lane (longer due to couplet at the east end)	2100	0.40
TOTAL	4100	0.777

Trips	Trip Length		Distance Savings from using SprZ3		
	lineal ft	mile	lineal ft	mile	mi rounded
Spring Blvd - straight thru	2059	0.39	0	0.00	0.0
Around via Northup Way	5597	1.06	3538	0.67	0.7
Around via Bel-Red Rd	4330	0.82	2270	0.43	0.4

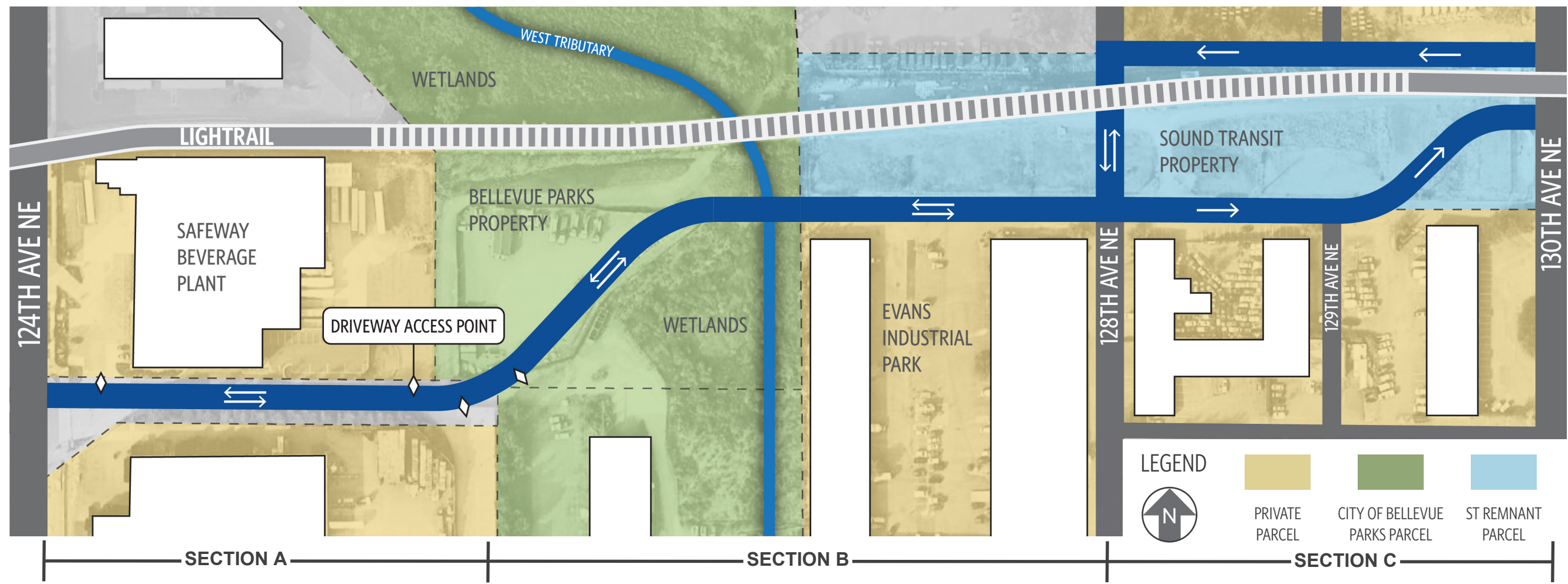


Bicycle (City Bikes), Trip Savings			Assumes	
	1 hr	60 min	10 mi	10mph
	1/10th hr	6.00 min	1 mi	
Around via Northup Way		4 min	0.67 mi	
Around via Bel-Red Rd		3 min	0.43 mi	
Pedestrian, Trip Savings				
	1 hr	60 min	2 mi	2mph
	1/10th hr	30.00 min	1 mi	
Around via Northup Way		20 min	0.67 mi	
Around via Bel-Red Rd		13 min	0.43 mi	
Motor Vehicle, Trip Savings				
	1 hr	60 min	12 mi	40pct of
	1/10th hr	5.00 min	1 mi	30mph
Around via Northup Way		3 min	0.67 mi	posted
Around via Bel-Red Rd		2 min	0.43 mi	speed

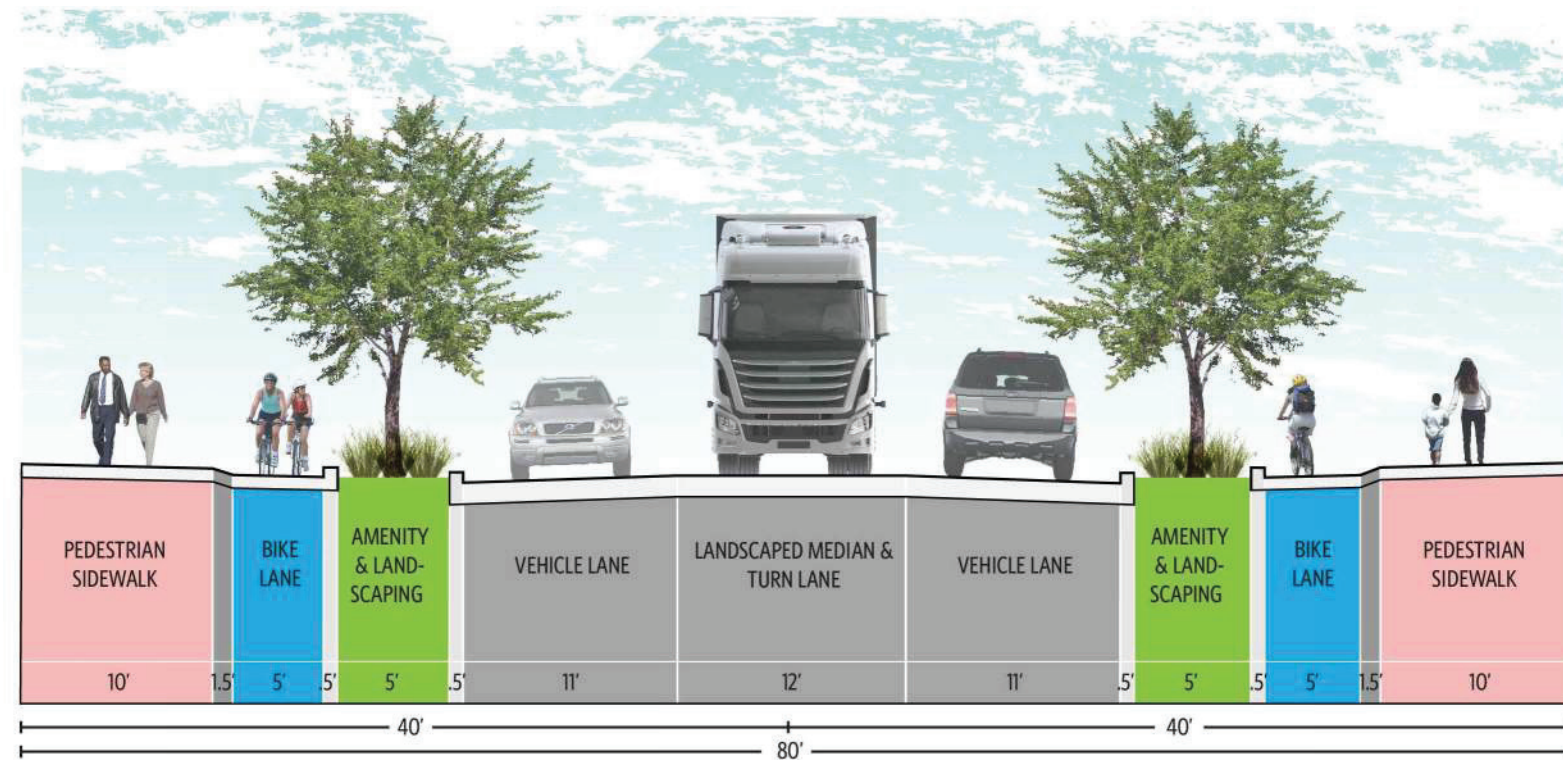


NE Spring Boulevard (Zone)

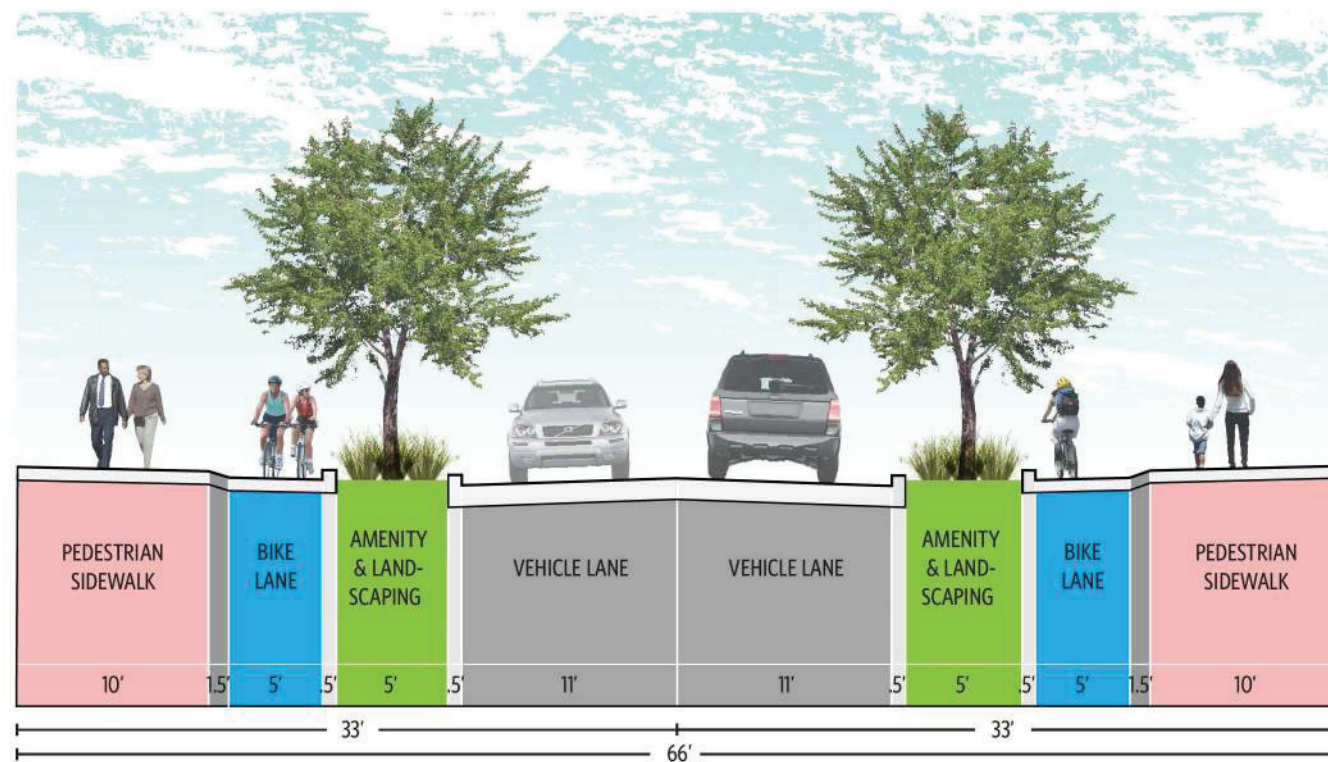
Spring Boulevard 124th to 130th Ave NE (Zone 3) - Preferred Alternative



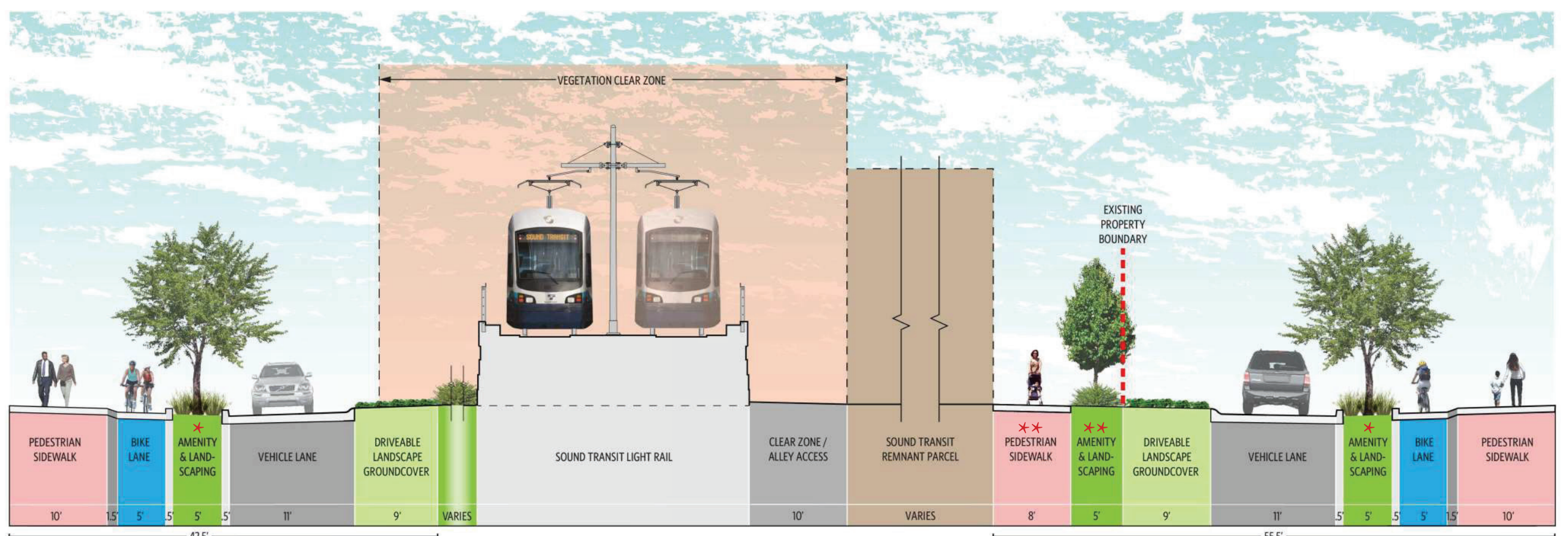
SECTION A



SECTION B

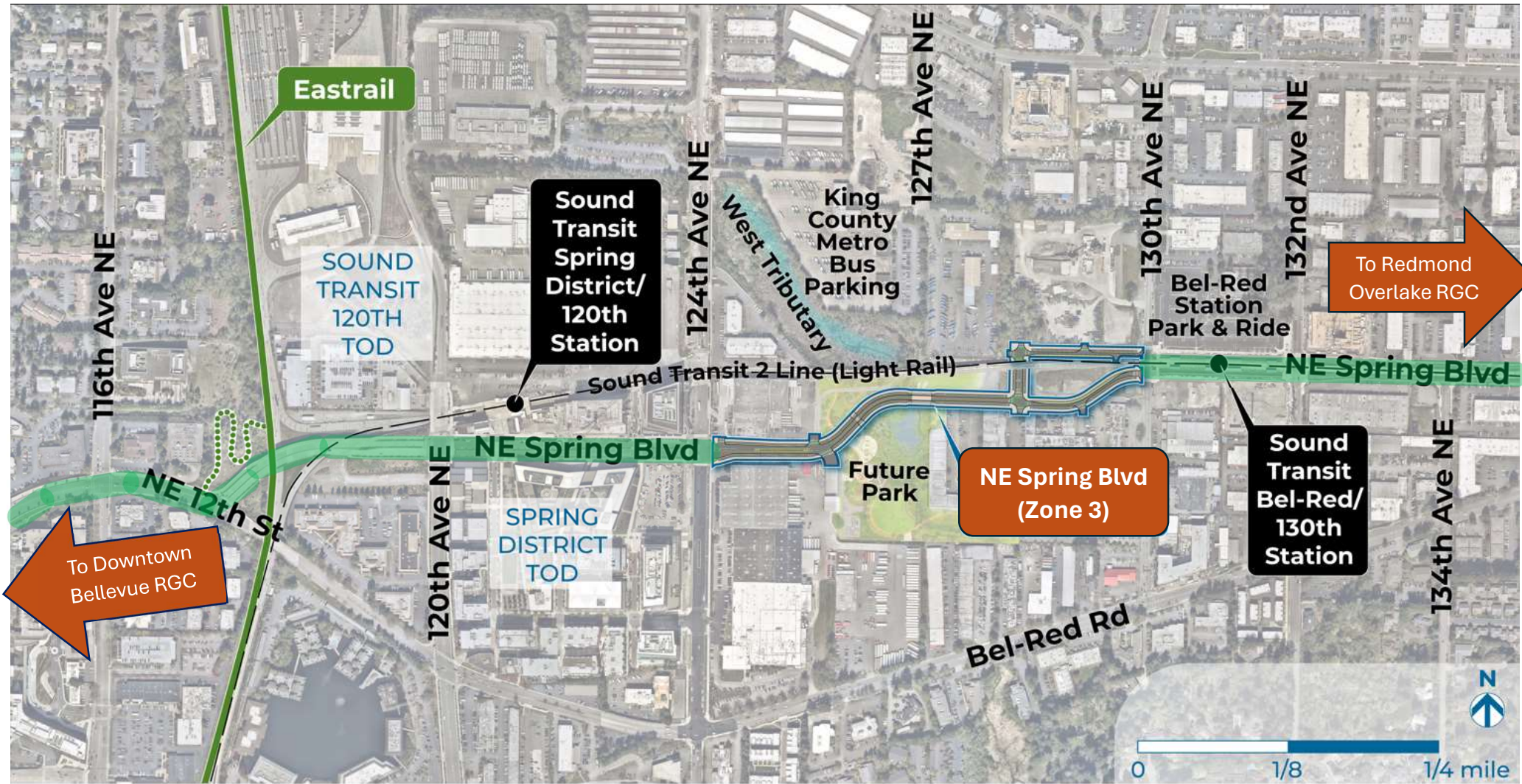


SECTION C

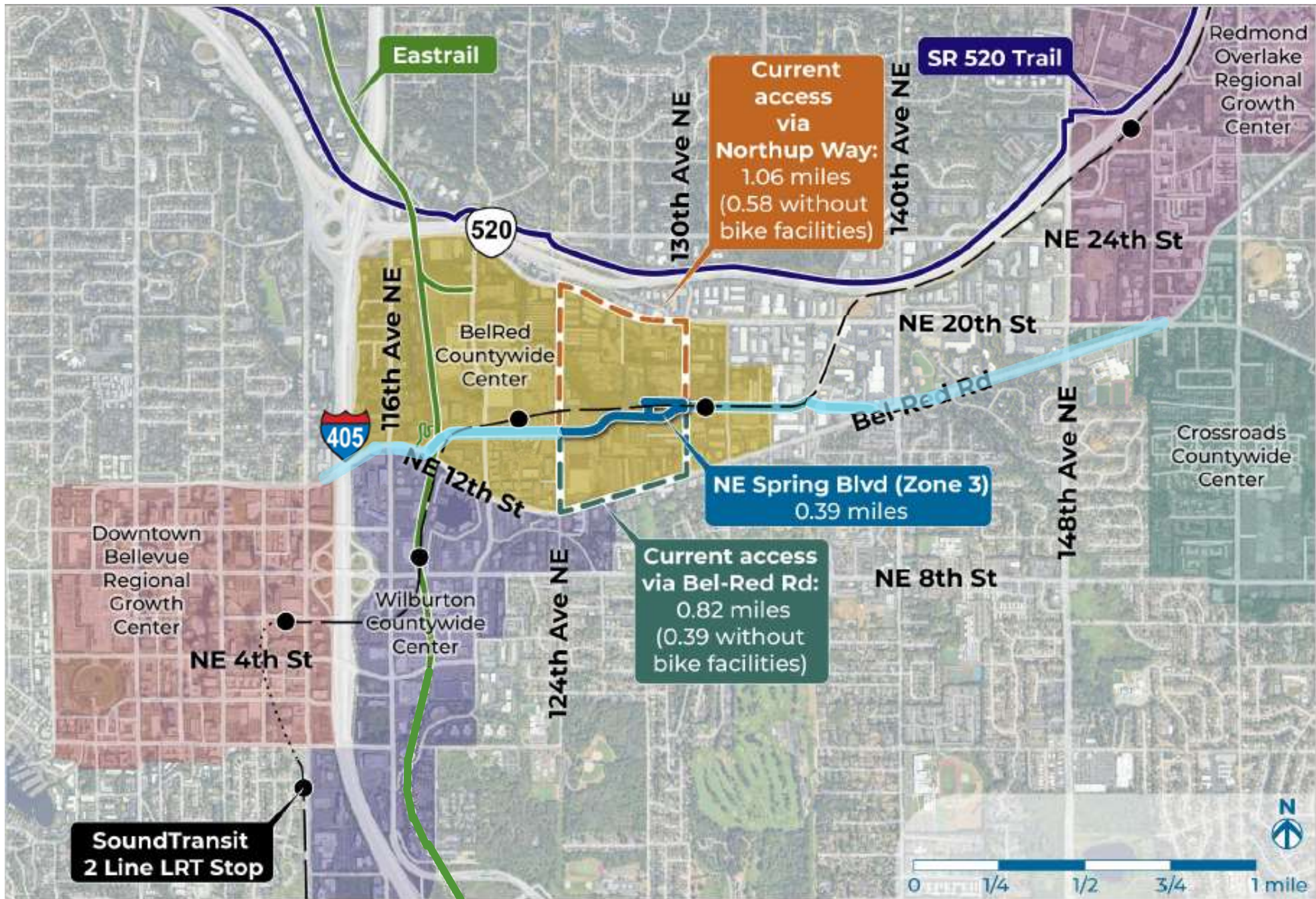


* UPDATE FOR REMOVAL OF ON-STREET PARKING CODE REQUIREMENT WILL BE ADDRESSED THROUGH THE BEL-RED CODE UPDATE.

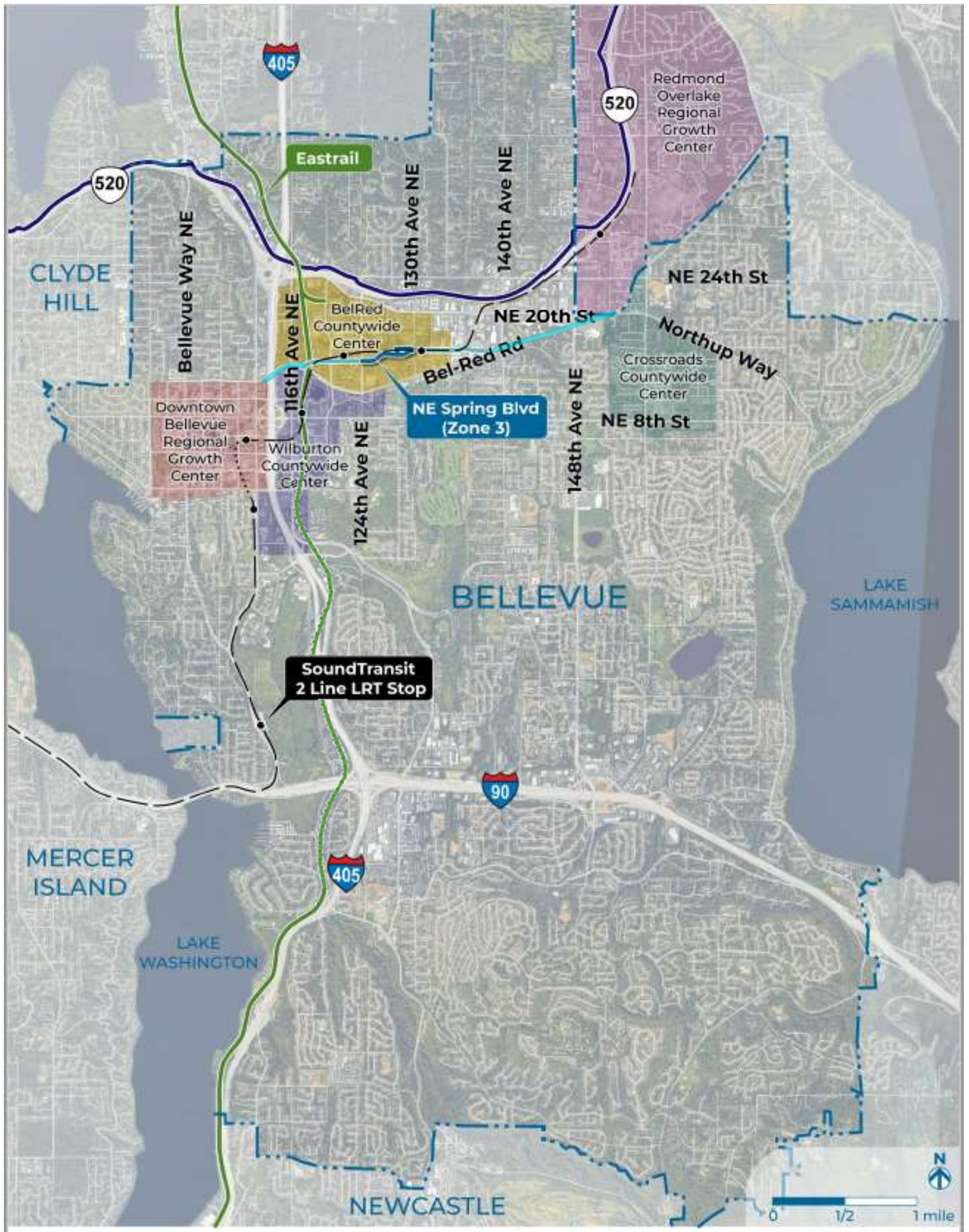
** PENDING DEVELOPMENT SERVICES APPROVAL.



NE Spring Boulevard (Zone 3)

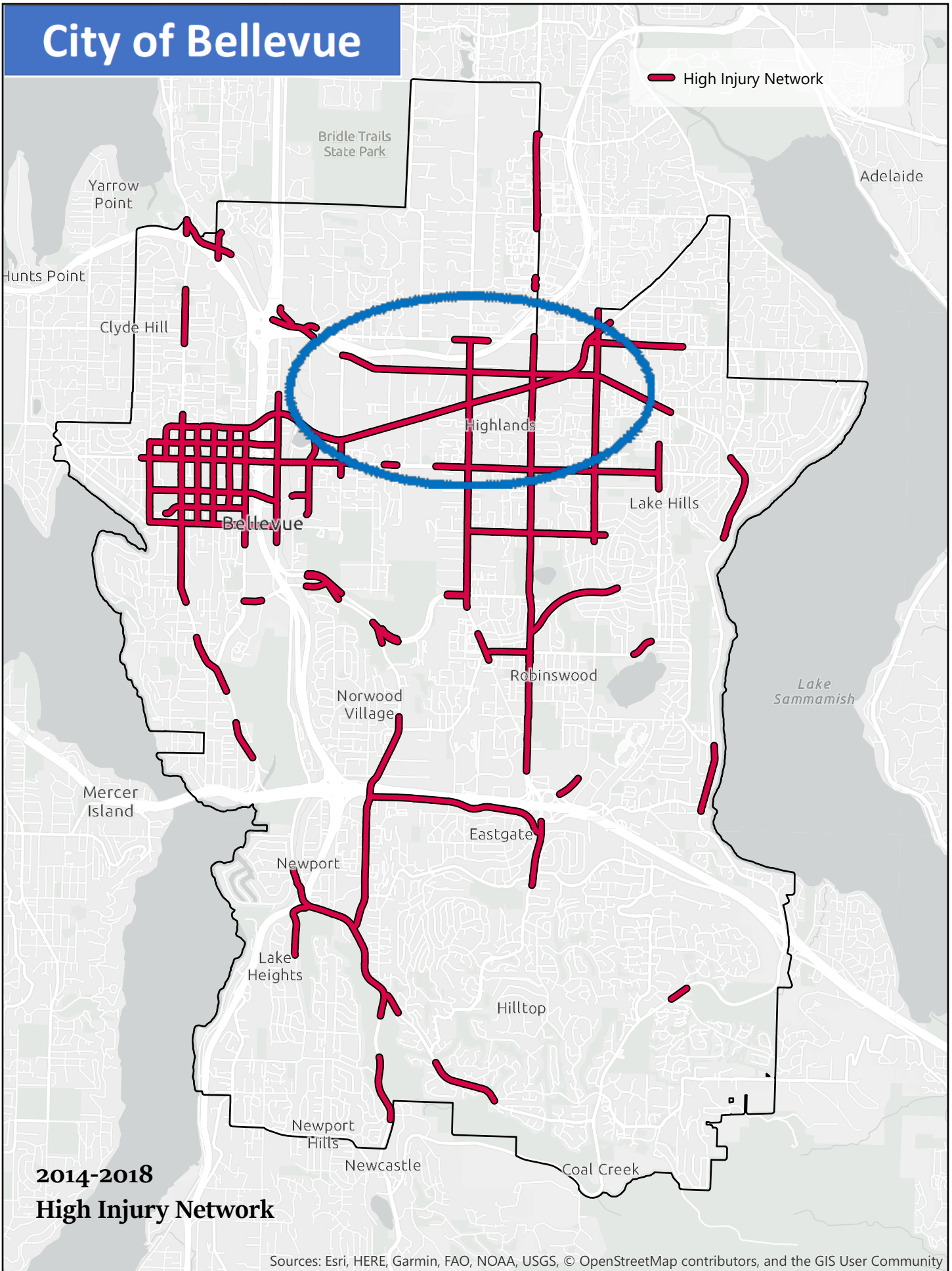


NE Spring Boulevard (Zone 3)



City of Bellevue

High Injury Network





BelRed Transformation

Transportation Capital Improvement Projects



0 800 Feet

Information

정보 सूचना  情報 資料

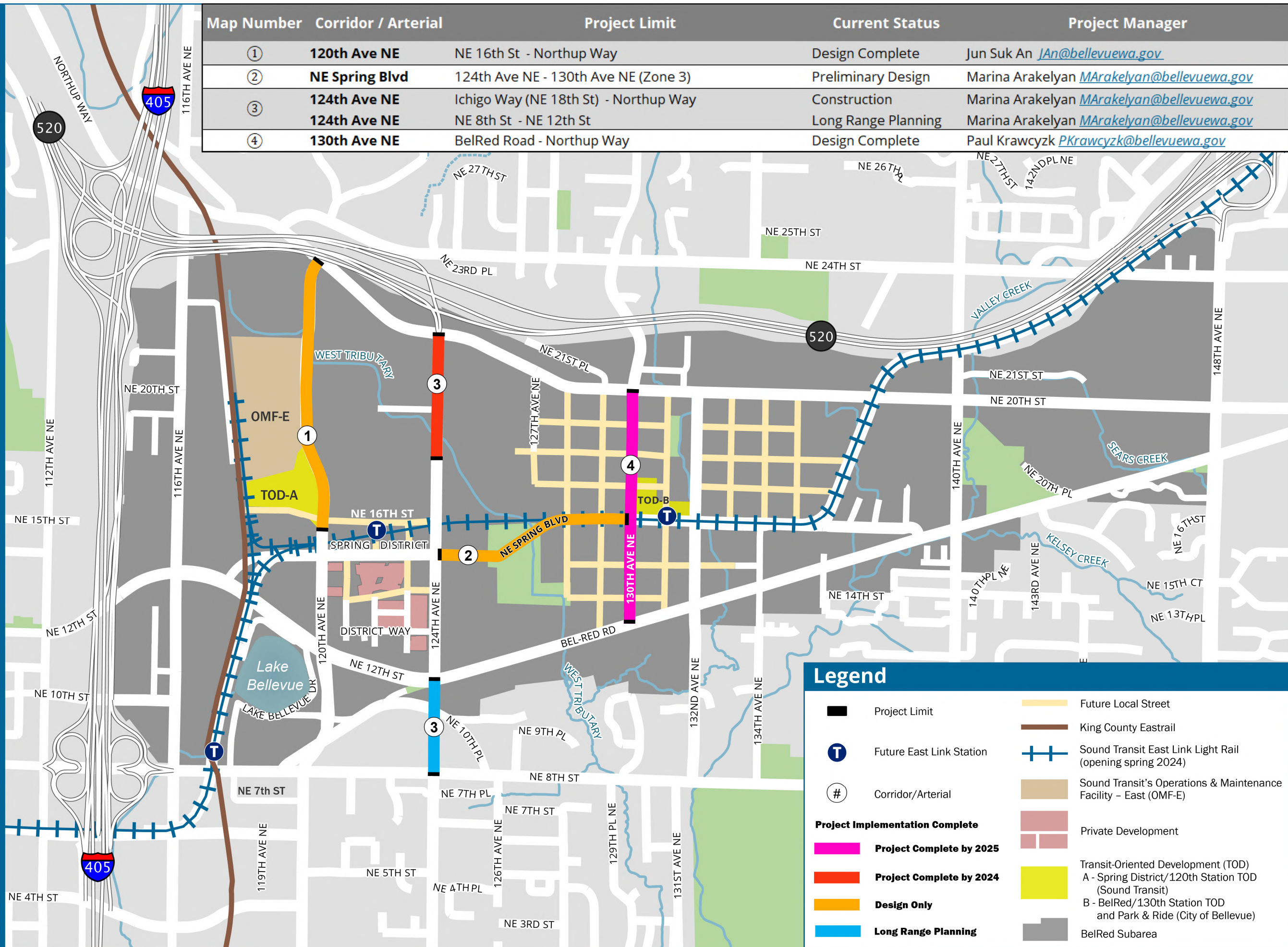
425-452-6800

సమాచారం Thông Tin
Información معلومات
اطلاعات Информация

Source: City of Bellevue

Disclaimer: The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Map Number	Corridor / Arterial	Project Limit	Current Status	Project Manager
①	120th Ave NE	NE 16th St - Northrup Way	Design Complete	Jun Suk An JAn@bellevuewa.gov
②	NE Spring Blvd	124th Ave NE - 130th Ave NE (Zone 3)	Preliminary Design	Marina Arakelyan MArakelyan@bellevuewa.gov
③	124th Ave NE	Ichigo Way (NE 18th St) - Northrup Way	Construction	Marina Arakelyan MArakelyan@bellevuewa.gov
④	124th Ave NE	NE 8th St - NE 12th St	Long Range Planning	Marina Arakelyan MArakelyan@bellevuewa.gov
④	130th Ave NE	BelRed Road - Northrup Way	Design Complete	Paul Krawczyk PKrawczyk@bellevuewa.gov



Legend

- Project Limit
- Future East Link Station
- Corridor/Arterial
- Project Complete by 2025
- Project Complete by 2024
- Design Only
- Long Range Planning
- Future Local Street
- King County Eastrail
- Sound Transit East Link Light Rail (opening spring 2024)
- Sound Transit's Operations & Maintenance Facility - East (OMF-E)
- Private Development
- Transit-Oriented Development (TOD)
 - A - Spring District/120th Station TOD (Sound Transit)
 - B - BelRed/130th Station TOD and Park & Ride (City of Bellevue)
- BelRed Subarea



MEMORANDUM

DATE: March 5, 2024

TO: Mia Waters, Transportation Grants Manager

FROM: Andrew Singelakis, Transportation Director

CC: Jason Bentosino, Transportation Fiscal Manager

SUBJECT: NE Spring Boulevard Zone 3, Arterial/Multimodal Network Completion project, commitment of local match funding for 2024 PSRC grant application

The City's adopted 2023-2029 Capital Investment Program (CIP) Plan has funds budgeted and allocated to support the design of the **NE Spring Boulevard Zone 3, Arterial/Multimodal Network Completion project**. When combined, two Capital Investment Program (CIP) sources have allocated \$3,800,000, which together with the \$3,500,000 PSRC grant request, will fully the design phase of this project. These CIPs are NE Spring Boulevard Zone 3 (CIP PW-R-210, \$600,000) and BelRed Corridor Local Street Network (CIP PW-R-193, \$3,200,000).

Should you have any questions, please contact Jason Bentosino at (425) 452-4495 or email jbentosino@bellevuewa.gov.

PW-R-210: NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
600,000	-	300,000	300,000	-	-	-	-	-

Description and Scope

This project will perform conceptual design work, evaluate design alternatives and develop funding and implementation strategies for NE Spring Boulevard between 124th Avenue NE and 130th Avenue NE. This proposed segment of NE Spring Boulevard is a high priority east-west multi-modal connection that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This future connection will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

Rationale

The NE Spring Boulevard Zone 3 project is one of a number of high priority transportation investments that will make an important east-west connection to improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

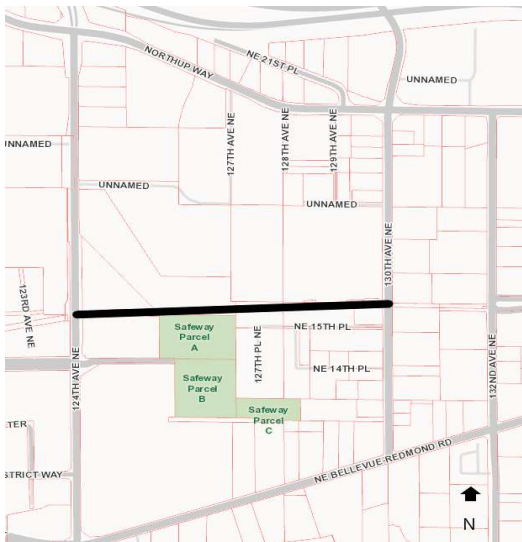
Environmental Impacts

Environmental studies will be funded by this work. A project specific environmental determination will be made in conjunction with the final design for this project.

Operating Budget Impacts

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	600,000
Total Budgetary Cost Estimate:		600,000
Means of Financing		
Funding Source		Amount
MVFT		600,000
Total Programmed Funding:		600,000
Future Funding Requirements:		-

FY2023-2029

Comments

PW-R-193: BelRed Corridor Local Street Network

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
11,878,000	432,000	446,000	2,000,000	2,000,000	2,000,000	2,000,000	1,500,000	1,500,000

Description and Scope

This project will fund the planning and preliminary engineering necessary so street right-of-way needs can be documented for each BelRed Corridor parcel or group of parcels at the time of development. Funding is also included for the City to proactively pursue and acquire property for local streets at challenging locations to better ensure a complete street grid is ultimately completed. Challenges include property lines that do not align with the proposed street grid, topography concerns, smaller properties where street dedications affect development potential, and portions of the street grid that would be initially "land locked" until some future date that adjacent properties are developed. This project may also be used to deposit funds obtained from developers that are required to construct portions of the local street grid, but where that construction is not feasible at the time of development due the challenges outlined above.

Rationale

The BelRed Plan requires the progressive development of a network of new local streets to unlock development potential and to create walkable, attractive neighborhoods. During the BelRed Planning process, the Planning Commission reviewed a potential new street grid. This resulted in a planned street network adopted into the BelRed Subarea Plan and zoning code that requires new development to contribute toward the build-out of the local street network. However, while the plan for new local streets considered several factors, it was conducted at the subarea-wide level and was unable to review very detailed attributes, such as the location of utilities, existing curb cuts, and property access easements. In some locations, a prescriptive design will be required due to overall street requirements. In other cases, a design template will provide guidance that may be adapted on a case-by-case basis depending on the nature of the development.

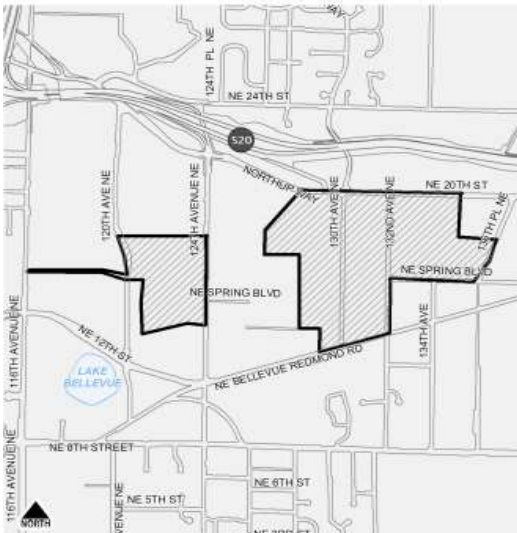
Environmental Impacts

Project specific environmental studies may be required and will be addressed as needed.

Operating Budget Impacts

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

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	11,878,000

Total Budgetary Cost Estimate: 11,878,000

Means of Financing

Funding Source	Amount
B&O Tax - Restricted	7,000,000
Private Contributions	446,000
Misc revenue	4,432,000
Total Programmed Funding:	11,878,000
Future Funding Requirements:	-

FY2023-2029

Comments