

Section V - 2009 King Countywide STP/CMAQ Competition Application

❖ Larger Jurisdiction Program

PROJECT DESCRIPTION INFORMATION	
1	<p>Project title: West Lake Sammamish Parkway Enhancements (North City Limits to I-90)</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: 3295</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region’s Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Bellevue</p> <p>b. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;">Important: For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
4	<p>Project contact person: Jen Benn</p> <p>Address: 450 110th Avenue NE, Bellevue, WA 98004</p> <p>Phone: 425-452-4270 Fax: 425-452-2817 E-Mail: jbenn@bellevuewa.gov</p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This phased project will improve both the roadway and non-motorized environments along West Lake Sammamish Parkway by enhancing facilities for multiple modes and separating vehicular and pedestrian/bicycle users. The preferred alternative for the corridor includes a consistent four foot shoulder on the east side, a 10-foot wide multi-purpose trail on the west side separated from the roadway by 2 to 5 foot planted buffers, a signal at SE 34th Street, and five pedestrian crossings along the corridor (locations include SE 26th Street, Northup Way, and NE 24th Street.) The 50-year old concrete roadway will be rehabilitated and resurfaced. In addition, the project will use a permeable trail surface to reduce storm water run-off, update culverts under the parkway to improve fish passage, and utilize bio-filtration swales to provide the first storm water treatment for run-off flowing into the lake. Requested funding would construct the first of five phases: I-90 to SE 34th Street.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>West Lake Sammamish Parkway is a connecting corridor that provides a link between I-90 and the Redmond and Overlake regional centers, passing by Bellevue's Crossroads area, a community commercial center providing retail, office, and other services to Northeast Bellevue and Redmond residents. The Parkway serves several modes in a compact environment. Currently, the 10-foot shoulder on the west side and the up to 3-foot shoulder on the east side are shared by pedestrians and bicyclists. The two-lane road provides access to more than 270 driveways (many of which are steep and provide the homeowners limited sight distance as they enter the roadway) and twelve intersections, while serving more than 12,000 weekday vehicles traveling at or above the posted 35 miles per hour speed limit. The parkway also serves 26 school buses and approximately 200 bicycles each weekday. As a result of all this shared activity, there have been more than 100 accidents in the past four years; eight of which included vehicular conflicts with pedestrians or bicyclists.</p>
<p>6</p>	<p>Project location: West Lake Sammamish Parkway</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): North City Limits</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): I-90</p>
<p>7</p>	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

<p>8</p>	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
<p>9.</p>	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input checked="" type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: *Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.*

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

GROWTH PLANS and POLICIES

West Lake Sammamish Parkway is a major north-south corridor serving east Bellevue. Designated as a minor arterial, the parkway connects the City of Redmond at its northern terminus with I-90 at the southern terminus, which provides easy access to residential growth areas, such as Issaquah, Bellevue’s Factoria/Eastgate commercial area, and Seattle’s multiple centers.

The Redmond/Overlake regional growth centers to the north are projecting the development of up to six million square feet of new commercial development and another 5,000 housing units by 2030. Regional traffic modeling shows that of the existing 997 PM peak trips traveling on the parkway, 65 percent of the trips originate outside of Bellevue. Of those 652 trips, 68 percent originate in Redmond or Overlake. By 2030, the parkway is projected to carry about 1370 PM peak trips, of which 70 percent will have regional origins

Issaquah’s population is growing, due in part to employment opportunities at major employers, such as Microsoft and Siemens. Bellevue’s Factoria/Eastgate employment center is also poised for growth, aided by the completion of the Eastgate Park and Ride making commuting to the area more convenient and by planned improvements to I-90. The dynamics of growth at the project’s termini will intensify demand for the north-south route provided by the Parkway.

In addition to accommodating an increasing share of regional vehicular trips, the parkway is a bicycle commute route for the employees of the high tech campuses in Redmond and Overlake. An estimated 200 people bicycle on the parkway each day. Provision of a safe alternative commute mode becomes a benefit to employers seeking to attract health- and environmentally-conscious employees.

TRAVEL CHOICES/USER GROUPS

The preferred alternative for enhancements to the roadway and non-motorized facilities along West Lake Sammamish Parkway allows the City to create an environment that is more inviting for all users:

Pedestrians: Currently walk on the shoulders with no separation from the more than 12,000 cars that pass daily travelling at least 35 miles per hour. In the future, they will walk on a 10-foot trail separated from the travel lanes by up to 5-feet of planted buffer and shoulder, adding to the country feel of the Parkway and reducing the potential for conflict with vehicles. This element is especially important because more than 30 percent of the residents living adjacent to the Parkway are seniors, who rely on the parkway for recreation, fitness, and access to local amenities.

Bicycles: Currently more than 200 bicyclists use the parkway each day and ride on the shoulders (which is especially precarious on the east side as cars bolt out of steep driveways onto the narrow shoulder) or in the travel lanes. In the future, bicyclists will be able to use the multi-purpose separated path or either of the shoulders, which will be striped (the east side will be a consistent 4 feet wide).

Transit: The new non-motorized facilities will provide enhanced options for accessing the transit routes directly serving or running nearby the parkway and most easily accessed off Northup Way. In addition, 26 school buses pick up/drop off students along the parkway each school day.

Cars: Currently cars must be aware of pedestrians and bicyclists on the shoulders and in the travel lanes, something that is particularly challenging when driving around a tree-lined bend in the road. The new non-motorized corridor will provide a separation that will reduce these conflicts along the side of the road and at key intersections, with new pedestrian crossings. The separation of modes will also reduce bottlenecks created by the shared use of travel lanes. In addition, the deteriorated concrete panels comprising the travel lanes, installed more than 50 years ago, will be removed and the roadway will be rehabilitated and resurfaced.

All of these improvements will make the Parkway a more attractive alternative for making regional connections by car, bus, bike, or foot.

ECONOMIC STRATEGY/INDUSTRY CLUSTERS

The northern end of the parkway provides access to the Redmond and Overlake regional growth centers, which are noted for their density of companies within the information technology/software industry cluster. Many of the 200 bicyclists who use the parkway each day are commuting to high tech jobs in the greater Redmond area. To the south, growth in Bellevue's Factoria/Eastgate area and in Issaquah is also generating jobs in both the High Tech and Life Sciences industries.

16. System Continuity. Please address the following:

- **Serving Centers.** Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- **Missing Link.** Describe how the project fills in a missing link or removes barriers to a center.
- **Congestion Relief.** Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

SERVING CENTERS

West Lake Sammamish Parkway is a five-mile long north-south connecting corridor in Bellevue that links centers (Redmond and Overlake to the north and the Factoria/Eastgate locally designated employment center to the south), regional freeways (SR 520 to the north and I-90 to the south), and major recreational trails (Burke Gilman Trail to the north and the Mountains to Sound/I-90 Trails to the south). The Parkway also provides access to downtown Bellevue (a regional growth center) via its connection to Northup Way and the Lake to Lake Trail. While not originally intended to serve as a regional connector, the parkway has become a preferred north-south connection because the next best alternative in Bellevue, 148th Avenue, is a highly congested principal arterial.

MISSING LINK

Completion of the non-motorized facilities along the corridor will fill a significant gap in the regional pedestrian and, more importantly, bicycle networks. The enhanced non-motorized facilities along the parkway would provide safe and efficient connections to the Mountains to Sound Greenway Trail along I-90 to the south, the Lake to Lake Trail, and the Burke Gilman Trail to the north (with connections to Seattle). For east-west connections within Bellevue, the parkway also links to recommended bike routes at NE 24th Street, Northup Way, SE 26th Street, SE 34th Street, and SE 38th Street.

CONGESTION RELIEF

Currently, delays along the Parkway are primarily caused by the poor condition of the 50-year old concrete panels and by multiple modes sharing the travel lanes creating rolling bottlenecks of cars traveling behind bicyclists. This project preserves the roadway and separates the vehicular and non-motorized users, both of which will improve the flow of the more than 12,000 vehicles using the parkway each day. In addition, the signalization of the SE 34th Street intersection will create necessary breaks in the flow of the traffic that will make it easier for cars to enter the parkway and thereby reduce congestion created by accidents and “near-hit” events.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

SAFETY enhances EFFICIENCY

Currently, the five-mile length of West Lake Sammamish Parkway has no signalized intersections, which makes it an attractive travel alternative for regional north-south auto and bicycle trips. However, bottlenecks occur due to the combination of the conflict between vehicles and non-motorized modes in the travel lanes and the “country” nature of the parkway with its winding tree-lined route limiting visibility. In addition, the more than 200 driveways off the east side of the parkway are, for the most part, steep and provide homeowners with limited sight distance as they pull onto the roadway.

As a result of all this shared activity along the parkway, there have been more than 100 police-reported accidents in the past four years; eight of which included injury-producing conflicts with pedestrians or bicyclists. The project separates the travel modes using the parkway, which reduces conflicts and delays caused by bicycles/pedestrians in the travel lanes. In addition, it is very difficult for pedestrians to cross

the Parkway with its "country lane" character creating several blind spots. The project would provide pedestrian crossings at five key points along the corridor.

Finally, it is difficult for vehicles to enter the flow of traffic from side streets, such as SE 34th Street, especially during peak hours – a situation that creates back-ups on these access roads and increases the likelihood of broadside accidents as impatient drivers try to insert themselves into small gaps in the traffic. The addition of a signal at SE 34th Street will create breaks in the traffic flow and reduce the accident risk as well as decrease the side street back-up.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. "no idling" signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The West Lake Sammamish Parkway Enhancements project produces air quality benefits on two levels: 1) the project provides non-motorized facilities that link to other non-motorized systems and thus offer a viable alternative travel mode, especially for bicycle commuters; and 2) the project separates modes, which reduces accidents and reduces vehicle congestion along the Parkway as cars will no longer need to accommodate non-motorized users in the travel lanes.

Estimates range as to how much CO2 emissions are reduced by each mile of bicycle commuting. If we assume the offset is 20 pounds per gallon of gas saved, then the 200 bicyclists making a 10-mile round trip commute each day on the parkway are reducing 1,600 lbs. of CO2 emissions adjacent to West Lake Sammamish every day. (assumes 25 mpg for the average car)

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project’s ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project’s requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC’s federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not needed c. Right-of-way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - WSDOT Certification Audit of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

ITEM	STATUS
a. Final FHWA Approval of Environmental Documents	Anticipated 7/1/2010
b. True cost estimate for right of way	Anticipated 3/1/2010
c. Right of way plan	Not Needed – Federal Funds will not be used for Right of Way Phase
d. Relocation plan	Not Needed – Federal Funds will not be used for Right of Way Phase
e. Right of way certification	Anticipated 8/31/2010
f. Certification audit by WSDOT RW Analyst	Anticipated 8/1/2010
g. Relocation Certification	Not needed
h. Engineer’s Estimate	Completed
i. Environmental Permits Obtained	Anticipated 9/1/2010

The preliminary design phase, which is ensuring a consistent design template for the entire five-mile corridor, is set to be completed Summer, 2009. The project itself will be constructed in five segments: North segment (6,600 feet) - estimated cost \$7.9 million; North Central segment (4,800 feet) - estimated cost \$5.6 million; Central segment (3,900 feet) – estimated cost \$5.1 million; South Central segment (5,100 feet) – estimated cost \$6.1 million; and South segment (6,000 feet) – estimated cost \$8 million.

A recent survey of home and business owners along the parkway revealed a 2:1 preference that the project be built from the south segment north, rather than from the north segment south. Therefore, the south segment is being advanced for funding in this competition. The final design of this first segment will commence in September, 2009.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F.

The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	10/1/2010	STP	\$3,000,000
			\$
			\$
Totals:			\$3,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design	9/1/2009	Local CIP	\$543,800
Right of Way	1/1/2010	Local CIP	\$80,000
Construction	10/1/2010	Local CIP	\$4,298,500
			\$
			\$
TOTAL:			\$4,922,300

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$543,800	Preliminary Engineering/Design:	9/1/2010
Right of Way:	\$80,000	Right of Way:	9/1/2010
Construction:	\$7,298,500	Construction:	11/1/2011
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$7,922,300	Estimated date of completion (i.e. open for use)	11/1/2011

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

The funding will complete construction of the South Phase of the project from I-90 to SE 34th Street.

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

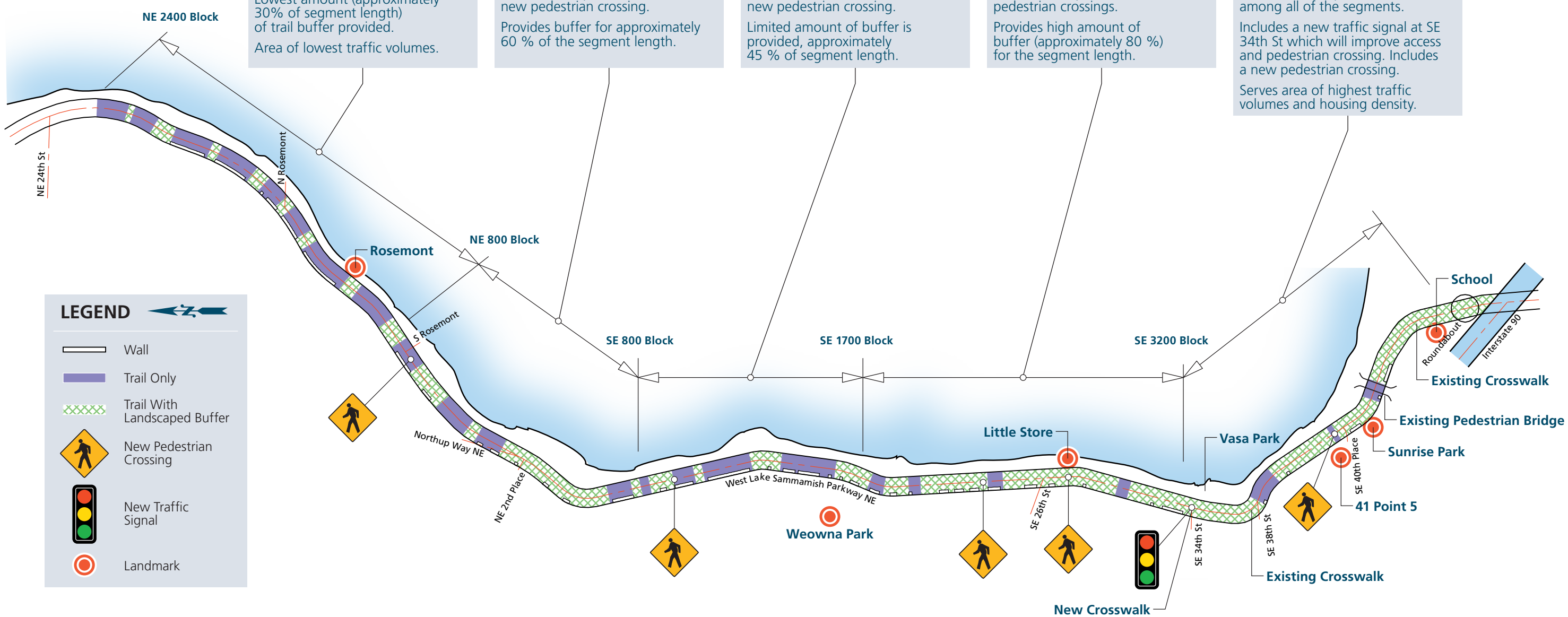
21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

The City of Bellevue annexed approximately three miles of West Lake Sammamish Parkway in March, 2001. One month later, the residents petitioned the City to evaluate and address the conditions along the parkway. The City included an Alternatives Analysis in its 2001-2007 CIP and the Public Involvement Process commenced in July, 2003.

The City worked closely with residents, property owners, and parkway users - all of whom agreed the Parkway was not optimal for any mode - to identify an alternative that provided the best balance of improvements while maintaining the "country" characteristics of the parkway.

As a result of input from the community (more than 750 people participated in the process), the West Lake Sammamish Parkway Enhancements project is a high priority for the the City of Bellevue. Follow-up open houses, have reinforced that strong and urgent public support remains for the timely implementation of the Preferred Alternative, which would reduce current hazards in the non-motorized and roadway environment along the parkway, complete a priority segment of the city's overall pedestrian and bicycle network, and enhance the natural environment through the use of low impact solutions.

NORTH SEGMENT	NORTH CENTRAL SEGMENT	CENTRAL SEGMENT	SOUTH CENTRAL SEGMENT	SOUTH SEGMENT
Segment Length 6,600ft	Segment Length 4,800ft	Segment Length 3,900ft	Segment Length 5,100ft	Segment Length 6,000ft
Cost Per Foot / Total Cost \$1,200 / \$7.9M	Cost Per Foot / Total Cost \$1,165 / \$5.6M	Cost Per Foot / Total Cost \$1,305 / \$5.1M	Cost Per Foot / Total Cost \$1,195 / \$6.1M	Cost Per Foot / Total Cost \$1,335 / \$8.0M
Amount of Proposed Landscape Buffer Added 29%	Amount of Proposed Landscape Buffer Added 61%	Amount of Proposed Landscape Buffer Added 44%	Amount of Proposed Landscape Buffer Added 82%	Amount of Proposed Landscape Buffer Added 83%
Addresses need for east shoulder. Lowest amount (approximately 30% of segment length) of trail buffer provided. Area of lowest traffic volumes.	Addresses need for east shoulder and provides one new pedestrian crossing. Provides buffer for approximately 60 % of the segment length.	Addresses need for east shoulder and includes one new pedestrian crossing. Limited amount of buffer is provided, approximately 45 % of segment length.	Addresses need for east shoulder and provides two pedestrian crossings. Provides high amount of buffer (approximately 80 %) for the segment length.	Provides largest of amount of trail buffer (aprox 85 %) among all of the segments. Includes a new traffic signal at SE 34th St which will improve access and pedestrian crossing. Includes a new pedestrian crossing. Serves area of highest traffic volumes and housing density.



LEGEND ←

- Wall
- Trail Only
- Trail With Landscaped Buffer
- New Pedestrian Crossing
- New Traffic Signal
- Landmark

West Lake Sammamish Parkway Improvements

Segment Plan



City of Bellevue
West Lake Sammamish Parkway Enhancements
(North City Limits to I-90)

