



# **Downtown** Transportation Plan Update

**DOWNTOWN TRANSPORTATION PLANNING  
DOWNTOWN PEDESTRIAN FACILITIES**

**TRANSPORTATION COMMISSION  
OCTOBER 25, 2012**

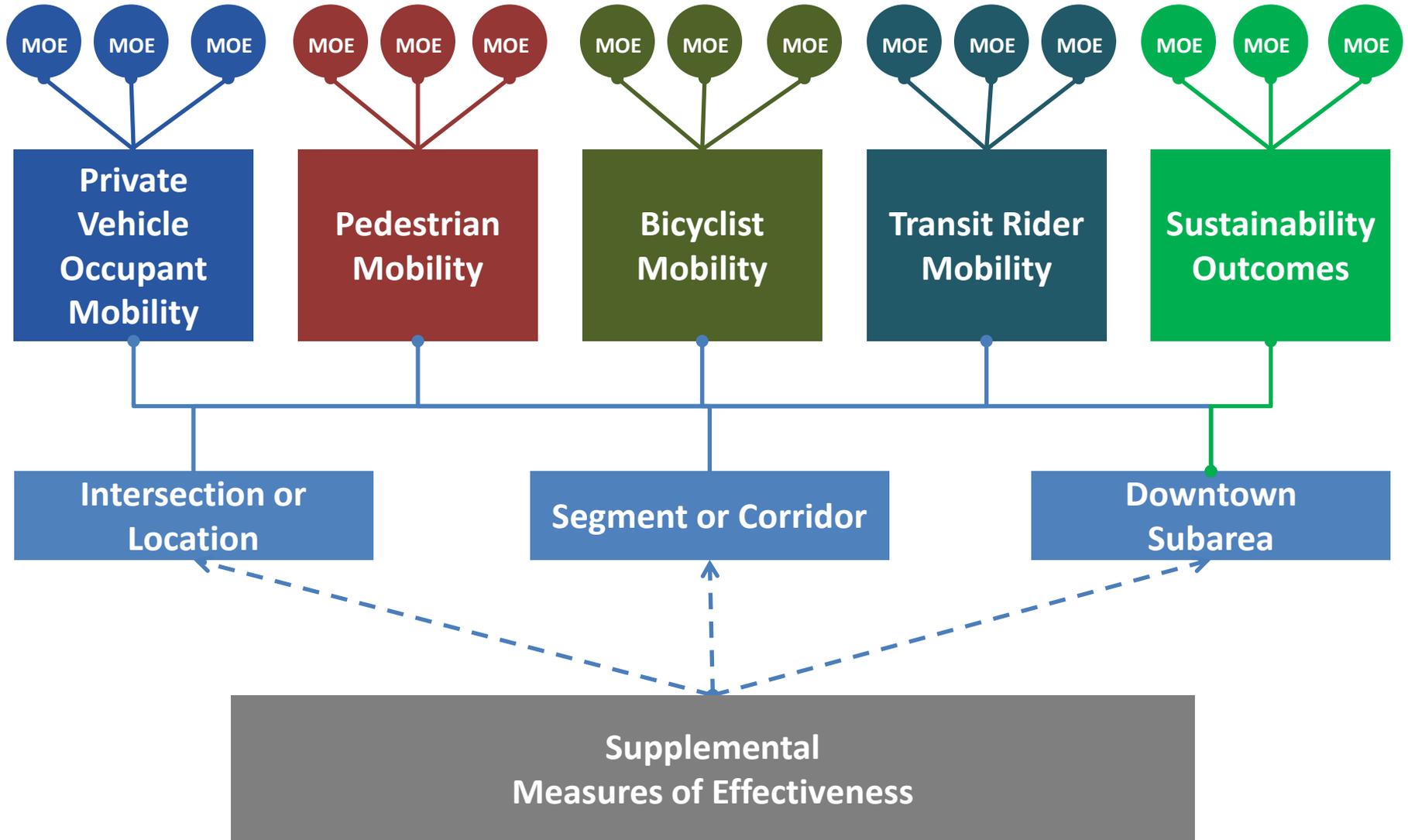
## **DOWNTOWN PEDESTRIAN FACILITIES**

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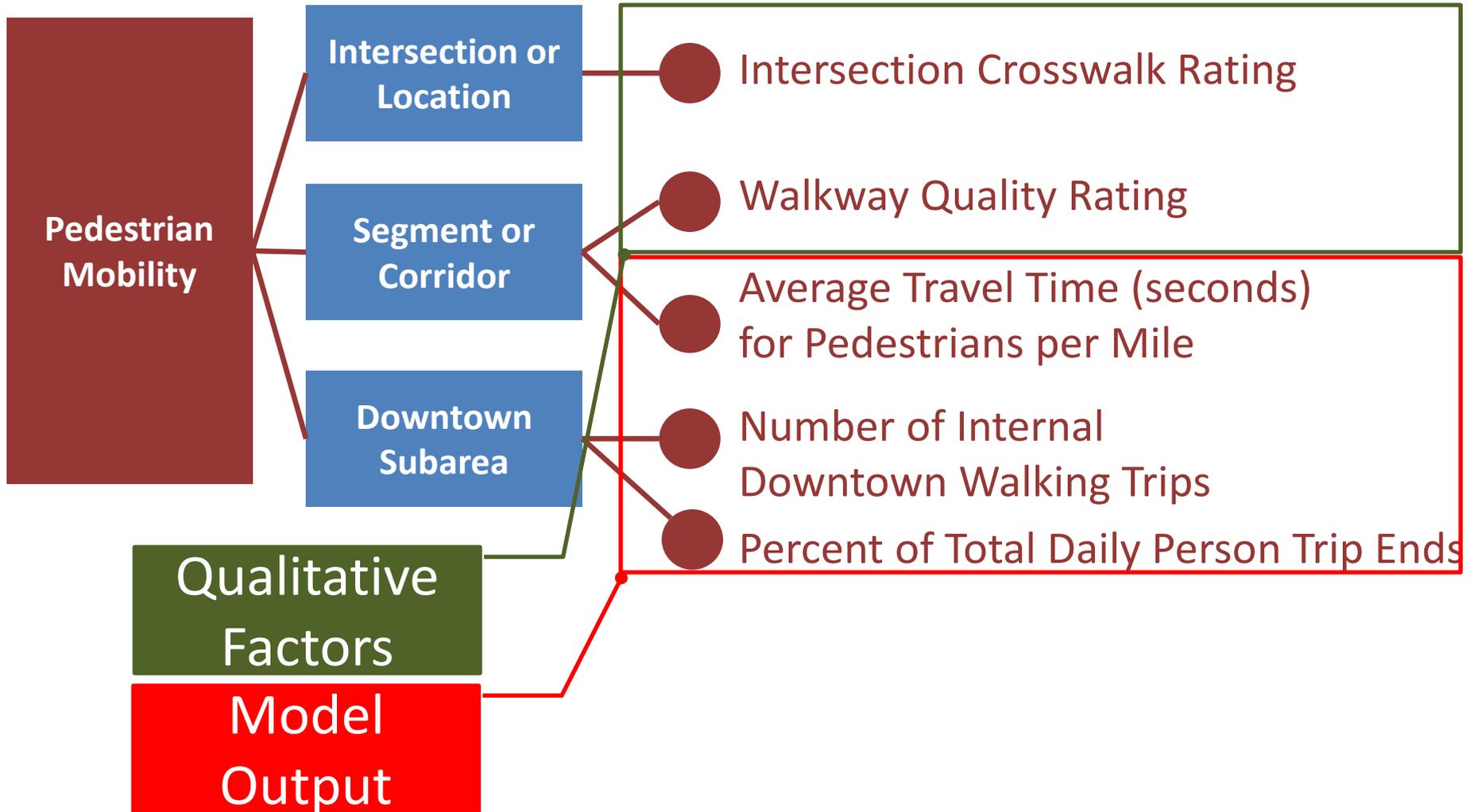
## **Presentation and Discussion**

- Downtown Crosswalks
- Downtown Mid-Block Crossings
- Downtown Sidewalks
- Downtown Through-Block Connections
- NE 6<sup>th</sup> Street Pedestrian Corridor

# Measures of Effectiveness



# Pedestrian Mobility



# Downtown Pedestrian Mobility: Qualitative Factors

## Intersections/Crosswalks



## Mid-Block Crossings



## Sidewalks



## Through-Block Connections



# Intersection/Crosswalk Treatments

## Standard Crosswalk

- Designated pedestrian crossing location
- Signalized intersections
- Appropriate curb return radius

## Enhanced Crosswalk

- Support urban design goals
- Higher traffic volume and higher pedestrian volume

## Exceptional Crosswalk

- Significant urban design and mobility function
- Signalized intersections at “A”-designated rights-of-way per Land Use Code
  - NE 6<sup>th</sup> Street/Pedestrian Corridor
  - Main Street/Old Bellevue

# Standard Crosswalks



## Components include:

- Parallel white bars
- Vehicle stop bars
- Two curb ramps per corner
- Curb return radius appropriate to urban setting
- Bicycle signal actuation
- Accessible pedestrian push buttons for actuation
- Countdown + audible signal heads



# Enhanced Crosswalks

## Components may include:

- Wider than standard to accommodate large volume of pedestrians – often after significant queuing
- Minor Wayfinding
- Special Paving Treatment
- Alternative striping, ie) piano key
- Curb bump outs



# Exceptional Crosswalks



## Components may include:

- Wide crosswalk – may encompass entire intersection
- Pedestrian scramble signal phase for efficient diagonal access
- Special paving
- Raised crossing
- Curb bump outs
- Weather protection
- Significant Wayfinding





# **DOWNTOWN PEDESTRIAN FACILITIES**

## **CROSSWALKS**

### **DISCUSSION/DIRECTION**

# Downtown Pedestrian Mobility Concerns

Intersections/Crosswalks



**Mid-Block Crossings**



Sidewalks



Through-Block Connections



# Pedestrian Mobility Comments

## Mid-Block Crossings

- Long blocks have attractions on both sides and intersections are far apart
- Additional mid-block crossing locations would assist pedestrian mobility
- Consider additional grade-separated mid-block crossings
- Vehicles may not stop or yield – potentially an added conflict point between pedestrians and vehicles
- Painted pavement markings worn



# Mid-Block Crossings



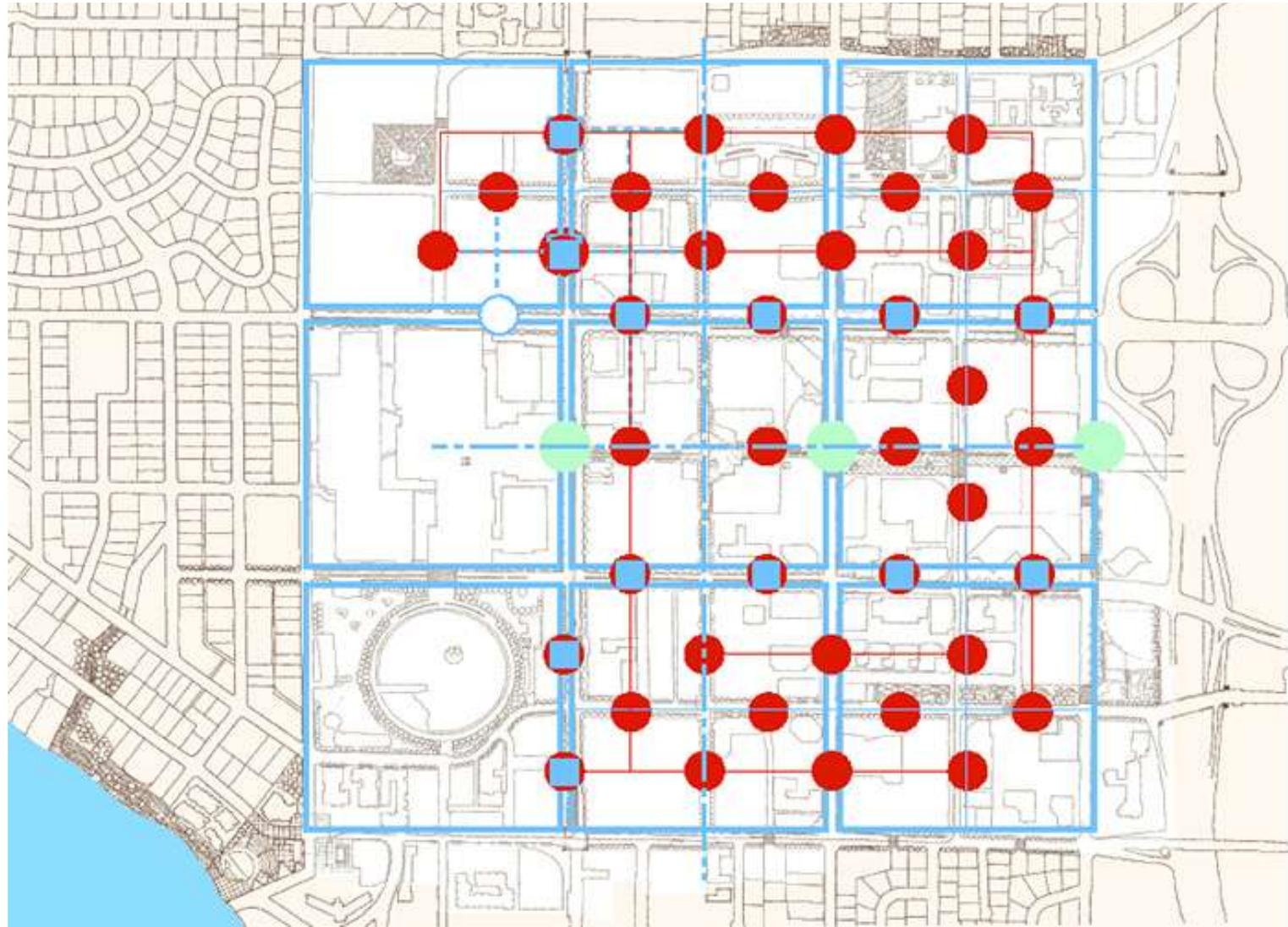
## Components may include:

- Landscape or hardscape median for pedestrian refuge
- Special paving
- Full signalization
- Rectangular rapidly flashing beacon
- Grade-separation



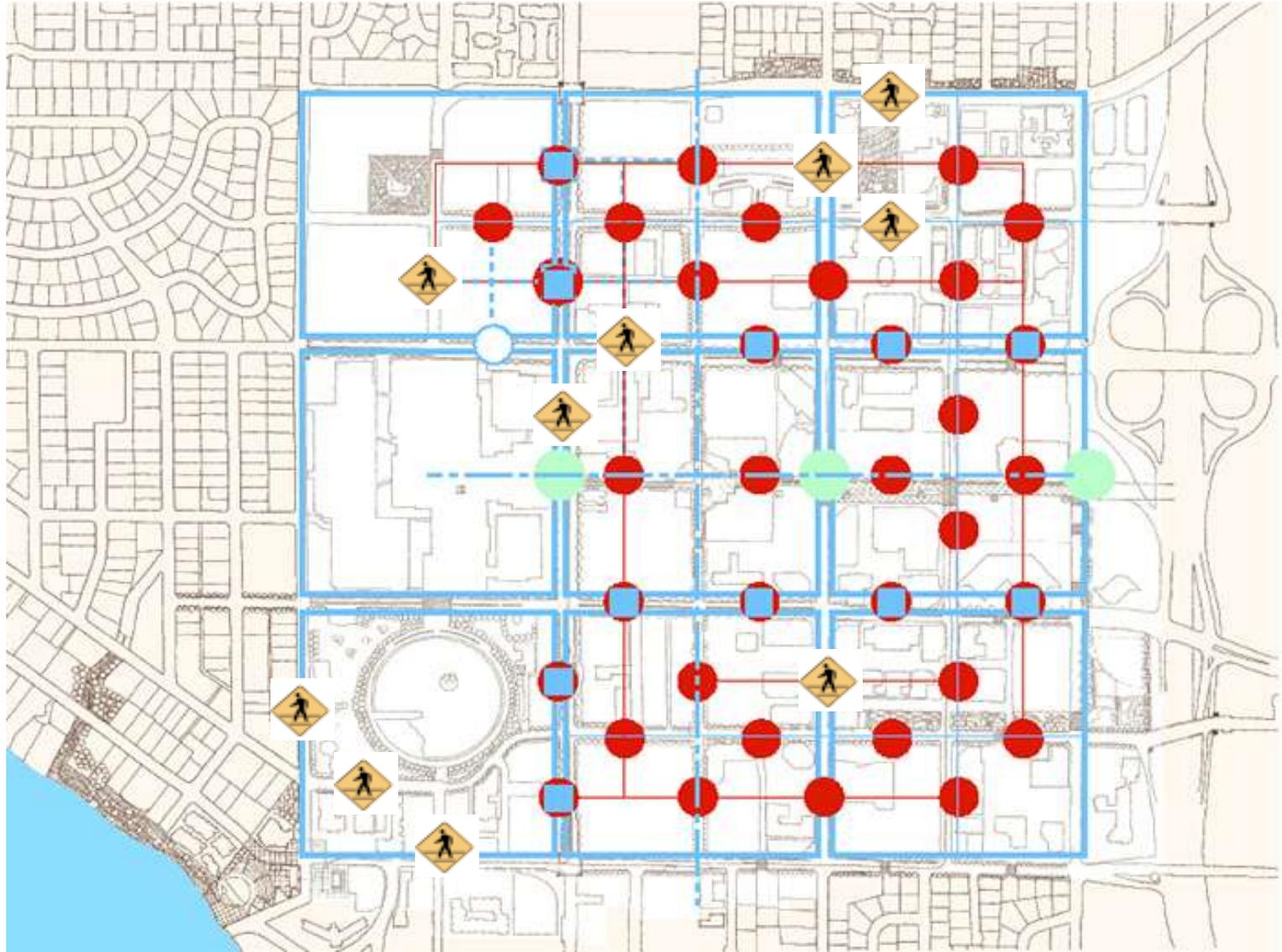
# Mid-Block Crossings Downtown Subarea Plan

Concept for a series of signaled pedestrian mid-block crossings



# Mid-Block Crossings

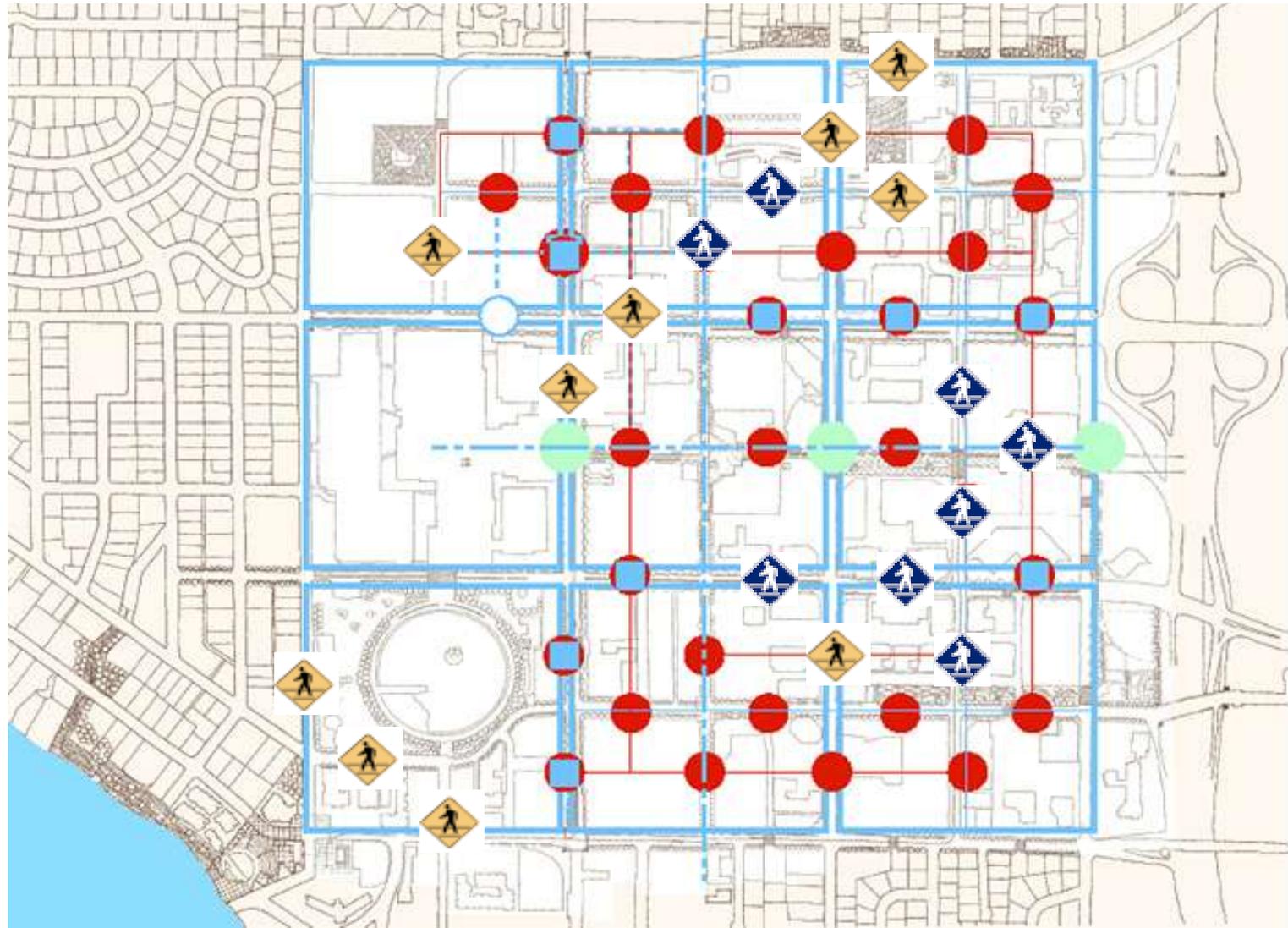
## Existing Mid-Block Crossings



# Mid-Block Crossings

 Existing Mid-Block Crossings

 Priority locations for early implementation



# **DOWNTOWN PEDESTRIAN FACILITIES**

## **MID-BLOCK CROSSINGS**

### **DISCUSSION/DIRECTION**

# Downtown Pedestrian Mobility Concerns

## Intersections/Crosswalks



## Mid-Block Crossings



## Sidewalks



## Through-Block Connections



# Pedestrian Mobility Comments

## Sidewalks

- A few missing or substandard sidewalk segments
- Some maintenance issues – root heaving, etc
- Too few benches
- Too little weather protection
- Landscaping and street trees are good buffers from the moving vehicles
- Driveway curb-cuts prioritize vehicles – level walking surface is preferred



# Sidewalks



## Components may include:

- 12-20 feet in width
  - Level walking surface
  - Landscape strip or street trees
  - Weather protection
- Recommendations for dimensional standards and urban design components such as benches, sidewalk textures and weather protection will be referred to the Downtown Livability Initiative

# Land Use Code: Downtown Sidewalk Requirements

## 20.25A.060.A. Walkways and Sidewalks

- **12 foot + 4 foot planter**
  - Bellevue Way NE (Main St to NE 12<sup>th</sup> St)
  - NE 4<sup>th</sup> St (100<sup>th</sup> Ave NE to 112<sup>th</sup> Ave NE)
  - NE 8<sup>th</sup> St (100<sup>th</sup> Ave NE to 112<sup>th</sup> Ave NE)



- **12 foot + 4 foot street trees in tree grates**
  - NE 6<sup>th</sup> St (110<sup>th</sup> Ave NE to 112<sup>th</sup> Ave NE)
  - 106<sup>th</sup> Ave NE (NE 4<sup>th</sup> St to NE 8<sup>th</sup> St)
  - 108<sup>th</sup> Ave NE (NE 4<sup>th</sup> St to NE 8<sup>th</sup> St)
  - 110<sup>th</sup> Ave NE (NE 4<sup>th</sup> St to NE 8<sup>th</sup> St)



- **8 foot + 4 foot street trees**
  - All other downtown sidewalks

# Sidewalks: Existing Required Width



**Land Use Code:  
Existing Code for  
Sidewalk Widths**  
Downtown Transportation  
Plan Update

## Legend

- Downtown Sidewalks:**  
Existing Land Use Code
- 8' Width
  - 12' Width
  - - - Pedestrian Corridor



20,000  
Feet

Sources:  
City of Bellevue  
Building Footprints:  
Spring 2008

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Coordinate System: State Plane, Washington North Zone, NAD83 NGRS2007 (Bellevue)

# Sidewalks: Recommended Width Changes



**Land Use Code:  
Proposed Changes  
to Sidewalk Widths**  
Downtown Transportation  
Plan Update

## Legend

### Downtown Sidewalks:

Recommended Changes

-  Increase from 8' to 12' Width
-  Increase from 12' to 16' Width

Code to Retain

-  Pedestrian Corridor



80,000  
Feet

Sources:  
City of Bellevue  
Building Footprints:  
Spring 2009

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# Sidewalks: Existing Requirements + Recommended Width



**Land Use Code:  
Recommended  
Sidewalk Widths**  
Downtown Transportation  
Plan Update

## Legend

**Downtown Sidewalks:  
Recommended Changes**

- Increase from 8' to 12' Width
- Increase from 12' to 16' Width

**Code to Retain**

- Existing 8' Width
- Existing 12' Width
- Pedestrian Corridor



Source:  
City of Bellevue  
Building Footprints  
Spring 2009

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# Sidewalks: Recommended Landscape Changes



## Land Use Code: Proposed Changes to Planting Strip

Downtown Transportation Plan Update

### Legend

**Downtown Sidewalks:**  
Recommended Changes

Replace  
Street Trees with  
4' Planter Strip

Code to Retain

Pedestrian Corridor



Source: City of Bellevue Building Footprints, Spring 2009

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# Sidewalks: Existing Requirements + Recommended Width and Landscaping



## Land Use Code: All Sidewalk Code Recommendations

Downtown Transportation  
Plan Update

### Legend

#### Downtown Sidewalks: Recommended Changes

-  Increase from 8' to 12' Width
-  Increase from 12' to 16' Width
-  Replace Street Trees with 4' Planter Strip

#### Code to Retain

-  Existing 8' Width
-  Existing 12' Width
-  4' Planter Strip
-  4' Street Trees
-  Pedestrian Corridor



80,000  
Feet

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# **DOWNTOWN PEDESTRIAN FACILITIES**

## **SIDEWALKS**

### **DISCUSSION/DIRECTION**

# Downtown Pedestrian Mobility Concerns

## Intersections/Crosswalks



## Mid-Block Crossings



## Sidewalks



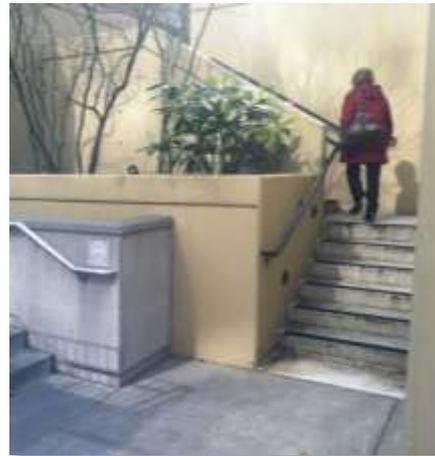
## Through-Block Connections



# Pedestrian Mobility Comments

## Through-Block Connections

- Short-cut routes through superblocks make it easier to get around on foot in Downtown
- Provide access to nice plazas
- Many are not clearly marked as publicly accessible space



# Through Block Connections



## Components may include:

- Standard public access wayfinding
- Commonly recognizable paving material
- Accessible



- ☐ Recommendations for through-block connections will be referred to the Downtown Livability Initiative

# **DOWNTOWN PEDESTRIAN FACILITIES**

## **THROUGH-BLOCK CONNECTIONS**

### **DISCUSSION/DIRECTION**



# **Downtown** Transportation Plan Update

**Next Meeting – November 8**

Downtown Bicycle Facilities

Overview and Bicycle Facility Options

for 112<sup>th</sup> Avenue NE



# **Downtown** Transportation Plan Update

**Thank you!**

[www.bellevuewa.gov/DowntownTransportationPlanUpdate](http://www.bellevuewa.gov/DowntownTransportationPlanUpdate)