



# **Downtown** Transportation Plan Update



Seattle Section of the American Society of Civil Engineers

## **URBAN DEVELOPMENT AND TRANSPORTATION COMMITTEE**

**JUNE 5, 2012**



# **Downtown** Transportation Plan Update

## **Presenter**

**Kevin McDonald**

**City of Bellevue - Senior Transportation Planner**

## **Presentation Outline**

- **Downtown Transportation Plan Update Overview**
- **Scope of Work/Existing Conditions**
- **Measures of Effectiveness**
- **Community Involvement Summary**
- **Preliminary Project Ideas**
- **Travel Demand Modeling**

# Downtown Transportation Plan Overview

## Update the 2004 Downtown Subarea Plan – Transportation Projects and Policies

- **2030 Planning Horizon**
  - Update Subarea Plan transportation from 2020 planning horizon to 2030
    - 2020 population: 14,000 → 2030 population: 19,000
    - 2020 employment: 63,000 → 2030 employment: 70,300
- **Surge in residential population – new demographics and interests**
  - 2000 population: 2,900 → 2010 population: 7,147 → 2030 population: 19,000
- **Revised local and regional transportation system**
  - SR 520 expansion and tolling
  - East Link light rail, RapidRide
  - ITS installed Downtown and citywide
- **New land use assumptions**
  - Bel-Red Subarea Plan
- **Progress on completing Downtown projects**
  - NE 10<sup>th</sup> Street extension
  - Transit Center improvements
- **Trends in trip generation rates and AAWDT Downtown**
- **Renewed multi-modal emphasis**

# Downtown Transportation Plan Overview

## Key direction from Council

- Provide multimodal mobility within Downtown and to the region
- Serve 2030 travel demand
- Support Downtown vision in Subarea Plan
  - Land Use
  - Urban Design
  - Economic Development
- Acknowledge progress and planning
- Involve the public innovatively and comprehensively
- Describe projects that are fundable and effective
- Employ measures of effectiveness
  - Qualitative
  - Quantitative

# Downtown Transportation Plan Overview

## Key direction from Council

- Transportation Commission will serve as the primary advisory body
  - Transportation Commission will provide recommendation to City Council – Downtown transportation policies and projects
  - Provide overall project guidance consistent with Council direction

# **Scope of Work**

**Best Practices**

**Existing Conditions**

**Roadways**

**Transit**

**Non-Motorized Transportation**

**Implementation**

**Final Report**

# Best Practices

Best international examples applied to Bellevue

Measures of effectiveness

- Qualitative and quantitative
- Level of service, travel time, urban character

Transportation trends

Travel demand model (BKR)



**Scope of Work**

# Existing Conditions

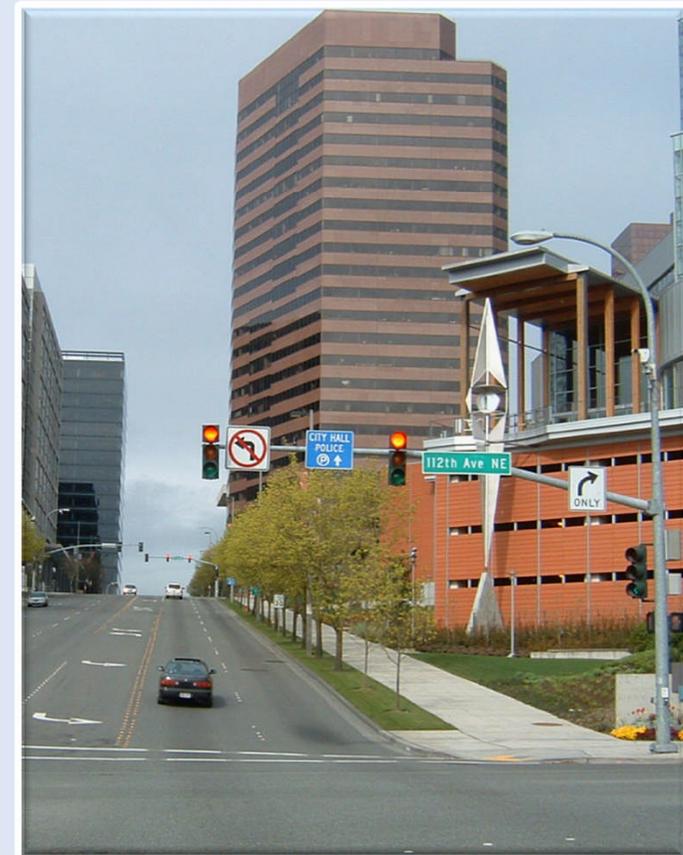
Traffic counts

Physical infrastructure

Right-of-way allocation

Operations and performance

All travel modes



Scope of Work

# Roadways

## Roadway Capacity

- Modifications and alternative approaches
- Potential new projects

## Roadway Operations

- Time of day analysis
- Signal system improvements

## On-Street Parking

- Permanent/off-peak

## Off-Street Parking

- Supply, management, future

## On-Street Loading

- Permanent/off-peak

## Regional Roadways

- Benefit to Downtown mobility

## Traffic Operational Modeling

- Select corridors



**Scope of Work**

# Transit

## Transit Routing

- Downtown coverage
- Transit Center operations and capacity

## Transit Service

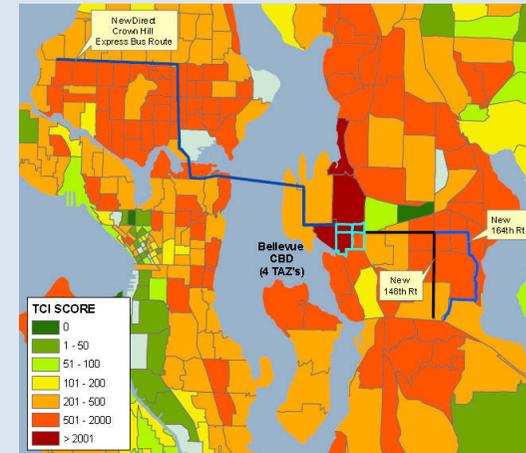
- Identify underserved markets

## Passenger Amenities

- Shelters, real time information

## Speed and reliability improvements

- Transit Signal Priority



Route	Destination	Scheduled	At Bay	Depart Status
230	Kingsgate P & R	1:20	10	On Time
230	REDMOND PR LAYOVER C	1:20	5	On Time
233	Avondale	1:05	6	Bus Departed
233	Avondale	1:35	6	On Time
233	BELLEVUE	1:23	1	3 Min Delay
234	BELLEVUE	1:01	1	Bus Departed
234	BELLEVUE	1:31	1	On Time
234	Northshore P & R	1:05	10	Bus Departed
234	Northshore P & R	1:35	10	On Time
240	Clyde Hill	12:59	8	Bus Departed
240	Clyde Hill	1:29	8	1 Min Delay
240	South Renton P & R	1:05	3	No Info Avail

Save Time. Buy Metro Pass. 524-PASS

Scope of Work

# Non-Motorized Transportation

## Pedestrian Facilities

- Project recommendations – map and description
- Accommodating vs friendly
- Safe, comfortable and accessible

## Bicycle Routes and Facilities

- Project recommendations – map and description
- Accommodating vs friendly
- Safe, Downtown access, neighborhood connections



**Scope of Work**

# Implementation

Long-term multimodal mobility

Measures of effectiveness evaluation

Sketches and cost estimates

Phasing/Prioritization

- Threshold metrics

Funding

- Grant opportunities
- Multiple benefits



**Scope of Work**

# Final Report

Project recommendations

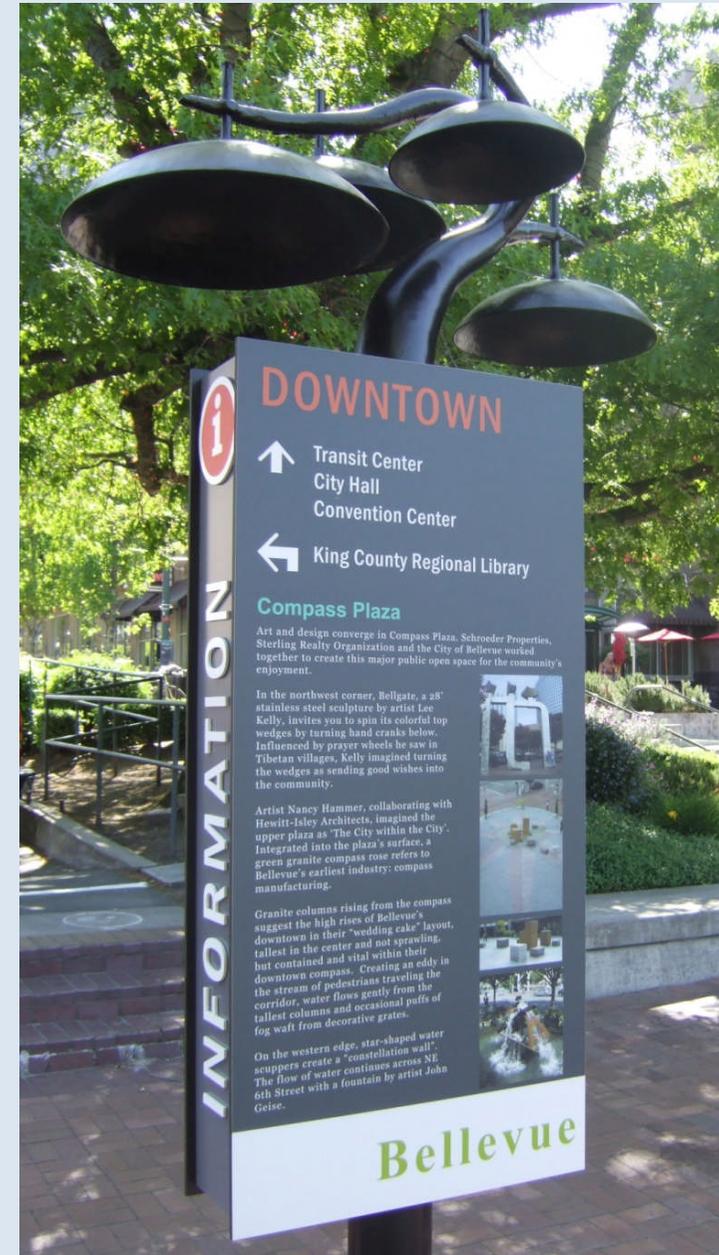
Policy recommendations

- Amendments
- Additions

Public involvement process

- Document events
- Highlight issues

Inform Comprehensive Plan  
Amendments – Downtown  
Subarea Plan



Scope of Work

# Existing Conditions

Regional Plans/Context

Downtown Subarea Plan

Downtown Zoning

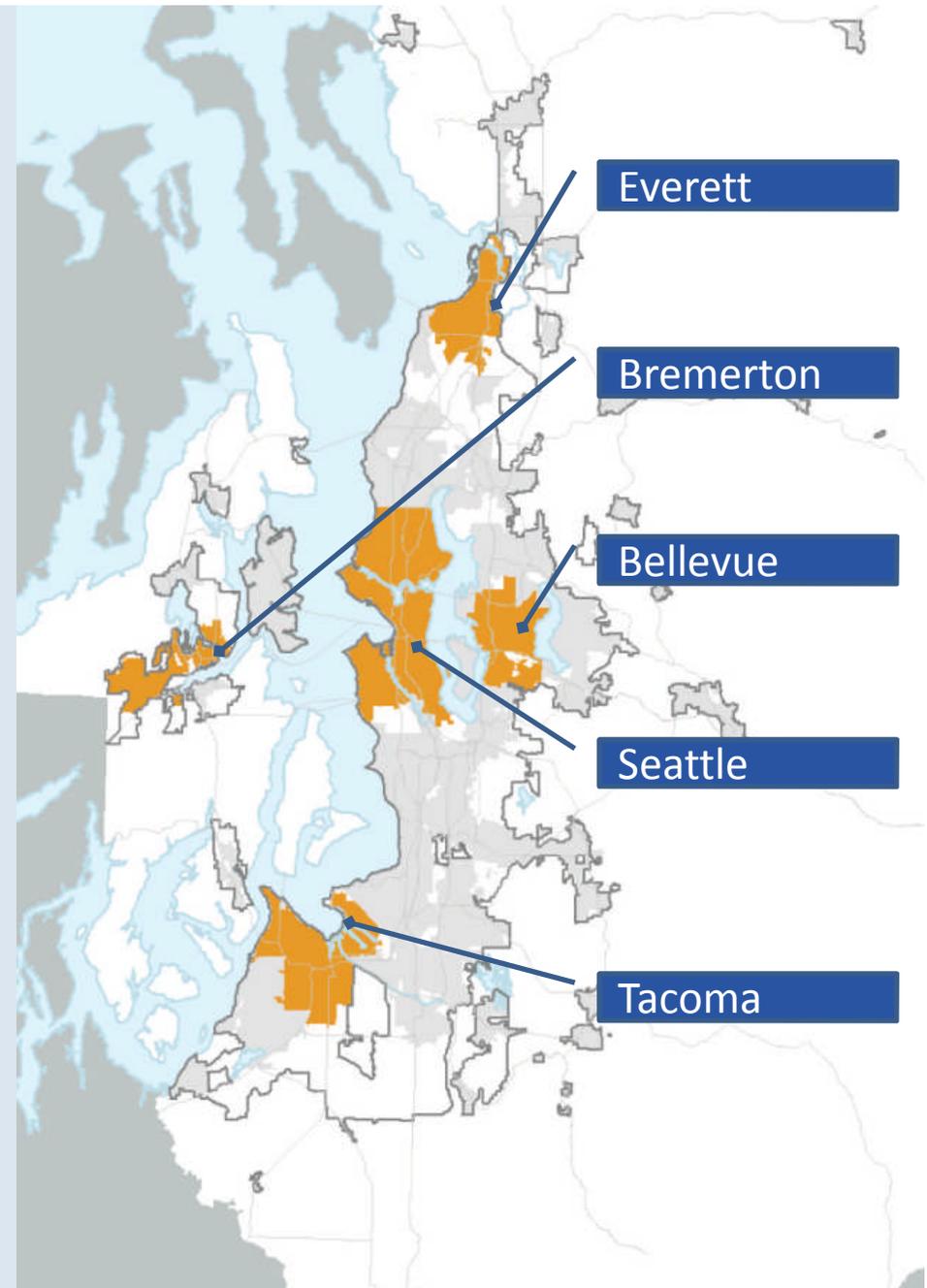
Downtown Data

Downtown and Vicinity Projects

## VISION 2040

### Metropolitan Cities

Five central cities that serve as civic, cultural, and economic hubs.



**Regional Context**

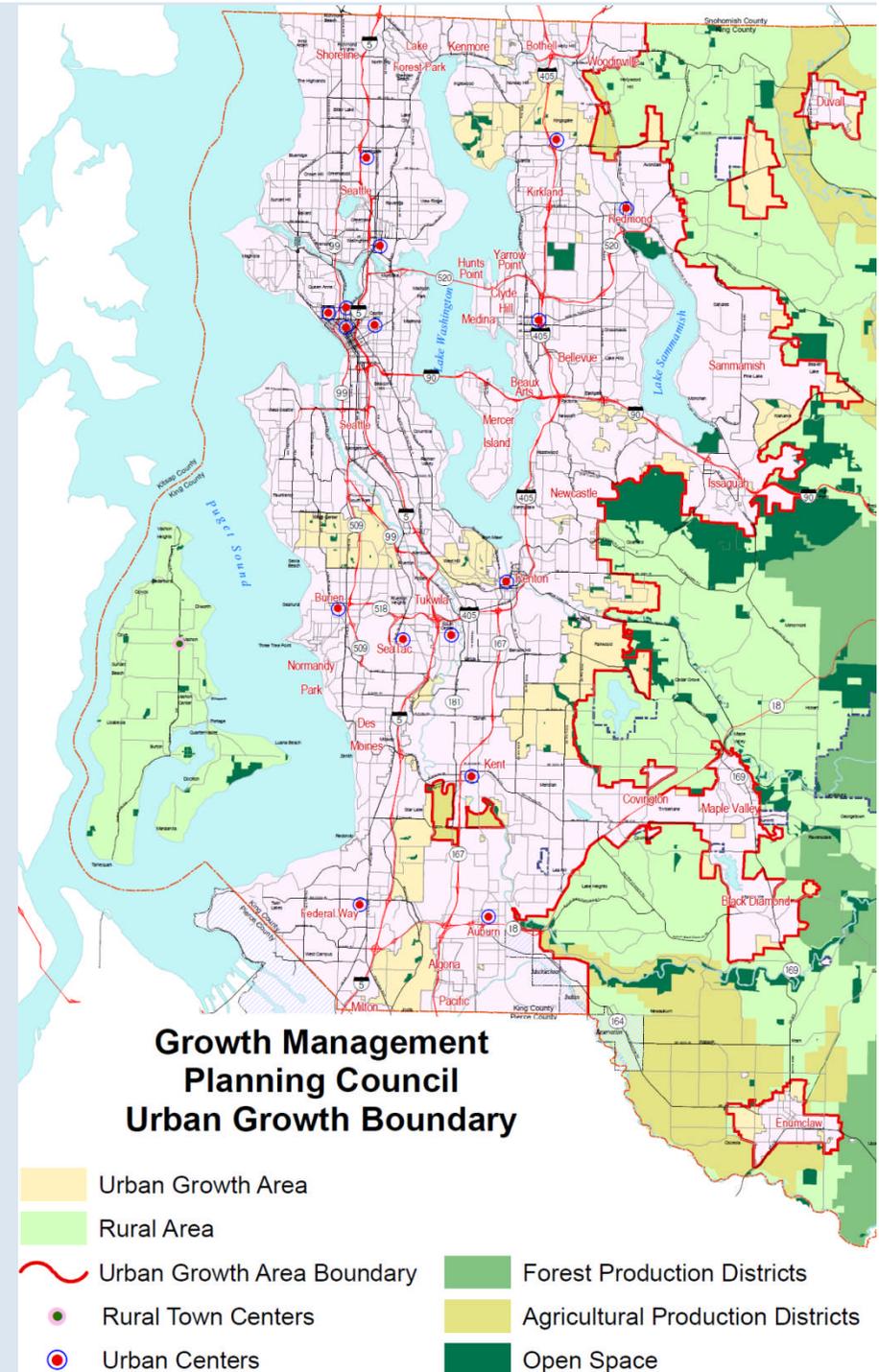


King County  
Always at your service

# Urban Centers

Provide a mix of uses and densities that will efficiently support high-capacity transit

Criteria	Downtown Bellevue
A minimum of 15,000 jobs within .5 miles of a transit center	Most of the 42,525 jobs are within .5 miles of Bellevue Transit Center
A minimum average of 50 employees per gross acre	42,525 jobs /410 acres: 104 employees per acre
A minimum average of 15 households per gross acre	7,147 households/ 410 acres: 17.5 households per acre





# Downtown Bellevue Planning Milestones

## Major Milestones

- 1920s – “Old Bellevue” ferry landing to Leschi
- 1954 – City incorporates, early planning for a new downtown
- 1979 – Downtown (CBD) Subarea Plan
- 1981 – New Land Use Code with focus on compact, mixed-use development
- Mid 80’s – Design guidelines and perimeter design district
- 1990 – Downtown Implementation Plan
- 1992 – King County Countywide Planning Policies recognize Downtown Bellevue as an Urban Center
- 2002 – Downtown Implementation Plan Update
- 2004 – Downtown Subarea Plan Update Adopted
- 2011 – Start Downtown Transportation Plan Update**



# Downtown Subarea Plan

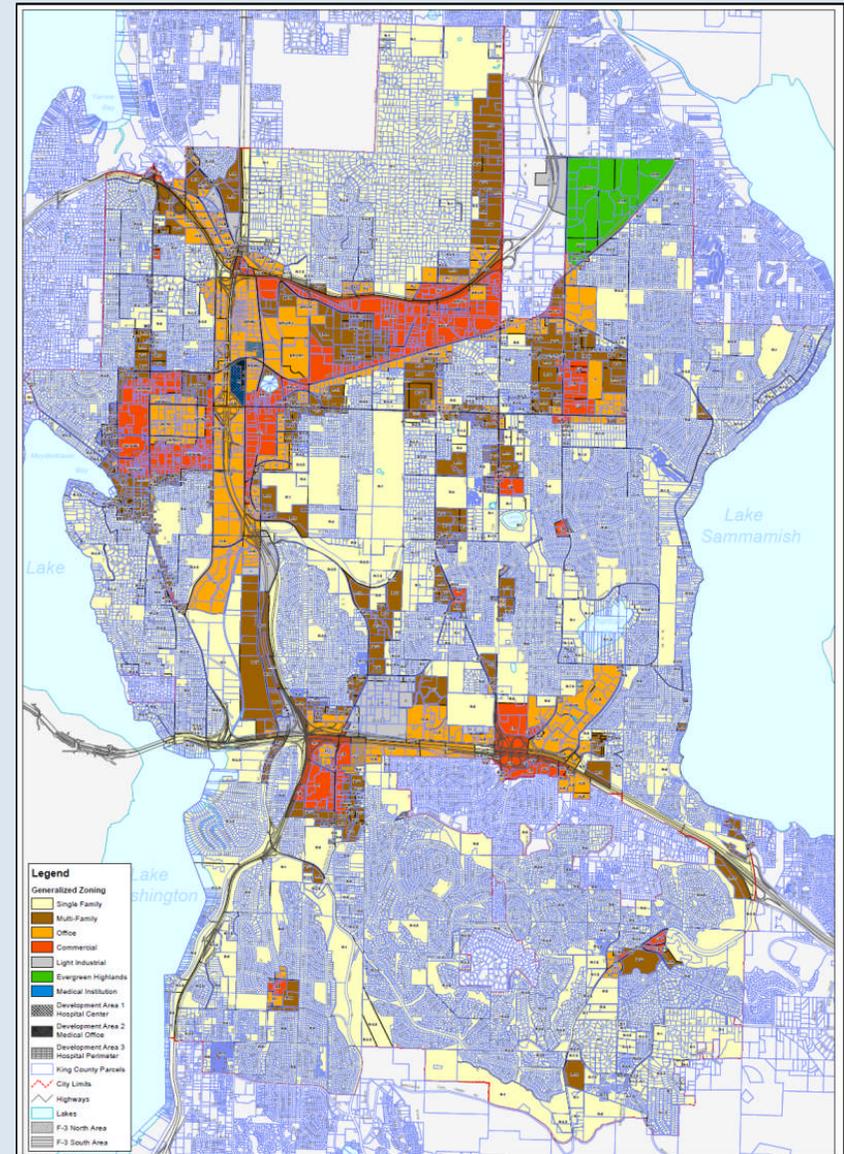
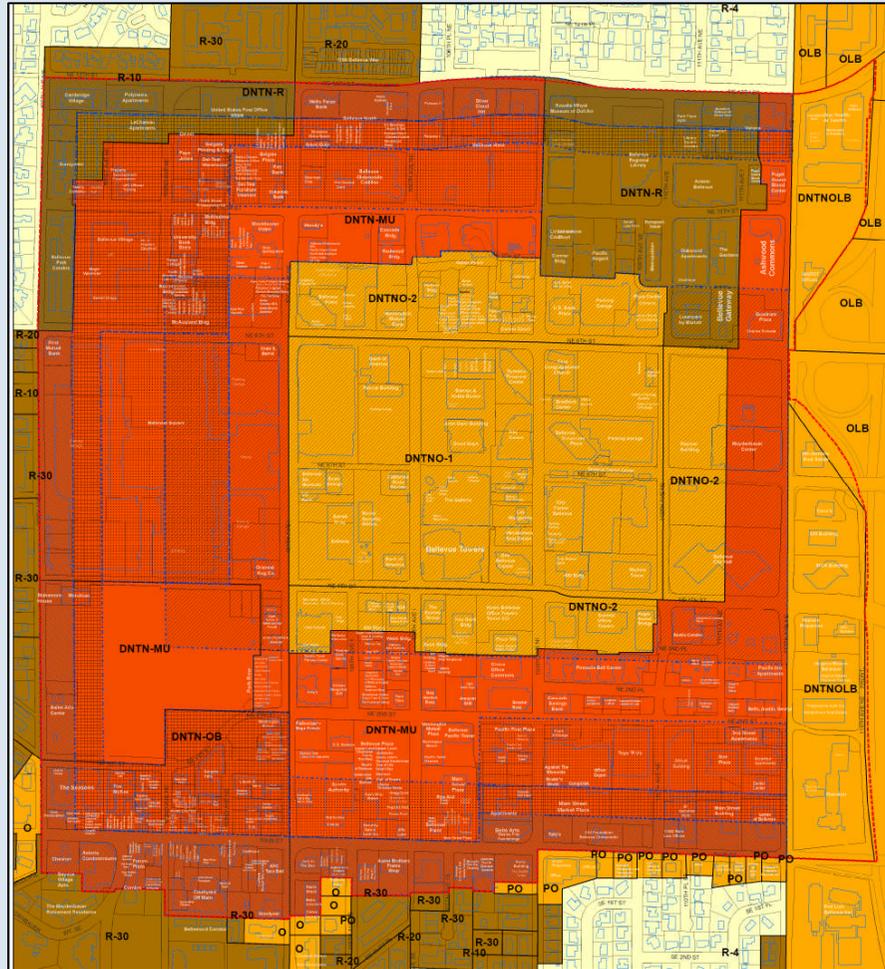
## Vision

- Dense
- Mixed use
- Livability
- Pedestrian orientation
- Culturally rich
- Economically strong
- High quality design
- Functional
- Safe, active and attractive



# Downtown Subarea Plan/Zoning

## Zoning Designations



### Legend

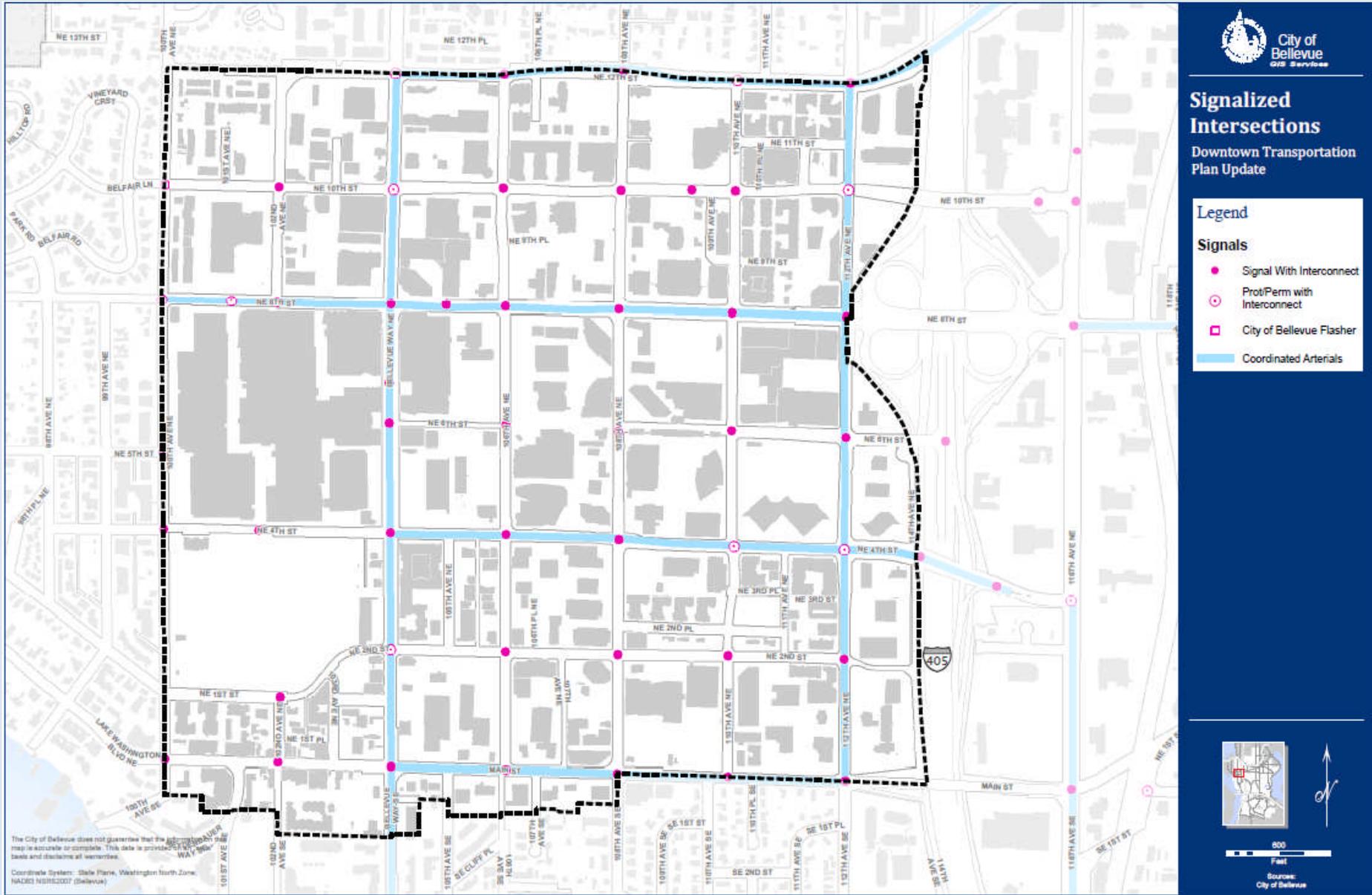
- Generalized Zoning
  - Single Family
  - Multi-Family
  - Office
  - Commercial
  - Light Industrial
- Evergreen Highlands
- Medical Institution
- Development Area 1
- Hospital Center
- Development Area 2
- Medical Office
- Development Area 3
- Hospital Perimeter
- King County Parcel
- City Limits
- Highways
- Lakes
- F-3 North Area
- F-3 South Area

City of Bellevue  
 IT Department  
 GIS Services  
 Plan Date: 11/19/2009

City of Bellevue  
**Generalized Zoning**

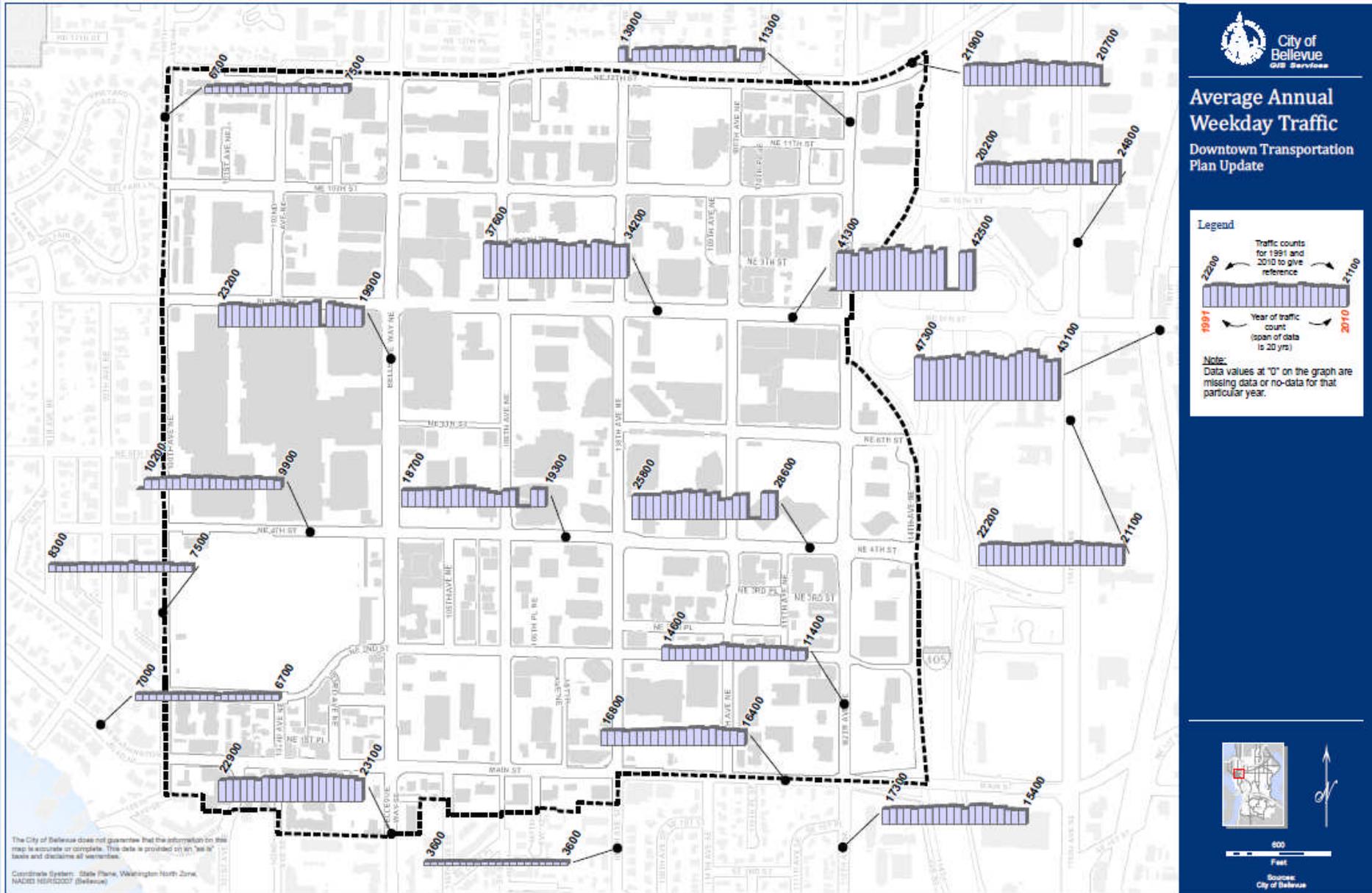
This map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information provided on this map is 100% accurate and should not be relied upon for legal, engineering, or other purposes. The City of Bellevue is not responsible for any damages or losses resulting from the use of this map. For more information, please contact the City of Bellevue GIS Services Department at (206) 462-3333.

# Signalized Intersections



**Existing Conditions**

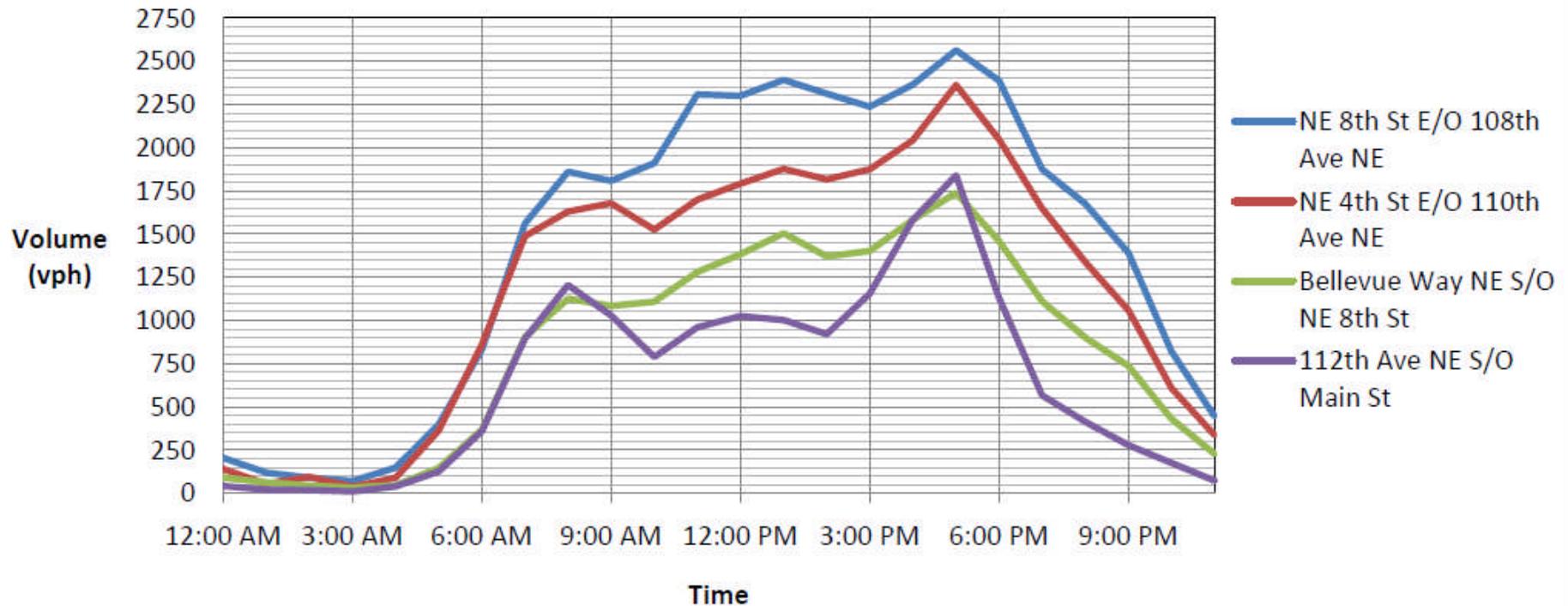
# Average Annual Weekday Traffic Volume



**Existing Conditions**

# Traffic Conditions by Time of Day

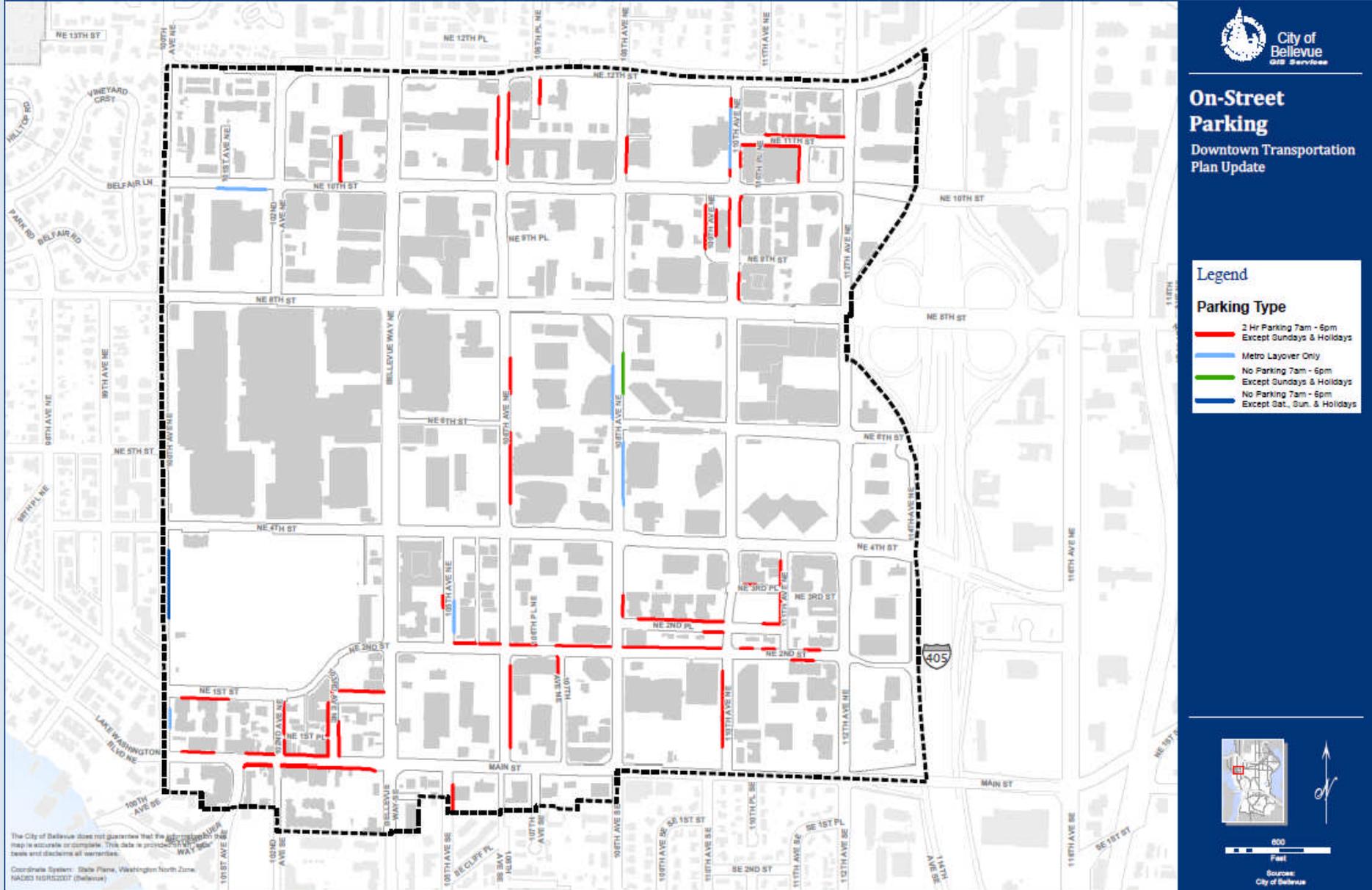
## Downtown Bellevue Weekday Traffic Volumes



**Existing Conditions**

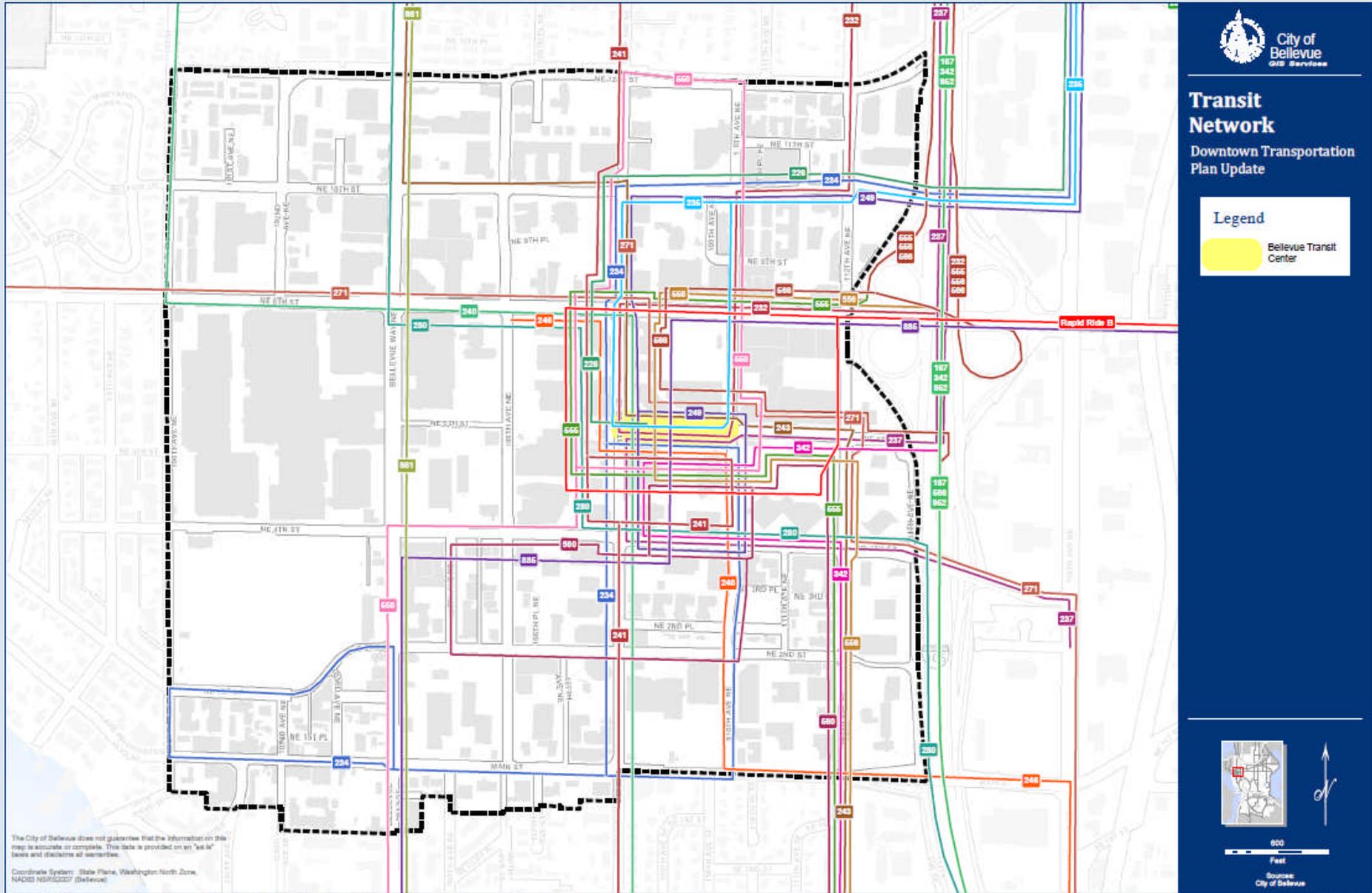


# On Street Parking



**Existing Conditions**

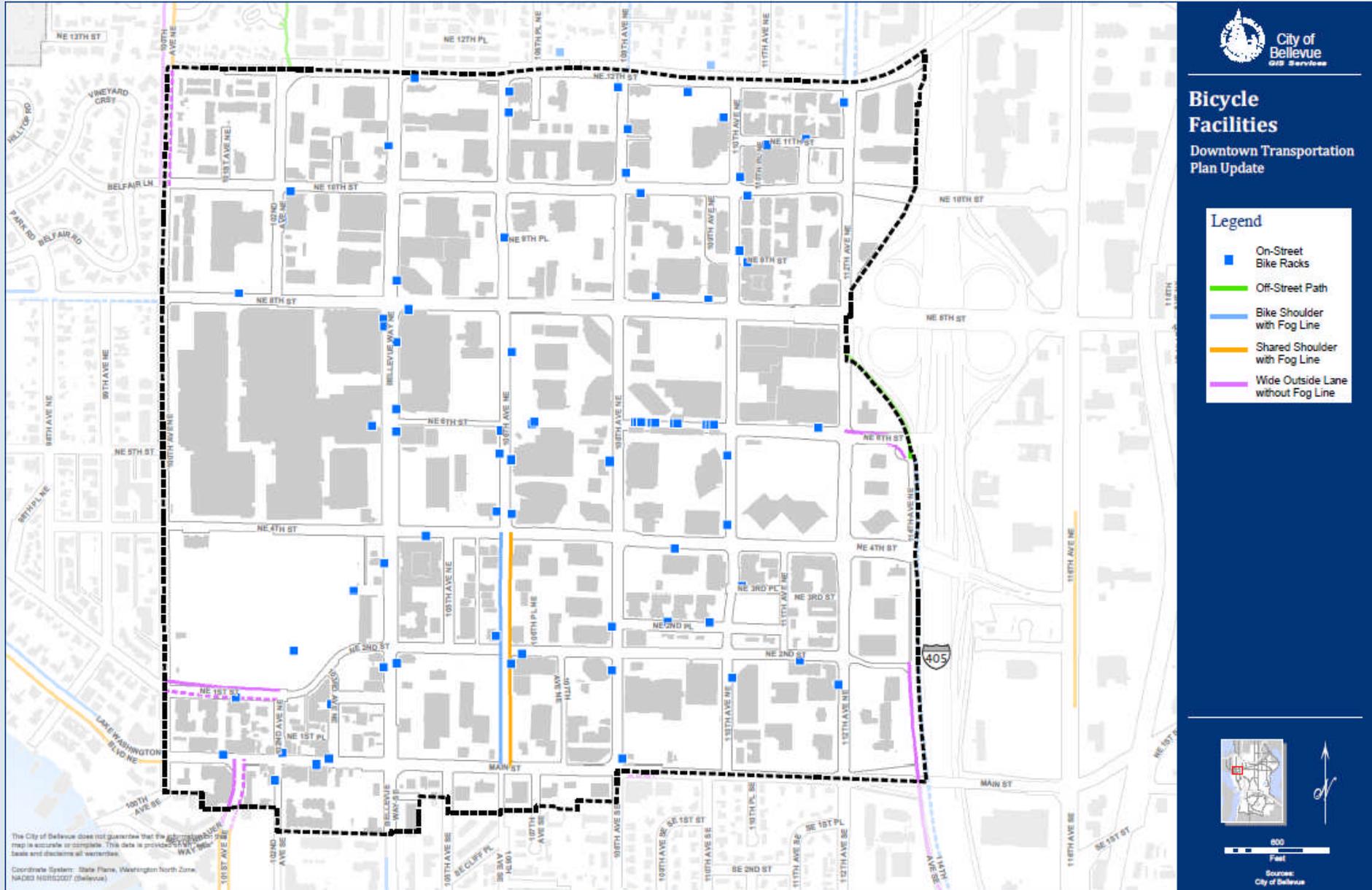
# Transit Network



**Existing Conditions**

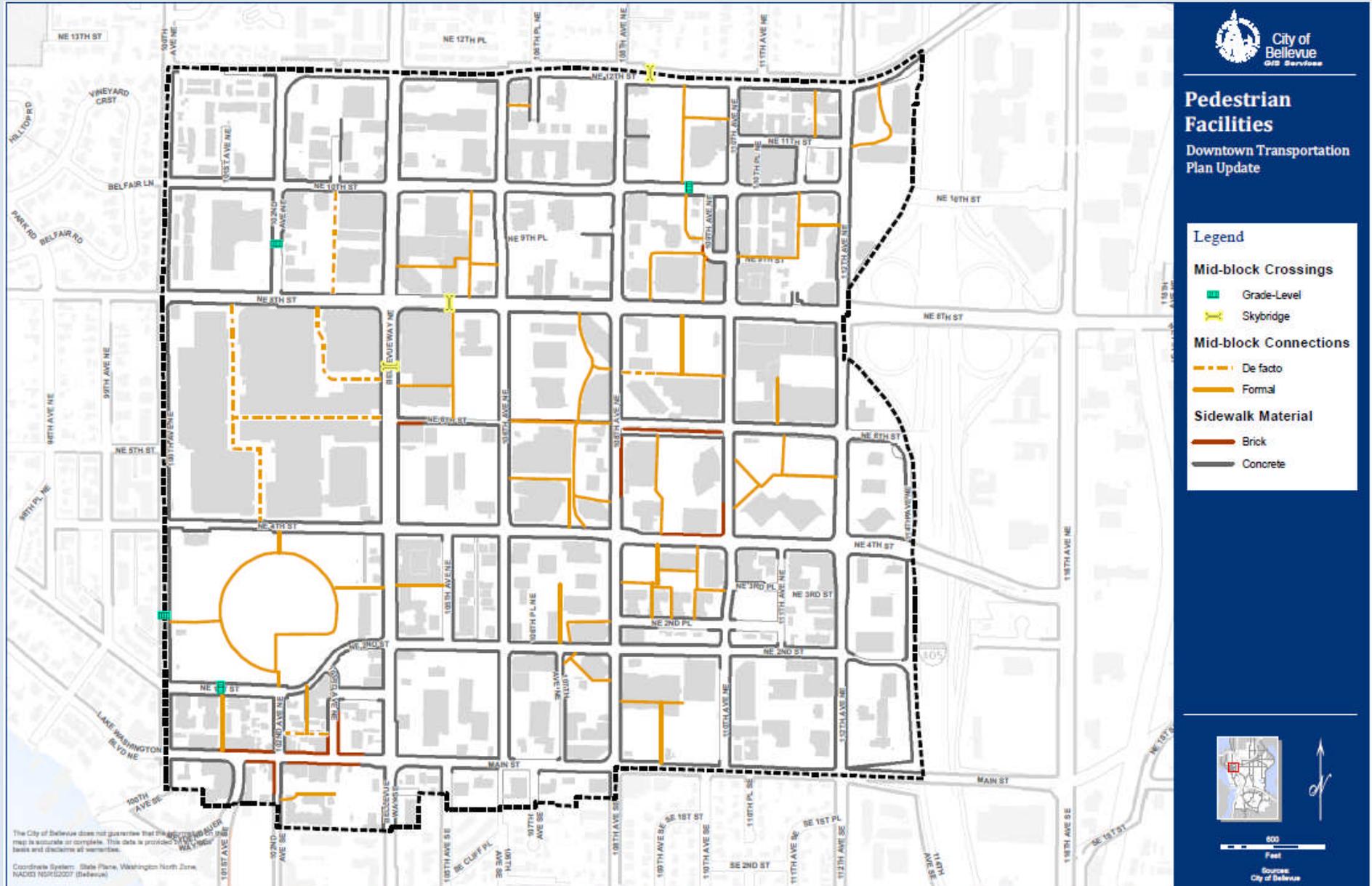


# Bicycle Facilities



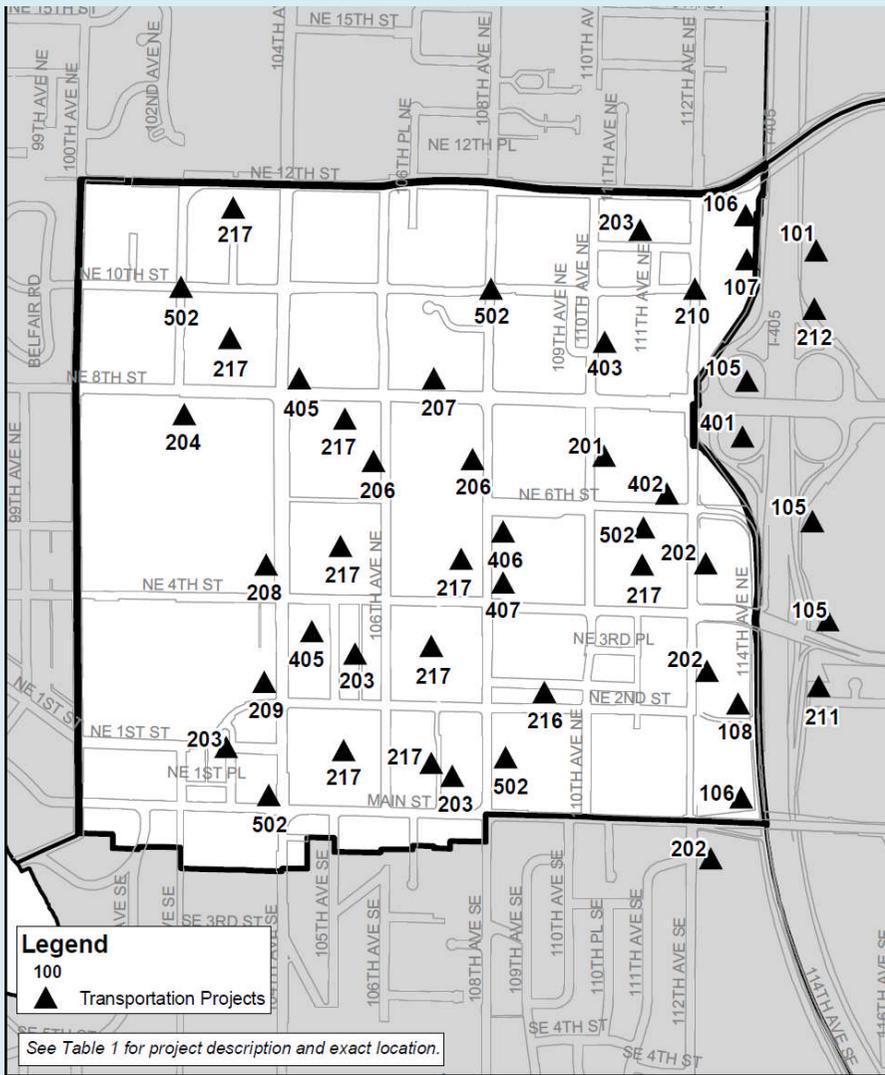
**Existing Conditions**

# Pedestrian Facilities

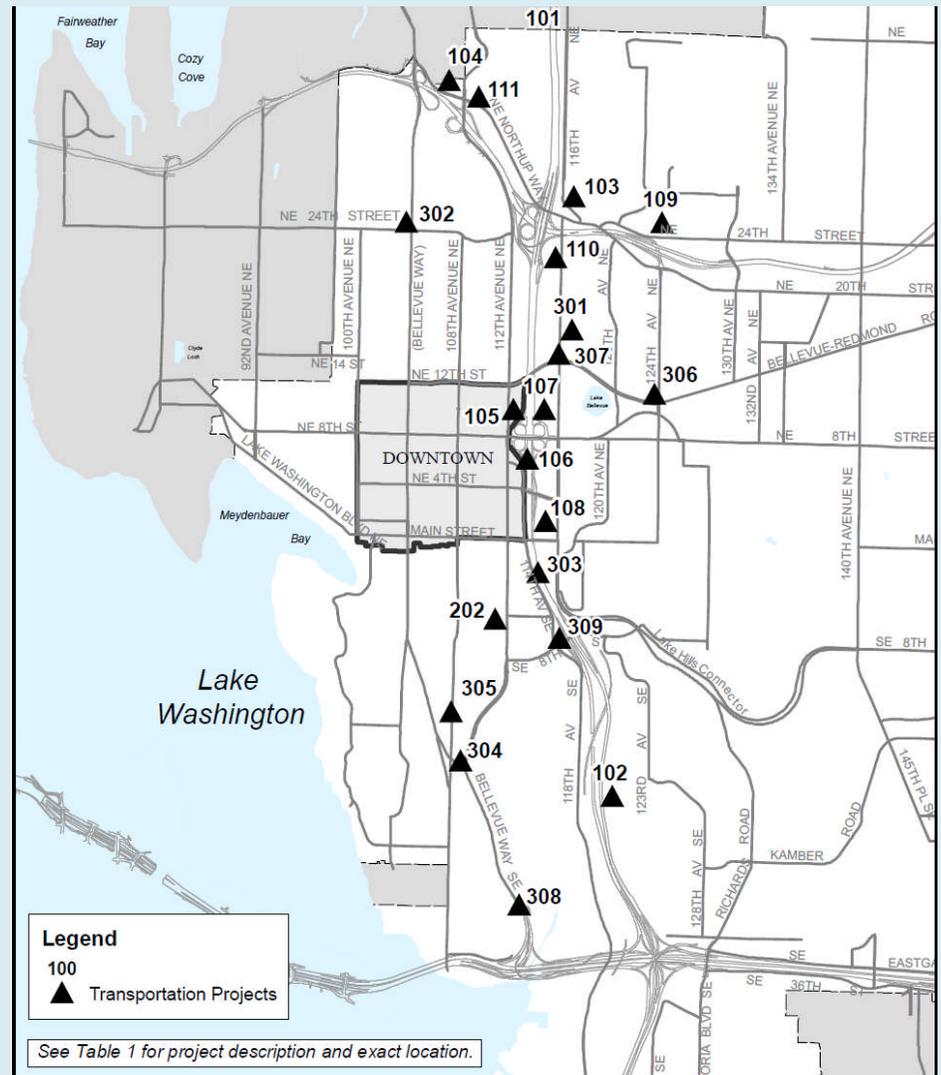


**Existing Conditions**

# Transportation Projects – Subarea Plan



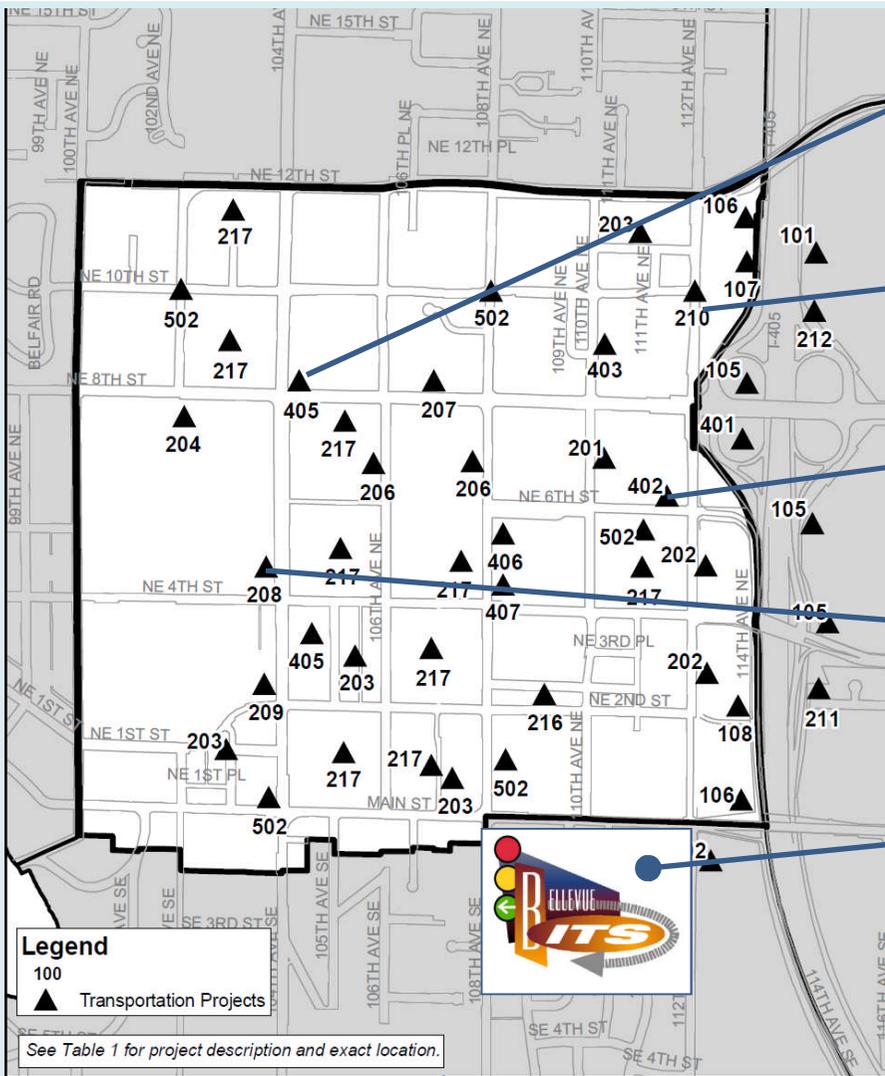
**FIGURE B**  
Downtown Transportation Map



**FIGURE C**  
Outside Downtown Transportation Map

## Downtown Subarea Plan

# Transportation Projects Status



**NE 8<sup>th</sup> Street:** Add one westbound lane on NE 8<sup>th</sup> St between 105<sup>th</sup> Ave NE and 108th NE (while preserving the large sequoia) **Partially COMPLETE**

**NE 10<sup>th</sup> Street:** Extend NE 10<sup>th</sup> St from 112<sup>th</sup> Avenue NE across I-405 to 116<sup>th</sup> Avenue NE. **COMPLETE**

**NE 6<sup>th</sup> St between 108<sup>th</sup> Ave NE and 110<sup>th</sup> Ave NE:** Construct a new transit center. **COMPLETE**

**NE 2<sup>nd</sup> Street / Bellevue Way:** Add new southbound left-turn lane on westbound NE 2<sup>nd</sup> Street **COMPLETE**

**Intelligent Transportation System (ITS):** Downtown-wide implementation of SCATS – adaptive signal technology **COMPLETE**



**FIGURE B**  
**Downtown Transportation Map**





# Measures of Effectiveness

## Quantitative and qualitative measures to evaluate the effectiveness of projects

- Sound Transit and Bellevue used MOEs to compare light rail alignments in the *Downtown Bellevue Light Rail Concept Design Report (2010)*

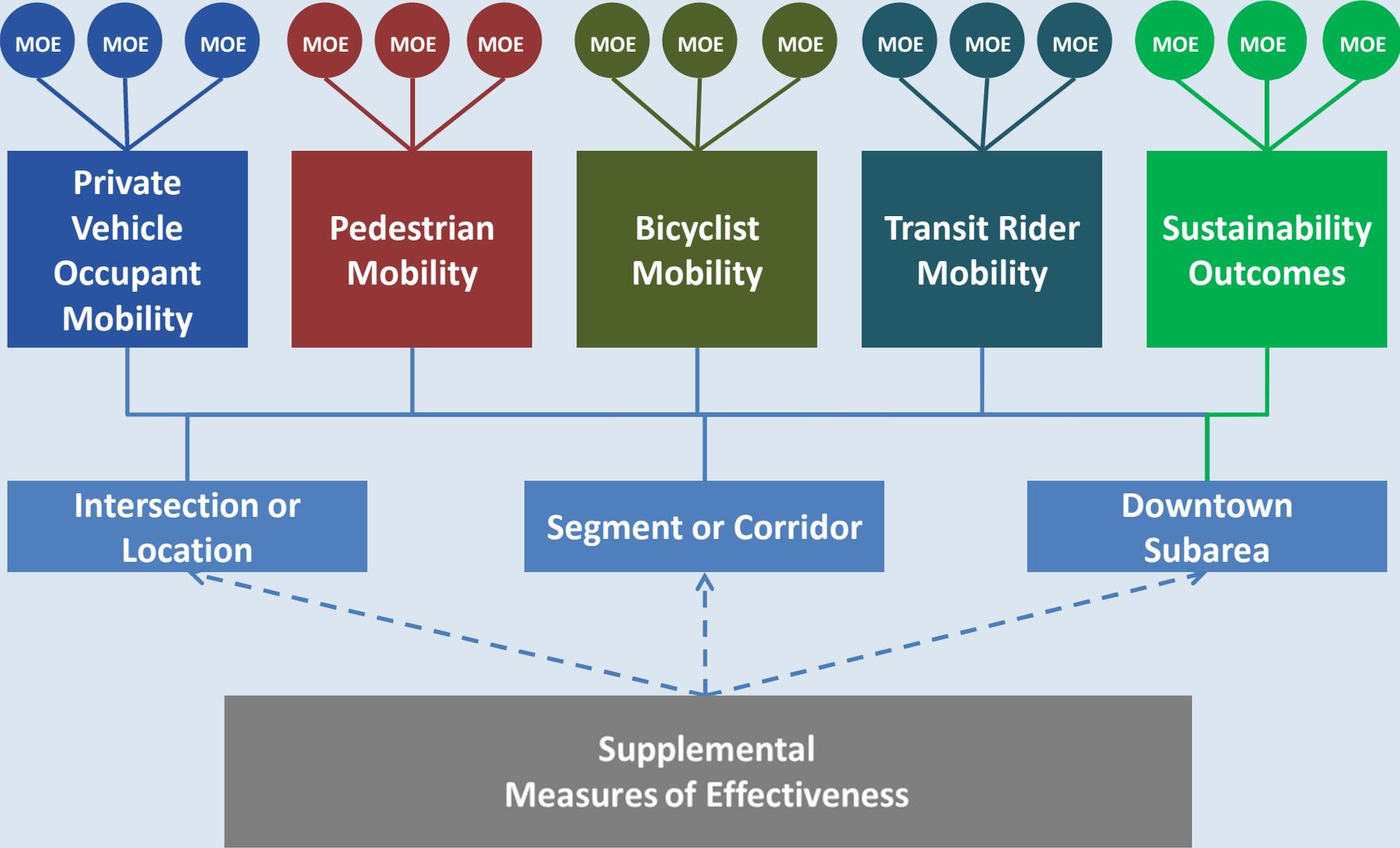
## Purpose of Measures of Effectiveness

- Develop and evaluate project ideas
- Screen out ineffective project ideas
- Move good project ideas forward

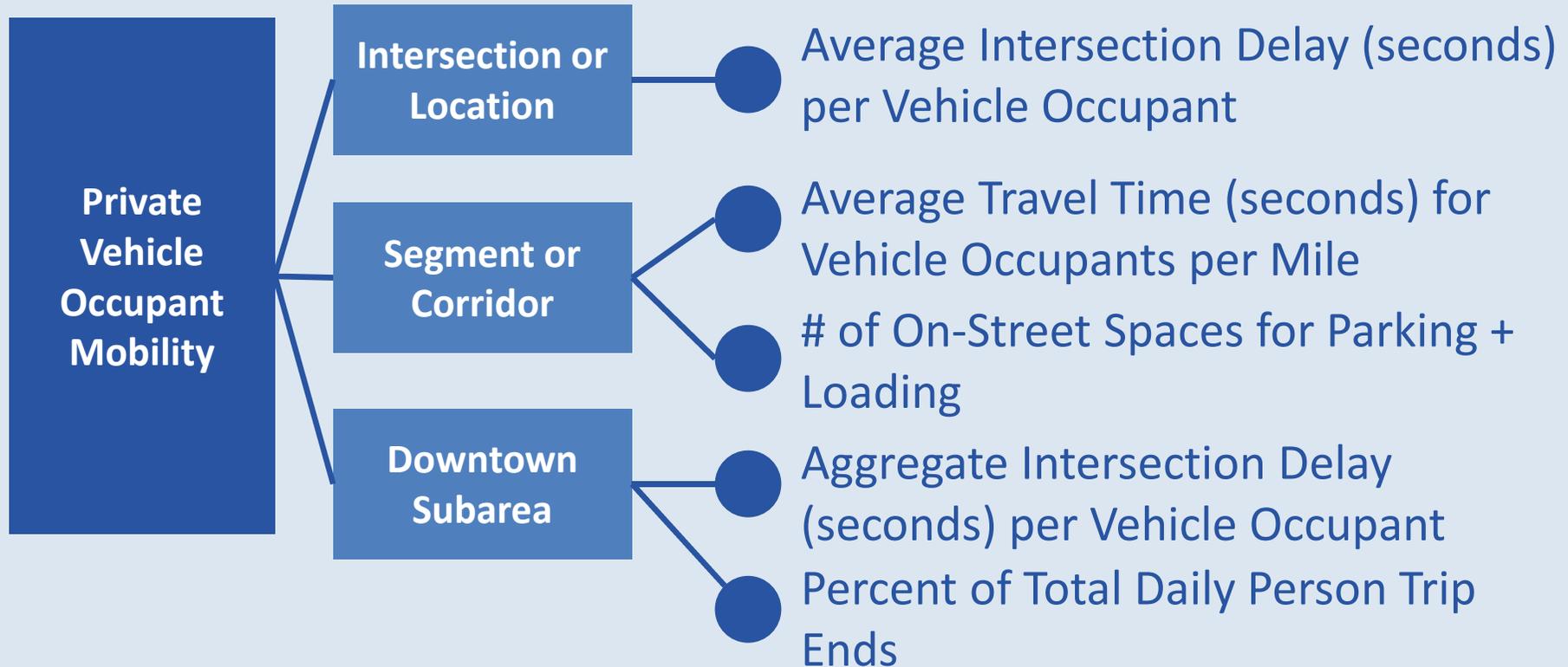
## Mode-Based Measures of Effectiveness

- Based on person-mobility rather than just vehicle-mobility
- Compare mode-based projects to each other
- Determine the effect on all modes within Downtown
- Develop a comprehensive Downtown transportation system

# Measures of Effectiveness

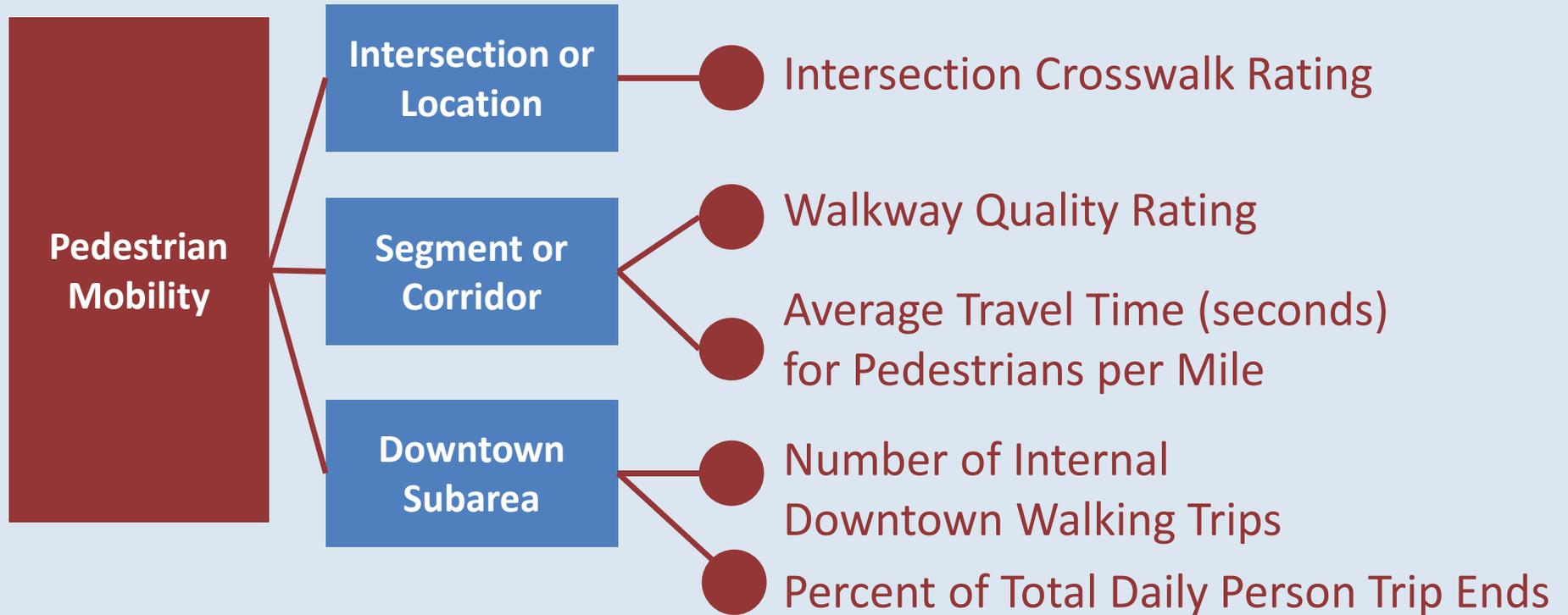


# Private Vehicle Occupant Mobility



**Measures of Effectiveness**

# Pedestrian Mobility



**Measures of Effectiveness**

# Pedestrian Mobility

## Intersection or Location

### Intersection Crosswalk Rating

- Pedestrian Delay
- Crosswalk Width
- Number of Travel Lanes to be Crossed
- Volume/Speed of Traffic
- Size of Queuing Area

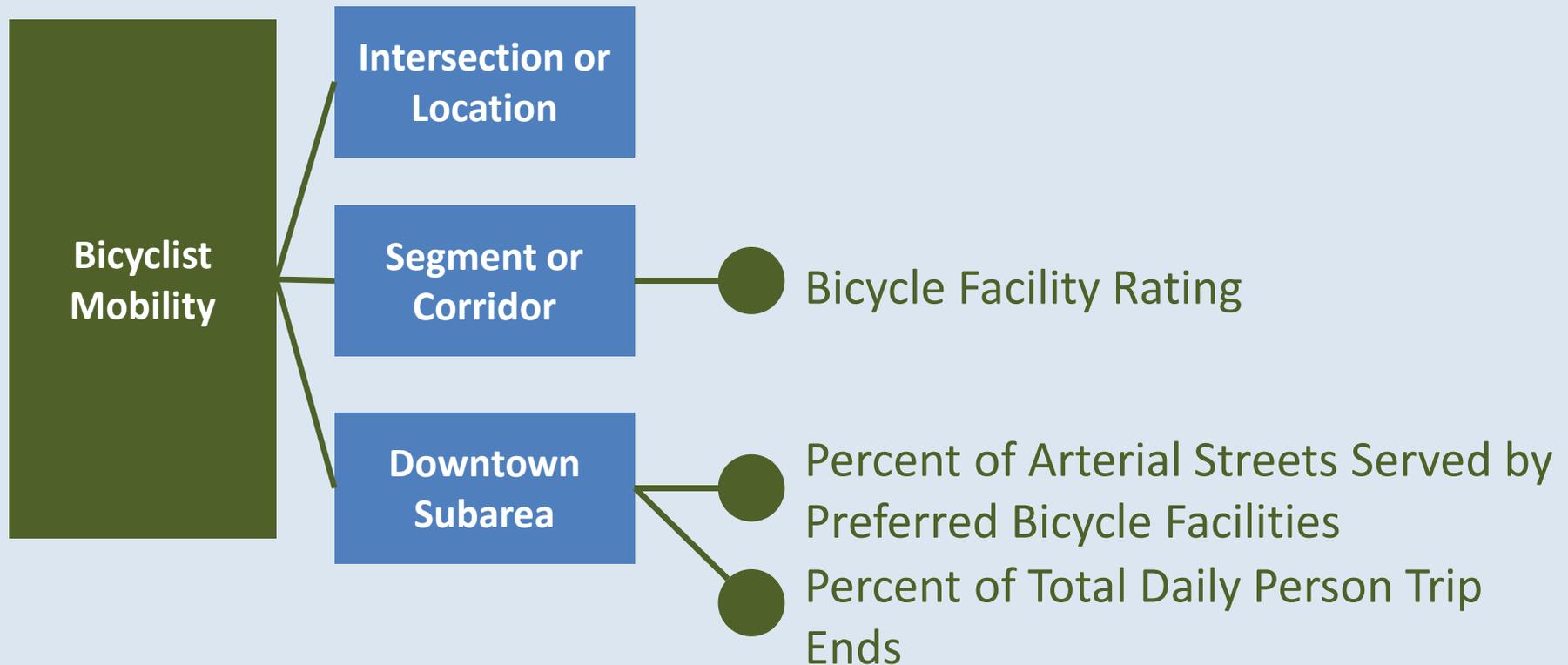
## Segment or Corridor

### Walkway Quality Rating

- Activity of Driveways
- Width of Walkway
- Buffer from Traffic
- Presence of On-Street Parking
- Volume and Speed of Adjacent Traffic
- Volume and Type of Heavy Vehicles
- Grades – lateral and linear

**Measures of Effectiveness**

# Bicyclist Mobility



**Measures of Effectiveness**

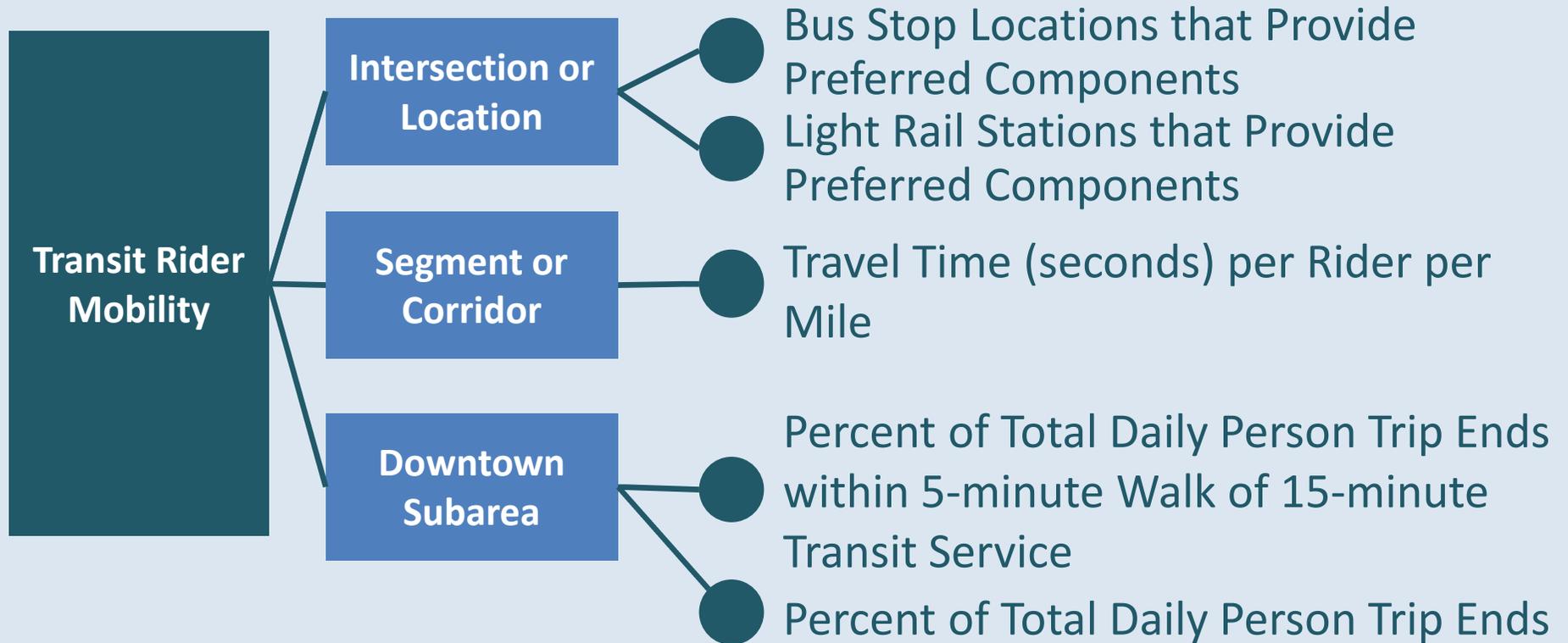
# Bicyclist Mobility

Segment or  
Corridor

## Bicycle Facility Rating

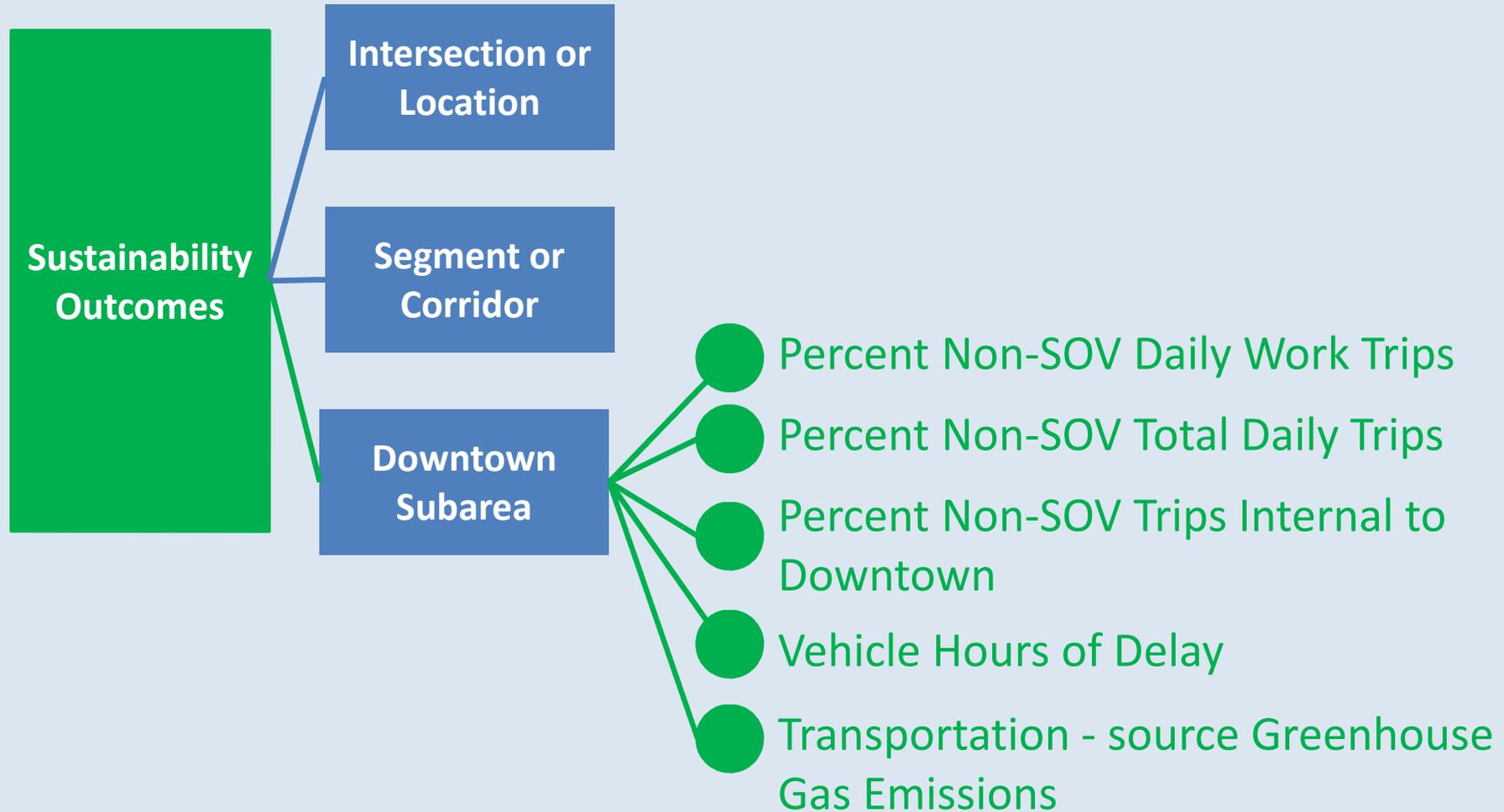
- Type of On-Street Bicycle Facilities
- Width of Outside Lane
- Number of Vehicle Travel Lanes
- Volume and Speed of Adjacent Traffic
- Conflicts of Turning Movements
- Activity of Driveways
- Pavement Quality
- Presence of On-Street Parking
- Volume and Type of Heavy Vehicles
- Presence of Signal Actuation

# Transit Rider Mobility



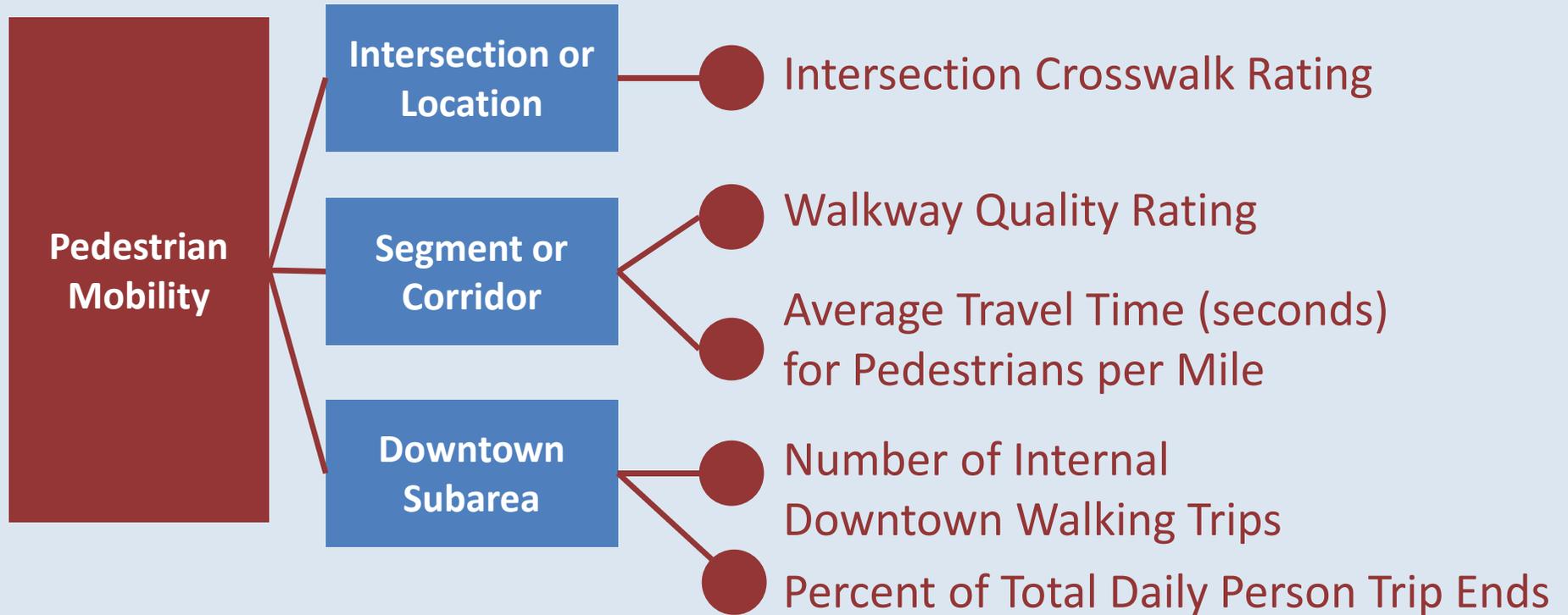
**Measures of Effectiveness**

# Sustainability Outcomes



**Measures of Effectiveness**

# Pedestrian Mobility



**Measures of Effectiveness**

# Pedestrian Mobility

## Intersection or Location

### Intersection Crosswalk Rating

- Pedestrian Delay
- Crosswalk Width
- Number of Travel Lanes to be Crossed
- Volume/Speed of Traffic
- Size of Queuing Area

## Segment or Corridor

### Walkway Quality Rating

- Activity of Driveways
- Width of Walkway
- Buffer from Traffic
- Presence of On-Street Parking
- Volume and Speed of Adjacent Traffic
- Volume and Type of Heavy Vehicles
- Grades – lateral and linear

**Measures of Effectiveness**

# Community Involvement Summary

## Council Direction:

Broad based and inclusive public participation

- Stakeholder Meetings: During the Fall
- Bicycle Tours: September



- Open House: November 1
- Walking Audits: December



# Community Involvement Summary

## Community Outreach Methods

- Web Site
- Press Releases
- Social Media



- Blogs



- Fliers
- Doughnuts – thanks Top Pot!





# Transportation Plan Update

**Tell us:** What are the important Downtown transportation issues facing Bellevue?



# Downtown Bicycle Tours

## Downtown “Secret Places” Ride

- Saturday, September 24
  - 15 riders signed in
  - Discover “Secret Places” by bike

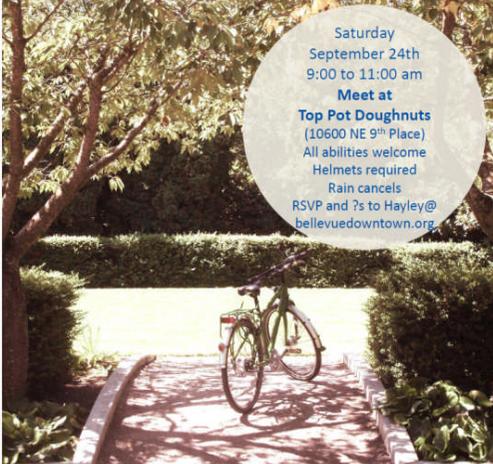
## Downtown Commuter Rides

- Wednesday, September 28
  - 19 riders signed in
  - 3 commuter routes

**Downtown Bellevue Bicycle Study Tour**  
**DOWNTOWN SECRETS**  
*Please join the City of Bellevue on a ride to help us identify ways to improve the Downtown Bellevue cycling experience while enjoying our growing Downtown*

**Downtown** Transportation Plan Update

Saturday  
September 24th  
9:00 to 11:00 am  
**Meet at**  
**Top Pot Doughnuts**  
(10600 NE 9<sup>th</sup> Place)  
All abilities welcome  
Helmets required  
Rain cancels  
RSVP and ?s to Hayley@  
bellevuedowntown.org



**Downtown Bellevue**  
**BICYCLE COMMUTER RIDES**  
*Please join the City of Bellevue on rides along major bicycle commuting routes to help us identify ways to improve your Downtown Bellevue bicycle commute*

**Downtown** Transportation Plan Update

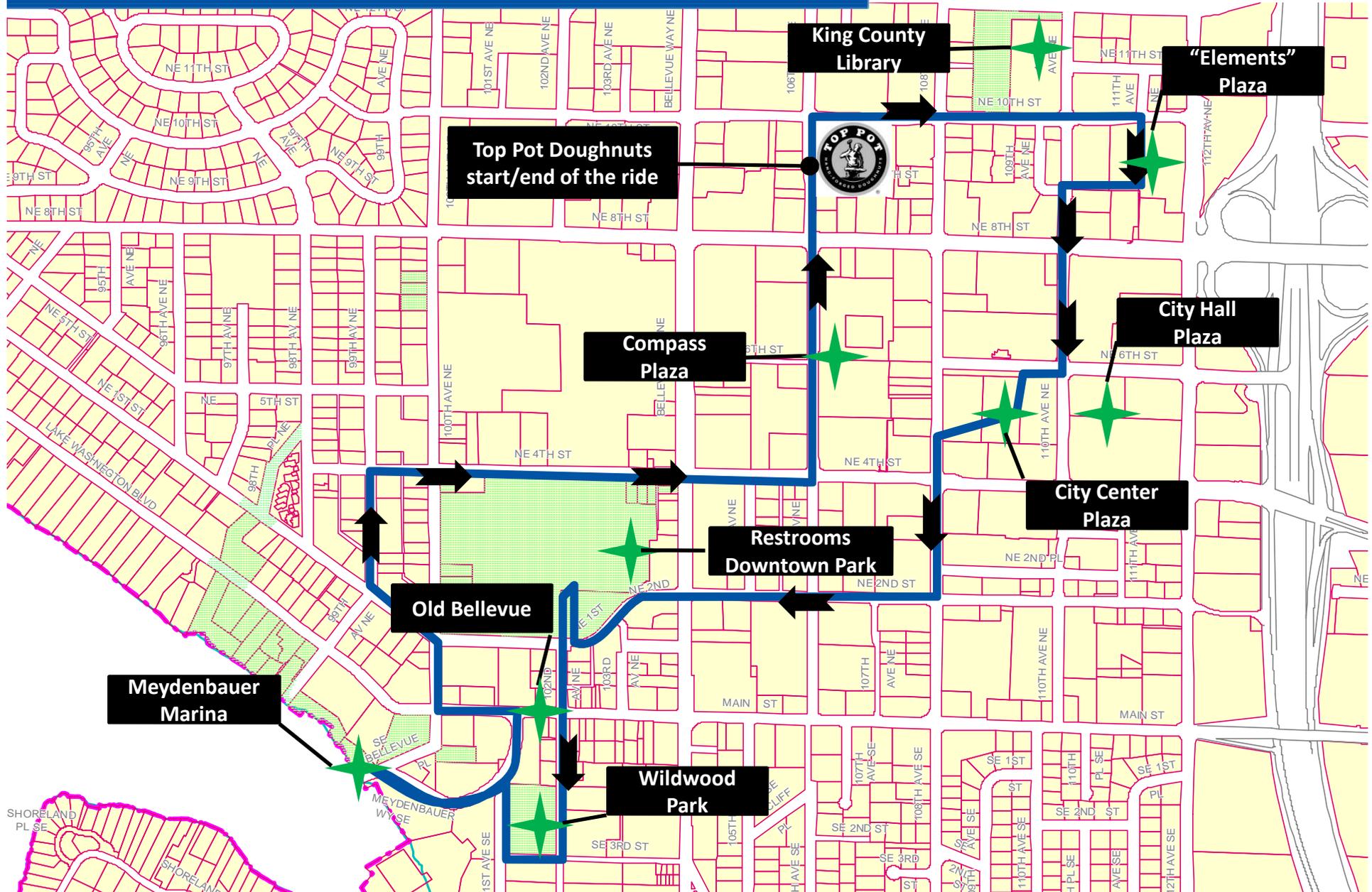
Wednesday  
September 28  
5:30 – 7:00 pm  
**Meet at Compass Plaza**  
(NE 6th St/106<sup>th</sup> Ave NE)  
Commuters and curious  
welcome  
Helmets required  
Steady rain cancels  
RSVP and ?s to Hayley@  
bellevuedowntown.org





# Downtown Transportation Plan Update

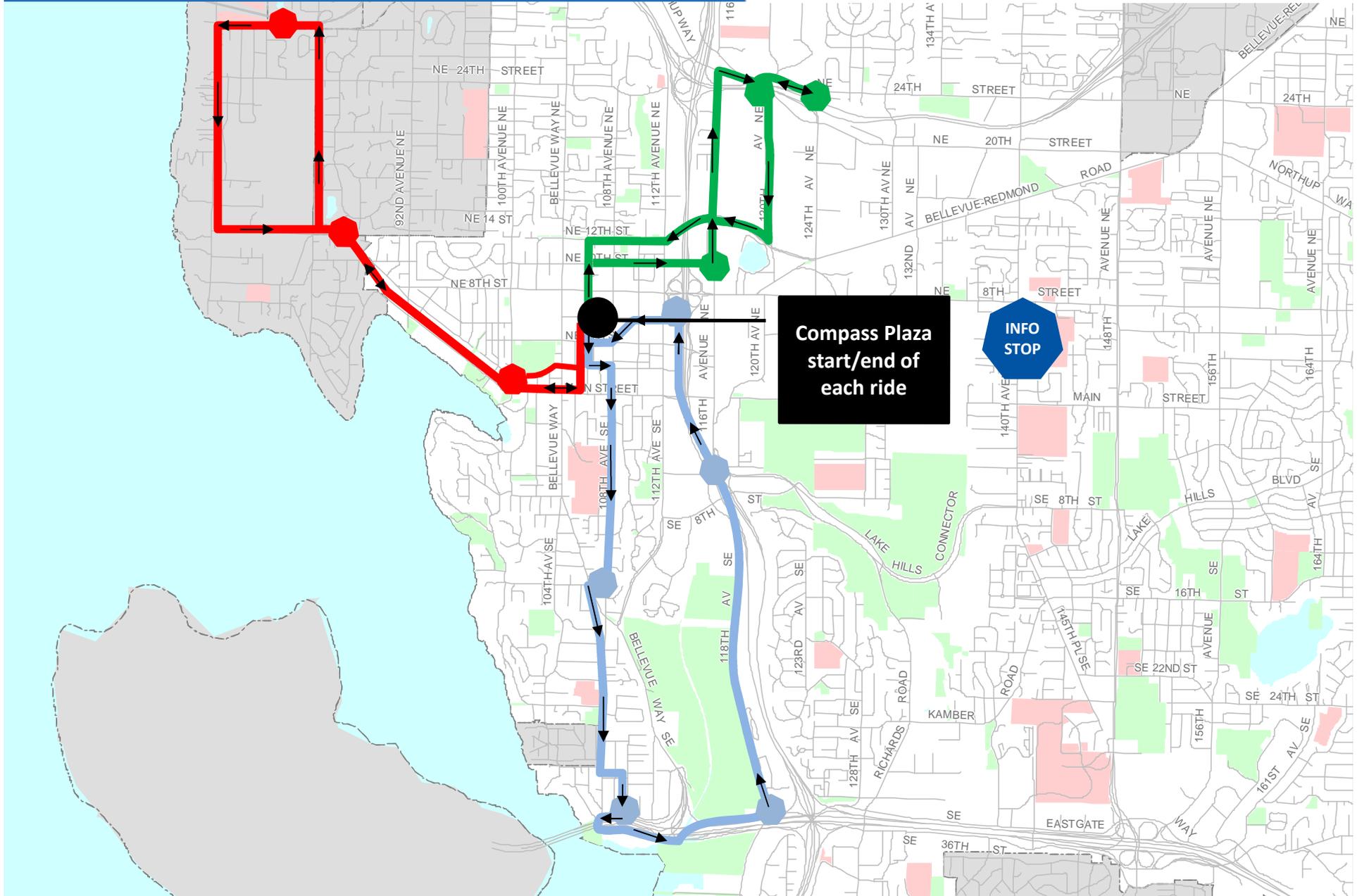
## Secret Places Bicycle Tour





# Downtown Transportation Plan Update

## Downtown Bellevue Commuter Bicycle Rides



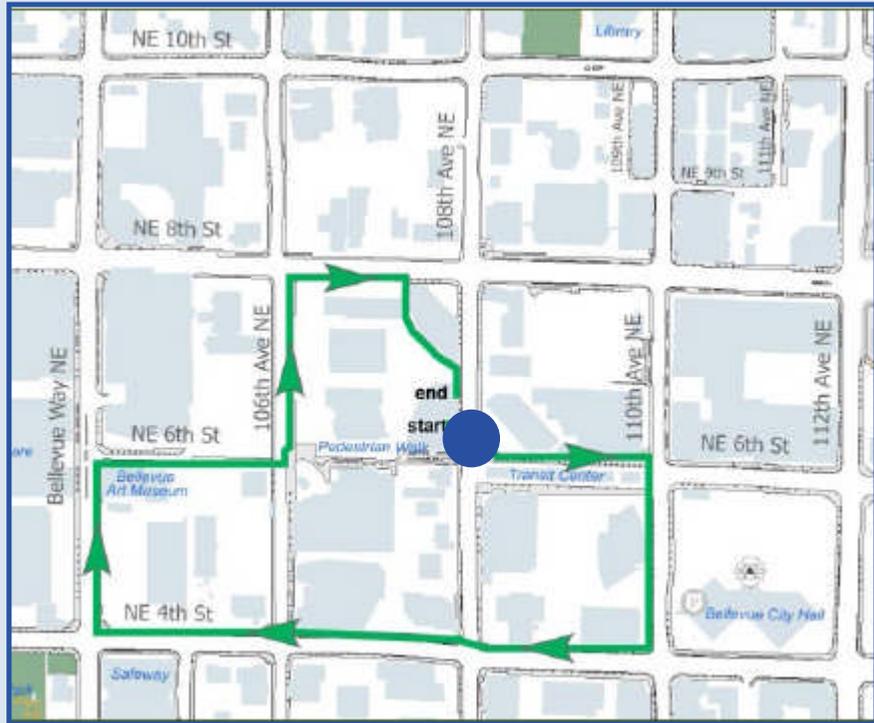
# Walking Audit Report



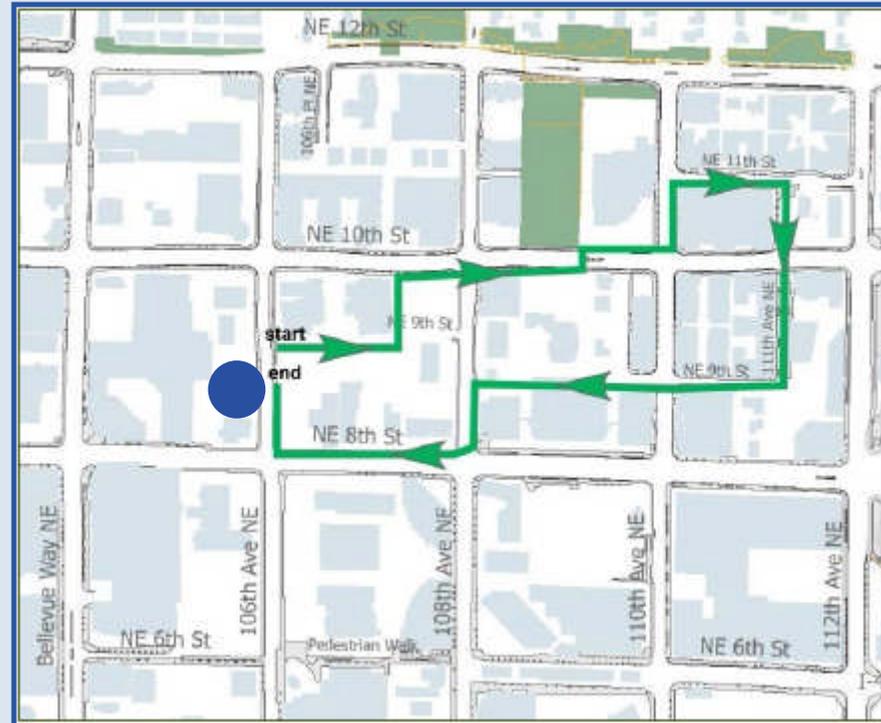
## Downtown Bellevue Walking Audit Report



# Walking Audit Report



Weekday mid-day walk route



Weekend morning walk route



# Community Involvement Summary

## Transportation Issues Scoping Report

Public input and comments consolidated and organized by mobility topic

- Pedestrian Mobility
- Bicycle Mobility
- Transit Rider Mobility
- Roadways



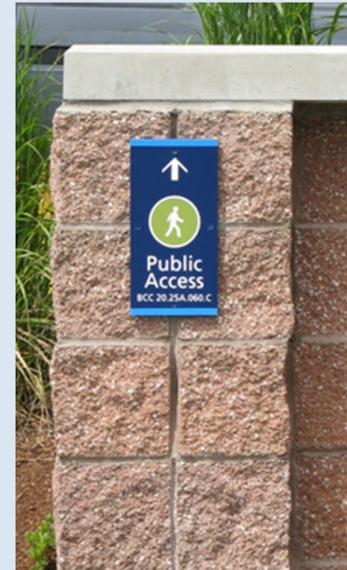
# Pedestrian Mobility Comments

- Intersections
- Crosswalks
- Walkways and Sidewalks
- Mid-Block Crossings
- Through-Block Connections



# Through-Block Connections

- Great connections but not certain if private or public
- Not sure where connections go



# Intersections and Crosswalks

- Encroaching vehicles
- Right turning vehicles
- Crossing time seems too short
- Wait time seems too long
- Push buttons vs automatic walk
- Crosswalk striping



# Walkways and Sidewalks

- Access to transit
- Access to light rail stations
- Wayfinding
- Physical proximity to moving vehicles
- Places to rest
- Driveway curb cuts/ramps
- Sidewalk maintenance



# Mid-Block Crossings

- Long blocks with attractions on both sides
- More mid-block crossings desired
- Vehicles may not stop or yield
- Pavement markings worn
- Grade separation



# Bicycle Mobility Comments

- On-Street Bicycle Facilities
- Bicycle Parking – on-street and in garages
- Wayfinding
- Education and Enforcement
- Maintenance of Roadways



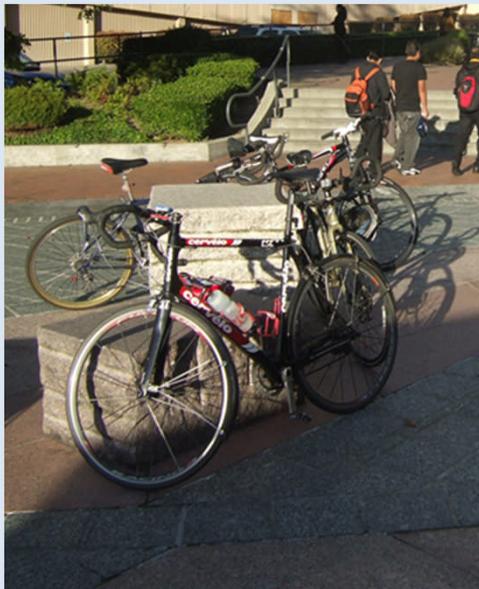
# On-Street Bicycle Facilities

- East – west corridors
- North – south corridors
- Pavement markings for signal activation
- Connections to regional facilities
  - SR 520 Trail (east/west), I-90 Trail (east/west)
- Connections across I-405
- Median design



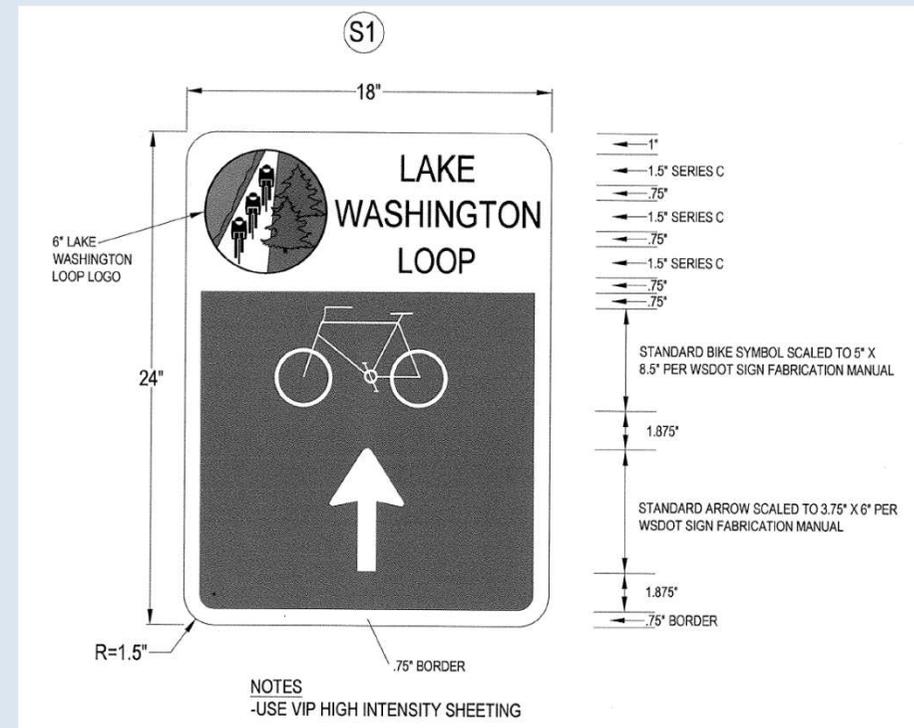
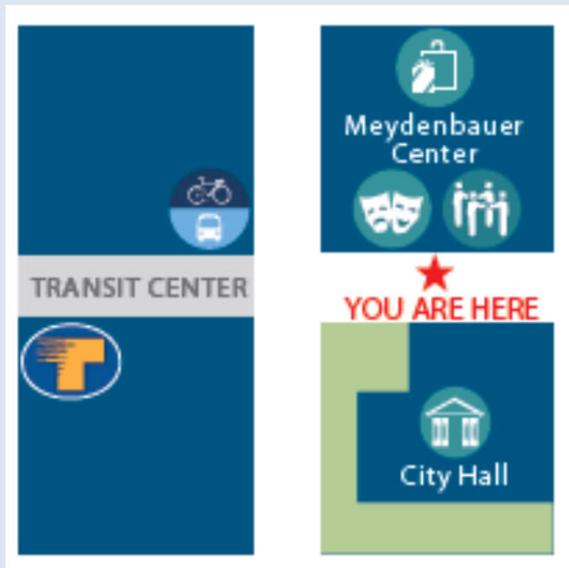
# Bicycle Parking

- Not enough on street bike parking
- Need bike parking at bus stops/light rail stations
- Garage parking for bikes not clearly available



# Wayfinding

- Local destinations
- Regional destinations
- Connection to transit/light rail
- Detours around construction



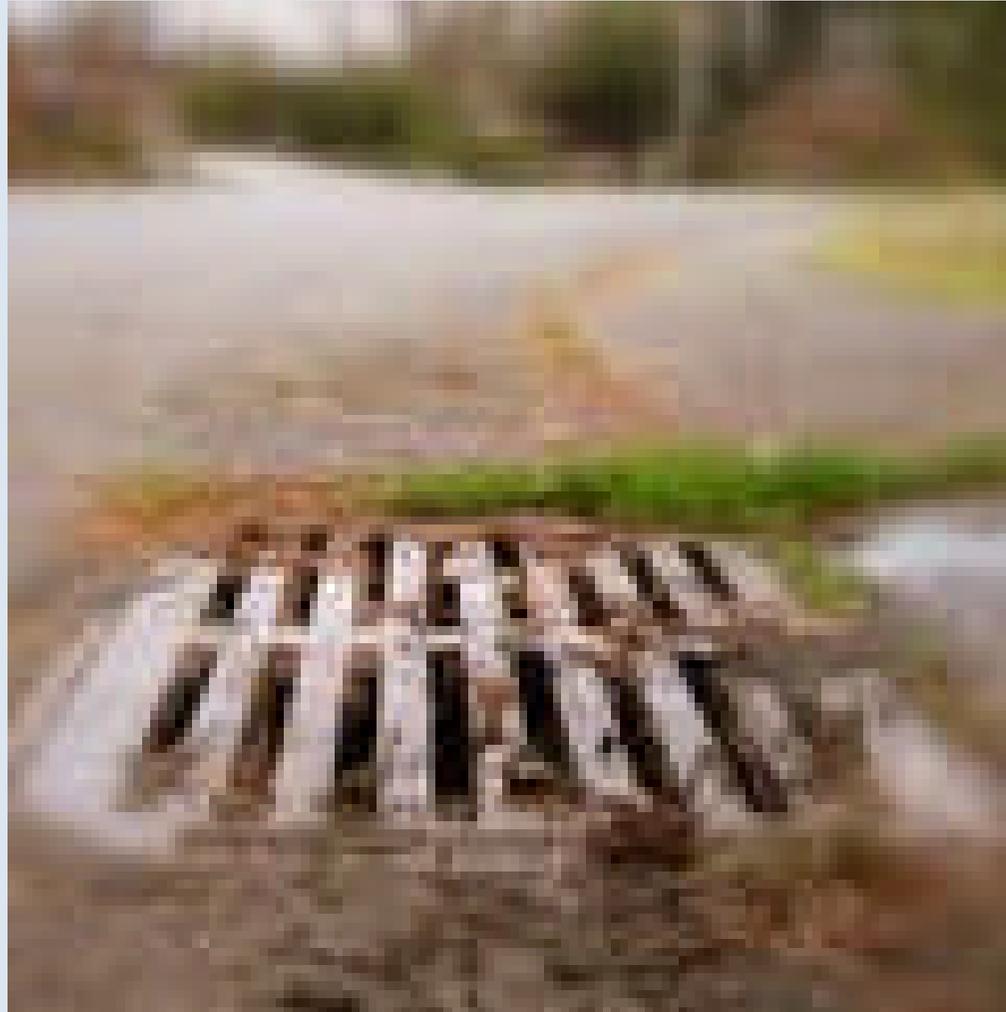
# Education and Enforcement

- Bicyclists need to learn the rules of the road
- Drivers need to share the road



# Maintenance of Roadways

- Sweeping of debris
- Storm drain grates
- Pavement quality



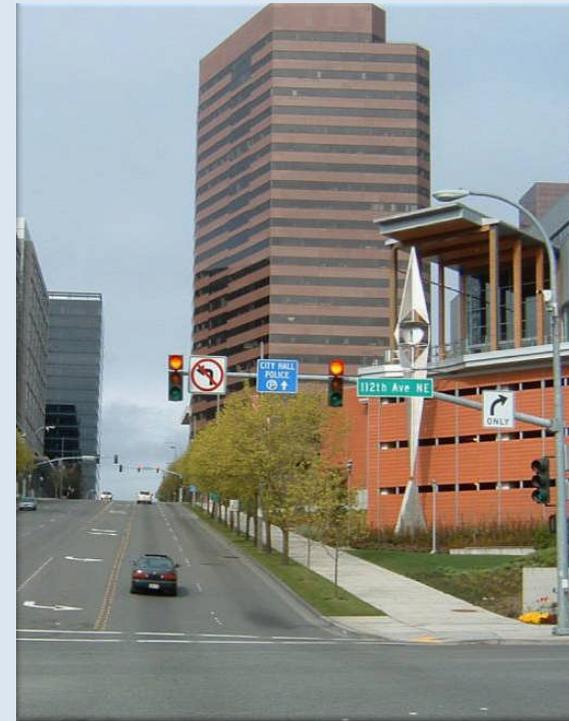
# Transit Mobility Comments

- Transit Speed and Reliability
- Pedestrian and Bicycle Access to Transit
- Downtown Geographic Coverage



# Roadway Mobility Comments

- Connections across Downtown
- Traffic Flow/Travel Time
- On-Street Parking
  - Short-term to support businesses
- On-Street Loading
  - Freight Mobility



# Downtown Transportation Plan Update

**Pedestrian Mobility Comments**  
**Bicycle Mobility Comments**  
**Transit Mobility Comments**  
**Roadways Comments**



**PROJECT IDEAS**

**Operations analysis**  
**Travel demand modeling**  
**Stuff we know**



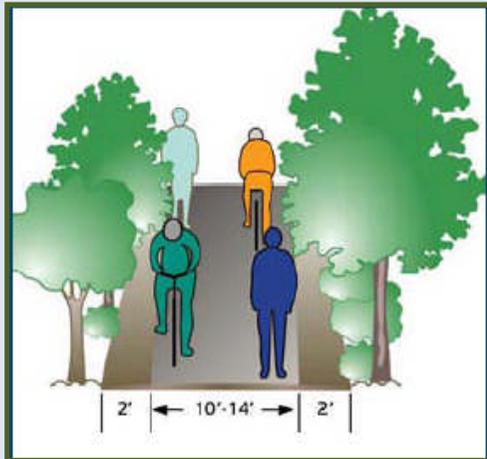
Measures of Effectiveness



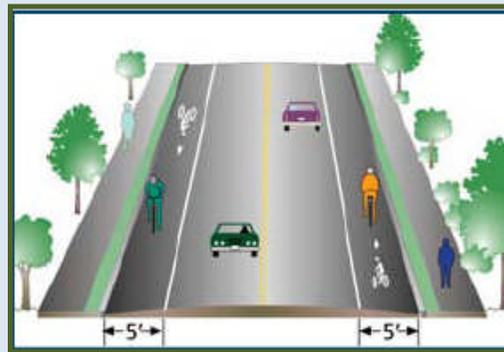
# Bicycle Project Ideas



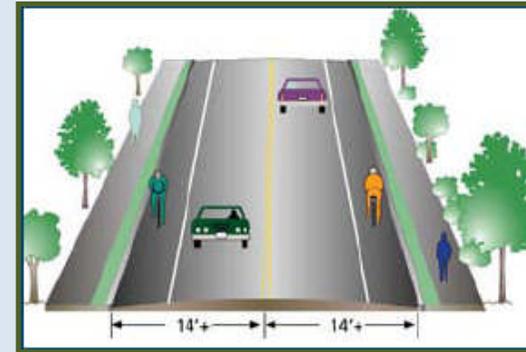
# Bicycle Facility Toolbox (Ped-Bike Plan)



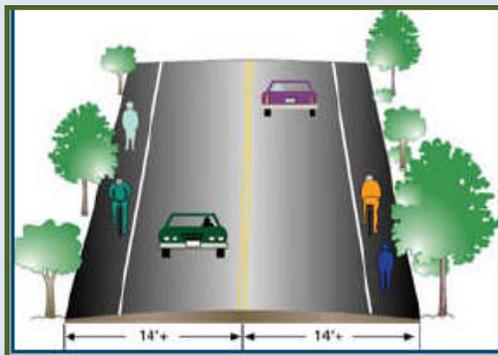
Off-street Path



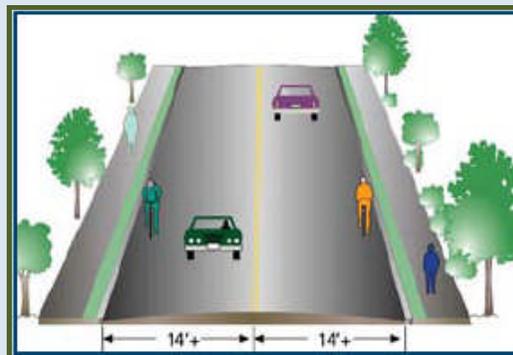
Bicycle Lane



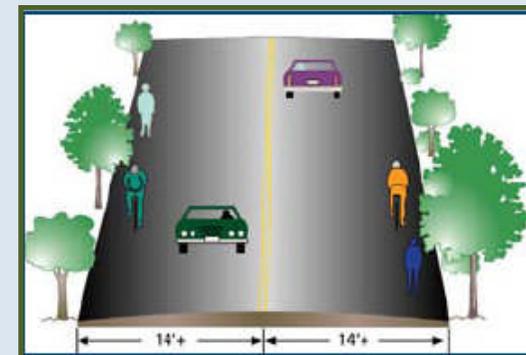
Bike shoulder w/fog line



Shared shoulder



Wide outside lane w/o fog line



Wide shared outside lane w/o fog line

# Bicycle Facility Toolbox (New Tools)



Shared Lane Markings



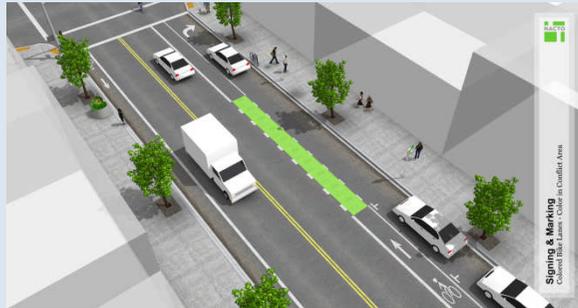
Buffered Bicycle Lanes



Cycle Track



# Bicycle Facility Toolbox (New Tools)



Green Bicycle Lane



Green Bike Box



# Bicycle Facility Toolbox (Wayfinding Signage)

Directional signs (D1-3c).



Directional spot signs (D1-2b).



Confirmation signs (D11-1c).



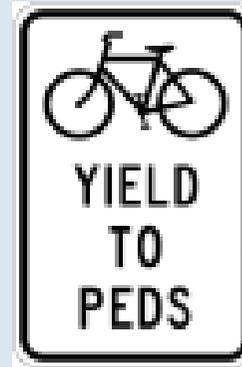
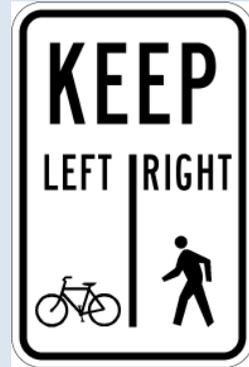
Regional Route signs (M1-8)



Trail signs (Street Name Signs).



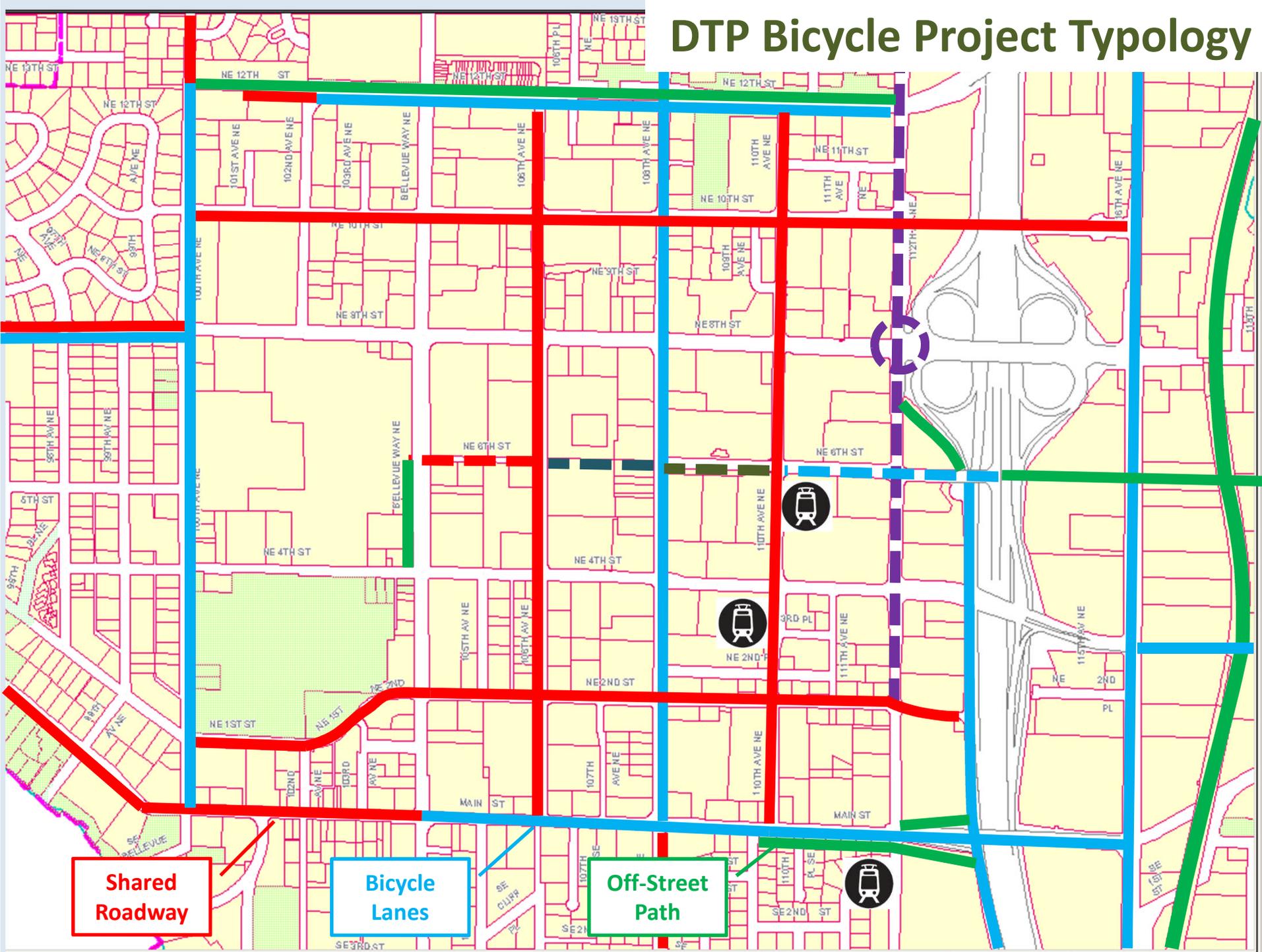
# Bicycle Facility Toolbox (Road Sharing Signs)

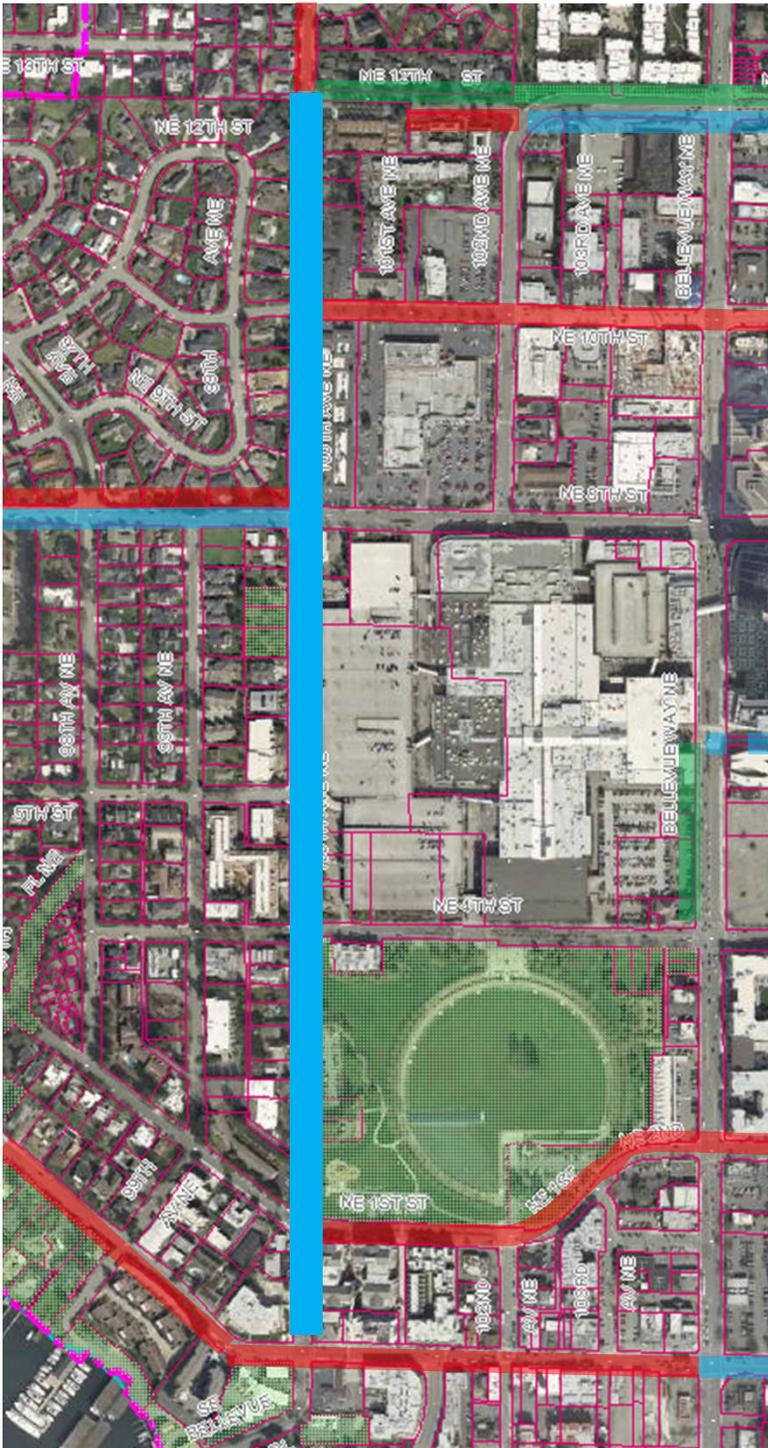


# Bicycle Corridors Downtown



# DTP Bicycle Project Typology





## 100<sup>th</sup> Avenue NE Corridor

### Existing Conditions

- No bicycle facilities
- 1 lane SB, 2 lanes NB Main to NE 8<sup>th</sup> St. + center turn lane
- On-street parking east side Main to NE 4<sup>th</sup> St, off-peak
- 1 lane each direction north of NE 8<sup>th</sup> St.

### Existing Plan

- B-209 E/W: Wide shoulder Main St. to NE 8<sup>th</sup> St.
- B-202-E/W: Wide shoulder NE 8<sup>th</sup> St. to NE 24<sup>th</sup> St.

### DTP Preliminary Staff Project Ideas

- Bicycle lanes from Main Street to NE 12<sup>th</sup> St.

### Early Implementation/Interim Improvement

- Shared lane markings
- Bicycle route and/or wayfinding signage

## Main Street Corridor

### Existing Conditions

- No on-street bicycle facilities
- One lane each direction 100<sup>th</sup> Ave NE to Bellevue Way, pockets of on-street parking
- Two lanes each direction Bellevue Way to 116<sup>th</sup> Ave NE, center turn lane, no parking

### Existing Plan

#### Lake-to-Lake Trail

- B-210 N/S: Wide shoulder on both sides from 100<sup>th</sup> Ave NE to Bellevue Way
- B-129 N: 5 foot bicycle lane on north side from Bellevue Way to 116<sup>th</sup> Ave NE
- O-121-S: 10-14 foot path on south side from Bellevue Way to 116<sup>th</sup> Ave NE

### DTP Preliminary Staff Project Ideas

- Shared roadway 100<sup>th</sup> Ave NE to Bellevue Way
- Bicycle lanes both sides from Bellevue Way to 116<sup>th</sup> Ave NE
- 10-14 foot path south side from 110<sup>th</sup> Ave NE to 114<sup>th</sup> Ave NE, branching at 112<sup>th</sup> Ave NE to 114<sup>th</sup> Ave NE

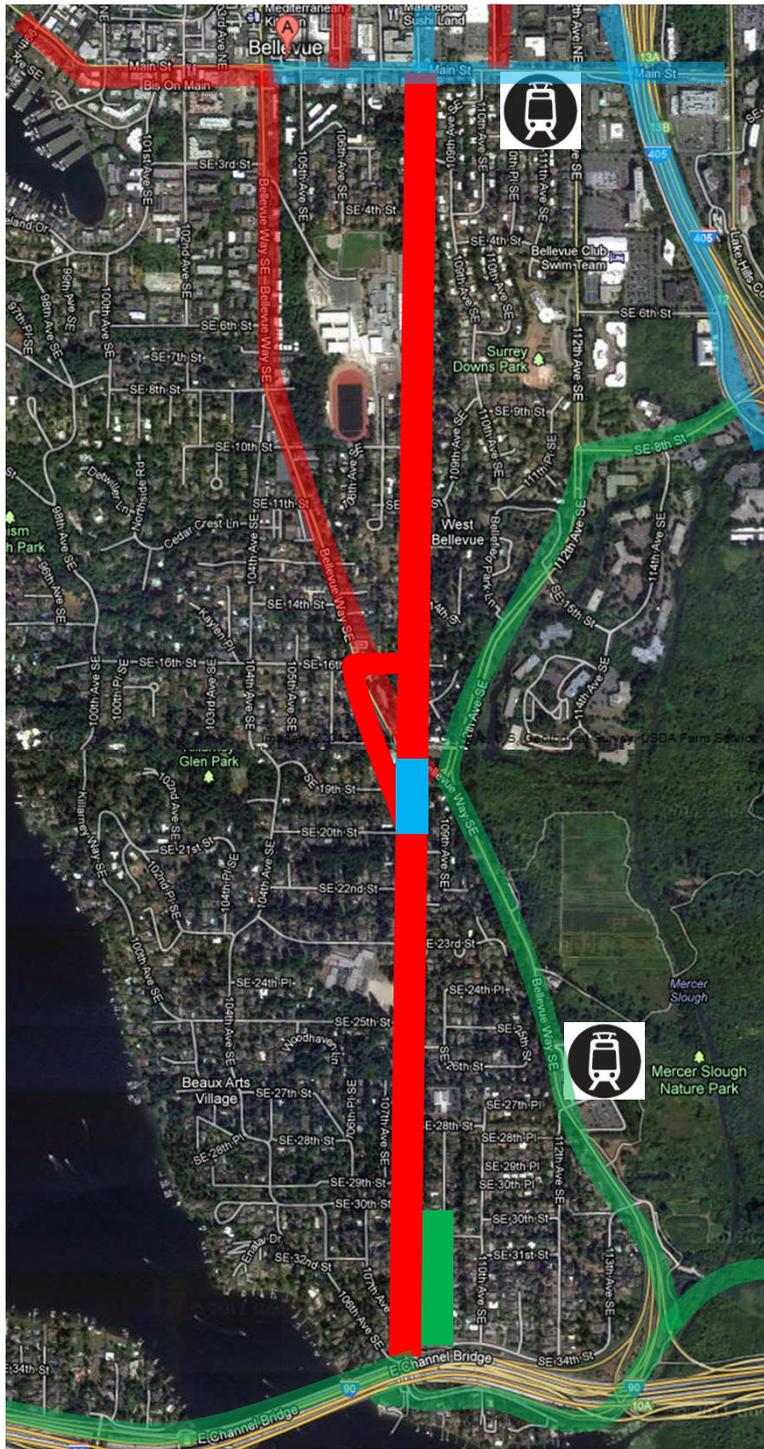
### Early Implementation/Interim Improvement

- Bicycle route and/or wayfinding signage



# Bicycle Corridors South of Downtown





## 108<sup>th</sup> Avenue NE Corridor

### Existing Conditions

- Short segment of bicycle lanes both sides south of Bellevue Way to SE 20<sup>th</sup> St.
- Wide shoulders in places
- Off-street path east side SE 31<sup>st</sup> St. to SE 34<sup>th</sup> St.
- One travel lane each direction

### Existing Plan

### Enatai-Norhtown Connection Priority Bicycle Corridor

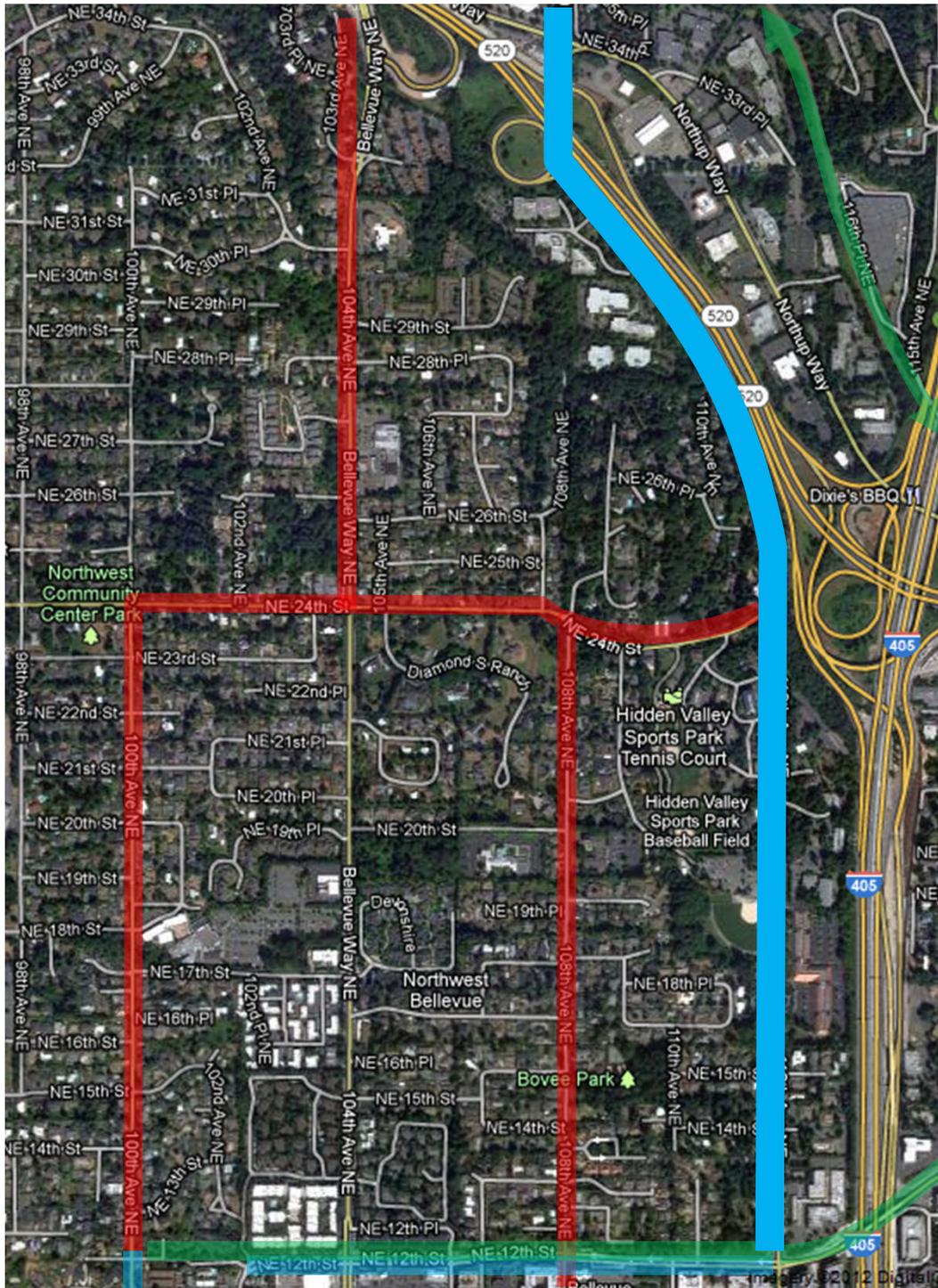
- B-138-E/W: 5-foot bicycle lane both sides from Bellevue Way to SE 34<sup>th</sup> St.
- B-213-N- N/S: Wide shoulder both sides SE 16<sup>th</sup> St
- B-402-W: Wide outside lane on Bellevue Way

### DTP Preliminary Staff Project Ideas

- Shared lane markings (where there are no bicycle lanes) between Main Street and the I-90 Trail at SE 34<sup>th</sup> Street
- Bicycle route and/or wayfinding signage
- Alternative (steep hill avoidance) southbound route using SE 16<sup>th</sup> St., Bellevue Way and 104<sup>th</sup> Ave SE. per existing plans

# Bicycle Corridors North of Downtown





## 112<sup>th</sup> Avenue NE Corridor

### Existing Conditions

- No on-street bicycle facilities
- One travel lane each direction, shoulders and center turn lane in segments

### Existing Plan

#### Lake Washington Loop Route

- B-104-E/W: Bicycle lanes both sides north of NE 12<sup>th</sup> Street

### DTP Preliminary Staff Project Ideas

- Provide bicycle lanes both sides, consistent with existing plan
- Connect to planned Northrup Way bicycle lanes (interim SR-520 Trail route)
- Connect to at-grade future BNSF trail crossing north of Northrup Way

### Early Implementation/Interim

#### Improvement

- Bicycle route and/or wayfinding signage (Lake Washington Loop route)

# Bicycle Corridors West of Downtown





# Bicycle Corridors East of Downtown



## NE 4<sup>th</sup> Street Extension

### Existing Conditions

- Nothing

### Existing Plan

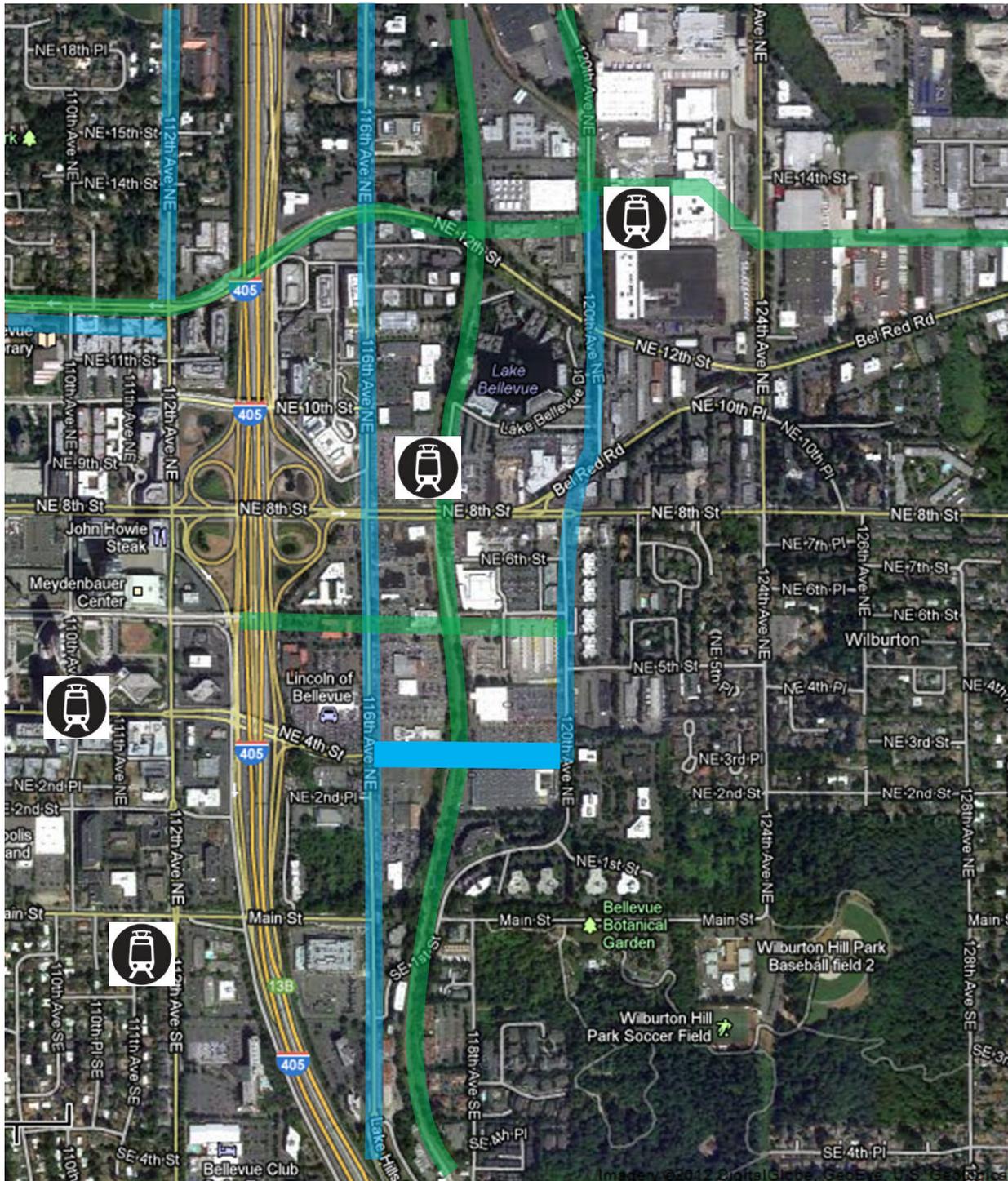
- B-130-N/S: Bicycle lanes both sides between 116<sup>th</sup> Ave NE and 120<sup>th</sup> Ave NE when NE 4<sup>th</sup> St is extend

### DTP Preliminary Staff Project Ideas

- Retain existing project description

### Early Implementation/Interim Improvement

- N/A– bicycle facility will be constructed with new roadway



# Pedestrian Project Ideas



# Transit Project Ideas



# Roadway Project Ideas



# Downtown Transportation Plan Update

**The Bellevue Kirkland Redmond  
BKR  
Travel Demand Model**



# Travel Demand Modeling Definitions

## Person Trip

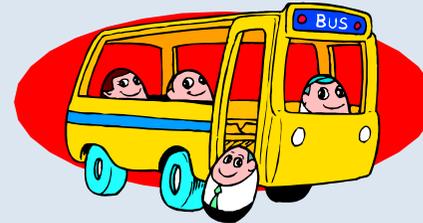
One trip made by a person - any mode any purpose

## TRIP MODE

Auto Shared



Transit Rider



Auto Alone



Pedestrian



# Travel Demand Modeling Definitions

## TRIP PURPOSE

Home-Based Work:



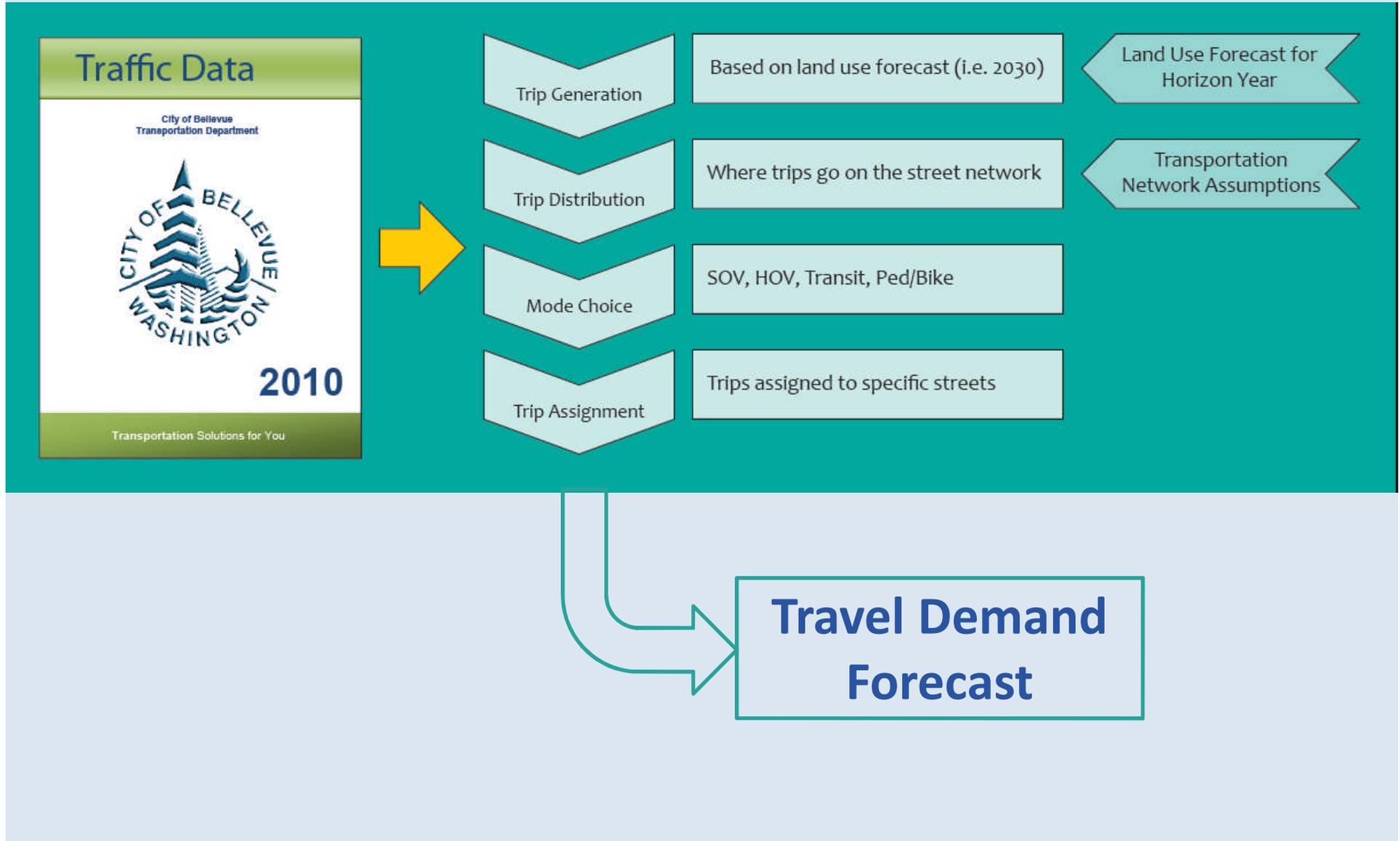
Home-Based Other:



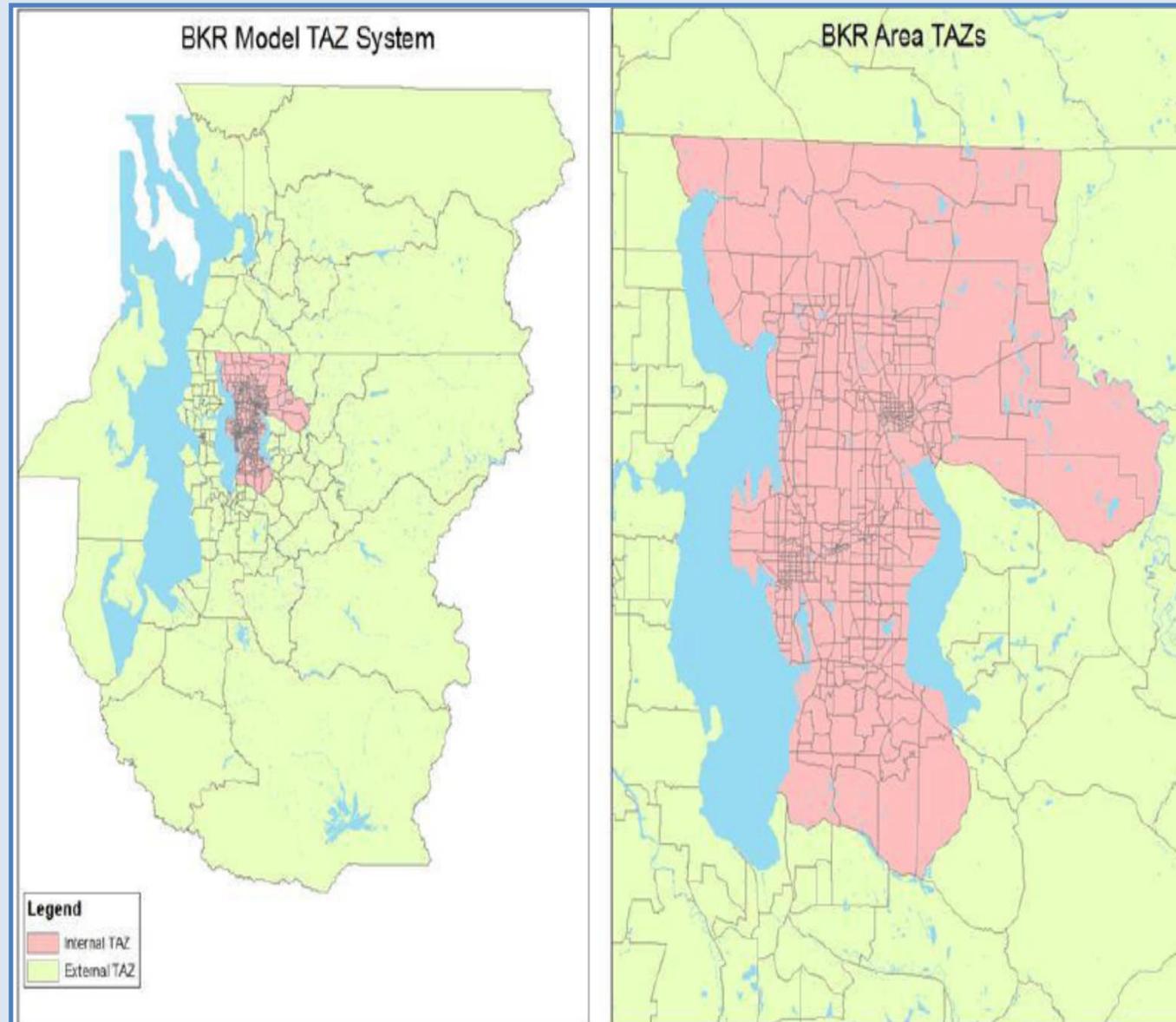
Non-Home Based:



# BKR Travel Demand Forecast

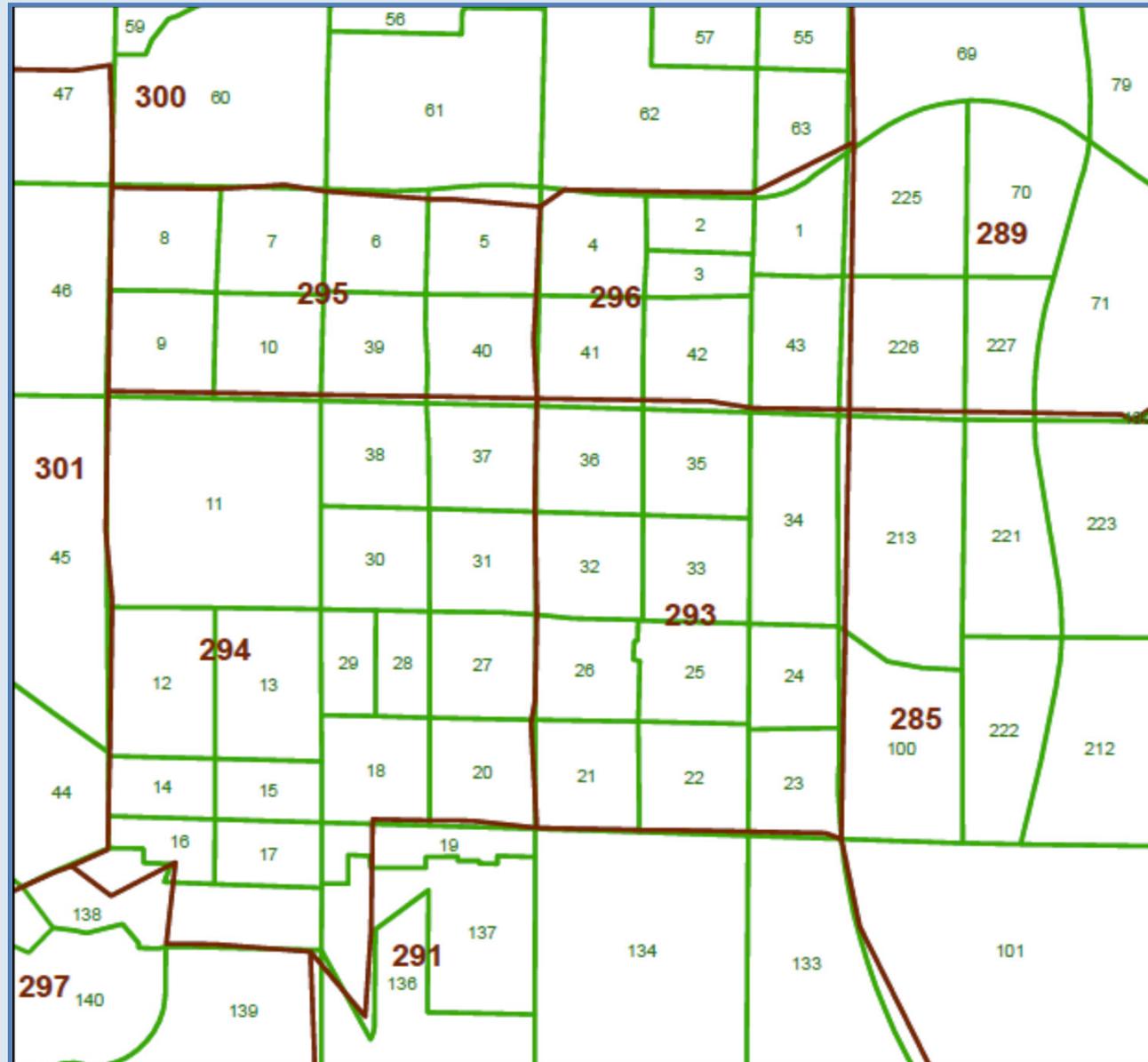


# BKR Travel Demand Model - Traffic Analysis Zones (TAZs)



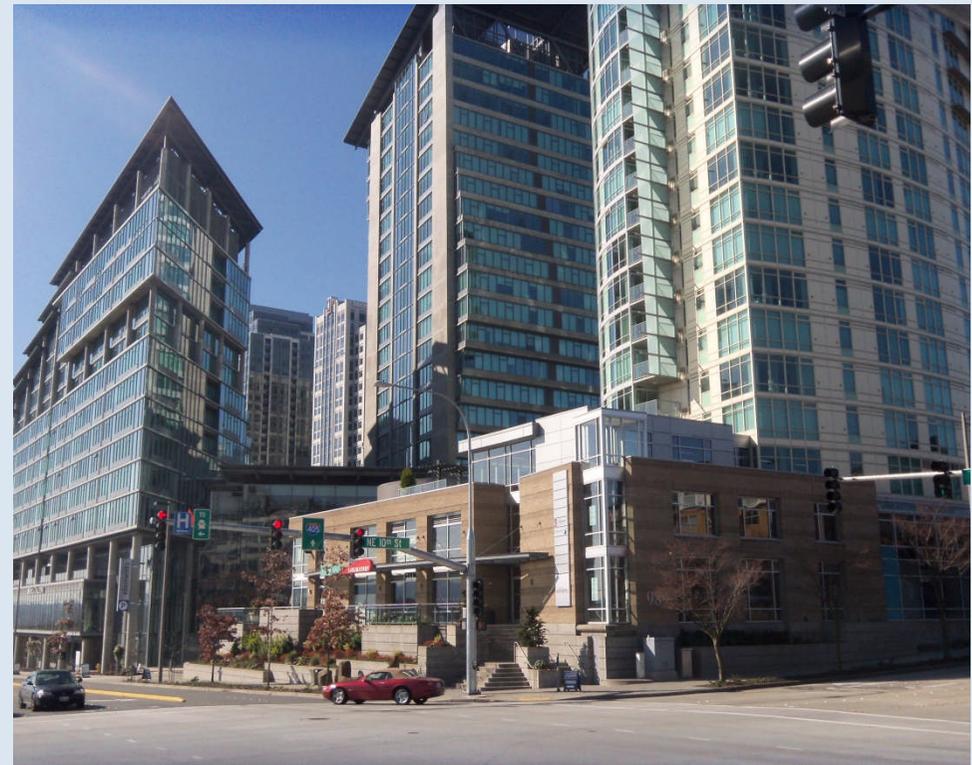
# BKR Travel Demand Model

## TAZ Structure - Downtown



# Downtown Land Use Assumptions

	1990	2000	2010	2030	2010/2030 Growth
Employment	22,257	34,042	42,525	70,300	+27,775/65%
Population	1,182	2,588	7,147	19,000	+11,853/166%



# Transportation System Assumptions

## “Reasonably Foreseeable”

- Roadway Infrastructure
  - NE 4<sup>th</sup> Street Extension
  - 120<sup>th</sup> Avenue NE Improvements
  - SR 520 Bridge & HOV
- Transit Facilities
  - East Link LRT
- Regional Roadway Tolling
  - SR 520 Tolls
  - I-405 & SR 167 HOT Lanes



# BKR Travel Demand Model Forecast - *draft*

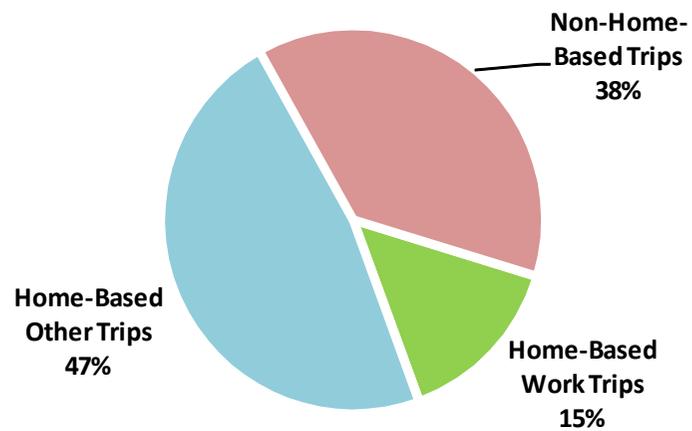
## All Trips that Begin or End in Downtown

Type of Trip	2010	2030	Growth
Home-based work person trips	57,298	106,751	49,453/86%
Home based other person trips	185,201	340,498	155,297/84%
Non-home based person trips	147,645	243,298	95,653/65%
<b>TOTAL</b>	<b>390,144</b>	<b>690,547</b>	<b>300,403/77%</b>



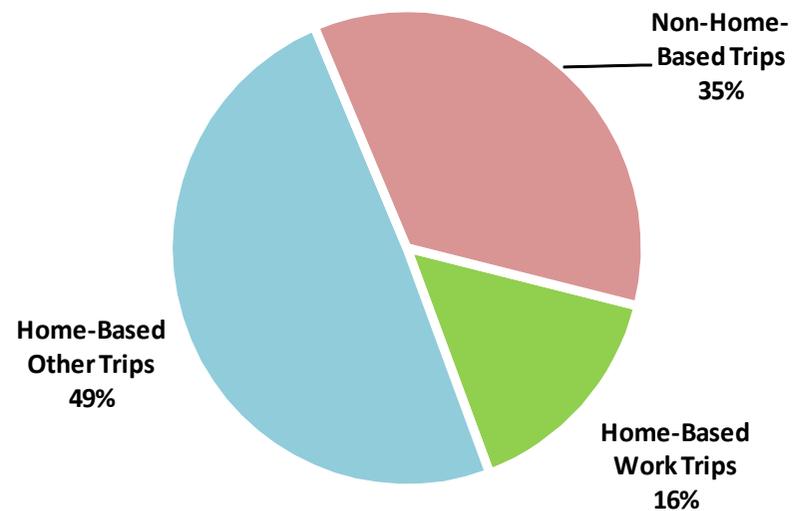
# Total Daily Person Trips By Purpose – *draft*

**Downtown Daily Person Trips: 2010**



**Total Person Trips: 390,000**

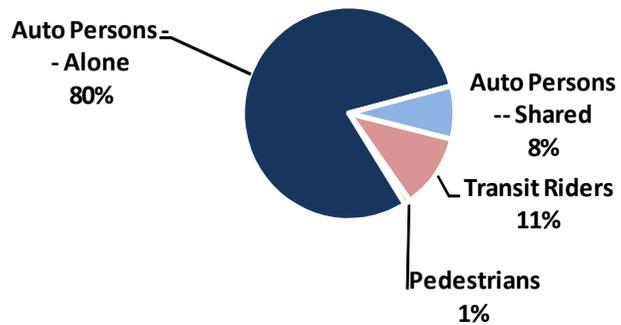
**Downtown Daily Person Trips: 2030**



**Total Person Trips: 691,000**

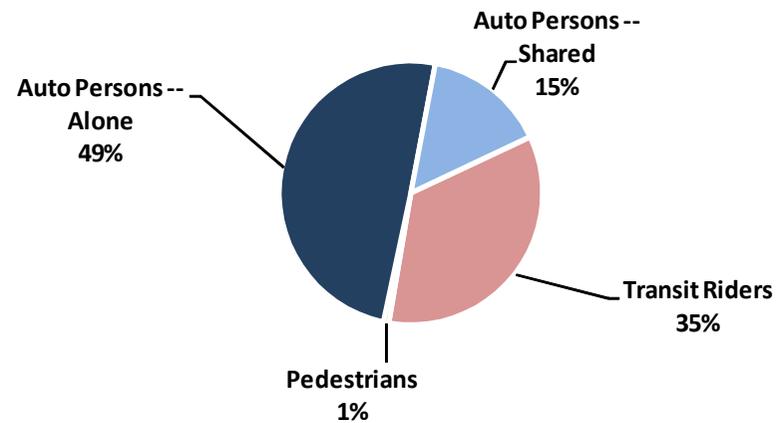
# Total Home-Based Work Trips By Mode - *draft*

Daily Person Work Trips: 2010



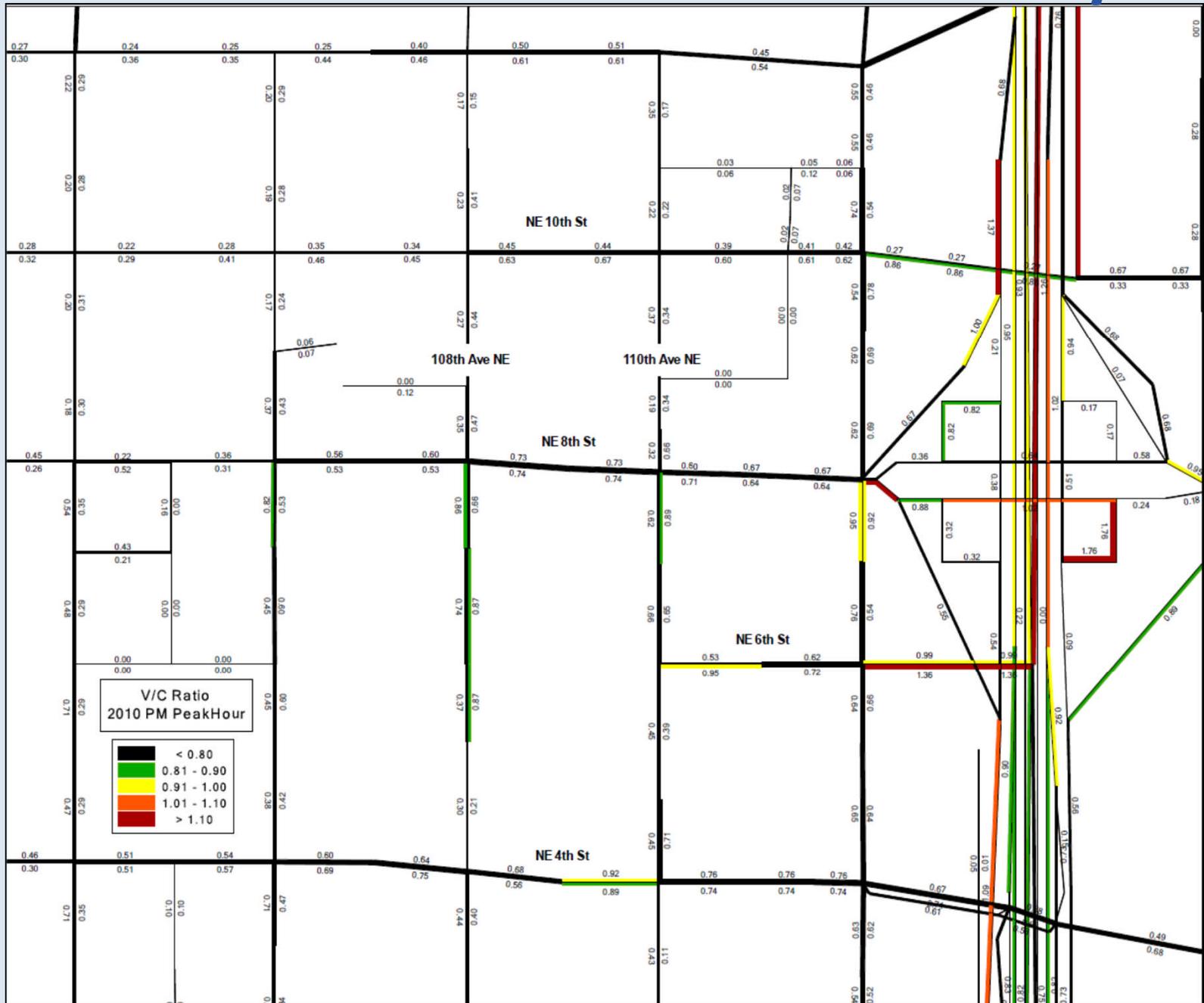
Total Trips: 57,000

Daily Person Work Trips: 2030



Total Trips: 107,000

# 2010 Level of Service PM Peak V/C - draft



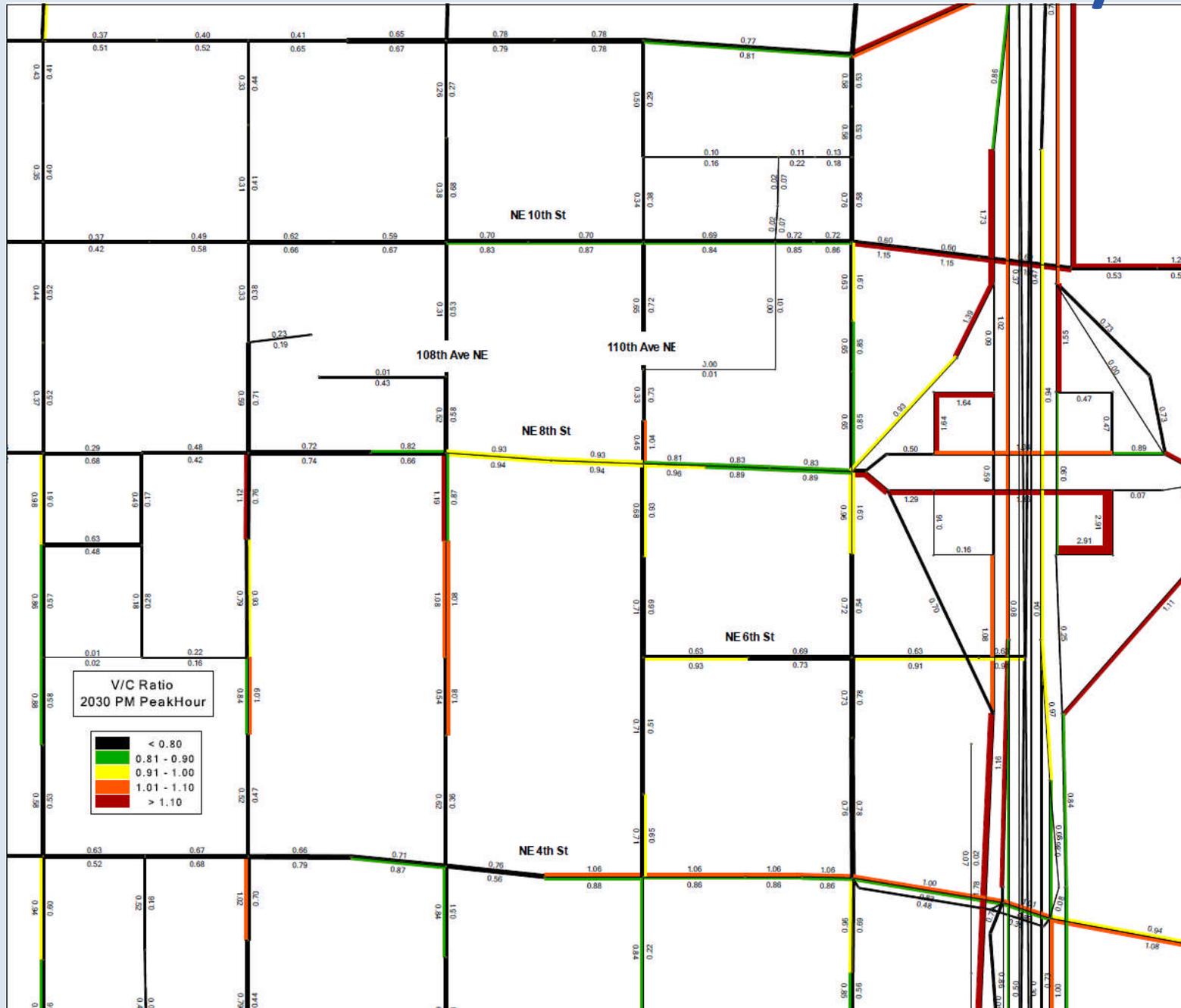
NE 10<sup>th</sup> St

NE 8<sup>th</sup> St

NE 6<sup>th</sup> St

NE 4<sup>th</sup> St

# 2030 Level of Service PM Peak V/C - draft



NE 10<sup>th</sup> St

NE 8<sup>th</sup> St

NE 6<sup>th</sup> St

NE 4<sup>th</sup> St

## **Next Steps**

- **June 14 – BKR Modeling with the Transportation Commission**
- **Complete staff recommendations for Pedestrian system improvements – to Commission July 12**
- **Kick-off Transit system analysis and discussions**
- **Identify roadway capacity concerns and potential capacity projects**
- **Integrate Downtown Livability Initiative work plan**

# Consultant Support

## DKS Associates

- Multimodal transportation systems and planning
- Overall project management

## • Nelson Nygaard Consulting Associates

- Transit planning and GHG analysis

## • Alta Planning + Design

- Pedestrian and bicycle planning

## • KPFF Consulting Engineers

- Roadway design and cost estimates

## • Rick Williams Consulting

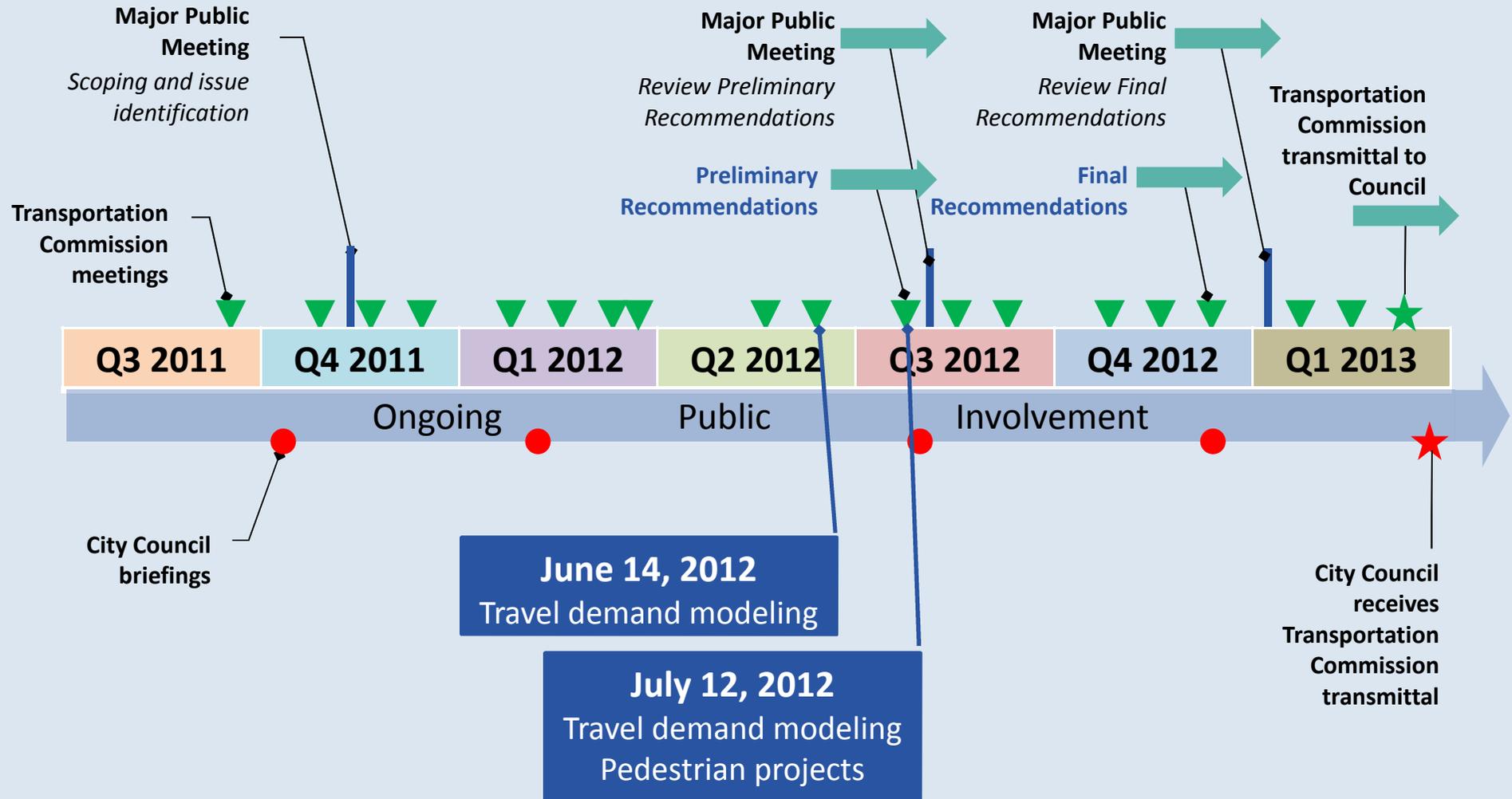
- Parking strategies and management

## • Perteet, Inc

- Technical advisors



# Plan Update Timeline





# Downtown Transportation Plan Update

**THANK YOU**

**Kevin McDonald, AICP**

**[kmcdonald@bellevuewa.gov](mailto:kmcdonald@bellevuewa.gov)**

**425-452-4558**

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