



# **Downtown** Transportation Plan Update

## **DOWNTOWN BELLEVUE RECOMMENDATIONS**

**TRANSPORTATION COMMISSION  
SEPTEMBER 12, 2013**

## Overview

- Transportation Commission recommendations for each mobility option
- Next steps

# Downtown Mobility Options

## Vehicles



## Transit



## Bicycles



## Pedestrians



# Downtown Vehicle Mobility

## Downtown Access



## Regional + Neighborhood Access



## Roadway Capacity



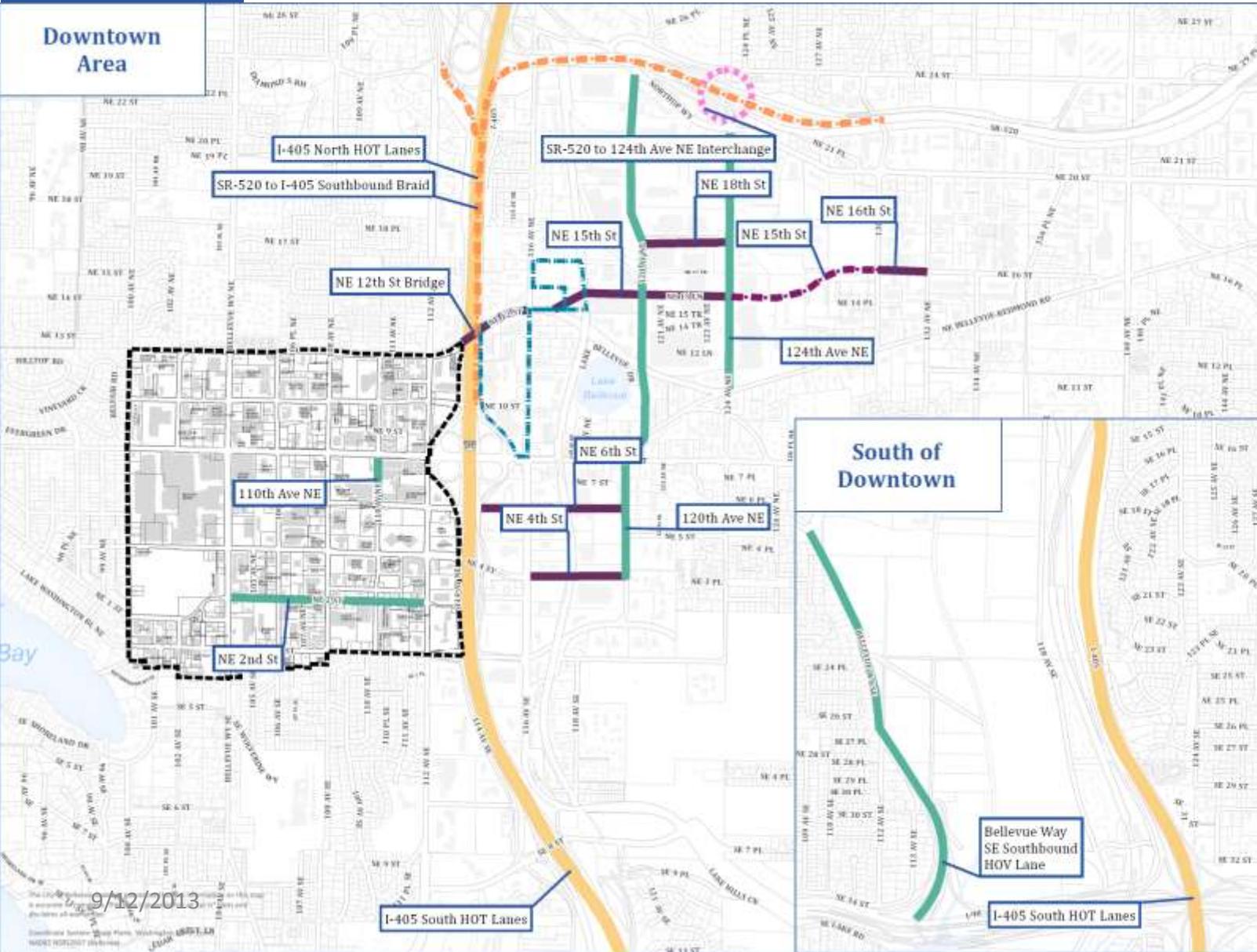
## Roadway Operations



BELLEVUE

INTELLIGENT TRANSPORTATION SYSTEMS

# 2030 Baseline + Build Roadway Capacity Projects



**Roadway Capacity  
Projects:2030  
Baseline & "Build"**  
Downtown Area  
Downtown Transportation  
Plan Update

- Roadway Capacity  
2030 Build Projects**
- ■ ■ Arterial Extension
  - ■ ■ Freeway
  - ■ ■ Interchange
- 2030 Baseline**
- Arterial Extension
  - Arterial Widening
  - Freeway
- Area Boundaries**
- Downtown Bellevue
  - Medical Institution District



0 1000  
Feet

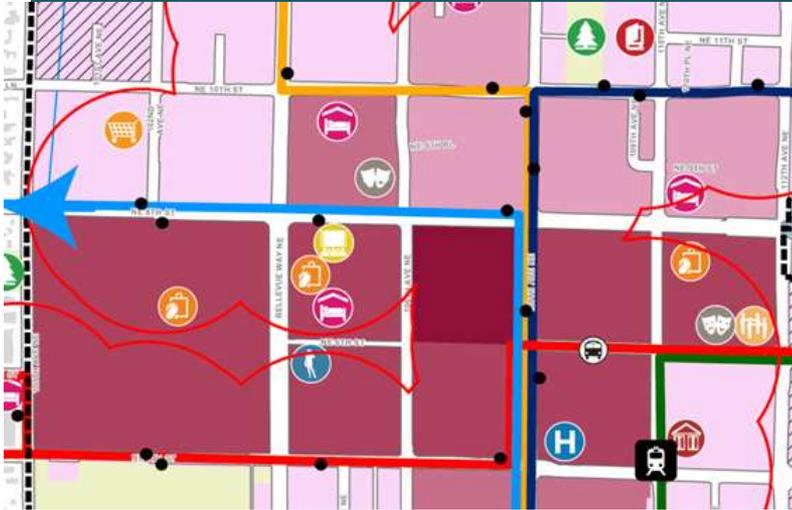
9/12/2013

# Private Vehicle Mobility Recommendations

- Support and advocate for 2030 “Baseline” + “Build” Scenario Roadway Vehicle Capacity Projects that support Downtown mobility
  - WSDOT (SR 520, I-405 Master Plan Components)
  - Bellevue TFP/CIP Projects
- Acknowledge roadway capacity project ideas that have emerged during the process, but are not part of the network, ie) NE 6<sup>th</sup> Street Sub-Surface Arterial
- Continue to implement and refine roadway operations technology (SCATS)

# Downtown Transit Mobility

## Coverage



## Speed and Reliability



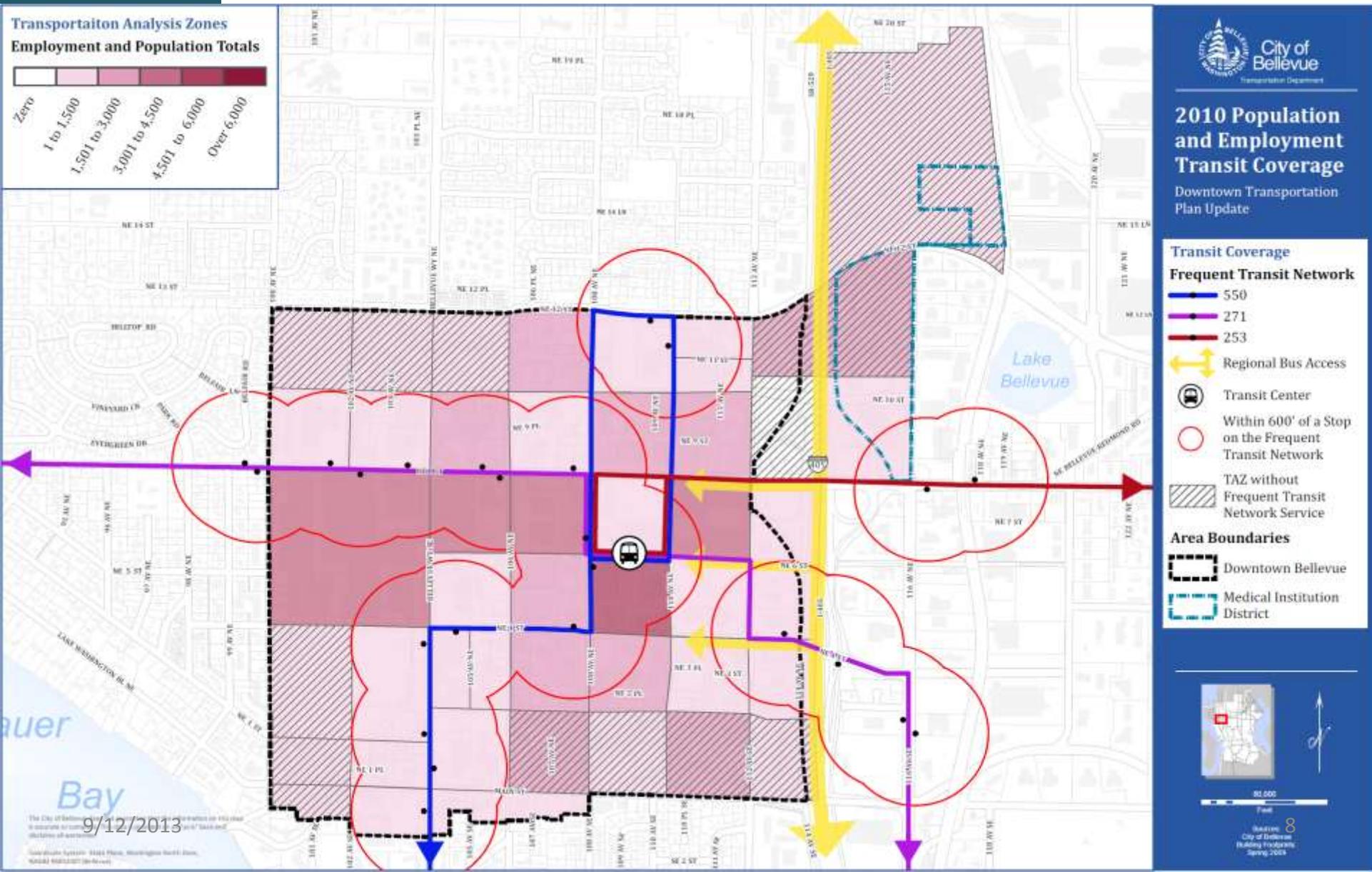
## Capacity



## Comfort/Access/Information

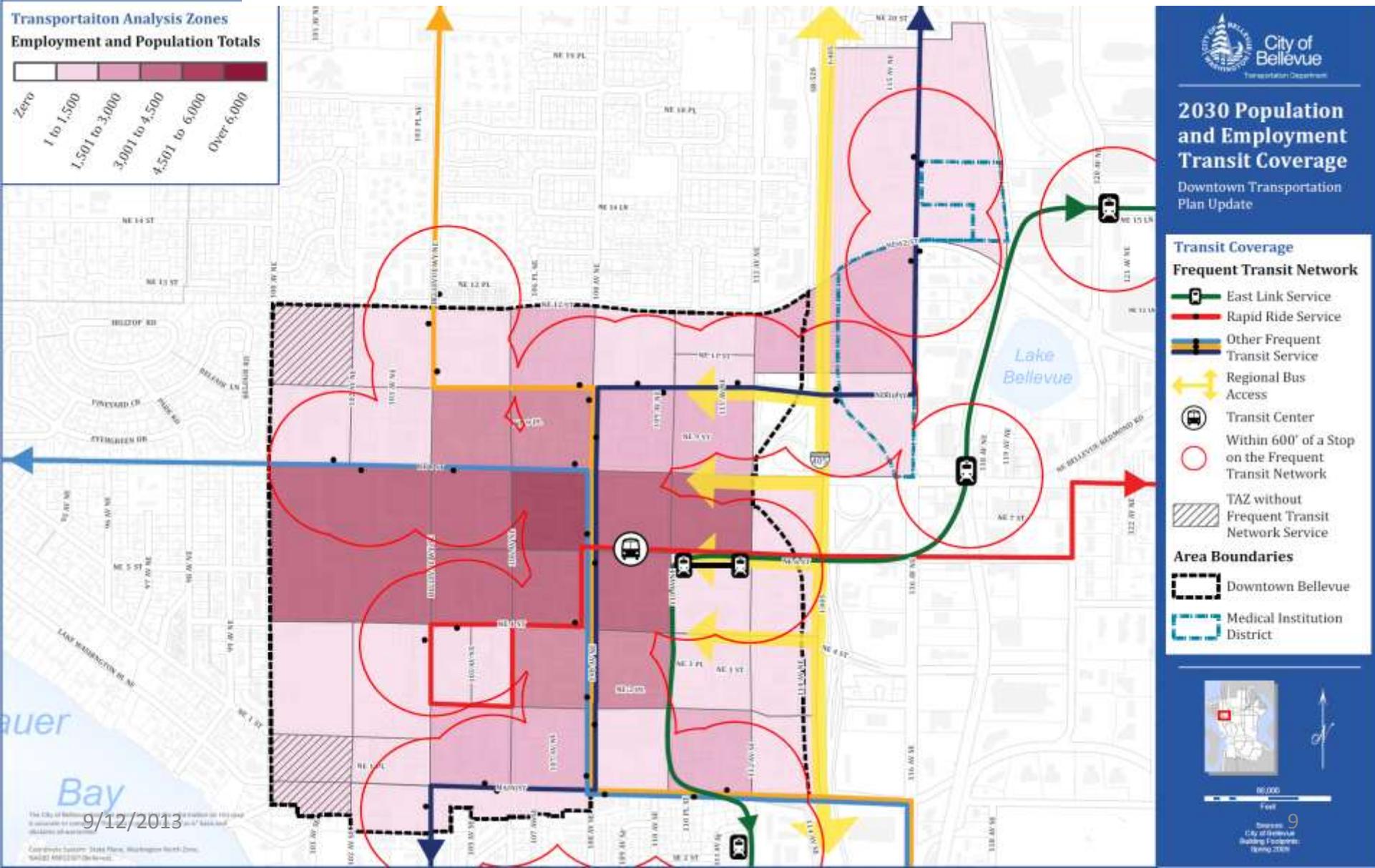


# 2010 Transit Coverage: 86%



# 2030 Transit Coverage: 97%

Recommended FTN Routes consistent with draft Transit Master Plan



**2030 Population and Employment Transit Coverage**  
Downtown Transportation Plan Update

**Transit Coverage**  
**Frequent Transit Network**

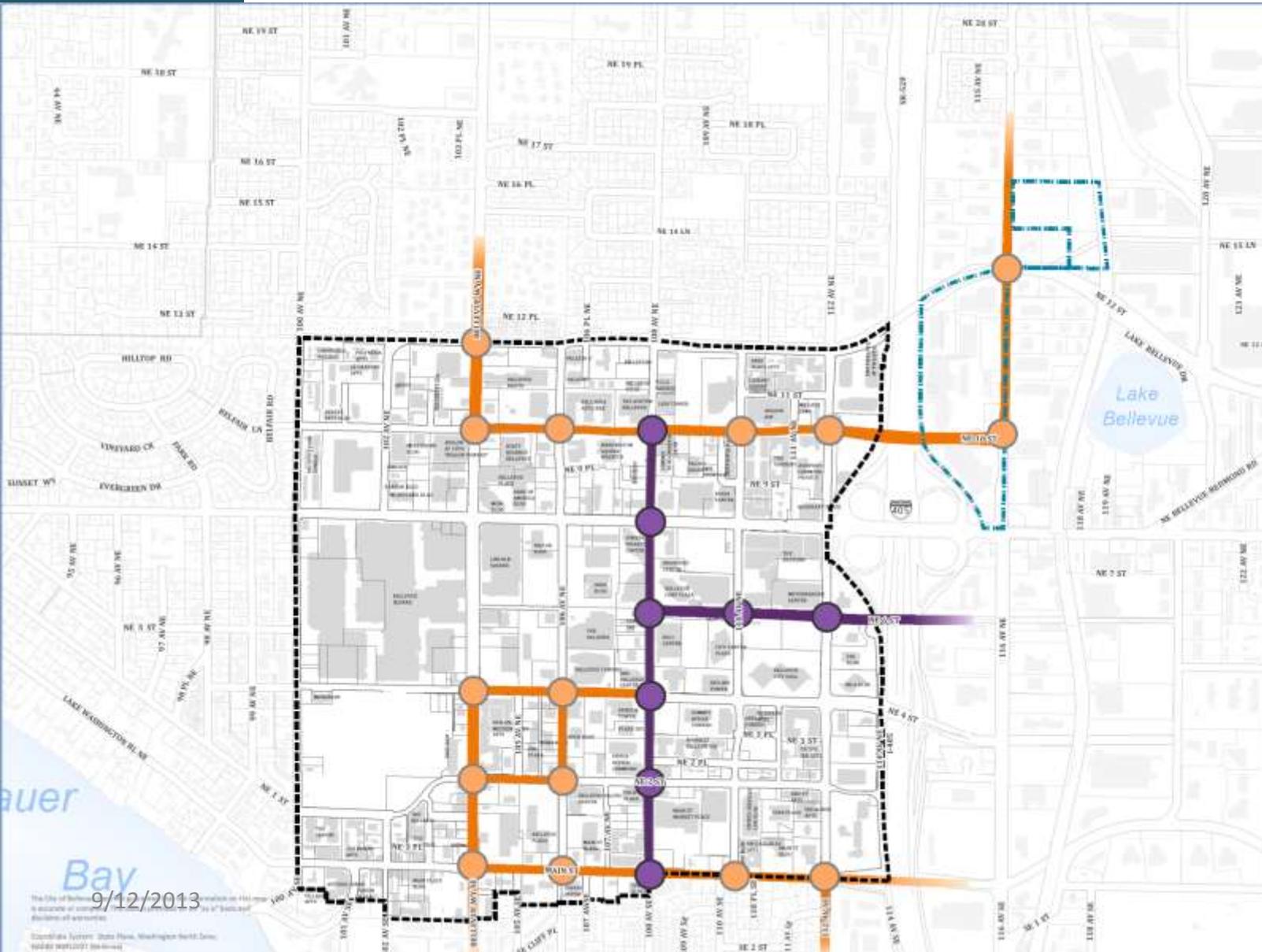
- East Link Service
- Rapid Ride Service
- Other Frequent Transit Service
- Regional Bus Access
- Transit Center
- Within 600' of a Stop on the Frequent Transit Network
- TAZ without Frequent Transit Network Service
- Area Boundaries**
- Downtown Bellevue
- Medical Institution District



0 30,000 60,000  
Feet

# 2030 Transit Priority Network

Recommendation Consistent w/ draft Transit Master Plan



## 2030 Transit Priority Network

Downtown Transportation Plan Update

### Transit Priority Network

#### Corridors

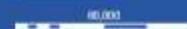
- Priority I
- Priority II

#### Intersections

- Priority I
- Priority II

#### Area Boundaries

- Downtown Bellevue
- Medical Institution District



# Transit Recommendations

- **Transit Coverage**
  - Use a distributed transit network to provide service in proximity to Downtown Bellevue residents and employees and relieves pressure on the Bellevue Transit Center
- **Transit Speed and Reliability**
  - Designate Transit Priority Corridors/Intersections where speed and reliability improvements could be implemented
  - Base prioritization and implementation on transit vehicle and passenger volume and operational issues – passenger delay
- **Transit Capacity**
  - Advocate for transit service to meet anticipated 5-fold increase in transit demand by 2030
  - Support added transit layover spaces within or near Downtown
  - Reassign Transit Center bus bays if “trapping” causes delay

# Transit Recommendations

- **Transit Passenger Comfort, Access and Information**
  - Define transit stop “types” based largely on ridership and describe context-appropriate components for each type of transit stop.
    - Local Transit Stop: <30 daily boardings
    - Primary Transit Stop: 30-100 daily boardings
    - Frequent Transit Network/RapidRide Station: 100-1,000 daily boardings
    - Transit Center/Multi-Modal Hub: >1,000 daily boardings
  - Redesign and unclutter Bellevue Transit Center platform space for better passenger queuing and weather-protected station access

# Downtown Bicycle Mobility

## Local Connections



## Regional Connections



## Getting Around Downtown



## Parking

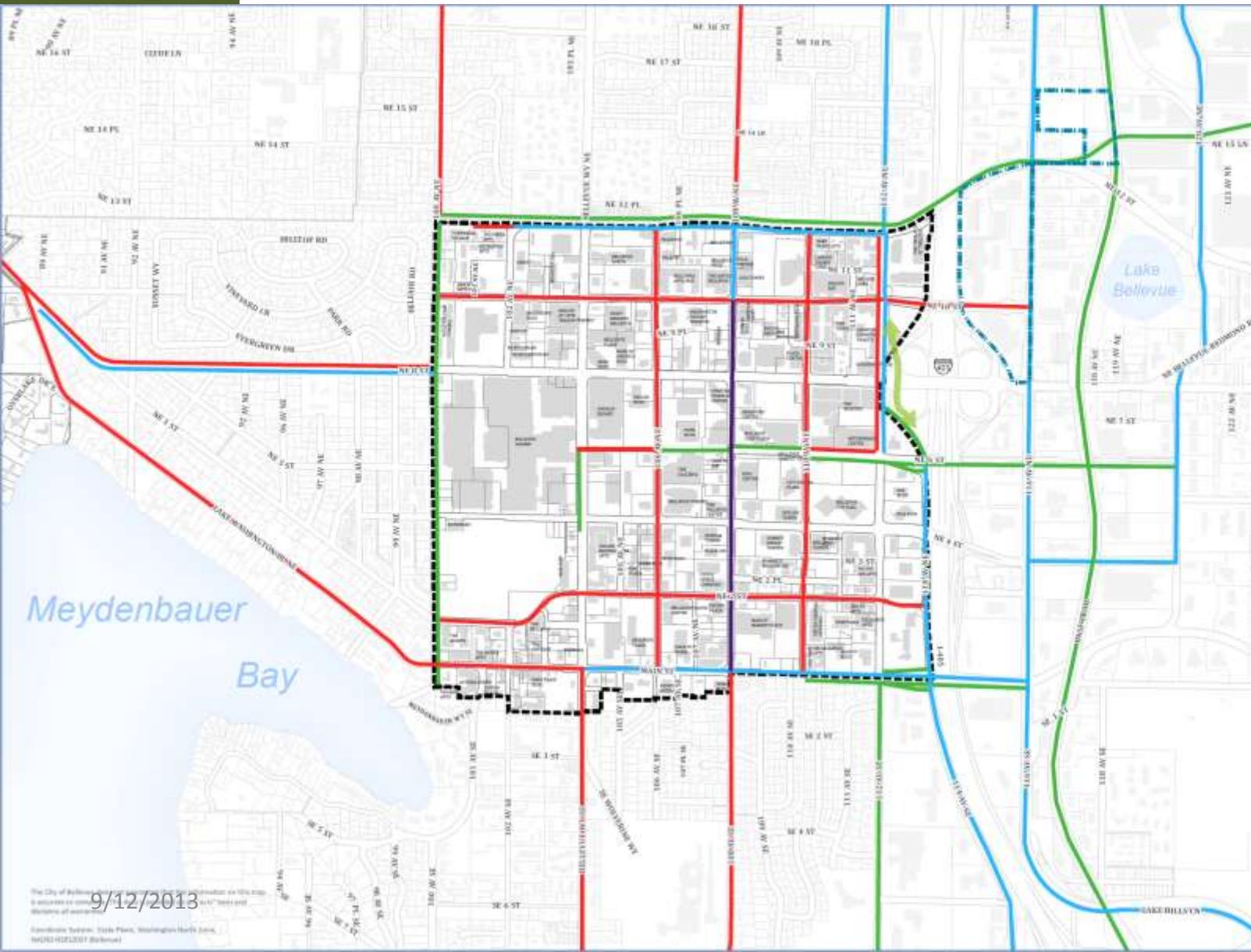


## Commuting



# Downtown Bicycle Facilities

## Recommended Bicycle Facilities



### 2030 Bicycle Facilities Network Downtown Area

Downtown Transportation Plan Update

#### Bicycle Facilities

- Shared Roadway
- Bicycle Lane
- Off-Street Path
- > Grade Separated Off-Street Path
- Designated for Transit and Bicycle Priority

#### Area Boundaries

- Downtown Bellevue
- Medical Institution District



9/12/2013

Graphics: Tomlinson Associates, Inc. (2013) 10/17/2013  
Map: 10/17/2013

# Downtown Bicycle Facilities

## Recommended Bicycle Parking (End of trip facilities)

- **Curbside**
  - Continue to implement Downtown bicycle parking program at high-bicycle traffic locations to support nearby retail and residential uses. Include bicycle corrals and bike share docking stations in high demand areas
- **Transit Access**
  - Coordinate with King County Metro and Sound Transit to incorporate bicycle facilities at transit stops and stations
- **On-Site, End-of-Ride Facilities**
  - Support Land Use Code amendment to require on-site bicycle parking in new development. Consider including lockers and showers in addition to secure bicycle parking.  
*(refer to Downtown Livability Initiative)*

# Downtown Bicycle Facilities

## Design concept for Pedestrian Corridor



Concept presented to ST for station access by bicycle through the Bellevue Transit Center

Better integrate wheeled users and wayfinding into the design of the Pedestrian Corridor  
*Refer to Downtown Livability Initiative*

# Downtown Pedestrian Mobility

## Crosswalks



## Mid-Block Crossings



## Sidewalks

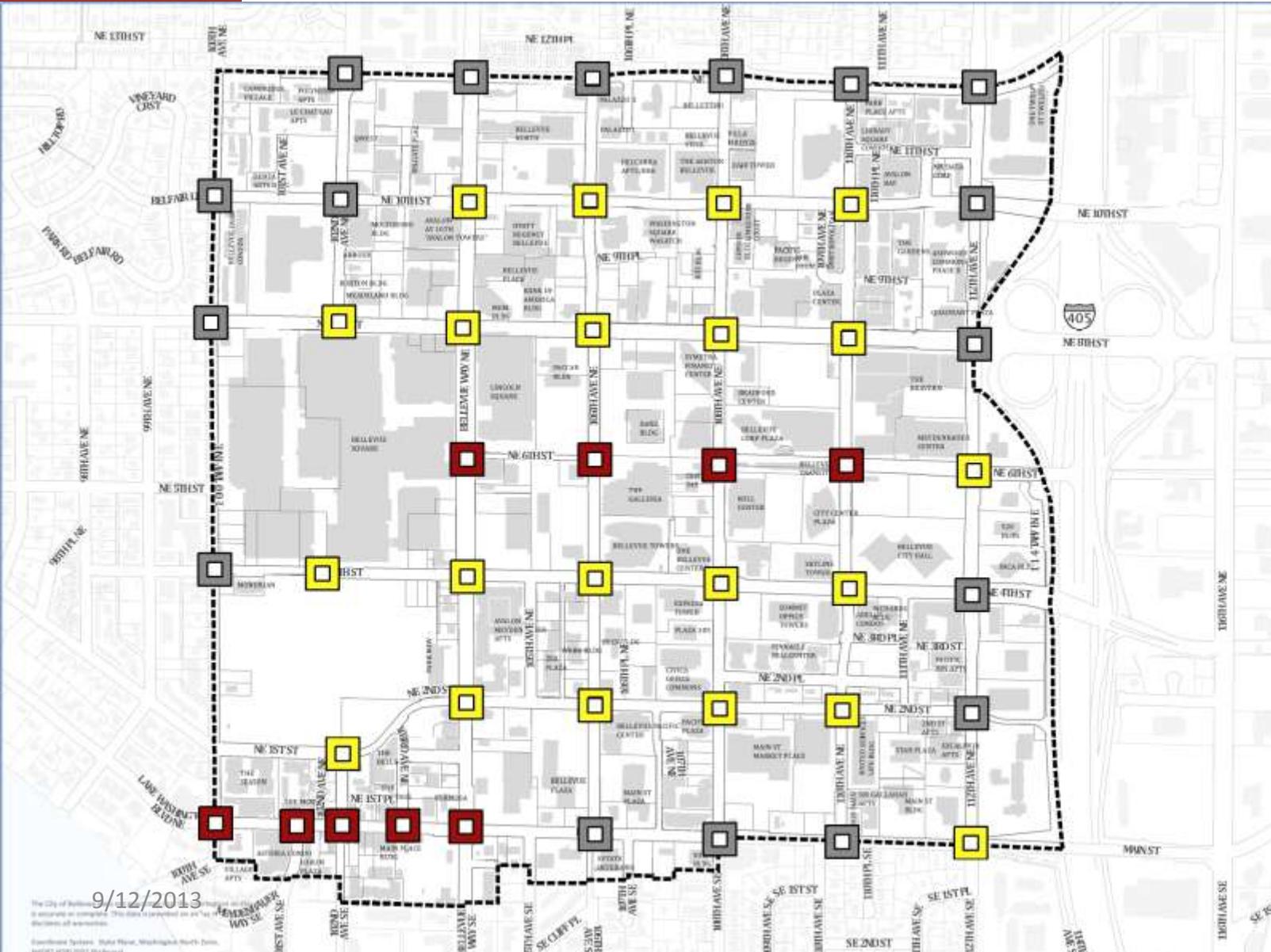


## Through-Block Connections



# Downtown Crosswalks

## Recommended Crosswalk Designations



### Recommended Crosswalk Types

Downtown Transportation Plan Update

**Crosswalk Types**

-  Standard
-  Enhanced
-  Exceptional

**Area Boundaries**

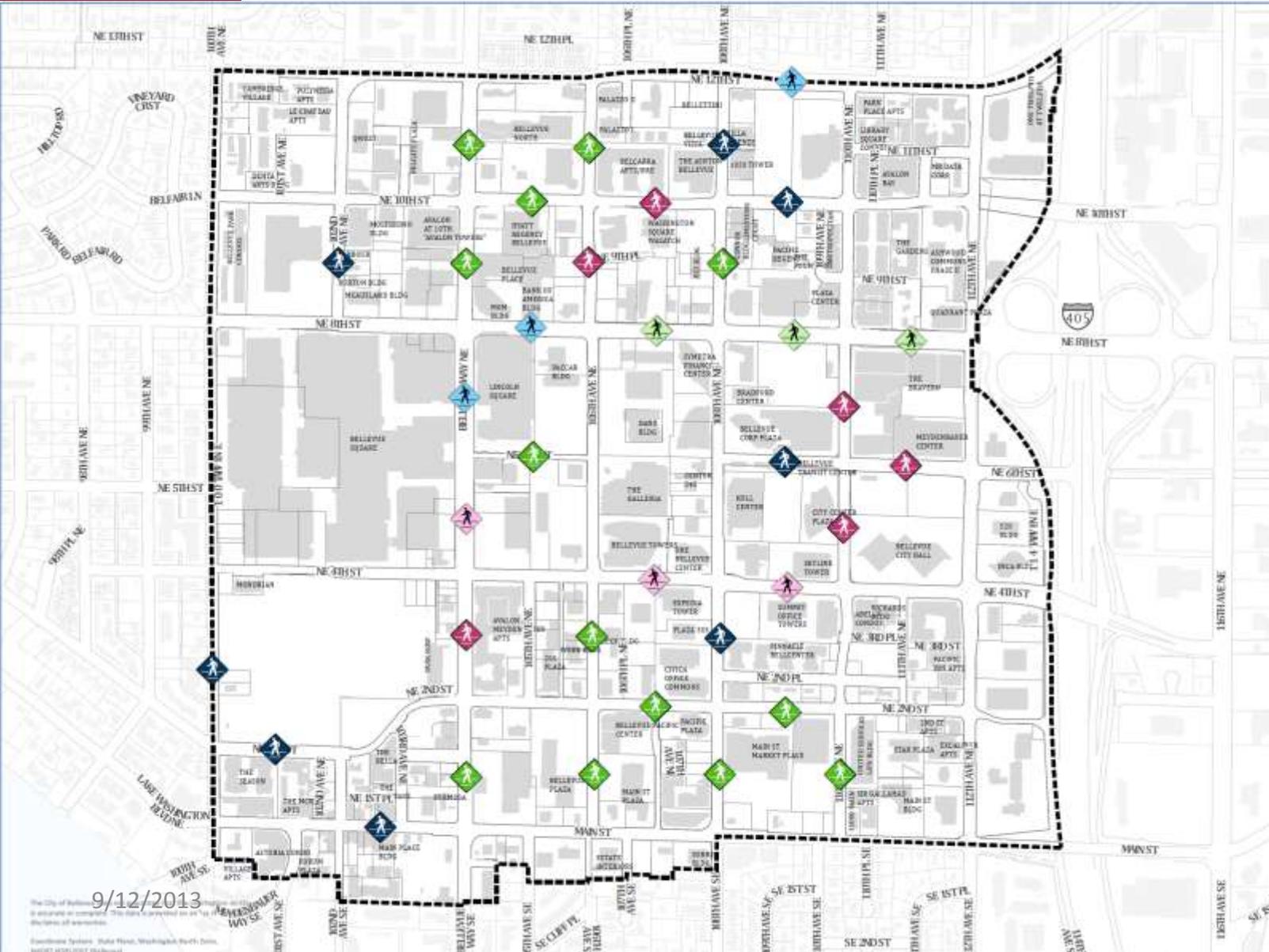
-  Downtown Bellevue

9/12/2013



# Downtown Mid-Block Crossings

## All Mid-Block Crossings



### Mid-Block Crossings

Downtown Transportation  
Plan Update

#### Mid-Block Crossing Status

##### Existing Crossing

- At Grade
- Grade Separated

##### Near-Term Priority

- At Grade
- Grade Separated

##### Potential Crossing

- At Grade
- Grade Separated

##### Area Boundaries

- Downtown Bellevue



0 50 100 Feet

19

Source: City of Bellevue Building Footprints, Spring 2009

9/12/2013

Coordinate System: State Plane, Washington North Zone

# Downtown Sidewalks and Landscaping

## Sidewalk and Landscaping Changes from Code (Handoff to DLI)



### Recommended Changes to Requirements

Downtown Transportation  
Plan Update

#### Downtown Sidewalks

##### Width Changes

Increase from  
12' to 16' Width

Increase from  
16' to 20' Width

##### Landscaping Changes

Planter Strip with  
Street Trees Instead  
of Street Trees in Grates

##### Existing Facility

Pedestrian Corridor

##### Area Boundaries

Downtown  
Bellevue

The sidewalk width includes a 4-foot-wide landscaping strip at the curb, with either a planter or street tree.



# Pedestrian Mobility Recommendations

## Through-block Connections Design Concepts

- Create public access wayfinding
- Use commonly recognizable paving material or inlays
- Implement universal accessibility according to ADA standards

*Refer design concepts to Downtown Livability Initiative*



# On-Street Parking

## Permanent Parking



## Off-Peak Parking



## Pay for Parking



# On-Street Parking Potential New plus Existing Parking Locations



## On-Street Parking Supply

Downtown Transportation Plan Update

### On-Street Parking

#### Opportunity for New Stalls

- High Opportunity
- Moderate Opportunity

#### Existing Parking Stalls

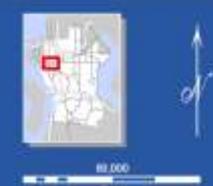
- 2 Hr Parking 7am-6pm Except SUN & HOL
- No Parking 7am-6pm Except SUN & HOL
- No Parking 7am-6pm Except SAT SUN & HOL

#### Existing Curb Uses

- Transit Layover Area

#### Area Boundaries

- Downtown Bellevue



# On-Street Parking Recommendations

- Pursue new permanent on-street parking at “high opportunity” locations, provided these meet current engineering standards
- Analyze “moderate opportunity” locations to determine the value of this parking to Downtown residents and visitors relative to the costs of adding these parking spaces



# Pay for Parking Recommendations

- Propose a pay for parking program through the budget process
- Utilize parking revenue for program management and enforcement, and for Downtown streetscape enhancements



# Other Curbside Uses

## Loading Zones



## Park(ing) Day



## Taxi Stands



## Electric Vehicle Charging Stations



## Passenger Pick-Up/Drop-Off



# Loading Zone Recommendations

- Integrate on-site loading space and/or create designated curb loading space through development review
- Ensure that the on-site loading dock location and circulation provides for expeditious loading



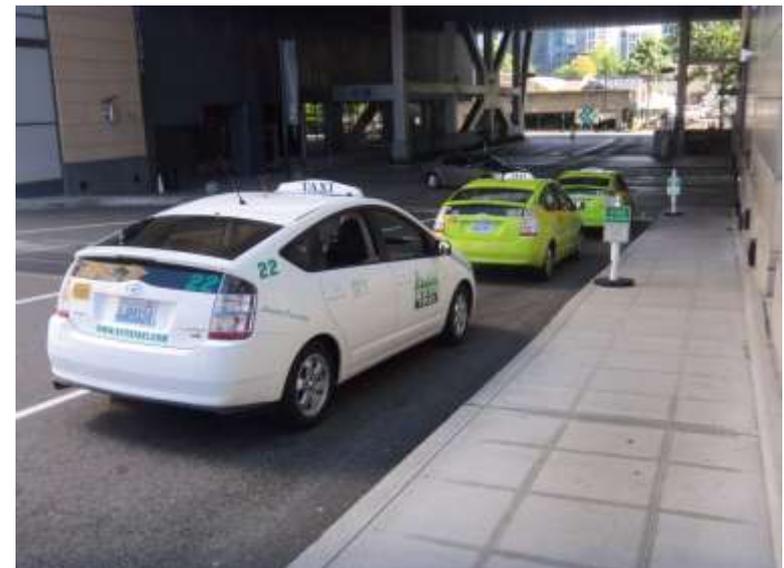
# Passenger Pick-Up/Drop-Off Recommendations

- Designate time-limited curbside pick-up/drop-off zones through development review



# Taxi Stands Recommendations

- Designate curbside taxi stands and incorporate locational criteria:
  - Close to significant generators of pedestrian traffic, such as a hotel, convention facility, shopping destination, or light rail station
  - Where on-street parking would otherwise be a designated curbside use or in a specifically designated taxi-stand pull-out
  - Evening and weekend temporary curbside use for taxi-stands to support nearby entertainment venues



# Other Curbside Uses Recommendations

- Support temporary Park(ing) Day use of a permanent on-street parking space on a case-by-case basis, as requested by nearby businesses
- Allow bicycle parking corrals to be installed in a permanent on-street parking space on a case-by-case basis as requested by nearby businesses, or as a bike share docking station
- Allow electric vehicle charging stations to be installed in permanent on-street parking spaces



# “Handoffs” to Downtown Livability Initiative

- **Transit Passenger Comfort, Access and Information**
  - Integrate transit stop improvements as a component of new development
- **On-Site Bicycle Parking Facilities**
  - Provide secure, long-term bicycle parking in new development, plus lockers and showers for commuters
- **Sidewalk Width**
  - Increase width from 12 to 16 feet and from 16 to 20 feet along specified street segments
- **Curbside Landscaping**
  - Require planter strip with street trees instead of street trees in tree grates along specified street segments
- **Through-Block Connections**
  - Revise design guidelines to enhance pedestrian access and navigation
- **Pedestrian Corridor Design Components**
  - Refine design to better accommodate wheeled users and improve access to Transit Center and Light Rail Station

## NEXT STEPS

- Commission 9/12, Council Study Session – September 23
- Community outreach
  - Outreach often paired with the Downtown Livability Initiative
  - DTP-specific briefings with stakeholder groups, BDA, etc.
- Transportation Commission prepares Downtown Subarea Plan policy language and project descriptions
- Integrate Downtown Transportation and Downtown Livability recommendations in Downtown Subarea Plan and Land Use Code
- Planning Commission recommendation and Council approval in 2014



# **Downtown** Transportation Plan Update

**Thank You!**

<http://www.bellevuewa.gov/downtown-transportation-plan-update.htm>