Transportation Commission Meeting

May 12, 2011
CAC developing draft alternatives for the Eastgate/I-90 corridor that can be presented to the public for input at Public Open Houses scheduled for June.

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<tr>
<td>Outreach</td>
<td>Community Briefings</td>
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<td>Reporting</td>
<td>Regular Briefings to Transportation Commission &amp; Planning Commission</td>
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Project Timeline
The primary study area encompasses the commercial properties in the Eastgate/I-90 corridor and is the area within which land use changes will be considered. Outside this area no land use changes are anticipated as part of this project. In addition, the primary study area extends eastward along I-90 to and including the Lakemont Blvd Interchange area for transportation analysis only, and also includes the Mountains to Sound Greenway corridor along I-90.

Arrows indicate a broader zone of transportation influence which is included for transportation planning.
1. Recognize fiscal constraints
2. Economic vitality / mobility
3. Neighborhood-oriented services and businesses
4. Linkages with Bellevue College
5. Land use and transportation integration / TOD potential
6. Transportation infrastructure / multi-modal system
7. Connectivity – motorized and non-motorized
8. Environmental sustainability
9. Urban design quality and coherence / MTS Greenway
10. Performance of state facilities (I-90)
Background & Context
EASTGATE I-90 LAND USE & TRANSPORTATION PROJECT

Existing Conditions Inventory

Topics:

• Study Area
• Land Use
• Environment
• Redevelopment Potential
• Urban Design
• Economics
• Parks & Recreation
• Infrastructure
• Transportation
• Opportunities

Background Reports
What the analysis addressed:

- What **additional uses, and of what magnitude**, are feasible (from a transportation standpoint)

- Evaluate preliminary alternatives and **eliminate those that are not feasible** to carry forward

- **Scenarios reviewed** include:
  - 2008 (Existing) land uses
  - 2030 Base Alternative (projections under current zoning)
  - 2030 Modified Alternative (additional office, institutional, multifamily, and hotel units)
Four basic questions:

• What is the potential for more employment uses; how does this area complete with other employment centers?

• How can retail uses be retained and strengthened to continue to serve adjacent neighborhoods and the business corridor?

• How much more residential space might be developed here?

• What is the potential for transit-oriented development, especially at the park-and-ride?
• What do you do in the Eastgate/I-90 area (live, work, shop, etc)?

• What do you like most?

• What do you like least?

• What neighborhood qualities or uses are needed most?

• What transportation issues are you most concerned with?

• What other comments, concerns, or suggestions to you have?
• What opportunities for development are appropriate in the future?

• What should be done to improve the aesthetic quality? What urban design improvements would be worthwhile?

• How can we retain and enhance the neighborhood-oriented businesses?

• What are the transportation priorities? Where and how should we address needs of the following users: motorists, transit riders, bicyclists, and pedestrians?
Agency/Institution Involvement
Community Involvement

Sky Mountain Homeowner’s Association

On-line questionnaire

Eastgate Elementary Event

Robinswood House Event

Open house flyer sent to 25,000 households.
What Do You Like?

- Freeway Access
- Nice Neighborhoods
- Shopping Choices
- Proximity To Home
- Parks

What’s Not So Good?

- Traffic
- Sidewalks
- Limited Transit Service
- Shopping Choices
- Freeway Access

Public Opinion
Supportive of Development

1. “Allow further commercial development in the Eastgate area in order to bring employment opportunities and in turn the development of a more dynamic retail area.”
2. “Increase building heights and create a more urban friendly environment.”
3. “This area needs nice big businesses along 36th for higher density business that will provide more jobs.”

Concerned About Development Impacts

1. “I'm concerned that there will be more growth of business that will put further stress on local/residential streets.”
2. “I'm not in favor of more intensive development such as the Microsoft buildings. Consideration should be given to overall traffic flow, keeping in mind this is both an interchange area and a residential area.”
3. “Don't change zoning. Don't want a bunch of skyscrapers or large commercial buildings that will increase traffic, overwhelm this neighborhood setting.”
CAC Process
Study Area Tour
January 15, 2011

Eastgate / I-90
Study Area Tour
January 15, 2011

Eastgate/ I-90
Land Use & Transportation Project

Study Area Tour
January 2011 CAC Meeting
1. Market Feasibility  
2. Economic Development  
3. Compatibility with Adjacent Neighborhoods  
4. Environmental Quality/Sustainability  
5. Corridor Character  
6. Parks, Open Space, and Recreation  
7. Integration between Transportation and Land use  
8. Fiscal Feasibility  
9. Partnerships
“Don't increase density without increasing road capacities.”
1. 2030 Base Alternative – The following additional amounts above the 2008 (Existing): 1 million feet office space; 66,000 feet institutional use; 109 multi-family dwelling units; and, 320 hotel rooms.

2. 2030 Modified Alternative – The following additional amounts above the 2030 Base Alternative: 1.8 million feet office space; 280,000 feet institutional use; 1,000 multi-family dwelling units; and, 400 hotel rooms.

### DRAFT - LOS & Delay for 2008 & 2030 Land Use Alternatives

<table>
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<tr>
<th>Intersection</th>
<th>2008 AM</th>
<th>2030 AM Orig LU</th>
<th>2030 AM Mod LU</th>
<th>2008 PM</th>
<th>2030 PM Orig LU</th>
<th>2030 PM Mod LU</th>
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**2009 Screening Analysis**

April 2011 CAC meeting
Adding new capacity to the transportation system removes choke points, and improves reliability and throughput.

More efficient traffic signals, information, and transit priority are effective countermeasures in areas where demand exceeds capacity.

Providing more travel choices and options for people improves the efficiency and effectiveness of the system.
156th Avenue SE at SE Eastgate Way (I-90 WB off-ramp)

TFP-162 (2002 Study)

Intersection Options
April 2011 CAC meeting
As part of its outreach efforts in support of the Eastgate/I-90 Land Use and Transportation Project, the City of Bellevue released an online Visual Preference Survey to the public from February 2011 to April 2011. A total of 273 responses registered into the system.

<table>
<thead>
<tr>
<th>Response</th>
<th>Total</th>
<th>Percent</th>
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<tbody>
<tr>
<td>Very Desirable</td>
<td>108</td>
<td>53%</td>
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<tr>
<td>Somewhat Desirable</td>
<td>66</td>
<td>32%</td>
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<tr>
<td>Neutral</td>
<td>25</td>
<td>12%</td>
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<tr>
<td>Undesirable</td>
<td>6</td>
<td>3%</td>
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Total Respondents: 205

Visual Preference Survey
April 2011 CAC meeting
Assessing opportunities to improve connectivity for all roadway users (vehicles, bus, and potential future high capacity transit stations).
Eastbound Auxiliary Lane
1 full lane of traffic enters Eastbound I-90 at the interchange and has an immediate merge on to the mainline.

Eastgate Interchange
1 full lane of traffic enters I-90 in the p.m. peak hours and has to merge into the through lanes in a very short distance. This merge causes congestion back up to Richards Road.

By providing an eastbound Auxiliary Lane, vehicles will have more space to enter the mainline traffic resulting a smoother merge and less congestion at this point.

Note: Not in current Bellevue 2030 travel demand model.

WSDOT I-90 Corridor Project
April 2011 CAC meeting
Development Options

May 2011 CAC meeting
1. Reasonable expectation of future scenario without “project”
2. Baseline against which to compare “Action” alternatives
3. Does not need to be the only possible future scenario
Study Area Office Square Feet Comparison

<table>
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<tr>
<th>Scenario</th>
<th>Square Feet</th>
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<td>Existing Conditions</td>
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<td>PSRC/&quot;Baseline&quot; 2030</td>
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<td>Mod. Baseline 2030*</td>
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<tr>
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<td>5,150,618</td>
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*As used in Perteet December 2009 Preliminary Transportation Screening Analysis

No Action Scenario
May 2011 CAC meeting
1. Focuses on sustainable, walkable, livable, transit-oriented, smart growth vision
2. Builds on: (a) Park-and-Ride as transit hub; (b) MTS Greenway as landscaped corridor; (c) Bellevue College as impetus for high activity center
3. Increases residential density, services, pedestrian/bicycle connectivity
4. Envisions compact mixed-use areas, with transportation connections
5. Transit hub becomes gateway
1. Focuses on providing places for additional jobs
2. Builds on assets: (a) Existing office concentrations; (b) Regional access; (c) Bellevue College; (d) Light industry
3. Provides secondary office opportunities
4. Adds services and amenities
5. Creates large integrated campus character
6. Uses 150th interchange as focal point / visual gateway

2 – Regional Employment
May 2011 CAC meeting
1. Focuses on: (a) Modest growth and change; (b) Transportation functionality; (c) Neighborhood services
2. Addresses known issues and needs
3. Broader mix of uses than existing
4. Contains predominately highway-related development
5. Connects to neighborhoods with paths
6. Streetscapes, landscaping, and connections are enhanced
1. Additional May CAC meeting – May 19
2. Public open houses – (date TBD)
3. CAC finalize draft alternatives for evaluation – June (date TBD)
4. July-August – No CAC meetings (alternatives evaluation period)
5. September CAC meeting – Begin work on Preferred Alternative

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**Project Timeline**

|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------------|

**Outreach**

- Community Briefings
- Open Houses

**Reporting**

- Regular Briefings to Transportation Commission & Planning Commission
- Regular Briefings to City Council

**Eastgate/I-90 Land Use & Transportation Project**
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[www.bellevuewa.gov/eastgate-corridor.htm](http://www.bellevuewa.gov/eastgate-corridor.htm)