



**MEMO TO:** Members of the City Council

**FROM:** Mayor John Marchione

**DATE:** December 3, 2019

**SUBJECT:** **Approval of the 152<sup>nd</sup> Avenue Main Street Scope Enhancement and Design Supplement with Perteet in the Amount of \$328,424**

**I. RECOMMENDED ACTION**

Approve a design contract supplement with Perteet for \$328,424 to complete both design of the original 152<sup>nd</sup> Avenue Main Street project and a project enhancement to extend improvements north and south on the corridor.

**II. DEPARTMENT CONTACTS**

Erika Vandenbrande, Director	425-556-2457
Carol Helland, Deputy Director	425-556-2107
Donald Cairns, P.E., Manager	425-556-2834
Peter Dane, Senior Planner	425-556-2816
<i>Planning and Community Development Department</i>	

David Juarez, Director	425-556-2733
Jon Spangler, Manager	425-556-2823
Bassam Al-Ali, Senior Project Manager	425-556-2743
<i>Public Works Department</i>	

**III. DESCRIPTION/BACKGROUND**

**Background**

*Vision*

152<sup>nd</sup> Avenue is envisioned as the future Overlake Village main street. The Transportation Master Plan, adopted 2013, and the Overlake Village Street Design Guidelines, adopted 2011, envision upgrading 152<sup>nd</sup> to add comfortable bicycle facilities, on-street parking, improved bus stops, and sidewalks with amenities such as benches (see Attachment A for an artist rendering). The ultimate main street will improve travel choices within the redeveloping neighborhood and to the Overlake Village Light Rail Station.

*Current Project*

The current project will advance implementation of the 152<sup>nd</sup> Avenue Main Street corridor by completing operational improvements on the most challenging segment: 24<sup>th</sup> Street to

2600 Crossing, including improvements at both of these signalized intersections (see Attachment B for project map).

The design for the original portion of the project has been more complicated than originally anticipated and therefore additional funds are necessary to finish the design. One example is franchise utilities. These external parties have limited knowledge of the location of their infrastructure which requires additional design coordination and potholing work to complete design of the project.

In addition, the intersection at 152<sup>nd</sup> Avenue and 24<sup>th</sup> Street is proposed to be a protected bicycle intersection. This is intended to:

- Enhance safety at this intersection because it has one of the highest pedestrian and bicycle collision histories of any intersection in Redmond;
- Support a future cycle track intersection as cycle tracks are also added to 24<sup>th</sup> Street, such as in the Seritage project; and
- Facilitate bicycle travel on 152<sup>nd</sup> Avenue through the largest and busiest intersection on the corridor.

#### *Enhanced Project*

There is an opportunity to improve upon the current project by extending the limits north to the Overlake Village Light Rail Station and south approximately 200 feet. This takes advantage of the recently completed Esterra Park development frontage by adding:

- Northbound cycle tracks;
- Southbound bicycle lanes;
- Intersection improvements for people who walk and bicycle; and
- On-street parking at the front door to new retail at Esterra Park.

The southern portion of the extension completes an interim bicycle lane from 20<sup>th</sup> Street to 24<sup>th</sup> Street.

152<sup>nd</sup> Avenue would be transformed to be more comfortable to walk, bicycle, or ride bus transit and easier to park at new retail establishments. After completion of the enhanced project and the Overlake Village Light Rail Station, 152<sup>nd</sup> Avenue would include:

- Dedicated bicycle facilities throughout the 152<sup>nd</sup> Avenue corridor from 20<sup>th</sup> Street to 31<sup>st</sup> Street (see Attachment C)
  - o Cycle tracks with greater separation from vehicles:
    - 24<sup>th</sup> Street to 2600 Crossing on both sides of the road;
    - The Esterra Park frontage on the east side of 152<sup>nd</sup> Avenue; and
  - o Bicycle lanes in locations without cycle tracks from 20<sup>th</sup> Street to 31<sup>st</sup> Street.
- Interim sidewalk improvements from 24<sup>th</sup> Street to 2600 Crossing.
- Intersection improvements making it more comfortable to walk, bike, and access transit:
  - o A protected intersection at 152<sup>nd</sup> Avenue and 24<sup>th</sup> Street physically separating bicycles from vehicles and preparing the intersection for a future east/west cycle track on 24<sup>th</sup> Street;
  - o Intersection improvements at 2600 Crossing;
  - o Revised channelization at Turing Street, and Shen Street; and

- Rectangular Rapid Flashing Beacons to access the Overlake Village Light Rail Station at Plaza Street (being built by Sound Transit).
- Bus bulbs for the northbound and southbound bus stops on 152<sup>nd</sup> Avenue near 2600 Crossing.
- On-street parking:
  - On both sides of 152<sup>nd</sup> Avenue just south of 2600 Crossing; and
  - Along the Esterra Park frontage.

#### *Overlake Village Street Grid*

The enhanced project will revise the four-travel lane roadway section to three lanes between 2600 Crossing and Plaza Street. This is consistent with the vision in the Overlake Village Street Design Guidelines, wherein new roadway connections will provide capacity for travel on a new grid network of streets. New streets will open around the same time as the completion of 152<sup>nd</sup> Avenue, including the opening of Turing Street through Esterra Park and the Washington State Department of Transportation Overlake Access Ramp project (includes new roadways at 28<sup>th</sup> Street and connections to 151<sup>st</sup> Avenue).

## **IV. PREVIOUS DISCUSSIONS HELD**

<b>Date</b>	<b>Action / Committee Presentation</b>
October 20, 2015	Approval of 152 <sup>nd</sup> Avenue Main Street Preliminary Design Contract/City Council
November 15, 2016	Approval of 152 <sup>nd</sup> Avenue Main Street Final Design Contract/City Council
September 4, 2018	Approval of Revenue from Puget Sound Regional Council and Sound Transit for Transportation Projects/City Council
November 12, 2019	Planning and Public Works Committee of the Whole

## **V. IMPACT**

### **A. Service/Delivery:**

The enhanced scope increases the multimodal utility of the 152<sup>nd</sup> Avenue corridor by opening the first complete bicycle corridor in Overlake Village and adding significant new on-street parking. This increased utility comes at a low percentage increase in the project cost by leveraging the original project and the privately constructed Esterra Park frontage improvements.

This project, with the enhanced scope, will provide the first north/south bicycle connection in Overlake Village – making bicycling a true travel choice in the neighborhood and providing an important new option to access the Overlake Village Light Rail Station. As the map in Attachment C shows, 152<sup>nd</sup> Avenue will connect Turing and 31<sup>st</sup> Street to form a bicycle network serving the Station. This new bicycle infrastructure will play an important role in accessing the Station because there is not enough park and ride

availability to meet anticipated light rail ridership demand. The addition of bicycle facilities provides the full suite of mobility options to the Station, including park and ride stalls (at Overlake Park and Ride), vehicle drop-off, bus service, bicycle lanes, and sidewalks.

New on-street parking will help support retail and reinforce 152<sup>nd</sup> Avenue as the Overlake Village Main Street and provide easy access to new retail locations at Esterra Park and existing retail south of 2600 Crossing. The additional stalls will make it convenient to shop the main street which in turn encourages new businesses to open and supports business retention.

Completion of the enhanced scope and the other roadway network improvements will play an important role in the transformation of 152<sup>nd</sup> Avenue into the envisioned Overlake Village Main Street design and will improve travel choices to the Overlake Village Light Rail Station just in time for its opening in 2023.

**B. Fiscal Note:**

The cost of this supplement will be paid for with higher than anticipated impact fee revenues.

<u>Revenue</u>	
Federal Grant, Design	\$625,000
Federal Grant, Right of Way	\$4,400,000
Federal Grant, Construction	\$4,250,000
Sound Transit Contribution	\$1,338,822
Transportation CIP	\$5,972,178
Total Funding	\$16,586,000
 <u>Costs</u>	
Design	\$1,745,000
Right of Way	\$6,835,000
Construction	\$8,006,000
Total Cost	\$16,586,000

**VI. ALTERNATIVES TO STAFF RECOMMENDATION**

Council may choose not to approve this supplemental contract. Instead Council may ask to advance a smaller supplement that is limited to completion of design of the 152<sup>nd</sup> Main Street project within the original project limits from 24<sup>th</sup> Street to 2600 Block.

**VII. TIME CONSTRAINTS**

Approval of this design supplement now will ensure that the design stays on schedule, meets required deadlines, and protects grant funding.

## **VIII. LIST OF ATTACHMENTS**

Attachment A: Artist Rendering of the Future 152<sup>nd</sup> Avenue Main Street

Attachment B: 152<sup>nd</sup> Avenue Main Street Project Map

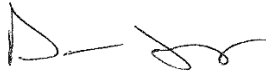
Attachment C: 152<sup>nd</sup> Avenue Main Street Bicycle Facilities Map

Attachment D: Supplement 2 Contract



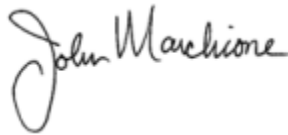
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**Erika Vandenbrande, Director of Planning and Community Development**



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**Dave Juarez, Public Works Director**



Approved for Agenda \_\_\_\_\_  
**John Marchione, Mayor**