

# Downtown Subarea Plan

## DRAFT Transportation Policy Recommendations

Note: blue font and shading indicates further coordination needed with Downtown Livability

### The Great Place Strategy

To remain competitive, Downtown Bellevue must be viable, livable, memorable, and accessible. As the symbolic and functional heart of the Eastside, Downtown Bellevue has cultural, commercial, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by unique public places, great public infrastructure and accessible mobility options.

### Character and Function of Streets

The streets in Downtown Bellevue are designed and managed based on their connectivity, cross-section, and current and future traffic and transit volume. As the graphic below shows, there is a range of street types in Downtown Bellevue. The pedestrian-focused streets of NE 6th Street and the portion of Main Street in Old Bellevue are unique in Downtown Bellevue. The NE 6th Street Pedestrian Corridor morphs through a series of “rooms” from west to east from a limited auto-access street (*street as plaza*), to no auto access (*garden hillclimb*), to a transit mall (*transit central*), and extends to the eastern edge of Downtown with a mix of modes in a new *mountain vista* segment. Eventually the pedestrian connection will extend across I-405 and link Downtown and Wilburton. Old Bellevue has a two-lane Main Street with on-street parking, small retail shops, and high levels of pedestrian activity that create the signature look and feel. Auto-focused streets provide a pleasant pedestrian environment, but are designed and intended to accommodate large numbers of vehicles. Bellevue Way, NE 4<sup>th</sup> Street, NE 8<sup>th</sup> Street, and 112th Ave NE are the auto-focused streets. Other Downtown streets are said to be mode-neutral. These streets serve pedestrians, bicycles, transit and automobiles in a manner that reinforces the adjacent land uses, urban design character, and travel demands. Transit priority streets - 108<sup>th</sup> Avenue NE, Main Street, NE 6<sup>th</sup> Street, NE 10<sup>th</sup> Street - are essential components of the frequent transit network and they carry large numbers of passengers on buses, especially during the peak commute hours.

#### S-DT-39

Utilize the intended street character and function to guide right-of-way design and use in a manner that will promote a safe, attractive environment for persons traveling in any mode.

#### S-DT-40

Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.

#### **S-DT-41**

Prioritize vehicular flow in the design and management of auto-focused streets.

#### **S-DT-A**

Prioritize pedestrian activity, access and comfort in the design and management of pedestrian-focused streets.

#### **S-DT-B**

Prioritize the movement of people on buses, especially during peak commuting periods, in the design and management of transit priority streets.

#### **S-DT-99**

Emphasize the street and sidewalk environment as key components of the Downtown open space network.

### **Signature Streets**

The functional aspect of Downtown Bellevue's streets can be refined around a set of signature themes. The graphic below shows three types of signature streets. Bellevue Way, Main Street in Old Bellevue, and the NE 6<sup>th</sup> Street Pedestrian Corridor are identified as *Shopping Streets*. The others are 106th Avenue NE as *Entertainment Avenue*, and 108th Avenue NE as Downtown's *Commerce Avenue*. These streets will help tie Downtown together with complementary uses and design elements. All these streets will continue to support multiple uses, with the unique identities evolving over time.

#### **S-DT-42**

Reinforce the emerging identity of 108th Avenue NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.

### **Transportation & Circulation Goals**

- To provide an accessible transportation network with mobility options for private vehicles, transit riders, pedestrians, and bicyclists.
- To identify and implement the multimodal transportation system improvements to support Downtown Bellevue as a dense, mixed-use urban center.

### **Regional Roadway Access**

Downtown Bellevue relies on regional roadway access to prosper from both an economic and cultural standpoint. Improvements to the regional roadway system would improve Downtown circulation and level of service without adding capacity for vehicles within the Downtown street grid. Implementation of regional roadway projects that support Downtown Bellevue requires coordination with local, state, and federal partners. Maintaining and enhancing regional

roadway access is essential to minimize regional traffic impacts on Bellevue's arterial and local streets.

#### **S-DT-126**

Pursue and actively participate in local, state, and federal action to improve general purpose and high occupancy vehicle (HOV) access to and from Downtown.

#### **S-DT-128**

Minimize growth of traffic on arterial streets in residential areas north, west and south of Downtown by encouraging the use of freeways for regional trips.

### **Transit Mobility**

Community input and transit demand forecast based on Downtown population and employment growth supports an understanding of the following essential components of Downtown transit service:

**Coverage:** Frequent transit service routing and stops that serve employees and residents within short walking distances of transit stops. A distributed transit network will provide service coverage for an estimated 97% of Downtown residents and employees in 2030 (up from 86% in 2010), and will reduce transit and pedestrian congestion in and around the Bellevue Transit Center.

**Capacity:** Accommodate transit passengers on buses and platforms, as well as buses on Downtown streets and at the Bellevue Transit Center. While Bellevue does not provide transit service, the City can advocate to the transit agencies for incremental enhancements to Downtown transit service that will support a projected 57,000 daily Downtown transit riders in 2030.

**Speed and Reliability:** Use technology and right-of-way to expeditiously move bus passengers to and through Downtown Bellevue along designated transit priority corridors, **as shown in Figure XX**. Speed and reliability improvements may be implemented along corridors and at intersections to the benefit of transit passengers and overall mobility.

**Passenger Access, Comfort and Information:** Support transit passengers before and after they ride the bus or train. Context-appropriate components for transit stops could be implemented by the City, the transit agencies, or incorporated into new development through the amenity incentive system. Four types of Downtown transit stop are: Local transit stop, Primary transit stop, Frequent Transit Network/RapidRide station, and the Transit Center/Multimodal Hub. Comfortable pedestrian and bicycle access to and from transit stops and light rail stations will enhance ridership and transit coverage.

#### **S-DT-D**

Advocate to transit agencies to establish a Downtown frequent transit network in accord with the Transit Master Plan that provides transit service routing and stops proximate to Downtown employees and residents and to the Medical Institution District.

#### **S-DT-135**

Provide space within or near Downtown for bus layovers and other bus transit facilities needed to support projected levels of transit service.

#### **S-DT-E**

Locate and develop bus layover space and other transit facilities in partnership with transit agencies to support Downtown transit service while minimizing impacts on residential areas and the pedestrian environment, and complementing the Downtown district character.

#### **S-DT-136**

Support transit ridership by providing or encouraging others to provide passenger comfort, access and information as needed at each Downtown transit stop.

#### **S-DT-F**

Advocate to the transit agencies for incremental enhancements to Downtown transit service to support the projected 2030 daily Downtown transit ridership.

#### **S-DT-G**

Implement transit speed and reliability improvements along Downtown priority transit corridors when there is a demonstrated benefit to transit passengers and overall mobility.

#### **S-DT-143**

Improve the pedestrian and bicycling environment for access to the two light rail stations that serve Downtown, particularly between the Bellevue Transit Center and the nearby station.

### **Downtown Roadways**

Maximizing the efficiency of the Downtown roadway network to move vehicles and people will require changes that are largely operational in nature because the roadways are substantially developed to their ultimate configuration. Operational efficiency is achieved through investments in infrastructure and deployment of technology that together allow for demand-based adaptive mobility management. Greater connectivity to the regional transportation system and to points east of Downtown – including extensions of NE 2nd Street and NE 6th Street – can improve Downtown traffic circulation. Other project concepts, such as a NE 6th Street subterranean arterial and grade-separation of Bellevue Way at major intersections may be analyzed in the future. Substantial roadway traffic capacity has been “created” rather than “constructed”, through investments in intelligent transportation system (ITS) infrastructure and

technology. Continued ITS improvements will help the City to manage traffic and transit, enhance the pedestrian environment and improve overall livability.

Downtown roadways will be increasingly required to accommodate multiple mobility options that include private vehicles, transit, walking and bicycling. On-street parking is also a resource on specified roadways that will be in increasingly high demand for short-term use. Each roadway may serve different purposes depending on the time of day, transit use and the nearby land uses.

#### **S-DT-140**

Retain the existing odd-numbered streets for vehicular and pedestrian circulation in Downtown. Consider vacating those streets only if such vacation would improve overall circulation in Downtown.

#### **S-DT-140**

Improve Downtown circulation and arterial continuity to points east of Downtown with roadway extensions and improvements across I-405, including envisioned extensions of NE 2<sup>nd</sup> Street and NE 6<sup>th</sup> Street.

#### **S-DT-142**

Restrict left turns where needed to improve traffic operations, safety, and/or capacity.

#### **S-DT-143**

Enhance the city's intelligent transportation system to maximize the efficient use of the Downtown streets, and to improve transit speed and reliability.

### **Mid-Block Access Connections**

Mid-block access connections provide vehicular access to parking garages and loading/delivery areas without disrupting traffic flow, transit, walking or bicycling on the arterial streets. These mid-block access connections on private property are part of the overall Downtown design, viability, and pedestrian friendliness. Mid-block access connections are developed under flexible design standards in consideration of the context and intended function. Mid-block access connections are intended for portions of the alignments of 103<sup>rd</sup>, 105<sup>th</sup>, and 107<sup>th</sup> Avenues NE, (also 109<sup>th</sup> and 111<sup>th</sup> Avenues NE per Downtown Livability) and NE 5<sup>th</sup> and NE 7<sup>th</sup> Streets (see Figure X). Development projects will incorporate mid-block access connections for vehicles and/or pedestrians as determined through the development review process.

#### **S-DT-144**

Provide mid-block access connections within Downtown superblocks designed in context to accommodate vehicle access to parking areas, loading/delivery access, and/or to augment pedestrian circulation.

## Transportation Demand Management

Transportation demand management (TDM) creates opportunities to reduce the demand side of the mobility equation and provides opportunities to make more efficient use of existing and planned capacity in the transportation system. TDM strategies often focus on reducing drive-alone commute trips, especially at peak hours. Implementation may require coordination between the city, transit agencies and the private sector, and may include providing information and incentives to encourage commuters and other travelers to try one of the many available mobility options as an alternative to driving alone for Downtown trips. The Bellevue Transportation Management Association (TMA) and the programs that it manages promote the use of non-SOV mobility options for commute trips. Refer to the Transportation Element for policies that address transportation demand management on a citywide basis.

### S-DT-148

Minimize drive-alone trips in Downtown by coordinating with the Bellevue TMA, transit agencies, building managers, employers and the general public to provide incentives, subsidies, and promotional materials that encourage the use of transit, carpooling, vanpooling, bicycling, walking and compressed work weeks by Downtown employees and residents.

## Off-Street Parking Demand and Utilization

Downtown Bellevue has an abundant supply of off-street parking, supplemented by a limited amount of on-street parking. This situation is dynamic and will change over time. Parking industry standards suggest that when a local area's parking supply exceeds 85 percent occupancy in the peak parking demand hour, the supply is constrained and does not provide convenient access to visitors who require space for short time periods. These are the most important users for ensuring the economic vitality of the area. When surveys show that the peak hour parking occupancy routinely exceeds 85 percent, a variety of strategies may be implemented to bring peak hour occupancies below the 85 percent criteria. More effective management of the parking supply is the first priority, and if management steps do not lower the utilization rate to under 85 percent, then strategic additions to the parking supply may be warranted. The first management approach should be to shift as many commuters as possible to transit and other mobility options through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces. Strategies to supplement the parking supply for short term use may include creating more on-street parking, cooperating with private property owners to develop more shared use of existing spaces, or as a last resort, constructing public parking structures. Another needed management action is to improve signage to direct visiting motorists to the available public parking supply.

### S-DT-89

Explore opportunities for shared parking, or a park-once district concept, to improve utilization of the short-term off-street parking supply.

**S-DT-149**

Establish parking requirements specific to the range of uses intended for the Downtown Subarea.

**S-DT-150**

Develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system.

**S-DT-151**

Encourage the joint use of parking and permit the limitation of parking supply.

**S-DT-152**

Evaluate the parking requirements in the Land Use Code and regularly monitor the transportation management program, employee population, parking utilization, parking costs paid by commuters and the percentage of those who directly pay for parking. If monitoring indicates that the use of transit and carpool is not approaching the forecast level assumed for this Plan, revise existing parking and transportation demand management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.

**S-DT-154**

Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.

**S-DT-155**

Utilize quantitative measures to analyze the short-term parking supply for neighborhood-scale retail and services, and implement parking management strategies or increase the parking supply as appropriate, and as resources allow.

**S-DT-156**

Investigate allowing Downtown developers to pay a fee into a “pool” in lieu of providing parking on-site. Pooled funds would be used to provide short-term public parking where it is in shortest supply. Land Use Code amendments would be required to provide for the collection and administration of a fee in lieu of parking program.

**S-DT-157**

Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.

## Curbside Uses: On-Street Parking; Taxi Stands; Electric Vehicle Charging Stations

### On-Street Parking

On-street parking supports businesses and residents with convenient parking opportunities for customers and visitors. This is particularly true in Ashwood, Northwest Bellevue, and Old Bellevue neighborhoods where handy off-street parking is limited. A parking evaluation conducted in 2013 determined that some parking spaces could be added to the inventory. New “high opportunity” spaces would be permanent time-limited spaces achieved through restriping and signing. In the “moderate opportunity” locations the curbside would be used for parking only in off-peak hours and would require extraordinary signage and enforcement. On-street parking spaces could be designated as permanent or temporary loading zones, bicycle corrals/docking stations or taxi stands, as needed. Figure XX is a map of the 2013 on-street parking inventory and potential future parking supply.

### Pay-for-Parking

A pay-for-parking program would utilize electronic pay stations where drivers would pay a fee for the short-term use of an on-street public parking space. Parking program revenue that exceeds what is needed for enforcement and maintenance would be invested in Downtown streetscape improvements.

### Curbside Parcel/Freight Loading/Unloading

Within Downtown, large-scale loading/unloading typically occurs within on-site locations that are designed and designated for that purpose. Smaller deliveries occur on-site, in designated on-street loading zones, and also occur randomly curbside or in the center turn lane. Through development review, the design and location of loading docks and circulation can help ensure an expeditious loading process to encourage this activity to occur on-site rather than on the street.

### Curbside Passenger Pick-Up/Drop-Off

Part of the unscripted urbanism of a vibrant mixed-use urban center is the transfer of pedestrians between vehicles and the sidewalks. While there is no specific “best practice” guidance for managing this activity, passenger loading or unloading is typically accommodated in designated curbside areas. Through development review or repurposing curbside parking, pick-up/drop-off space may be designated in a curbside location.

### Taxi Stands

Typically taxi stands are established where taxis wait to pick up passengers, particularly at major attractions such as hotels, convention venues, shopping/entertainment centers, and transit/light rail stations. Taxi stands work as a first-come, first-served queue, with the taxicab at the front of the line serving the first passenger to arrive, then each taxicab behind it moves ahead. Currently there are no designated on-street taxi stands in Downtown Bellevue. Off-

street taxi stands have been incorporated at major hotels. On-street taxi stands should be close to significant generators of pedestrian traffic and where on-street parking may otherwise be a designated curbside use. Temporary taxi-stand use of the curbside may be desirable during evenings and weekends to support nearby entertainment venues.

### **Electric Vehicle Charging Stations**

Transportation sources contribute significantly to the greenhouse gas (GHG) emissions in Bellevue. Hybrid and electric vehicle technology can reduce GHG emissions. Electric vehicle charging stations are installed within downtown Bellevue buildings for the use of tenants. Public curbside electric vehicle charging stations support the general use of electric vehicles and may be installed in a designated curbside space in a manner similar to an electronic pay station.

#### **S-DT-I**

Add new permanent on-street parking spaces in high-opportunity locations that meet engineering standards for traffic safety.

#### **S-DT-J**

Explore adding moderate-opportunity on-street parking spaces for use during off-peak hours.

#### **S-DT-K**

Develop a proposal to implement a pay for on-street parking program.

#### **S-DT-L**

[Integrate on-site loading space and/or create designated curbside loading space through development review.](#)

#### **S-DT-M**

[Integrate time-limited curbside space for passenger pick-up and drop-off through development review.](#)

#### **S-DT-N**

Designate permanent or off-peak curbside taxi stands in high-demand locations.

#### **S-DT-O**

Allow restricted use of on-street parking spaces for electric vehicle charging stations.

### **Pedestrian Facilities**

Within Downtown, the quality of the pedestrian environment affects mobility, economic development and quality of life, and walking should be the easiest way to get around. Breaking down the walk trip into its essential components defines the nature of specific enhancements to benefit walking: crosswalks designed to accommodate increasing numbers of pedestrians; mid-block crossings to facilitate pedestrian crossings of arterials between signalized intersections; sidewalks and curbside landscaping that form the fundamental pedestrian infrastructure, and through-block connections that provide walkable corridors through

Downtown superblocks. The Downtown urban environment and the anticipated pedestrian demand dictate a context-sensitive design approach for each type of pedestrian facility.

Walking is an increasingly important element of economic vitality, Downtown livability, and personal health. Pedestrians need places to walk that are safe and accessible, comfortable and convenient. New facilities will augment decades of improvements to the pedestrian environment through public and private investments.

### **Crosswalks**

Three types of crosswalk design treatments are intended to fit the needs of pedestrians in the Downtown urban context: Standard Crosswalks; Enhanced Crosswalks; and Exceptional Crosswalks. Refer to crosswalk map, Figure XX. The Standard Crosswalk design may not be suitable at all intersections due to the high volume of pedestrians, the urban design character, or the traffic conditions. At such locations the features of either Enhanced or Exceptional Crosswalks are integrated. Enhanced crosswalks are used where there are high numbers of pedestrians or vehicles, or both, and where the urban design treatment along the street should be carried through the intersection. Crosswalks that merit “exceptional” treatment are at crossings along the Pedestrian Corridor and in Old Bellevue at crossings along Main Street. Exceptional crosswalk design features incorporated in the crossing of 110<sup>th</sup> Avenue NE at NE 6th Street will create a near-seamless connection between the Transit Center and the light rail station.

### **Mid-Block Crossings**

Mid-block crossings may include signalization, median islands, and grade-separated pedestrian bridges. While each mid-block location is a potential candidate for a crossing, a number of higher priority mid-block crossing locations are identified for near-term implementation subject to design and traffic analysis. Refer to mid-block crossing map, Figure XX. Most mid-block crossings are intended to be “at-grade”. In consideration of traffic volume, street width, and potential impacts to vehicle travel time of an at-grade crossing, any new mid-block crossing on NE 4<sup>th</sup> Street and NE 8<sup>th</sup> Street between Bellevue Way and 112<sup>th</sup> Avenue NE, and on Bellevue Way between NE 4<sup>th</sup> Street and NE 8<sup>th</sup> Street would be designed as a grade-separated facility.

### **Sidewalks/Curbside Landscaping**

Sidewalks are the fundamental infrastructure for pedestrian mobility and incorporate urban design features that enhance livability. The Downtown Land Use Code prescribes the width of sidewalks and the landscaping treatment adjacent to the street in consideration of anticipated pedestrian demand. Refer to sidewalk and landscaping map, Figure XX. Along some streets a continuous landscape planter with street trees along the curbside edge of the sidewalk is installed where pedestrians need a buffer from traffic. This type of treatment is popular with pedestrians and it is a healthier growing environment for street trees.

## Through-Block Connections

Through-block connections break up the Downtown superblocks by providing walkways between or sometimes through buildings. The Land Use Code requires that through-block connections be incorporated in new development. The design of through-block connections should include public access wayfinding, utilize commonly recognizable paving material or inlays, and incorporate accessibility according to ADA standards.

### S-DT-47

Implement a series of signalized, unsignalized and grade-separated mid-block crossings, the unique design of each crafted in consideration of adjacent superblocks, traffic flow, and the intended quality of the pedestrian environment.

### S-DT-57

Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential and commercial areas.

### S-DT-80

Pedestrian bridges are appropriate over the public right-of-way only on Bellevue Way between NE 4<sup>th</sup> Street and NE 8<sup>th</sup> Street, NE 4<sup>th</sup> Street between Bellevue Way and 110<sup>th</sup> Avenue NE, and NE 8<sup>th</sup> Street between Bellevue Way and 112<sup>th</sup> Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.

### S-DT-114

Strengthen pedestrian connections between the Downtown Park and Meydenbauer Beach Park, Bellevue Square, the NE 6<sup>th</sup> Street Pedestrian Corridor, Bellevue Way, and Old Bellevue. Refer to map Figure XX.

### S-DT-158

Provide for sidewalks and landscaping in accordance with Land Use Code standards and with the sidewalk and landscaping plan shown on Figure XX.

### S-DT-159

Provide for crosswalks that incorporate “standard”, “enhanced” or “exceptional” design components in accordance with crosswalk types shown on Figure XX.

### S-DT-161

Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as to the east across I-405.

### S-DT-162

Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.

### **S-DT-P**

Provide mid-block crossings designed to meet the pedestrian needs and the context at locations shown in **Figure XX**.

## **Pedestrian Corridor**

The NE 6<sup>th</sup> Street Pedestrian Corridor is a high priority route, yet the existing design is deficient. Sections of the corridor are difficult to navigate due to narrow passages, steep sections, tight turns, and poor sightlines. Incremental implementation leaves gaps and poor interface with adjacent buildings. The Pedestrian Corridor will be increasingly important as new development occurs, as the light rail station creates an activity hub, and as a pedestrian and bicycle connection is extended across I-405.

### **S-DT-45**

Continue to develop NE 6<sup>th</sup> Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue through public and private-sector investments.

### **S-DT-C**

Implement design components and wayfinding along the NE 6<sup>th</sup> Street Pedestrian Corridor to create an accessible connection.

### **S-DT-81**

Develop the NE 6<sup>th</sup> Street Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that activate the corridor, and incorporate design components that ensure accessibility.

### **S-DT-S**

Develop and implement a concept design to better accommodate accessible travel through appropriate grades and the use of special paving treatments, wayfinding and widening.

### **S-DT-T**

Extend the Pedestrian Corridor designation along the sides of NE 6<sup>th</sup> Street between 110<sup>th</sup> Avenue NE and 112<sup>th</sup> Avenue NE to enhance non-motorized access to the light rail station and to provide a connection to the planned crossing of I-405.

## **Bicycle Mobility**

Bicycling as an attractive mobility option for all ages and abilities of bicycle riders depends on a comprehensive network of on-street and off-street bicycle facilities and wayfinding, plus **end-of-ride facilities such as sidewalk bike racks, bike corrals and long-term, secured commuter bike parking**. Bicycle facilities provide an important mobility option within Downtown and to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the future Eastside Rail Corridor Trail, as shown in **Figures XX, YY and ZZ**.

Bicycle facility components consist of lane markings, wayfinding, signal actuation, and end-of-ride facilities that are designed to accommodate the need, improve safety and awareness, and reflect the context. Dedicated on-street bicycle facilities may include traditional bicycle lanes, buffered bicycle lanes, and cycle tracks. Shared roadway lanes are typically wide outside lanes and may be marked with “sharrow” lane markings and signage to indicate that bicycles and motor vehicles share the space. Off-street bicycle facilities are separated from motorized use and are typically shared with pedestrians. Wayfinding signage may accompany any bicycle facility type. At signalized intersections, clearly marked detector locations advise bicyclists where to position their bicycles to trigger the signal.

#### **S-DT-163**

Designate and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling.

#### **S-DT-Q**

Provide bicycle facility connections and wayfinding to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the future Eastside Rail Corridor Trail.

#### **S-DT-R**

Install public end-of-ride bicycle facilities such as bicycle racks, bicycle corrals or bike share docking stations to meet the demonstrated or anticipated need.

#### **S-DT-164**

[Encourage the developers, owners and managers of Downtown buildings to provide secure end-of-ride facilities for bicycle commuters as well as short-term bicycle parking for visitors.](#)

### **Land Use and Transportation Implementation**

The Downtown land use forecast anticipates a total of 70,300 jobs and 19,000 residents in 2030, an increase of 27,775 jobs and 12,142 residents over 2010. All of this land use will generate a projected daily activity of about 665,000 person trips, up from about 385,000 in 2010. The assumed 2030 Baseline roadway network includes projects that support Downtown land use and mobility. Within Downtown, the planned expansion of NE 2<sup>nd</sup> Street and 110<sup>th</sup> Avenue NE provide additional vehicular capacity. Roadway projects outside of Downtown improve overall circulation for vehicles, pedestrians and bicyclists. Regional projects provide better access to points beyond Bellevue for both motorists and transit riders.

Travel demand modeling and Downtown vehicular level of service (LOS) analysis inform decisions regarding roadway capacity projects. The projected average LOS E for vehicles at Downtown intersections in the 2030 Baseline scenario is reasonable for a multi-modal mixed use urban setting. LOS D is projected in the 2030 “Build” scenario. This level of service outcome indicates that roadway capacity projects beyond those assumed in the model will not be

necessary in the 2030 timeframe. Please refer to **Table XX** for roadway project descriptions and **Figure XX** for project maps.

Attractive Downtown mobility options result in levels of transit use, walking and bicycling sufficient to reduce the need to expand vehicular capacity. Modeling projects a 2030 commuter mode share in Downtown Bellevue of 50% single occupant vehicles, 17% high occupancy vehicles, 32% transit and about 1% walk and bicycle. This projection is based on a myriad of assumptions as varied as the price of gas and parking, freeway tolling and transit availability. Changes in these assumptions may result in shifts in the mode share. History bears this out. Between 1990 and 2010, daily traffic volume on most arterials in Downtown Bellevue remained nearly constant, while new office buildings and residential towers pierced the skyline and retail occupied a larger footprint. While the number of person trips has increased from about 250,000 in 1990 to 385,000 in 2010, and traffic has remained constant, peak hour and daily transit ridership has increased 8-fold.

Roadway project ideas identified but not added to the 2030 project list include the concept of a NE 6<sup>th</sup> Street subsurface arterial that would run beneath the alignment of the pedestrian corridor, and grade separation of Bellevue Way at major intersections.

#### **S-DT-165**

Implement the transportation facility improvements listed in **Table X and shown on Figures X and X.**

#### **S-DT-167**

Monitor the progress of implementation of transportation projects.