

Eastside Transportation Program (ETP)

Please note that the Central Business District has been renamed the Downtown. Any references in this document to CBD or the Central Business District should be considered as a reference to the Downtown.

INTRODUCTION

The Eastside in King County is one of the fastest growing areas in Washington State. Since 1970 the Eastside has experienced tremendous growth in population and employment. This growth has led to increased congestion and widespread transportation problems affecting the entire Eastside.

In the spring of 1987, the Eastside Transportation Program was initiated to address the numerous transportation problems affecting the communities in the rapidly growing area east of Lake Washington. Participants in the ETP include the Cities of Bellevue, Bothell, Issaquah, Kirkland and Redmond; King County; the Washington State Department of Transportation; the Puget Sound Council of Governments; Metro; and representatives of the private sector.

The objective for the Eastside Transportation Program was to develop an integrated transportation system of regional, subregional, and local improvements which permit reasonable mobility throughout the Eastside by the year 2000. To accomplish this objective, transportation policies have been developed, and improvements in roadway facilities, transit service, High-Occupancy-Vehicle facilities and high capacity transit identified. The main objective of this program is to complete the Eastside roadway network while providing a variety of travel options to encourage more efficient means of travel on the Eastside, and reduce the reliance on the single-occupant-vehicle.

The ETP goals and policies serve as the common basis for transportation improvements and programs of regional significance throughout the Eastside, and help to ensure consistency in addressing transportation issues by the participating jurisdictions on the Eastside. The recommended policies are grouped into eight major topics: Implementation; Transit and Ridesharing Facilities and Services; Transportation Demand Management; High Capacity Transit; Land Use Planning and Transportation; General Purpose Roadway Improvements; Non-motorized Facilities; and Public Education and Community Involvement.

Over 170 program, service, and project recommendations have been identified in the ETP to improve the Eastside transportation network. The projects are divided into

five categories: Categories 0, 1, 2, 3 and 4. Category 0 projects are those to which funding has already been committed. Category 1 projects are the most critical projects with the highest priority for implementation. Category 2 projects are those where the design and protection or acquisition of rights-of-way have the highest priority, but the actual construction of the project is a lower priority. Category 3 and 4 projects generally are more local in nature and the need is less urgent than those in categories 1 and 2.

To ensure inter-jurisdictional coordination, it is the intent of Bellevue and other Eastside jurisdictions to endorse the comprehensive list of ETP projects. In addition, those projects which are located within each jurisdiction's sphere of influence will be adopted into that jurisdiction's Comprehensive Plan.

The continuing challenge of the Eastside Transportation Program is to implement a realistic and balanced transportation plan to meet the mobility needs of the Eastside.

Mission: To improve mobility throughout the Eastside and to other parts of the region to enhance the quality of life enjoyed by residents and businesses and to promote economic vitality. Mobility is defined as the ability of all people to have adequate access to work, leisure, home and services.

Implementation

GOAL:

To ensure that the recommended ETP policies and improvements are implemented by the participating jurisdictions in a timely manner.

POLICY ETP-1. Integrate the ETP transportation improvement recommendations into the plans and programs of the participating jurisdictions and agencies. Specific activities should include development of a timetable for implementation, identification of funding sources for projects by jurisdiction, and a report containing descriptions of project completion dates and funding status.

POLICY ETP-2. Integrate regionally significant ETP recommendations into the Regional Transportation Plan prepared by the PSCOG, and the State Transportation Plan developed by WSDOT.

POLICY ETP-3. Continue coordination among ETP participants through a formal organization that integrates technical staff work with decisions of elected officials. The ETP organization would be responsible for implementing and updating the program and coordinating regional responses to specific project/program proposals. Specific responsibilities should include the following tasks:

- a. Coordinate ongoing transportation planning for the Eastside;
- b. Prepare refinements and modifications to the ETP program;
- c. Coordinate review of major land developments on the Eastside that would affect the regional transportation system;
- d. Develop and monitor the regional Transportation Demand Management program;
- e. Develop a coordinated regional land use plan for the Eastside;
- f. Develop and implement a regional public education program regarding transportation issues and options;
- g. Mediate differences between Eastside jurisdictions regarding transportation improvements; and
- h. Provide a forum for discussion of issues of regional importance on the Eastside.

POLICY ETP-4. Develop a detailed financing and implementation plan for the ETP recommendations to include: (1) identification of tasks necessary to implement the ETP plan, especially policies and high priority projects; (2) assignment of responsibilities to various participants; (3) a schedule for carrying out the plan; and (4) specific financing packages to implement recommended improvements.

POLICY ETP-5. Monitor and amend the ETP recommendations as new information becomes available, including the results of special studies recommended as part of the program, and additional analysis of feasibility and design of individual project recommendations.

POLICY ETP-6. Ensure that maintenance of existing transportation system be given priority consideration.

POLICY ETP-7. Endorse the ETP project recommendations as adopted by the ETP Steering Committee dated August 23, 1991, with the understanding that each participating jurisdiction or agency may choose to modify any transportation improvement projects so long as the overall intent of the ETP plan is maintained.

Discussion: (Policy ETP-7): After adoption of the Eastside Transportation Plan into the Comprehensive Plans of the member jurisdictions, the ETP Steering Committee should review all adopted projects that are different from those approved by the ETP Steering Committee on August 29, 1991. If these differences cause conflicts that the Steering Committee feels need resolution, then alternative proposals that address the impacts to the ETP system should be identified and the conflicts resolved.

Transit and Ridesharing Facilities and Services

GOAL:

To provide facilities and services which support and encourage transit and ridesharing as attractive alternatives to use of the single occupant vehicle.

POLICY ETP-8. Actively work toward the completion of the State’s plan for High Occupancy Vehicle (HOV) lanes on I-405 as the highest priority improvement for the Eastside.

Encourage expansion of the plan to include HOV lanes on SR 520 and SR 522 (east of I-405) to complete the regional freeway HOV lane system. Completion of the regional HOV network is the highest priority for the ETP. HOV is defined as a vehicle with two or more occupants; the number of required occupants may be increased as HOV facilities become congested. HOV’s include transit, vanpools and carpools.

POLICY ETP-9. Support and actively work toward an integrated system of arterial HOV improvements linking Eastside activity centers to the regional HOV system, in order to provide time advantages for HOV’s over Single Occupant Vehicles (SOV’s) in congested corridors and locations.

POLICY ETP-10. Provide a safe system of park-and-ride and park-and-pool lots to serve activity centers in the region and on the Eastside in order to intercept trips by Single Occupant Vehicles closer to the trip origins, reduce traffic congestion, and reduce total vehicle miles traveled on the Eastside.

POLICY ETP-11. Improve intra-Eastside transit service with better connections between regional and Eastside activity centers. Transit service improvements should be linked to actions designed to increase transit demand and facilitate more cost effective service delivery, e.g., increased development density (residential and employment), parking management and other transportation demand management strategies.

POLICY ETP-12. Orient the most intensive levels of transit service linking the Eastside to regional activity centers such as the downtown Bellevue, downtown Seattle, and the University District.

POLICY ETP-13. Work with transit service providers and major employers to develop attractive transit options such as subscription buses, special commuter services, or local shuttle systems, to increase the use of transit and other forms of ridesharing for commuting on the Eastside.

POLICY ETP-14. Improve ridesharing services such as marketing, personalized commuter assistance, ridematching and vanpools through a cooperative effort between METRO, Community Transit and Eastside jurisdictions.

Transportation Demand Management (TDM)

GOAL:

To reduce the use of single occupant vehicles during peak travel times, throughout the Eastside, through aggressive and coordinated regional Transportation Demand Management programs and services.

POLICY ETP-15. Proceed with the development of a coordinated TDM program to be adopted by Eastside jurisdictions with involvement of METRO and the private sector.

POLICY ETP-16. Maximize the involvement of existing and new development to achieve the goal of reducing Single Occupant Vehicles during peak hour periods on the Eastside.

POLICY ETP-17. Adopt specific TDM performance standards which reflect different locational or development characteristics and are consistent throughout the Eastside. Set specific time frames for achieving the performance standards.

POLICY ETP-18. Establish an ongoing committee to develop a TDM implementation plan to include, at a minimum, the following strategies:

- a. Parking management programs for new and existing developments which provide incentives for HOV's and discourage SOV's;
- b. Transportation management and support services to enhance HOV use;
- c. Demand management regulation to create an environment in which HOV's can operate more successfully;
- d. Monitoring and program evaluation to assess the success of various strategies and to determine how well each jurisdiction is achieving its target goals. This program should identify procedures for modifying individual programs as necessary to achieve TDM goals and revising the implementation plan.

POLICY ETP-19. Adopt a TDM ordinance that ensures consistent application of TDM regulations for employers in all Eastside jurisdictions.

High Capacity Transit

GOAL:

To provide for long range transportation needs through regional coordination in the planning and development of the High Capacity Transit system.

POLICY ETP-20. Eastside jurisdictions should actively participate in regional efforts to develop the regional HCT system.

POLICY ETP-21. Confirm Eastside corridors as high priorities for implementation of the regional HCT system. Key corridors for HCT service on the Eastside include I-90, I-405, SR 520, and SR 522.

POLICY ETP-22. Specific alignments of the HCT system within these corridors, and the location of stations and other facilities should be determined through the regional HCT planning process.

POLICY ETP-23. HCT does not refer to a specific technology or vehicle, but to High Occupancy Vehicle(s), operating on an exclusive right-of-way, guideway or track, providing express service with infrequent stops. HCT is characterized by higher speeds than conventional transit and greater reliability. The regional HCT system could include several different travel modes selected to meet unique needs of the different travel corridors. Specific HCT technologies for Eastside corridors should be selected according to the type and density of present and planned development.

POLICY ETP-24. The regional HCT system should be integrated with the rest of the transportation system serving the Eastside.

POLICY ETP-25. Provisions for carpool and vanpool should be maintained when planning, constructing and operating the HCT system.

POLICY ETP-26. The regional system should focus on providing express service between regional activity centers, with convenient and supporting connections to and between Eastside activity centers.

POLICY ETP-27. Identify and preserve necessary right-of-way for Eastside HCT alignments as soon as possible.

POLICY ETP-28. The Eastside should prepare for the transition to an HCT system by the following:

- a. Focusing transit service on activity centers;

- b. Protecting right-of-way in potential HCT alignments and station locations;
- c. Implementing land use changes that will support an HCT system; and
- d. Proceeding as quickly as possible with planning, preliminary engineering and financial strategies designed to implement an HCT system.

Land Use Planning and Transportation

GOAL:

To ensure better coordination between land use planning, land development, and transportation system improvements.

POLICY ETP-29. Develop a regional land use plan that reflects a consolidated vision of the Eastside's future growth, and provides for better integration between land development and an efficient transportation system.

POLICY ETP-30. Develop and implement regional land use policies to discourage low density sprawl, concentrate growth in activity centers, and encourage denser development to enhance cost effective provision of public transit services.

POLICY ETP-31. Link specific transportation facilities and services to the type and density of present and planned land development on the Eastside.

POLICY ETP-32. Implement land use changes that will support a high capacity transit system, like high density development around station locations.

POLICY ETP-33. Develop design guidelines for land development to enhance public transit service to new developments.

POLICY ETP-34. Protect the safety of residential streets and the livability of neighborhoods by minimizing the amount of through traffic on neighborhood streets and neighborhood collectors (non-arterials) in residential areas.

General Purpose Roadway Improvements

GOAL:

To provide a freeway and arterial system which permits reasonable mobility for residents and businesses.

POLICY ETP-35. Extend the Eastside's arterial and highway network where needed, to complete the road system in the urban area (as defined in the King County Comprehensive Plan) and provide reasonable capacity to serve travel demand.

POLICY ETP-36. Plan and program an adequate arterial and highway system to accommodate new growth areas on the Eastside, in accordance with adopted land use plans, and preserve rights-of-way for identified future facilities.

POLICY ETP-37. Acknowledge the recommendations included in adopted transportation plans (such as the Bel-Red Overlake Plan, the Newcastle Facilities Plan and local agency transportation plans) as part of the overall ETP recommended program.

POLICY ETP-38. Incorporate sidewalks and bus stop improvements into road projects where needed.

Non-Motorized Facilities

GOAL:

To provide a regional non-motorized transportation system that crosses jurisdictional boundaries and is integrated as thoroughly as possible with roads and transportation systems.

POLICY ETP-39. Encourage better design of developments to facilitate pedestrian circulation and transit service.

POLICY ETP-40. Design new road projects to be compatible with the needs of pedestrian, bicycle, and equestrian transportation, through the elimination of barriers to access and the inclusion of facilities such as sidewalks, wide curb lanes, signed and striped bicycle lanes.

POLICY ETP-41. Develop regional coordination in planning for bicycle and equestrian facilities, including the formal adoption of American Association of State Highway and Transportation Officials/WSDOT standards for the design and construction of bicycle facilities.

POLICY ETP-42. Encourage the provision of safe and convenient bicycle parking facilities at existing commercial and employment centers, and require their provision in new centers as a condition of development.

POLICY ETP-43. Preserve linear corridors for eventual multi-purpose trail development by the use of easements, title acquisition, and “railbanking” of soon-to-be-abandoned railroad lines.

POLICY ETP-44. Adopt the concept of regional bicycle transportation corridors which link regional commercial and employment centers. This system does not

supersede local bicycle planning efforts, but does demonstrate the need for continuity in design and implementation of bicycle facilities throughout the ETP planning area.

Public Education and Community Involvement

GOAL:

To provide a mechanism for effective public input and to provide a regional forum for public information and education regarding transportation issues and options for the Eastside.

POLICY ETP-45. Implement an active outreach program by ETP participants to involve community organizations, employers, residents, developers, and businesses to help solve the area's transportation problems by implementing the ETP recommendations and working toward the longer-range solutions for the Eastside.

POLICY ETP-46. Develop and implement a comprehensive public education and community involvement program aimed at more efficient utilization of the region's transportation system, and long-term changes in travel behavior that will minimize the need for road building programs.

POLICY ETP-47. Promote a new concept that bicycles, pedestrians and vehicles can share the use of roadway facilities through active education and law enforcement programs aimed at adults and students.

**Table 1 Eastside Transportation Program Project List
for Projects Located within the City of Bellevue**

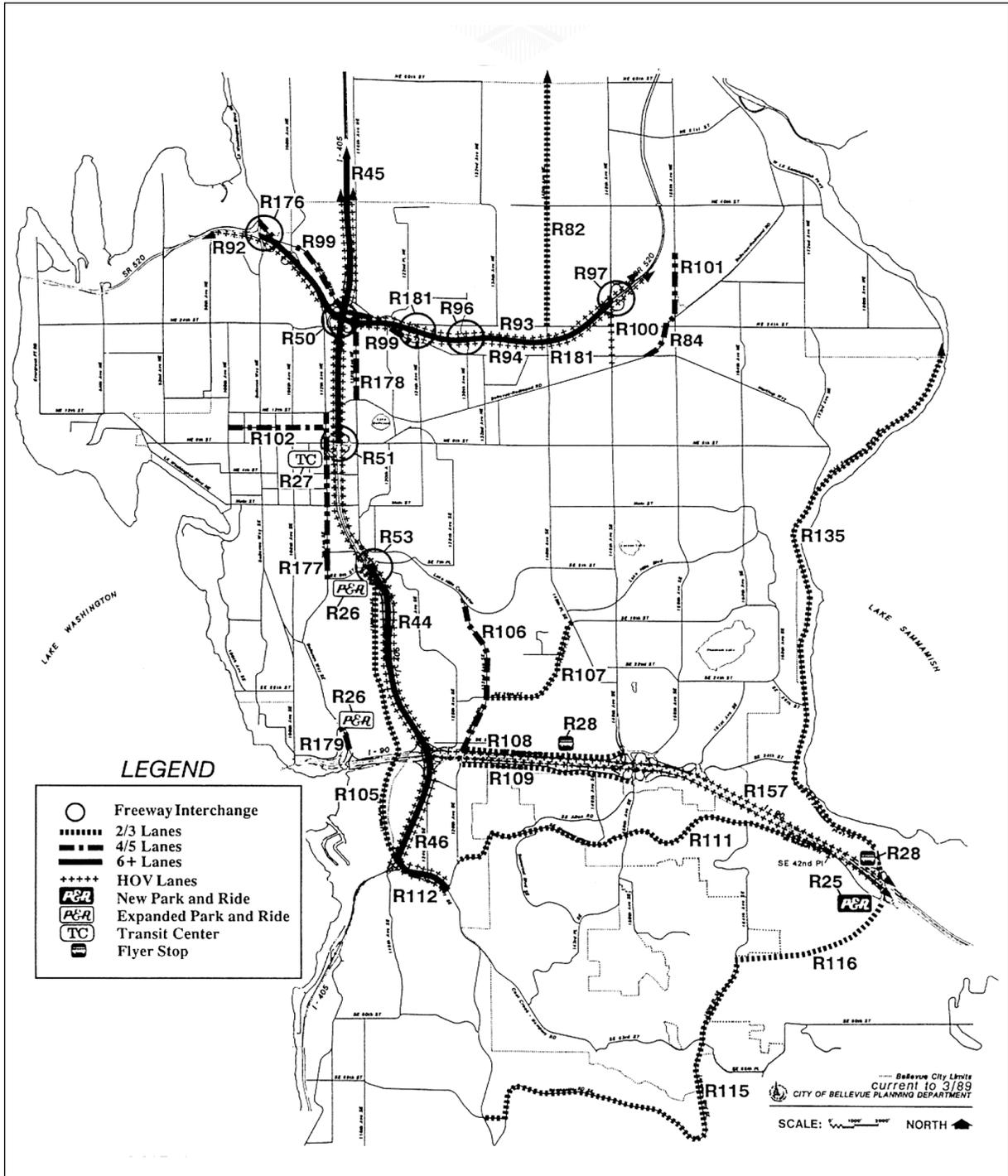
| Category | Project Number | Project Name | Project Limits | Project Description |
|-----------------|-----------------------|---------------------------------|--------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0 | R102 | NE 10th St. | 102nd Ave. NE to 112th Ave. NE | Widen/construct to 4/5 lanes. |
| 0 | R116 | Lakemont Blvd. | 164th Way SE to I-90 | Construct new 3/4 lanes. |
| 1 | R44 | I-405 | Coal Creek Parkway to SR-22 | Construct NB & SB HOV lanes (total of 8 lanes) |
| 1 | R50 | I-405 Interchange | At SR-520 | Reconfiguration |
| 1 | R51 | I-405 Interchange | At NE 8th St. | Reconfiguration |
| 1 | R97 | SR-520 Interchange | At 148th Ave. NE | Reconfiguration |
| 1 | R179 | SE 30th Street/ Bellevue Way | SE 30th Street to I-90 | Widen to 4/5 lanes plus Intersection Improvements. |
| 1 | R183 | East Bellevue | Bel-Red Rd. to Newport Way and I-405 to Lake Sammamish | Complete transportation study. |
| 1 | R25 | New Park & Ride Lot | Lakemont Blvd. | Construct new lot (200 to 400 spaces). |
| 1 | R26 | Expand Park & Ride Lots | South Bellevue | Provide additional spaces (200 to 800 spaces per lot). |
| 1 | R26 | Expand Park & Ride Ride Lots | Wilburton | |
| 1 | R92 | SR-520 | Evergreen Pt. Rd. to I-405 | Construct EB HOV lane (total of 6 lanes). |
| 1 | R93 | SR-520 | I-405 to SR-202 | Construct EB & WB HOV lanes (total of 6 lanes). |
| 1 | R157 | I-90 | I-405 to Front Street | Provide EB & WB HOV lanes with ramp metering and queue bypass. |
| 2 | R45 | I-405 | I-90 to SE 8th St. and NE 8th St. to SR-522 | Construct one or more additional lanes (general purpose, HOV, and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study. |

| Category | Project Number | Project Name | Project Limits | Project Description |
|-----------------|-----------------------|----------------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2 | R46 | I-405 | I-90 to Coal Creek Parkway | Construct one or more additional (general purpose, HOV, and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study. |
| 2 | R181* | 124th Ave. NE/ SR-520 | At Northup Way/NE 20th St. | Add northbound/southbound tunnel under Northup Way and modify signalization. |
| 2 | R176 | SR-520/Bellevue Way | Interchange EB on-ramp | Construct eastbound on-ramp to SR-520 from Bellevue Way NE. |
| 3 | R96 | SR-520 Interchange | At 130th Ave. NE | Construct new half-diamond interchange and EB merge lane between 130th Ave. NE and 148th Ave. NE. Monitor traffic movements after completion. If warranted, prohibit southbound left or westbound right at the ramps. |
| 3 | R99 | Northup Way | SR-908 to 124th Ave. NE | Conduct a feasibility study to widen to 4/5 lanes. Adopt a project description when the feasibility study is completed. Investigate 3-lane option in the study. |
| 3 | R100** | 148th Ave. NE | Bel-Red Road to SR-520 | Widen the 148th bridge over SR 520 to six lanes. Conduct a feasibility study to install a northbound HOV lane, with the understanding that the preferred configuration would not add additional lanes to accomplish this. |
| 3 | R106** | Richards Road | I-90 to Lake Hills Connector | Widen to 4/5 lanes. At the time of design, investigate ways to provide minimum width, to accommodate safe bicycle facilities. |
| 3 | R111** | Newport Way | 128th Ave. SE to SE 42nd Pl. | Widen to 2/3 lanes including including bicycling facilities. |
| 3 | R115 | Newcastle Rd./ Lakemont Blvd. | Coal Creek Pkwy. to 164th Way SE | Widen to 2/3 lanes including bicycling facilities. |

| Project Category | Project Number | Project Name | Project Limits | Description |
|-------------------------|-----------------------|---------------------|-----------------------------------|-------------------------------------------------------------------------------------------------------------|
| 3 | R177 | 112th Ave. NE | SE 8th Street to NE 12th Street | Widen to 4/5 lanes with improvements to intersections at all major cross-streets. |
| 3 | R178 | 116th Ave. NE | NE 12th St. to Northup Way | Widen to 4/5 lanes. |
| 3 | R27* | Transit Center | Bellevue | New transit center & I-405 ramp access in Bellevue CBD. |
| 3 | R28* | Flyer Stop | Eastgate | Construct new flyer stop. |
| 3 | R28* | Flyer Stop | Lakemont | Construct new flyer stop. |
| 3 | R112* | Coal Creek Parkway | Newport Way to I-405 | Widen to 6/7 lanes + NB HOV lanes. Minimize roadway widening. |
| 4 | R53 | I-405 Interchange | At SE 8th Street | Reconfiguration |
| 4 | R82* | 140th Ave. NE | NE 24th Street to NE 85th Street | Widen to 2/3 lanes including bicycling and equestrian facilities. |
| 4 | R84 | Bel-Red Road | 156th Ave. NE to NE 20th Street | Widen to 4/5 lanes. |
| 4 | R94 | SR-520 | SR-908 to 148th Ave. NE | Construct auxiliary lanes where appropriate (total 8/9 lanes). |
| 4 | R101* | 156th Ave. NE | NE 31st Street to NE 24th Street | Install SB HOV within the existing right-of-way. |
| 4 | R105** | 118th Ave. SE | SE 8th Street to Coal Creek Pkwy. | Maintain 2 lanes with added turning lanes at selected intersections. Provide pedestrian/bicycle facilities. |
| 4 | R107** | Kamber Road | 145th Pl. NE to Richards Road | Widen to 2/3 lanes. |
| 4 | R108** | Eastgate Way | Richards Road to 148th Ave. NE | Widen to 2/3 lanes. |
| 4 | R109** | SE 36th Street | 128th Ave. SE to 150th Ave. SE | Widen to 2/3 lanes. |
| 4 | R135** | SR-901 | Bel-Red Road to I-90 | Widen to 2/3 lanes including bicycling facilities |

* Recommended Transit/High-Occupancy-Vehicle Projects.

** These projects will be re-evaluated in the East Bellevue Transportation Study.



Map A
Bellevue Projects