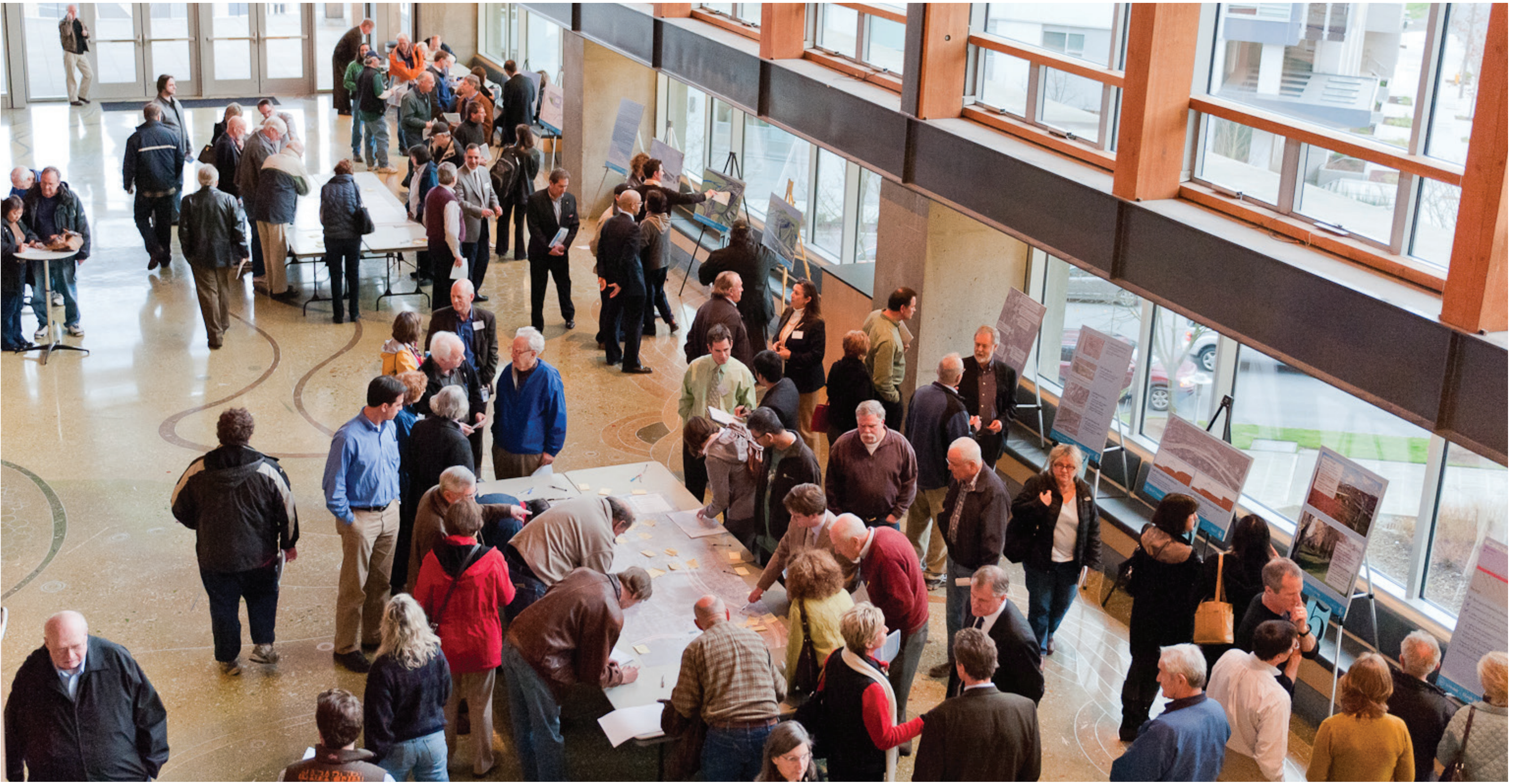


Welcome

Thank you for joining us!

Thank you for attending the City of Bellevue's open house regarding the Bellevue Way SE southbound high occupancy vehicle (HOV) lane. The project team looks forward to sharing information and hearing your input and questions.



All meeting materials presented tonight are also available online at:
BellevueWayHOV.participate.online

If you have questions about the project or how to submit comments, please ask any of the staff wearing name tags.

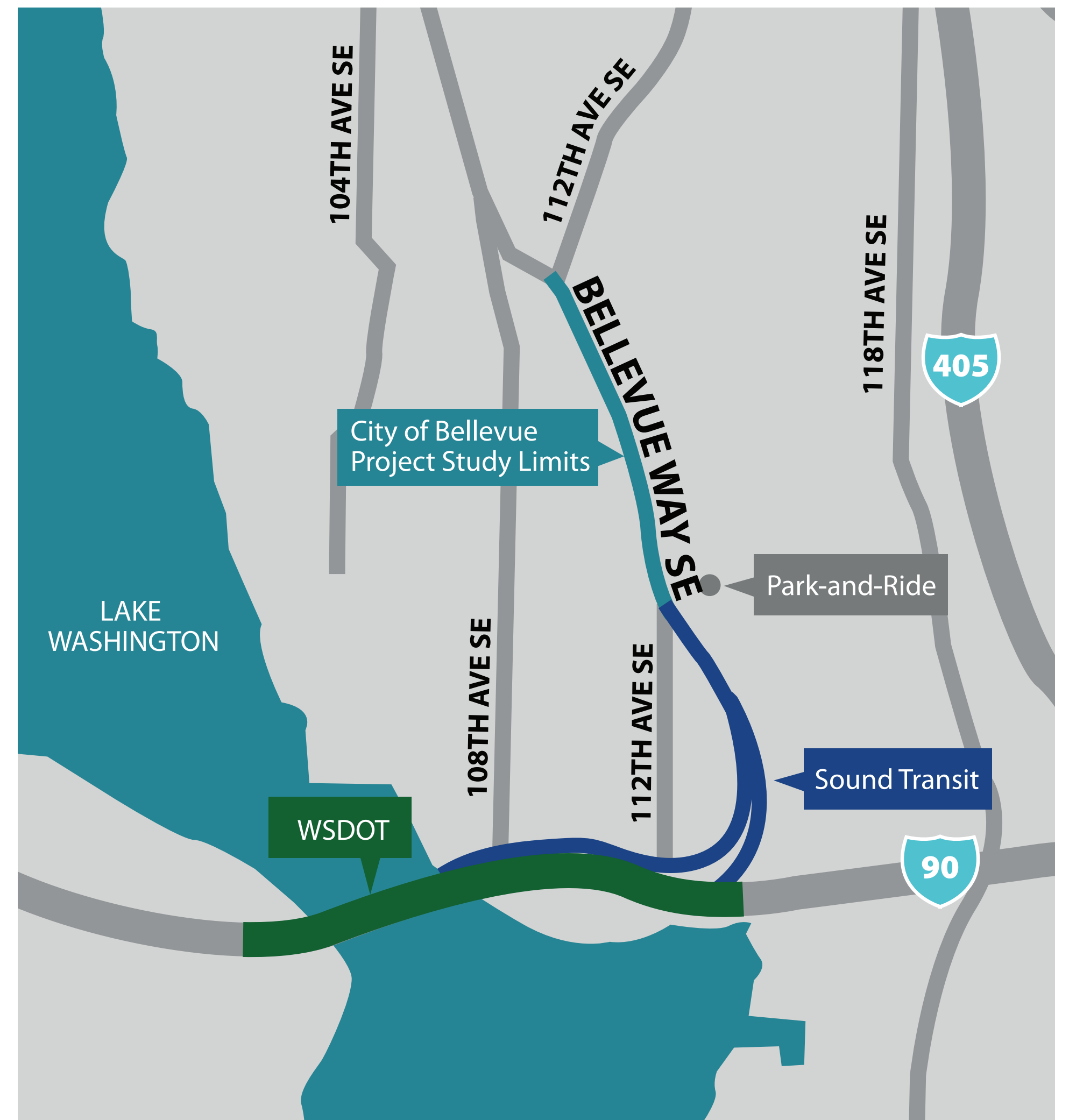
Through this open house, we aim to:

- Provide an update on the project
- Show how previous community feedback is shaping the design options
- Present options for the project length and roadway width
- Hear public preferences and concerns

Design Options Overview

Project background

- Explores design options for a southbound HOV lane extension on Bellevue Way between the “Y” intersection with 112th Avenue SE and the South Bellevue Park-and-Ride (P&R).
- Only the design option analysis and environmental review process are funded. Additional funding would be needed for right-of-way acquisition and construction.
- If funded, construction is anticipated to start after East Link-related roadway work is completed around 2019.



Why this project?

- Traffic has increased and is expected to grow 2% per year along Bellevue Way, creating more congestion between I-90 and the “Y” intersection.
- Adjacent regional projects by WSDOT and Sound Transit present an opportunity to improve:
 - Transit speed and reliability heading to I-90
 - Traffic flow for all users of Bellevue Way SE
- Bellevue City Council added a capital improvement project to explore options for a southbound HOV extension.

Design Options Overview

Project area context

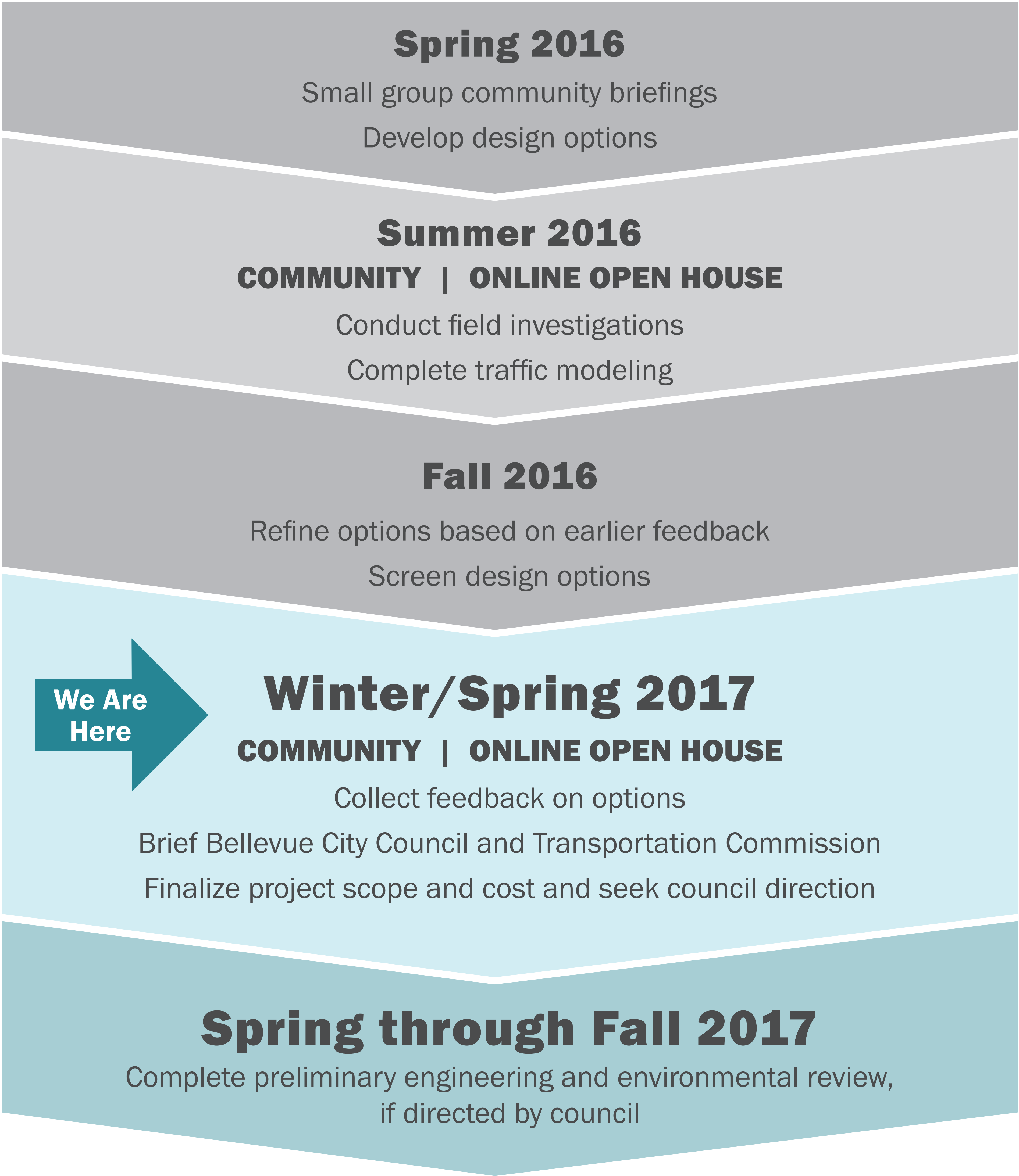


Corridor and regional projects make this an opportune time to explore whether this project could provide additional benefits. Other future HOV improvements in and near the corridor:

- **I-90 HOV lane extension to Seattle:** The existing westbound I-90 HOV lane (shown in green) currently extends to the middle of Mercer Island (off the map). WSDOT is expanding this HOV lane from Mercer Island to Seattle (to be completed in mid-2017).
- **Bellevue Way HOV connection to I-90:** Sound Transit will construct an HOV lane on Bellevue Way from the South Bellevue P&R (future light rail station and parking garage) to the I-90 onramps (in operation by 2021).
- **Bellevue Way HOV extension to the north:** This project would extend the southbound HOV lane from the South Bellevue P&R to 112th Avenue SE to provide additional capacity and transit reliability.

Schedule

Throughout 2016, we shared information with the public, collected community feedback, and pared down design options. After this open house, we will present your comments and our recommendations to Bellevue City Council and Transportation Commission. The council will provide direction on next steps.



Preferences

At the last open house, we presented criteria to evaluate design options. The criteria below are listed in order of importance based on the community rating.

What we heard

- Most proposed criteria were very important or somewhat important
- Neighborhood noise impacts, traffic flow, critical area impacts, traffic during construction, and construction duration were very important design criteria
- Accommodating pedestrians and bicycles on the west side of Bellevue Way was the least important

Criteria

1. Neighborhood noise impacts
2. Construction duration
3. Critical area impacts, like steep slopes
4. Private property impacts
5. Ongoing maintenance cost
6. Ability to maintain traffic flow during construction
7. Construction cost
8. Traffic flow improvements
9. Vegetation and tree impacts
10. Wildlife or animal impacts
11. Impacts to utility infrastructure
12. Corridor landscaping opportunities
13. Accommodations for pedestrians and bicycles on the west side of Bellevue Way

Design Options

At the last open house, we presented seven roadway width options for widening the west side of Bellevue Way SE. The options varied to accommodate sidewalks, planters, and shoulders.

What we heard

- Support for improving traffic flow and minimizing private property and critical area impacts
- Support for a shoulder or planter, but not for other elements that added width or were redundant with the proposed bike/pedestrian pathway Sound Transit will construct on the east side of the street
- More cost information was requested to inform opinions

Using the criteria and public comments, we reduced the seven width options to two. Visit the next station to see these options.



Roadway Widths:

Narrow option

Options moving forward

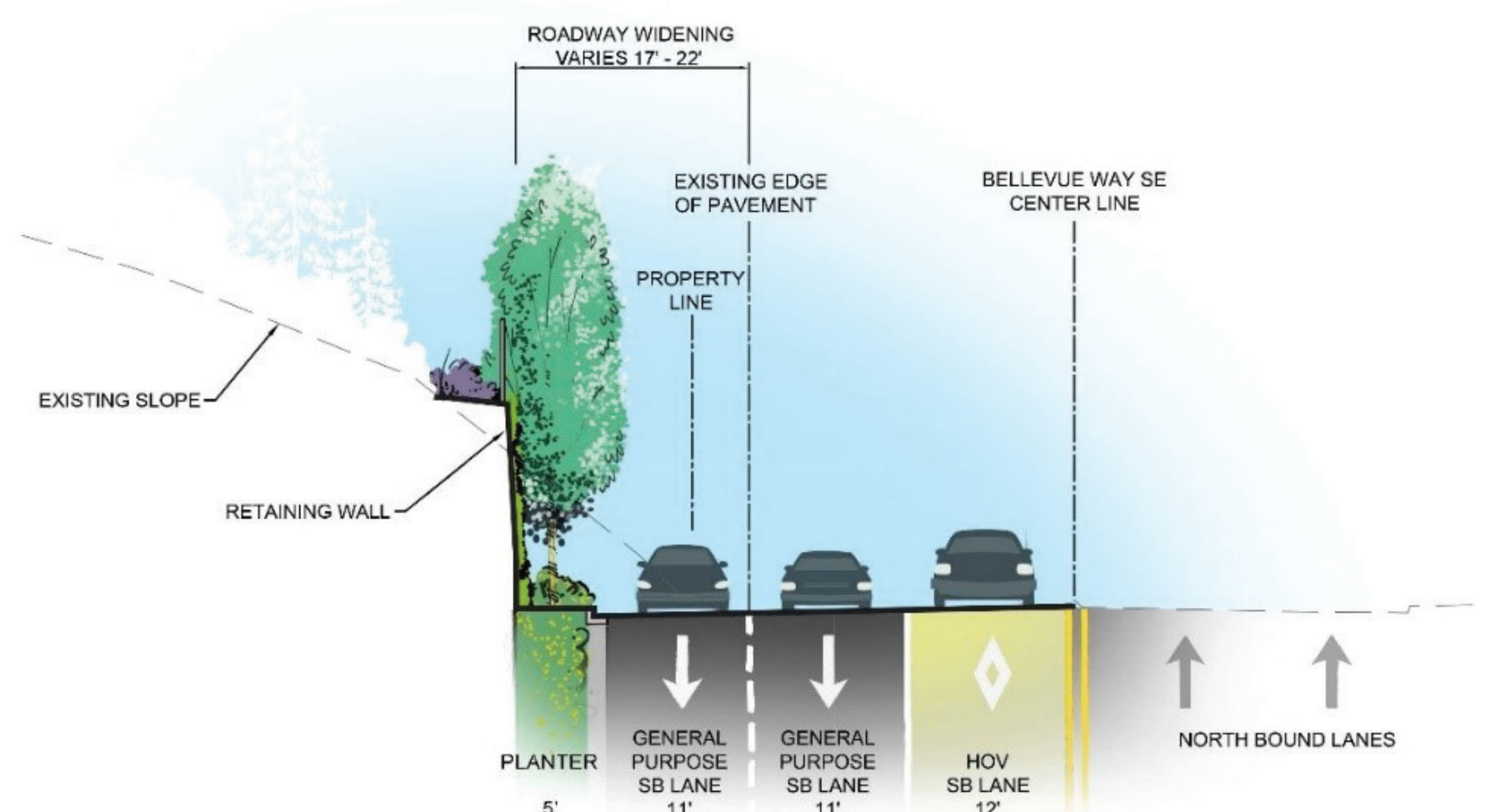
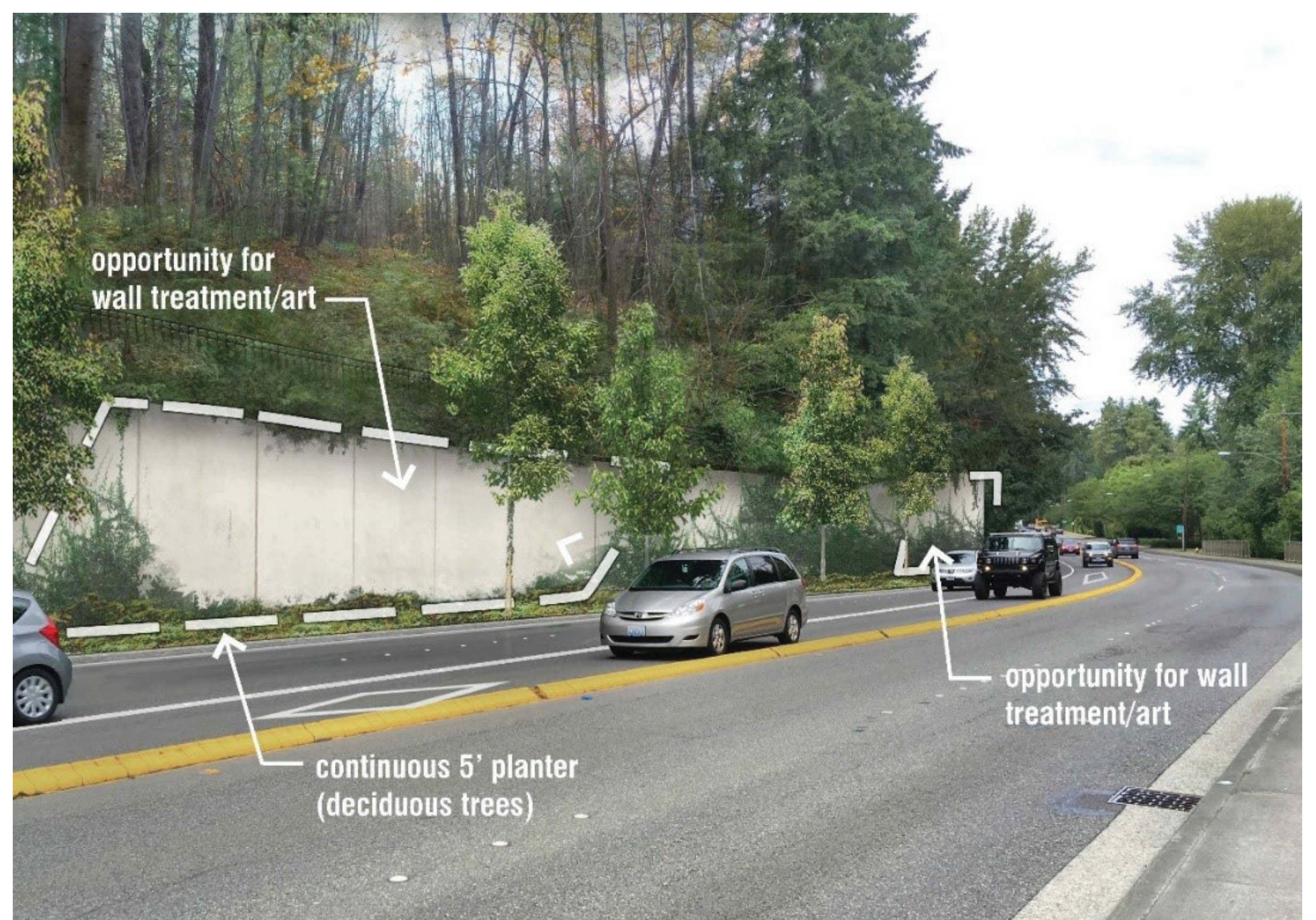
Using the public preferences and criteria, we reduced the seven width options to two, which are depicted below and on the next slide.

COMMENT OPPORTUNITY

Which option do you prefer? Why? Review the two options and answer Question 1 on your comment form.

Features

- Five-foot-wide planting strip; roadway widening varies from 17 to 22 feet
- Lower, shorter wall
- Less private property impacts
- Fewer impacts to existing trees
- More areas for wall treatments and art, less wall covered by vegetation
- Allows for small deciduous trees
- Includes low-growing shrubs or groundcover
- Fewer stormwater drainage options
- Less space for maintenance and disabled vehicles



Roadway Widths:

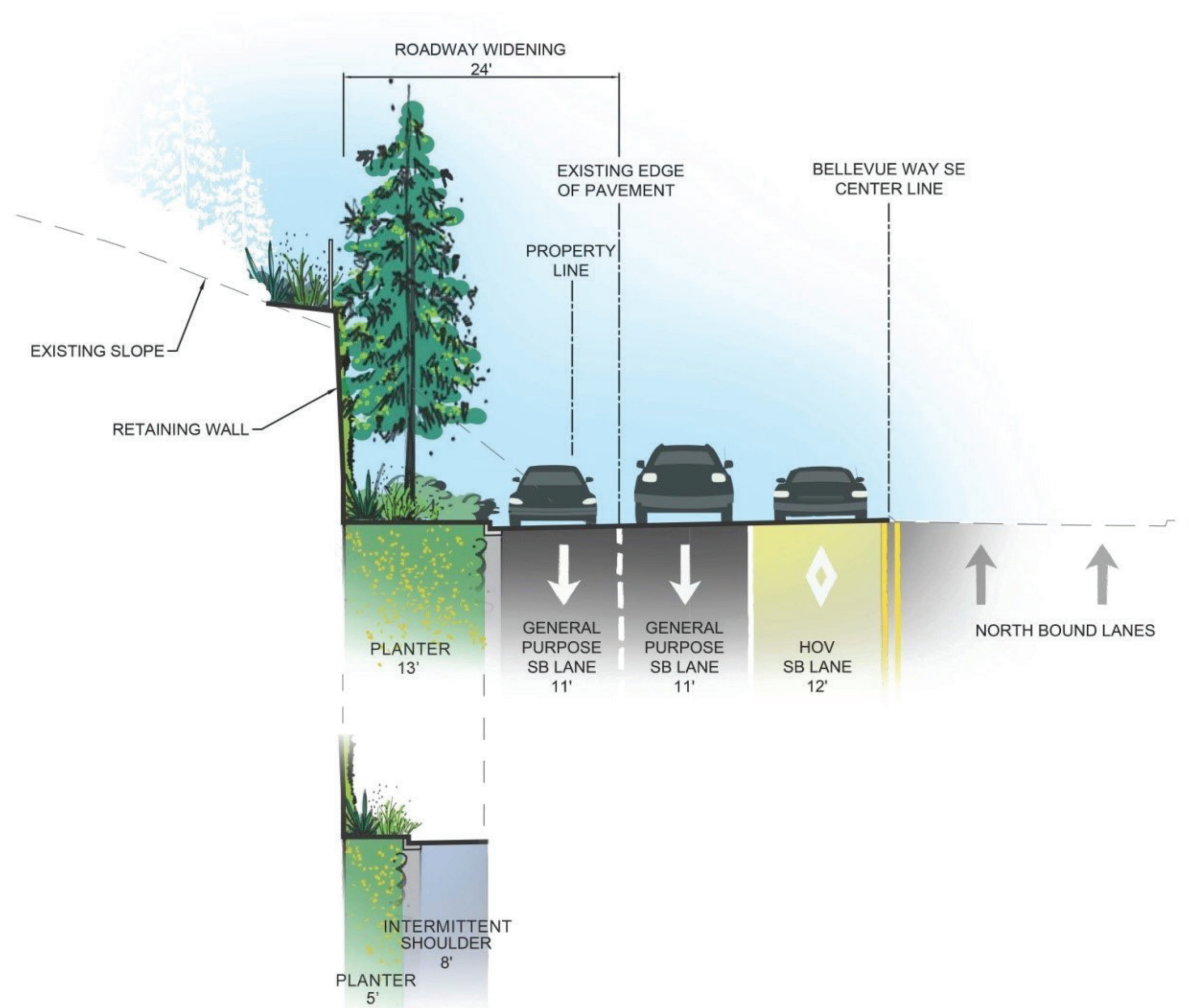
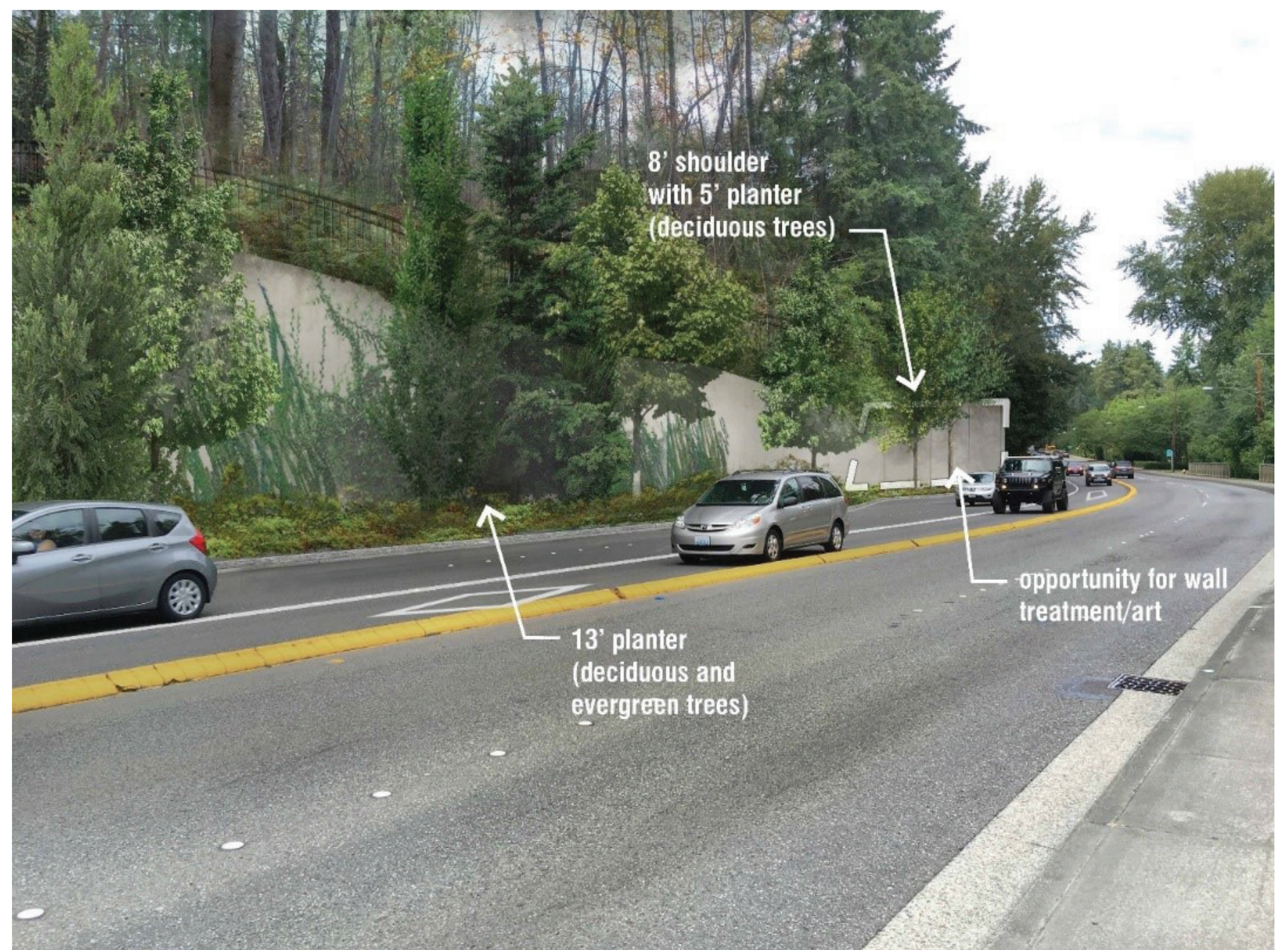
Wide option

COMMENT OPPORTUNITY

Which option do you prefer? Why? Review the two options and answer Question 1 on your comment form.

Features

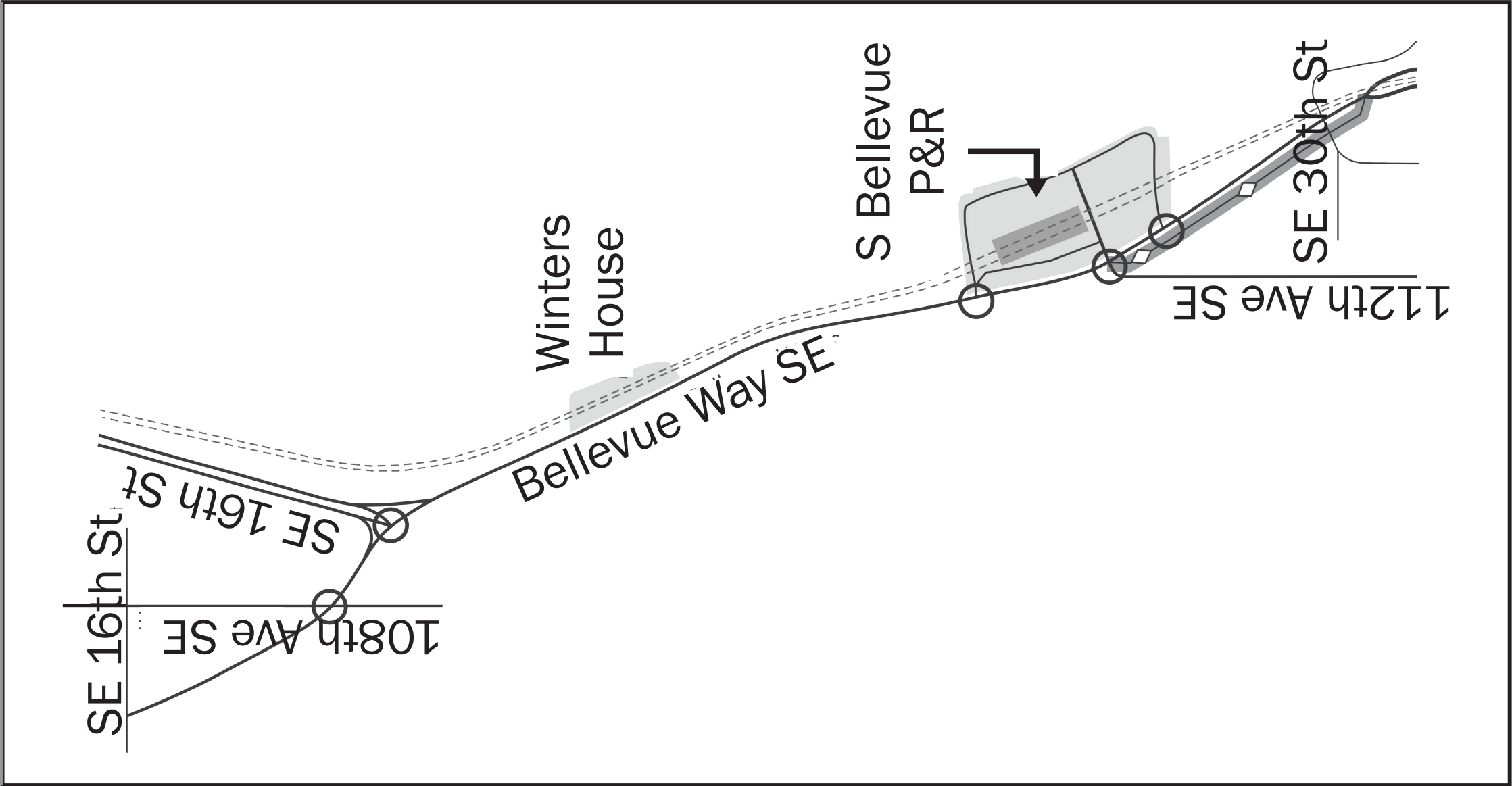
- 13-foot-wide planting areas alternate with 8-foot-wide shoulders/ 5-foot-wide planting areas; roadway widened by 24 feet
- Higher, longer wall
- More private property impacts
- More impacts to existing trees
- Fewer areas for wall treatment or art, more wall covered by vegetation
- Allows for evergreen and larger deciduous trees
- Larger, buffer-like, evergreen shrubs and groundcover
- More storm drainage options
- More space for maintenance and disabled vehicles



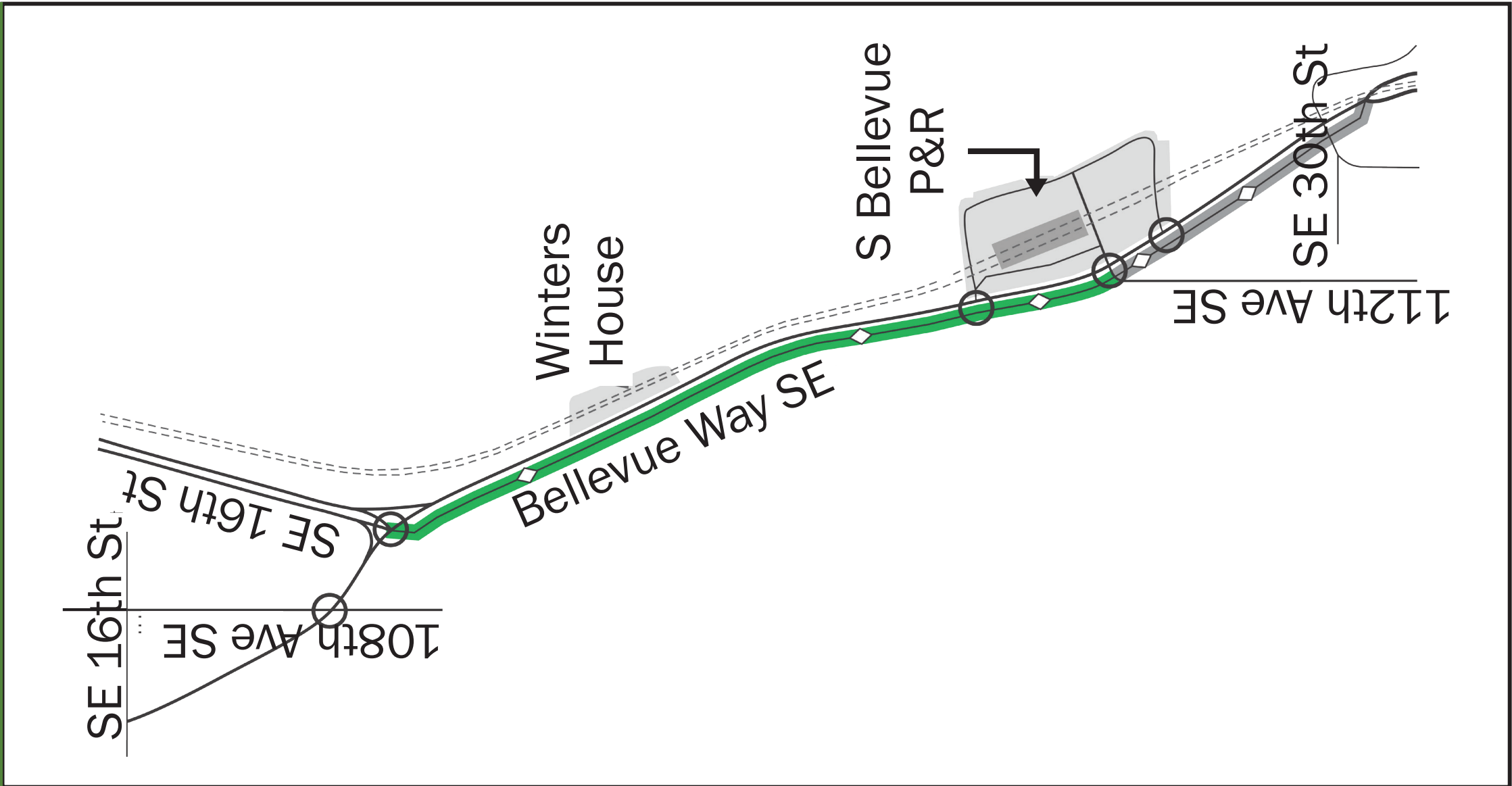
Traffic Analysis: Options Modeled

We analyzed traffic operations for existing conditions, 2030 future conditions (if nothing new were built after East Link construction) and four design options. These options are shown in the graphics below. Traffic analysis results for each are described at the next station.

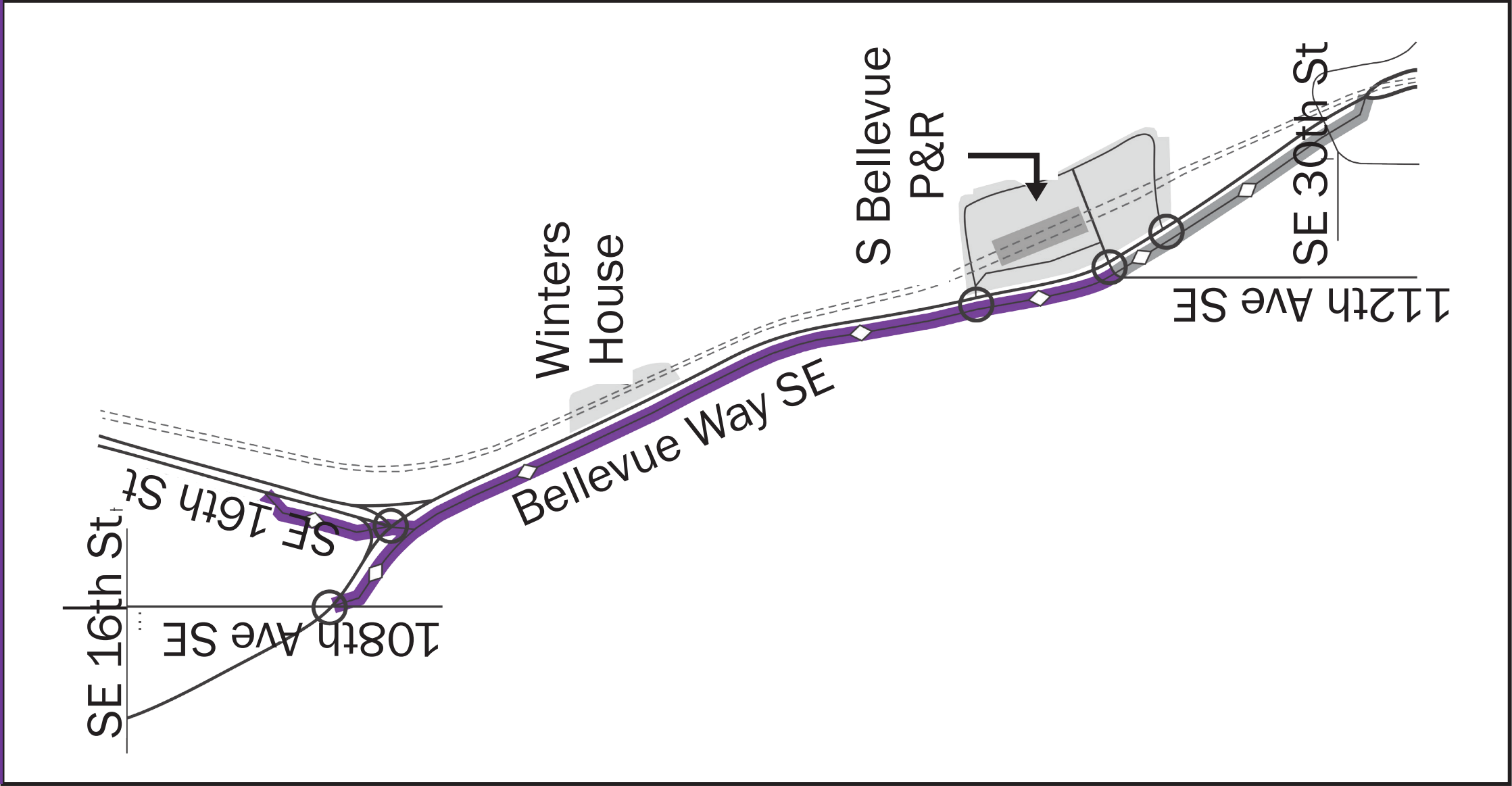
2030 Future Baseline
(baseline)



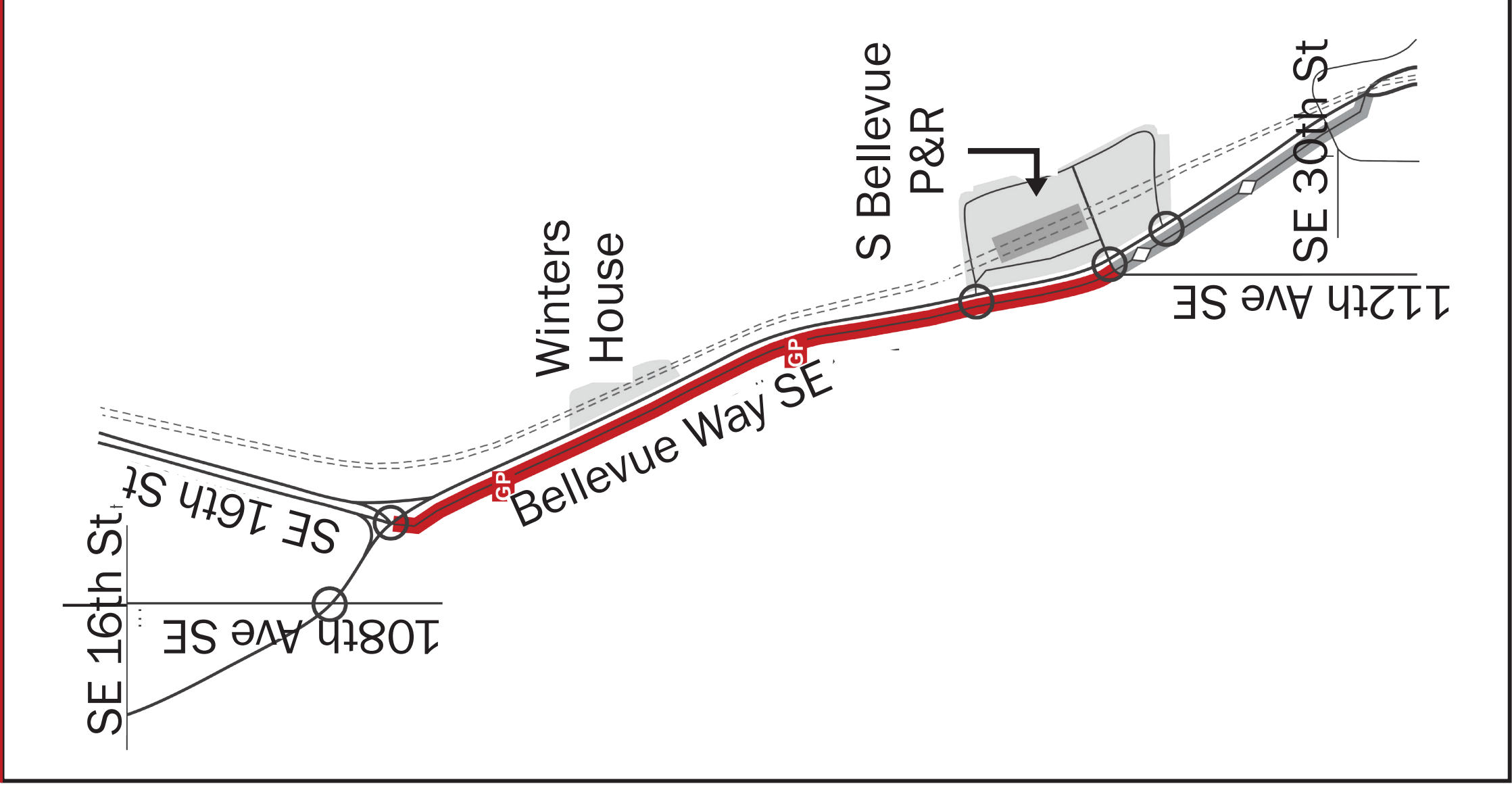
Option 1:
HOV to “Y” Intersection



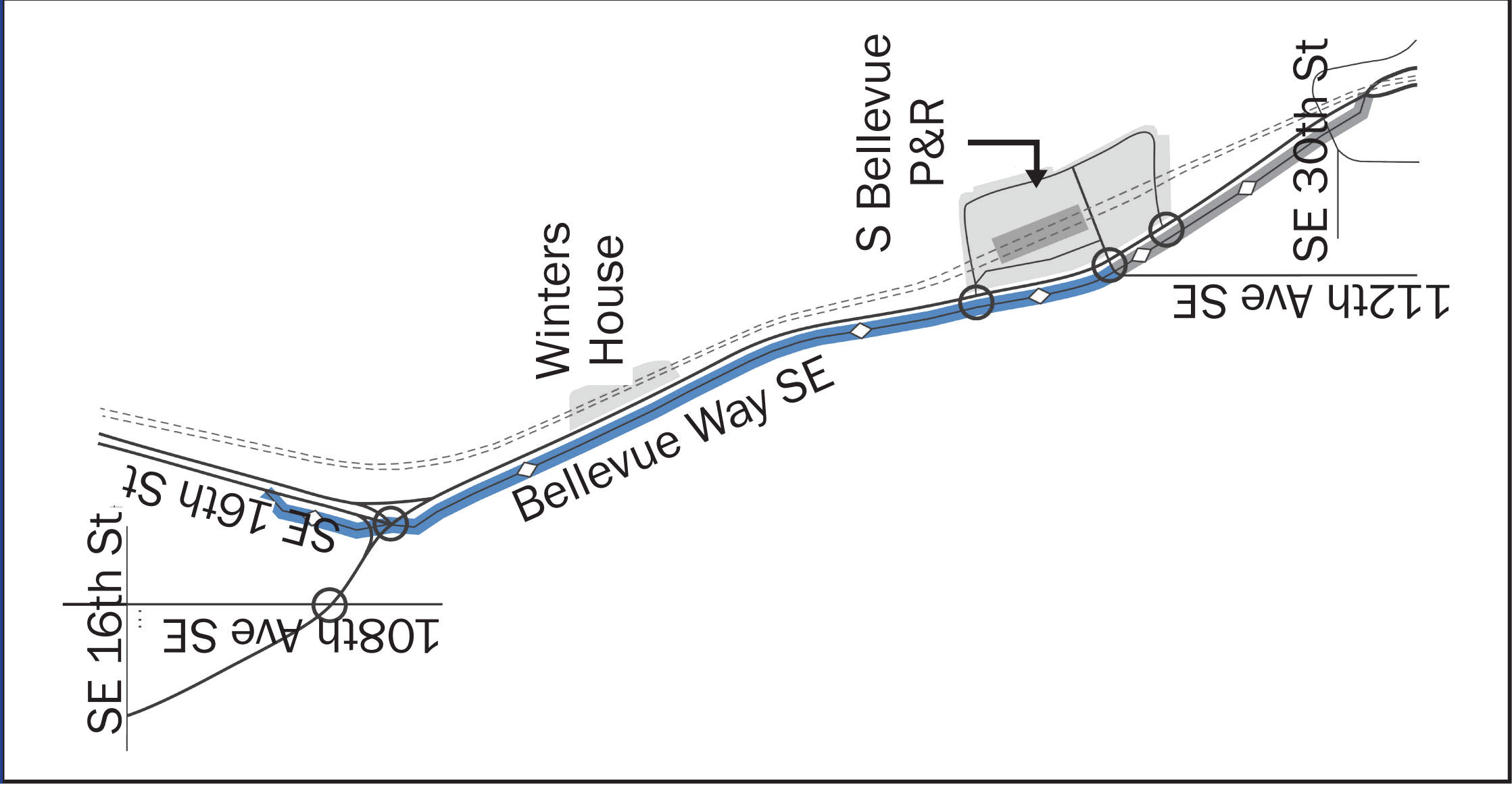
Option 2: HOV to
through “Y” Intersection



Option 3: General Purpose
Lane to “Y” Intersection



Option 4:
HOV through “Y” 112th only



COMMENT OPPORTUNITY

Which option would you prefer? Why? Review the traffic data and answer Question 2.

	2015 Existing Conditions	2030 Future Baseline	Option1: HOV to "Y"	Option 2: HOV through "Y"	Option 3: GP Lane to "Y"	Option 4: HOV through "Y" 112th Only
Throughput						
Vehicles	2,284	2,164	2,488	2,493	2,281	2,463
People	3,252	4,056	4,691	4,708	4,256	4,670
Change in Travel Times (From Bellevue Way)						
SOV	5.6 min	7.5 min	-0.2 min	0.5 min	2.4 min	0.4 min
HOV	5.6 min	7.2 min	-2.8 min	-2.8 min	2.2 min	-2.5 min
Transit	5.7 min	6.7 min	-2.0 min	-2.3 min	1.9 min	-2.0 min
Change in Travel Times (From 112th Ave)						
SOV	7.6 min	9.9 min	-0.2 min	0.5 min	2.6 min	0.2 min
HOV	7.6 min	9.5 min	-2.8 min	-3.9 min	2.3 min	-4.5 min
Transit	6.2 min	10.6 min	-3.0 min	-3.6 min	2.8 min	-4.6 min
Annual Travel Time Savings (\$)			\$1,387,075	\$1,347,535	-\$1,951,067	\$1,477,686

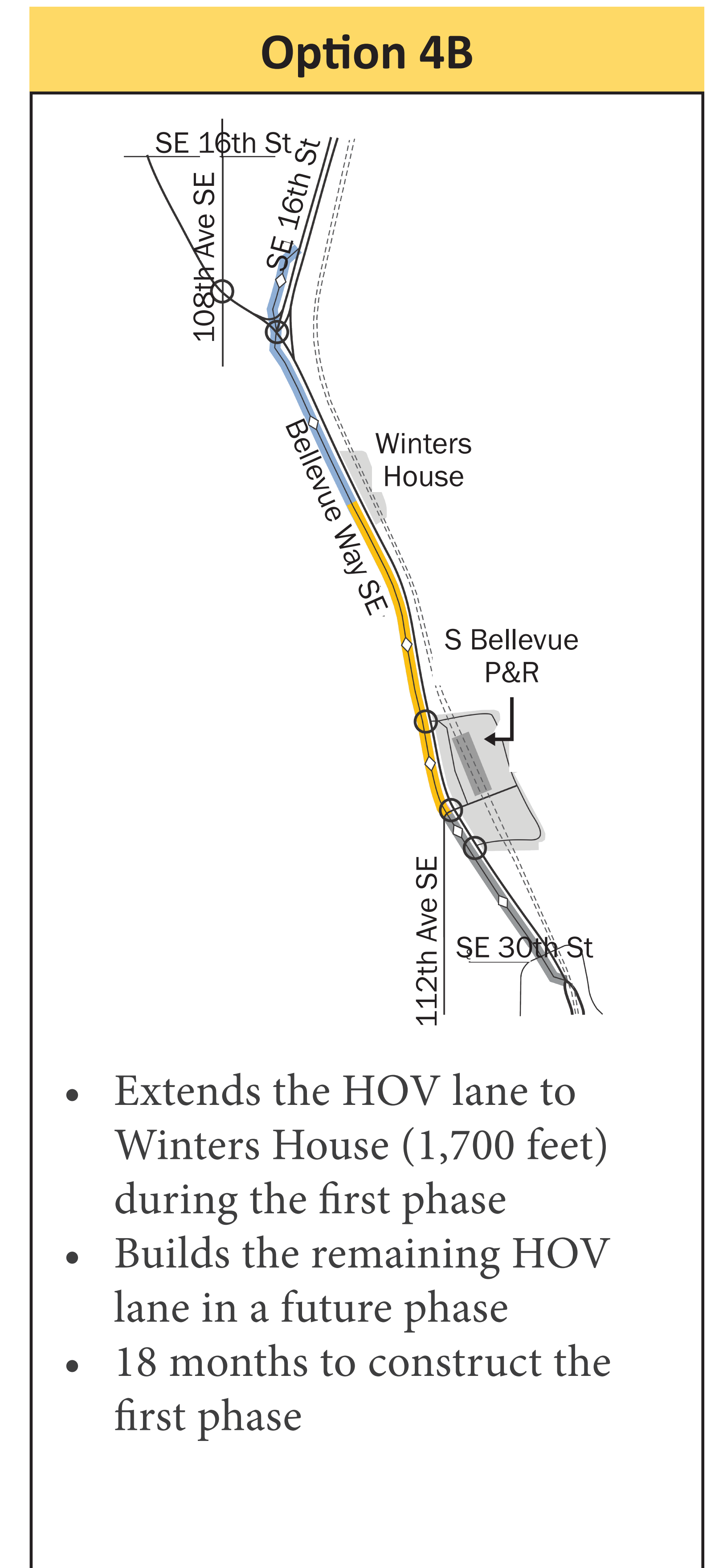
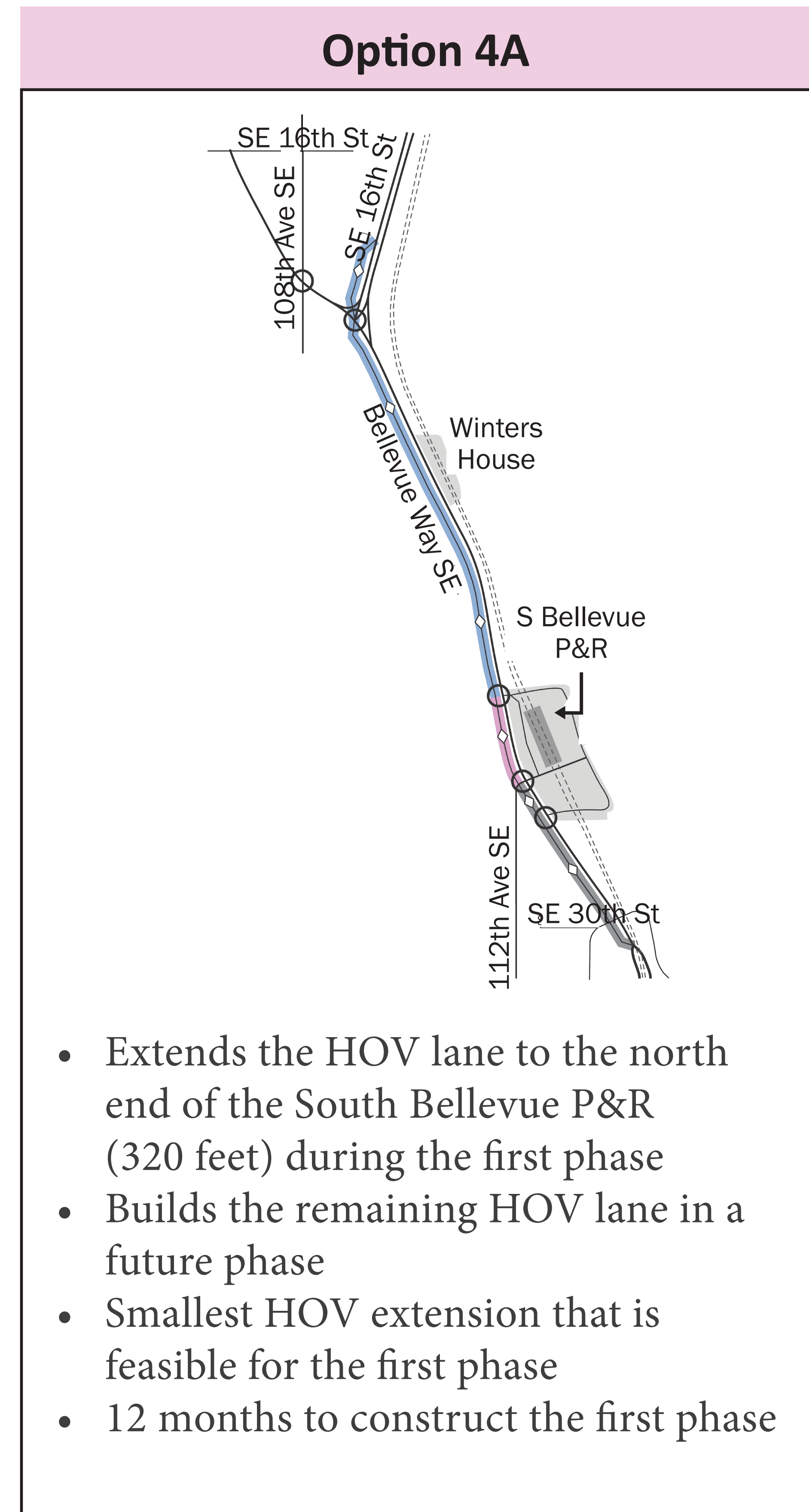
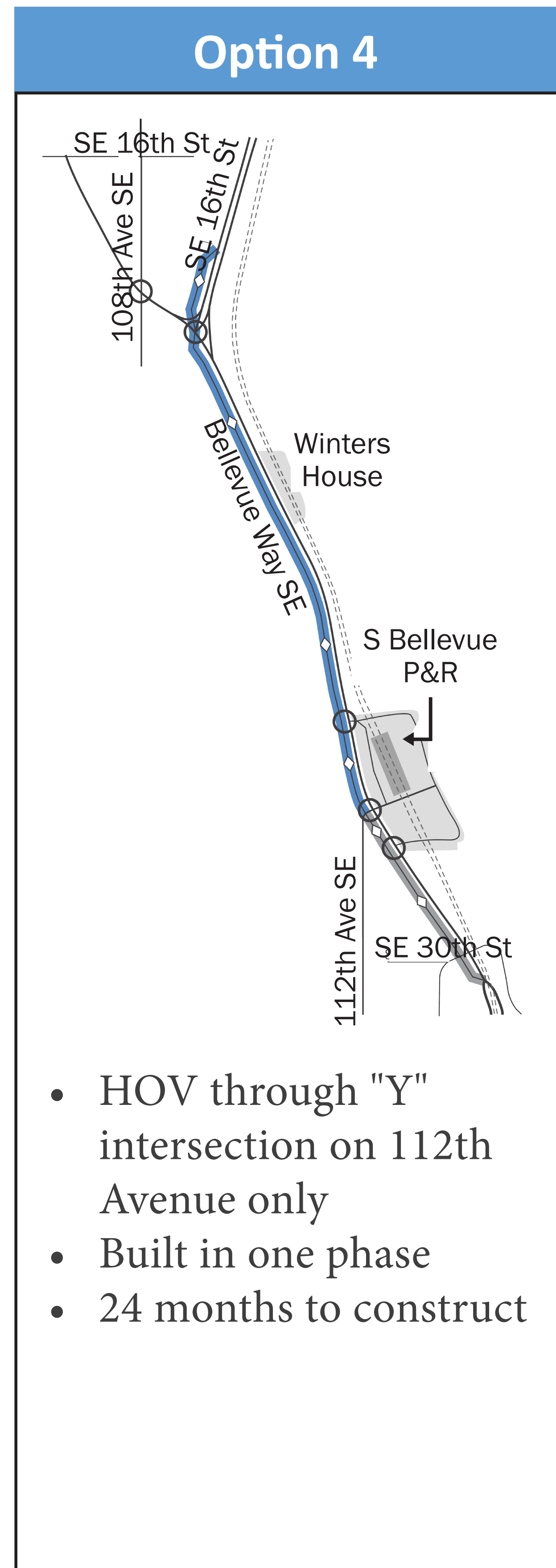
Based on the traffic analysis, Option 4 has the best annual travel time savings.



Phasing

We modeled two approaches to see how phased construction would affect traffic. This phased construction approach could work for other options.

If we move forward with one of these options, construction would begin no sooner than 2019 and would depend on funding.



Phasing

These phased options were also evaluated using the traffic model.

	2015 Existing Conditions	2030 Future Baseline	Option 4: HOV through "Y" 112th Only	Option 4A: 320-ft HOV	Option 4B: HOV to Winters House
Throughput					
Vehicles	2,284	2,164	2,463	2,243	2,434
People	3,252	4,056	4,670	4,146	4,585
Change in Travel Times (From Bellevue Way)					
SOV	5.6 min	7.5 min	0.4 min	-0.5 min	-0.9 min
HOV	5.6 min	7.2 min	-2.5 min	-1.0 min	-2.5 min
Transit	5.7 min	6.7 min	-2.0 min	-0.6 min	-1.9 min
Change in Travel Times (From 112th Ave)					
SOV	7.6 min	9.9 min	0.2 min	-0.6 min	-0.9 min
HOV	7.6 min	9.5 min	-4.5 min	-1.0 min	-2.6 min
Transit	6.2 min	10.6 min	-4.6 min	-1.0 min	-2.2 min
Annual Travel Time Savings (\$)			\$1,477,686	\$542,061	\$1,451,715



Project Cost

When the community was asked to rank the importance of criteria, project cost was in the middle of the list. We estimated project cost for the full build and phased construction (Options 4, 4A, and 4B).*

COMMENT OPPORTUNITY

Would you support phased construction? Which option do you prefer? Review the information below and answer Question 4 on your comment form.

Full Build Project		Phased Construction			
Option 4: HOV lane through “Y” on 112 th Only		Option 4A: 320’ HOV lane		Option 4B: 1700’ HOV lane to Winters House	
Narrow Option	Wider Option	Narrow Option	Wider Option	Narrow Option	Wider Option
\$30,800,000	\$40,000,000	\$5,000,000	\$9,000,000	\$23,000,000	\$31,000,000

**The cost includes design, right-of-way acquisition, and construction.*



Character

Bellevue Way SE can act as an attractive gateway to downtown and the city by spreading design features along the entire corridor and clustering them at one or more points of interest. During the last open house, the community reviewed a variety of treatments and shared their preferences.

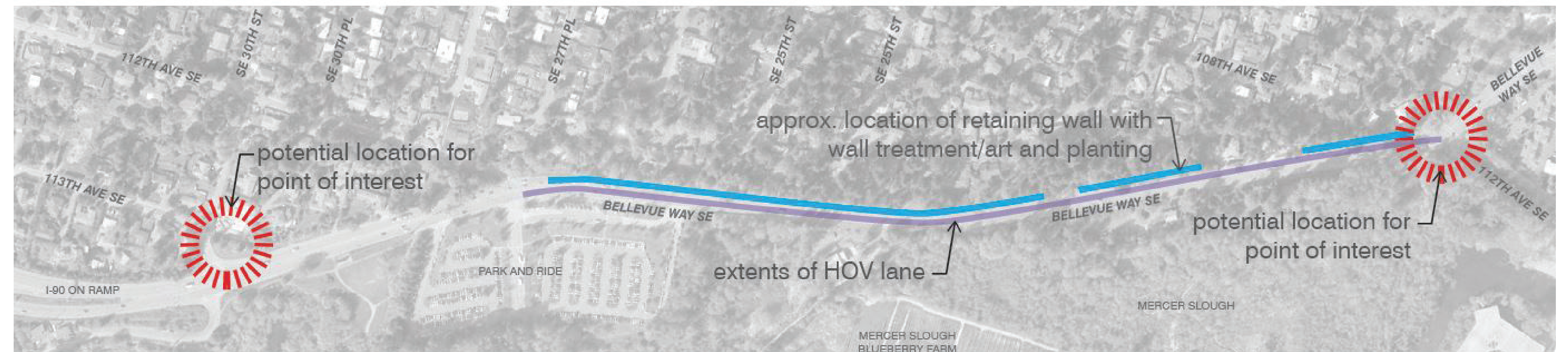
COMMENT OPPORTUNITY

Do you support how the aesthetic design options are progressing? What inspirations resonate with you? Review the information on the Character boards and answer Questions 5 and 6 on your comment form.

What we heard

- Support for wall treatments and plantings
- Lighting and public art also received some support
- Support for features that accentuate the natural beauty of the corridor and maintain the neighborhood characteristic
- Natural treatments were favored over brightly colored, trendy features

Gateway opportunities



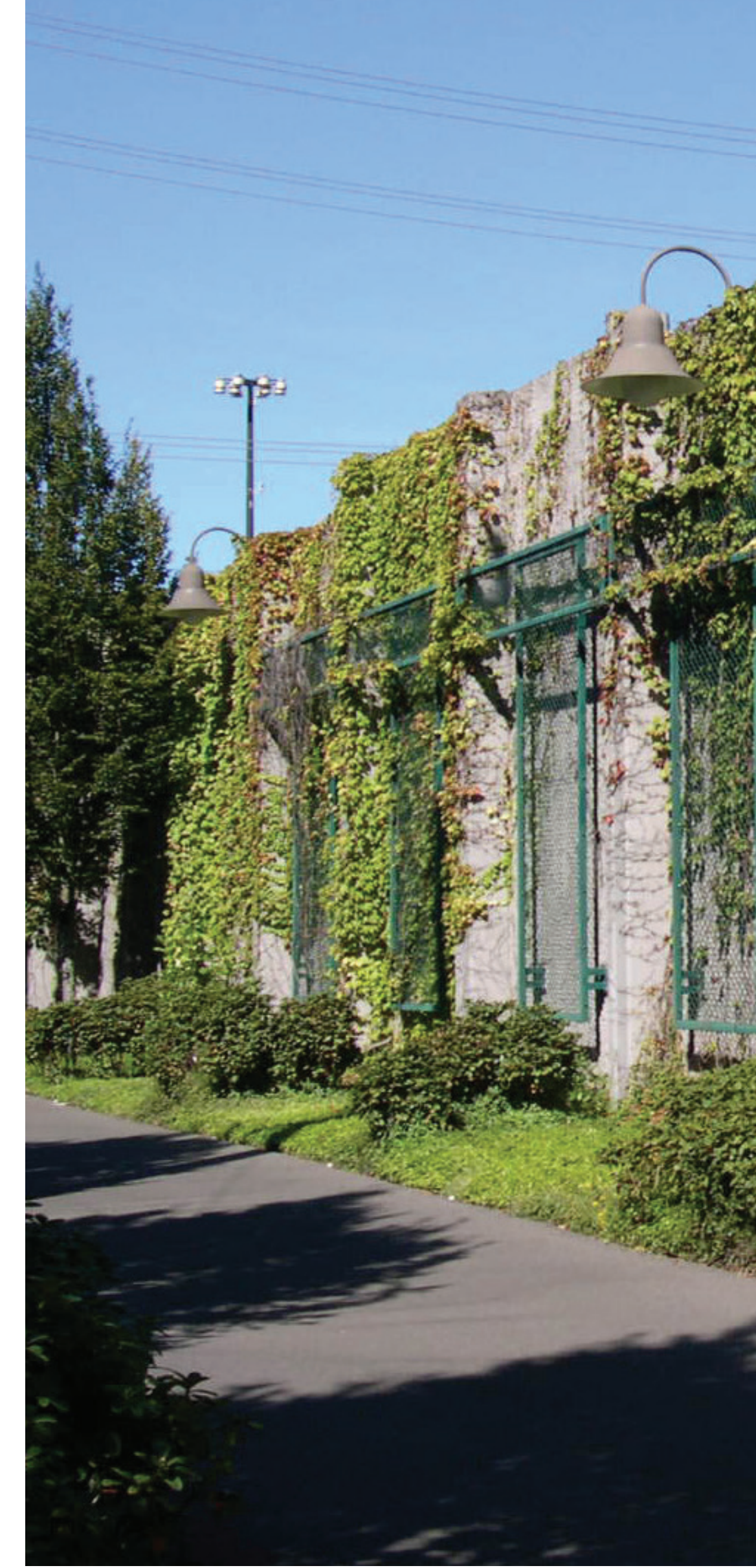
Character

Planting character inspiration

Point of interest landscape



Linear landscape



Character

Wall treatment / art inspiration

If the project moves forward into final design and construction, the city plans to work with local artists to design an attractive gateway. These images reflect the project area's natural and historical themes. Images like these can inspire the project artist or designer in creating wall treatments or other artistic elements.

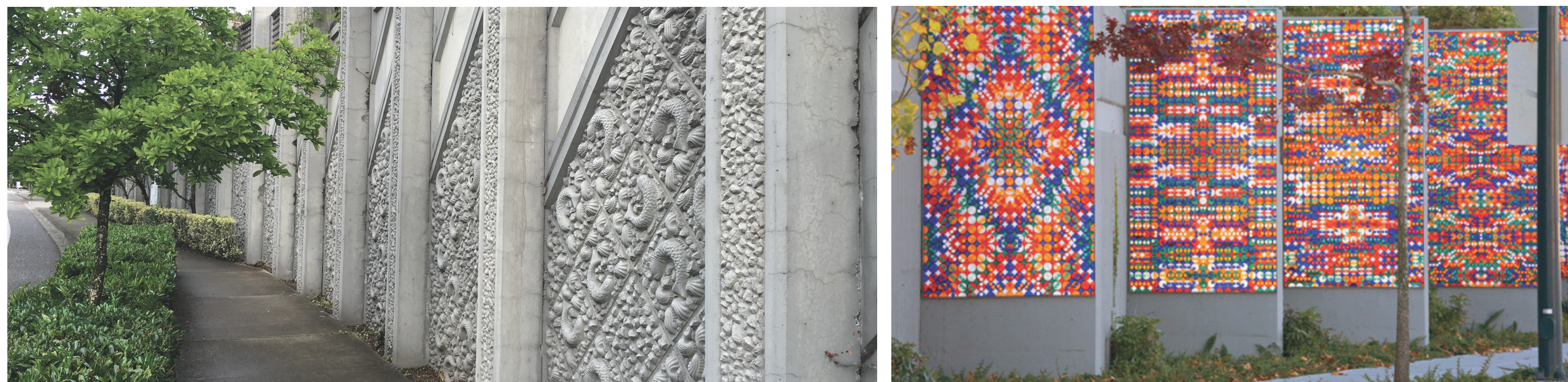
Natural theme



Historical and cultural theme



Wall treatment/art examples



All images courtesy of the Eastside Heritage Center.

Noise

COMMENT OPPORTUNITY

Do you think the city should continue to consider noise walls? Review the information below and answer Question 7 on your comment form.

Why we are studying noise

- Noise levels are a major concern to residents in the area
- The South Bellevue Station Area Plan included the following strategy:
Evaluate the feasibility and cost of constructing sound attenuation (reduction) along west side of Bellevue Way as part of an additional HOV lane study



Study overview

- Noise data were collected from public streets and private properties adjacent to Bellevue Way SE to model existing noise
- The noise model:
 - Helps predict changes in noise levels for the project options
 - Helps evaluate the effectiveness of mitigation measures (like noise walls)

Code requirements

- Motor vehicle noise does not have to comply with the Bellevue City Code
- Federal standards for constructing noise walls include three criteria that must be met. This project does not meet one of the criteria: cost per benefited receiver.

Noise

Study results

- Existing noise levels are between 64 to 69 decibels (dB) (varies by property)
- Traffic growth without the project will add 0 to 1 dB by 2030
- The project (without noise walls) would lead to a -2 or +2 dB change. Retaining walls could reduce noise levels experienced by some residents even without noise walls.
- Most people only notice a difference in noise level when there is a change of three or more decibels

Noise walls

- 10- to 20-foot noise walls could reduce noise by between 2 dB and 7 dB (varies by residence) and cost approximately \$2,000,000 for the full corridor
- Noise walls would be on top of the project's 5-foot to 20-foot retaining walls, and would block views of Mercer Slough for most residents adjacent to Bellevue Way
- Noise walls need to be continuous to be effective. Omitting a section of the noise wall would make the noise mitigation ineffective.

