



Downtown Transportation Plan Update

NE 6TH STREET MULTI-MODAL CORRIDOR AKA "PEDESTRIAN CORRIDOR"

**TRANSPORTATION COMMISSION
MAY 10, 2012**

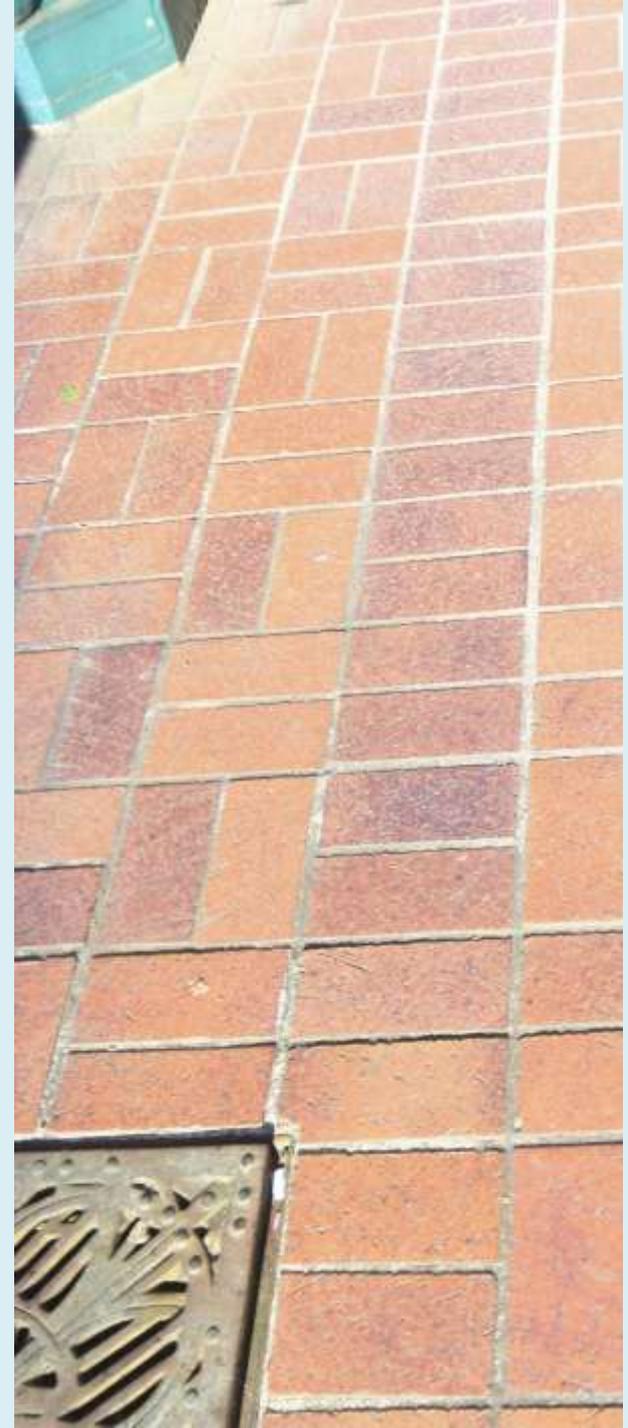
NE 6th St Pedestrian Corridor/ Multi-Modal Corridor

Objective

Identify design concepts for the NE 6th Street “Pedestrian Corridor” with the intent of integrating bicycles safely into the corridor

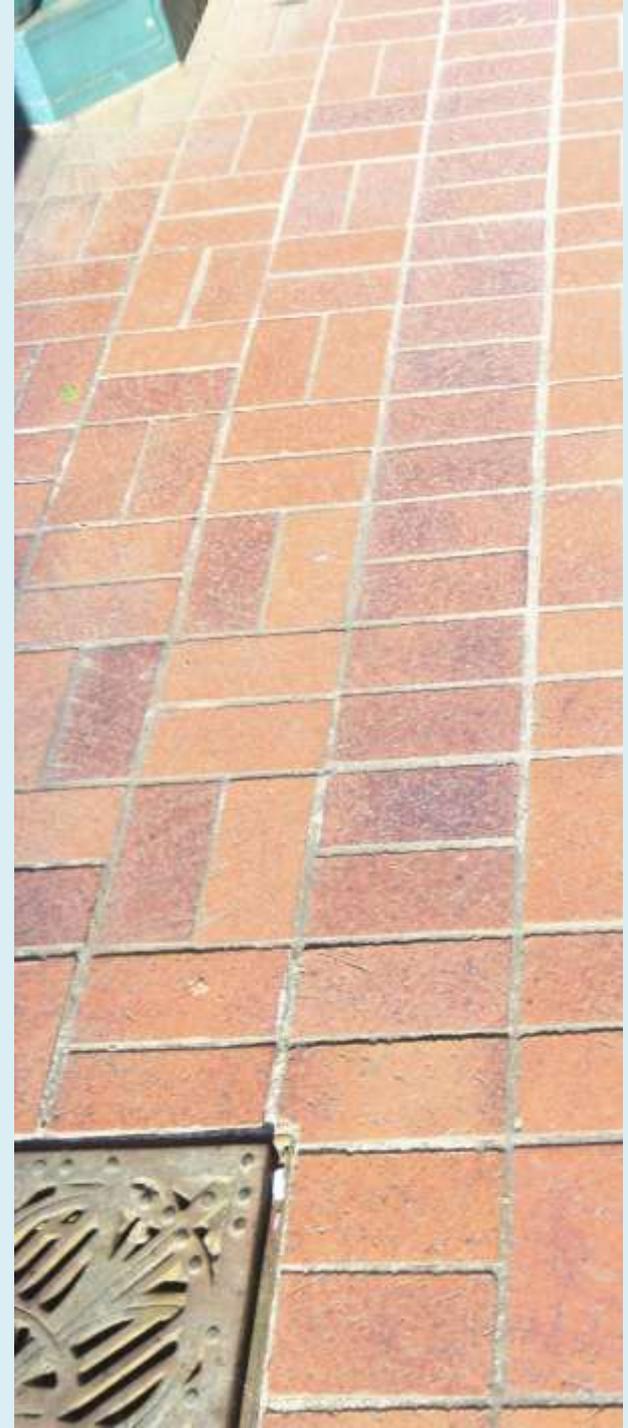
- Early Implementation
- Ultimate Configuration

Input to the Pedestrian Corridor Design Guidelines Update



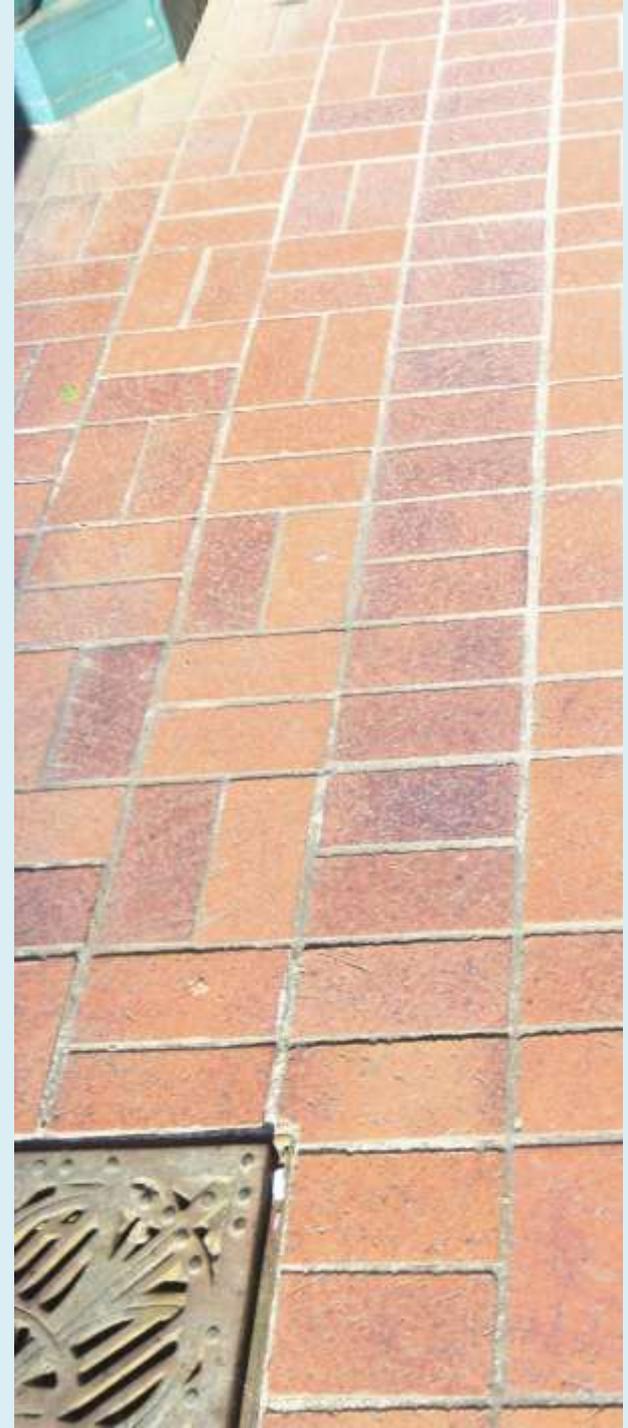
Why integrate bicycles onto the Pedestrian Corridor

- Downtown Implementation Plan
- Pedestrian & Bicycle Transportation Plan
- Land Use – many origins & destinations
- Transit Center
- Light Rail Station
- Lake Washington Loop
- Parallel streets are busy
- Economic development opportunity
- Accessibility for All
- Bicycles are Already There!



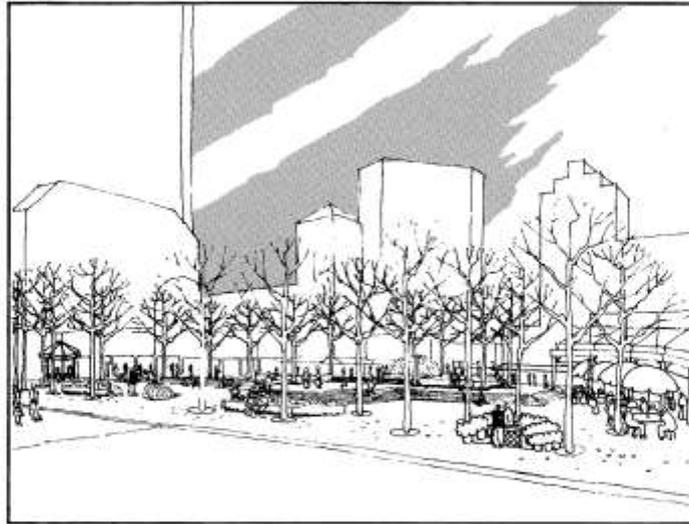
THE PEDESTRIAN CORRIDOR

A little history and context!



KEVIN *Kevin*
MCDONALD

PEDESTRIAN CORRIDOR
AND
MAJOR PUBLIC OPEN SPACE

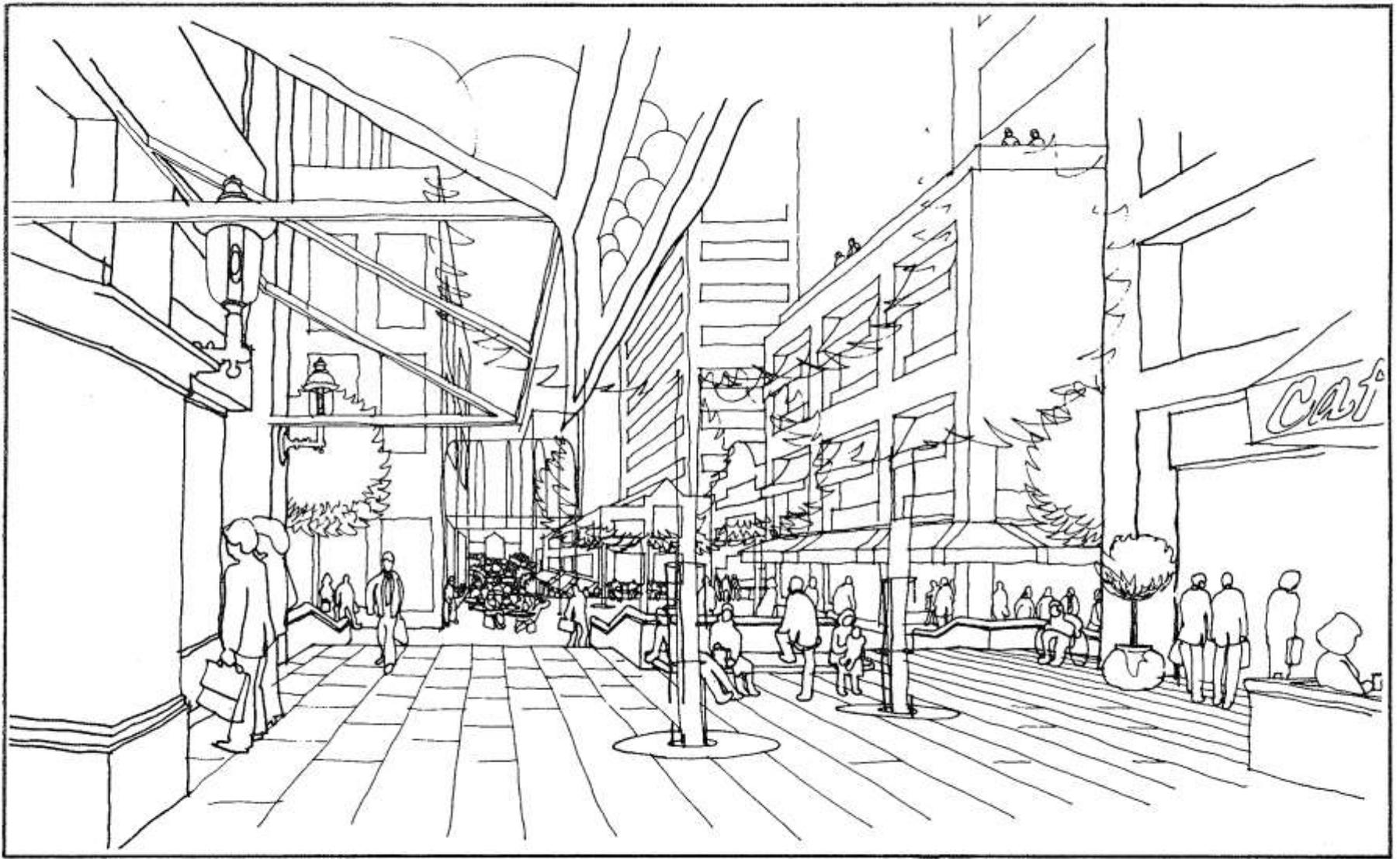


Adopted
in 1981

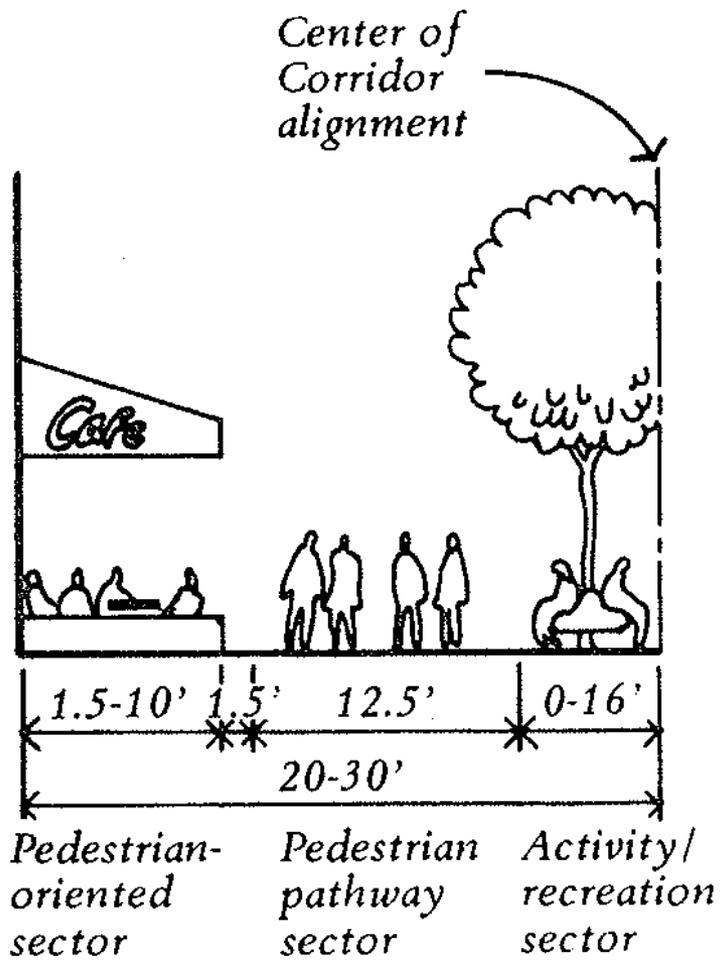
DESIGN GUIDELINES

CITY OF BELLEVUE, WASHINGTON



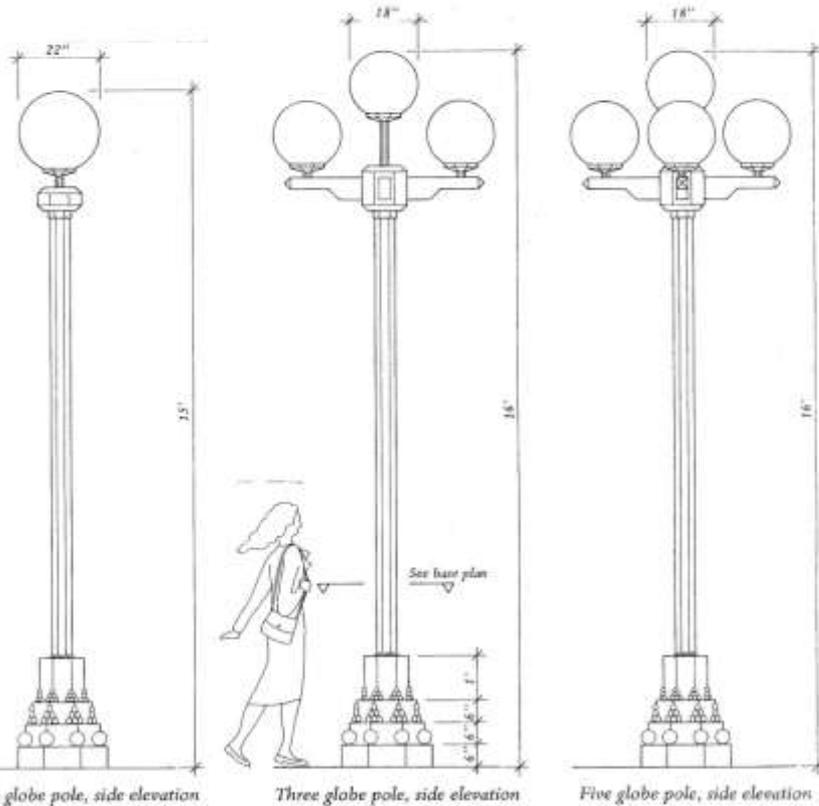


Illustrative design concept for the Pedestrian Corridor, viewing west to Bellevue Square from 108th Avenue NE.



Typical half Corridor treatment





Single globe, plan



Base plan



2. BOLLARDS AND BOLLARD LIGHTING

Intention

To mark areas where pedestrian caution is to be observed or where special features exist with bollards and low profile lighting.

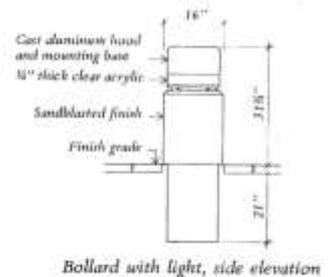
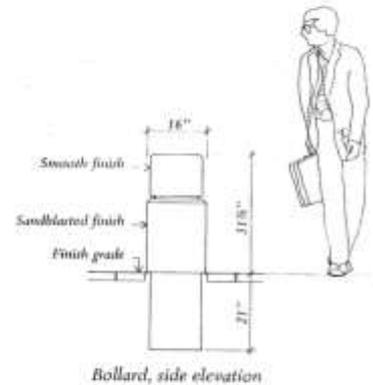
Accomplished by

Encouraging the use of bollard lighting near crosswalks, parking ramps, driveways, fountains, and similar features.

Using bollards of sandblasted concrete or stone which are topped with a luminaire with a cast aluminum hood and base. The shape of the bollard should be equal to the unlighted bollard to provide visual continuity when used in combination. The same shape should be used throughout the Pedestrian Corridor and in the Major Public Open Spaces.

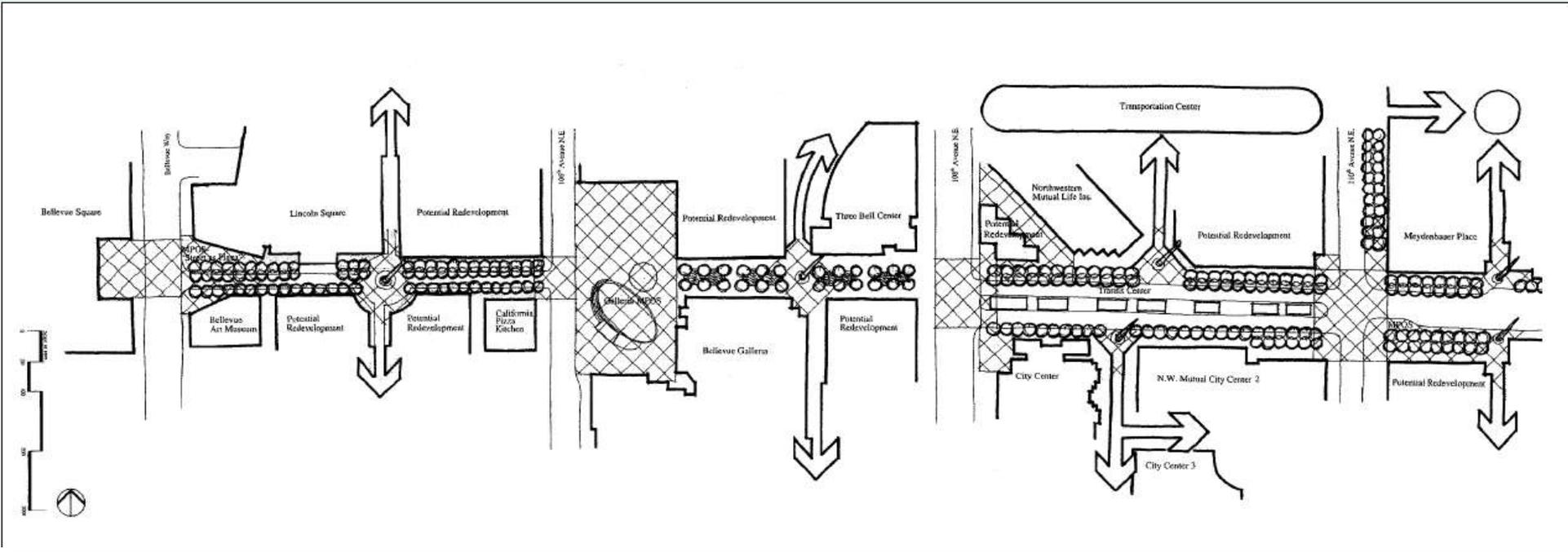
Bollards shall be 16 inches in diameter with an overall height of approximately 32 inches. The luminaire shall be 14 inches in diameter and approximately 11 inches in height. The metal hood and base should be pointed to match the corridor light fixture.

Lamps shall be high pressure sodium in appropriate wattages.



Pedestrian Corridor “Rooms”

“Street as Plaza” “Garden Hill Climb” “Transit Central”

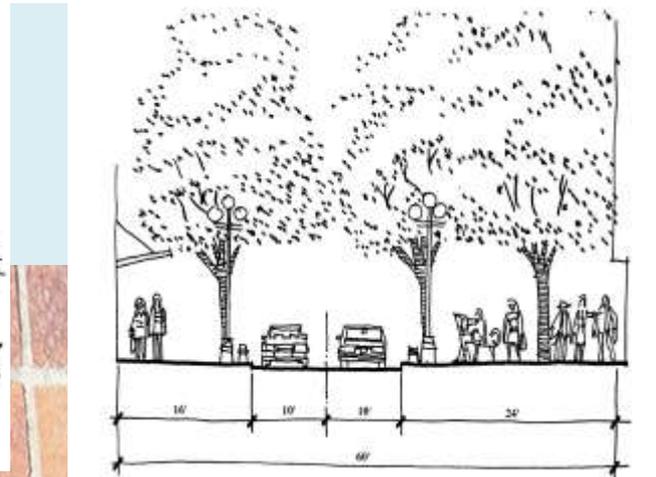
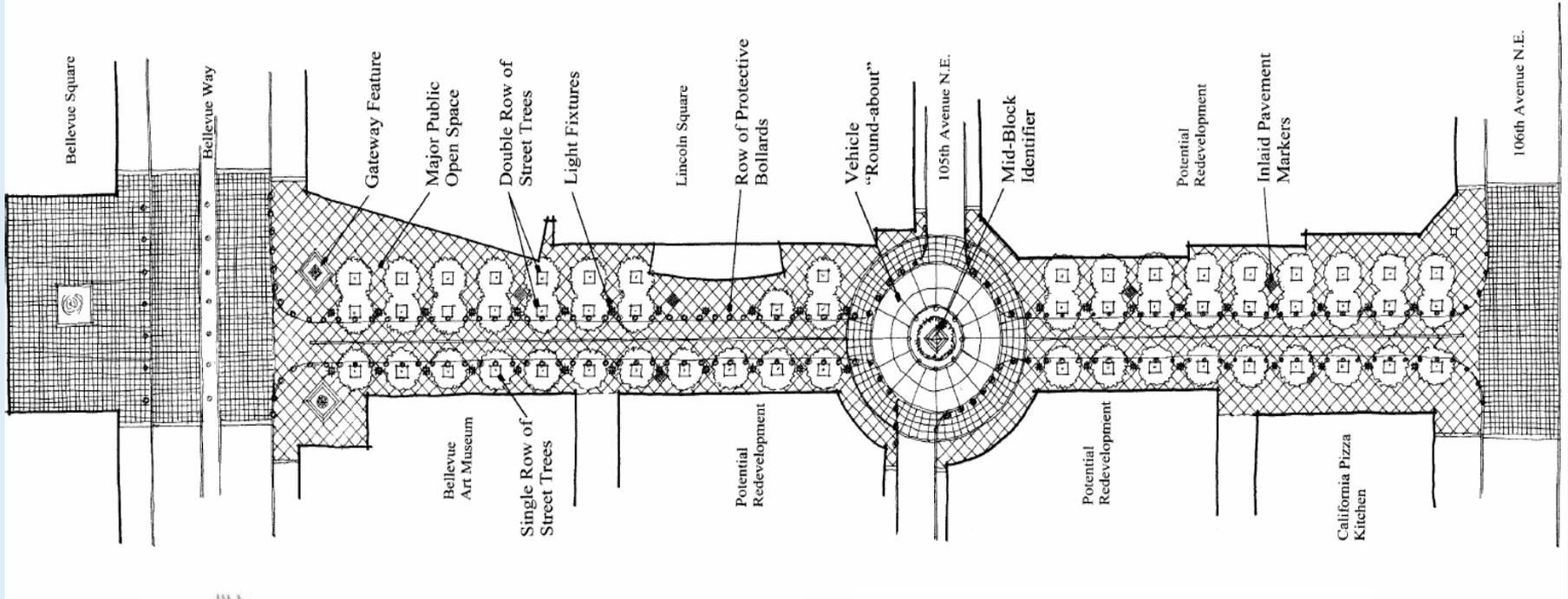


City of Bellevue • Pedestrian Corridor and Major Public Open Space Design Guidelines (Revised 3/00)



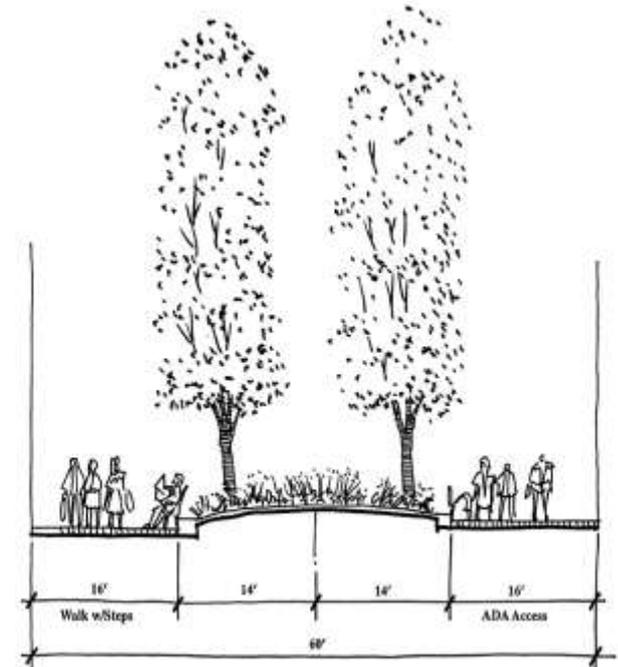
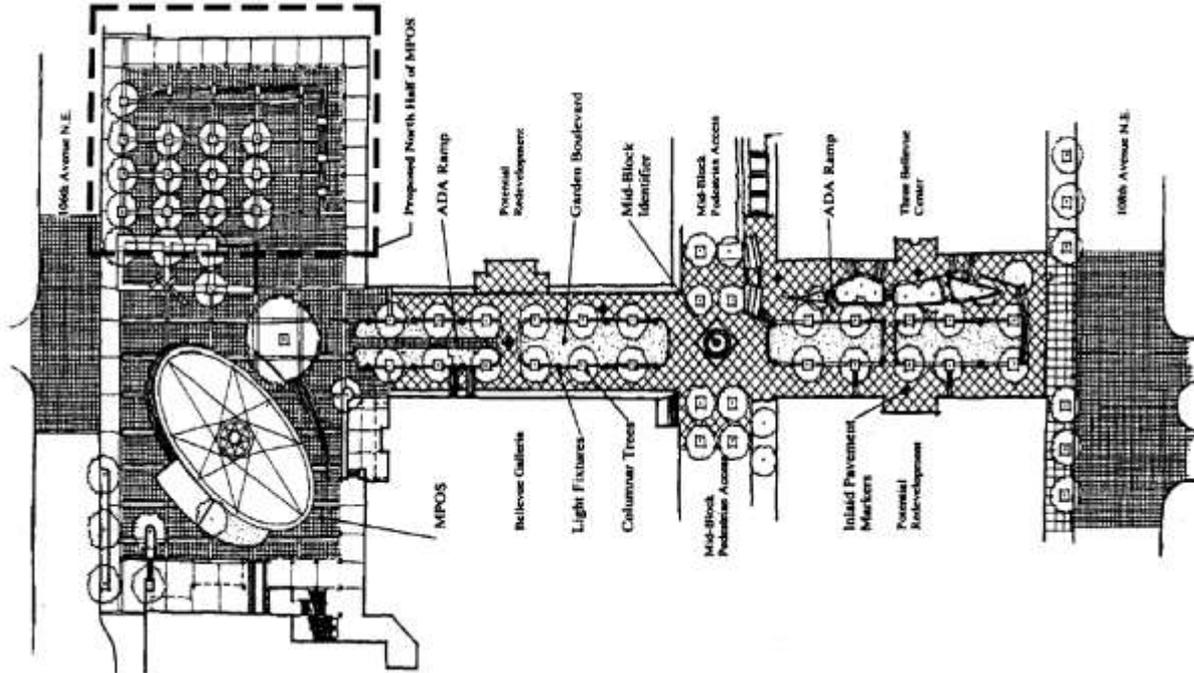
“Street as Plaza” – Bellevue Way to 106th

Existing Design Guidelines



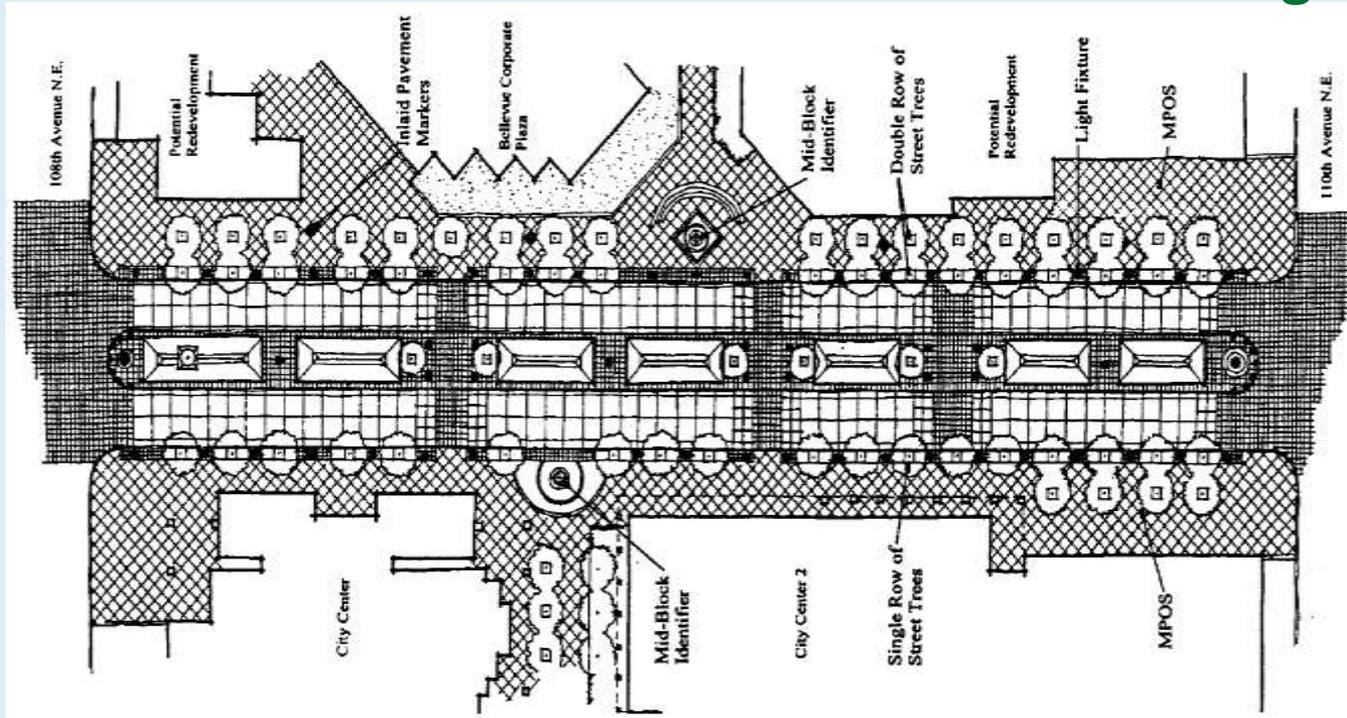
“Garden Hill Climb” – 106th to 108th

Existing Design Guidelines

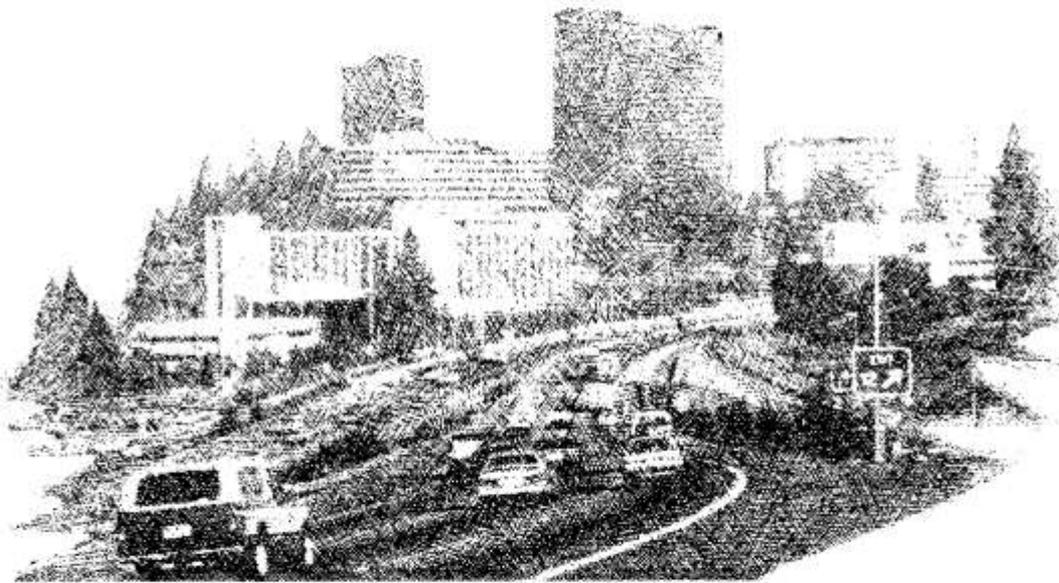


“Transit Central” – 108th to 110th

Existing Design Guidelines



Summary Report

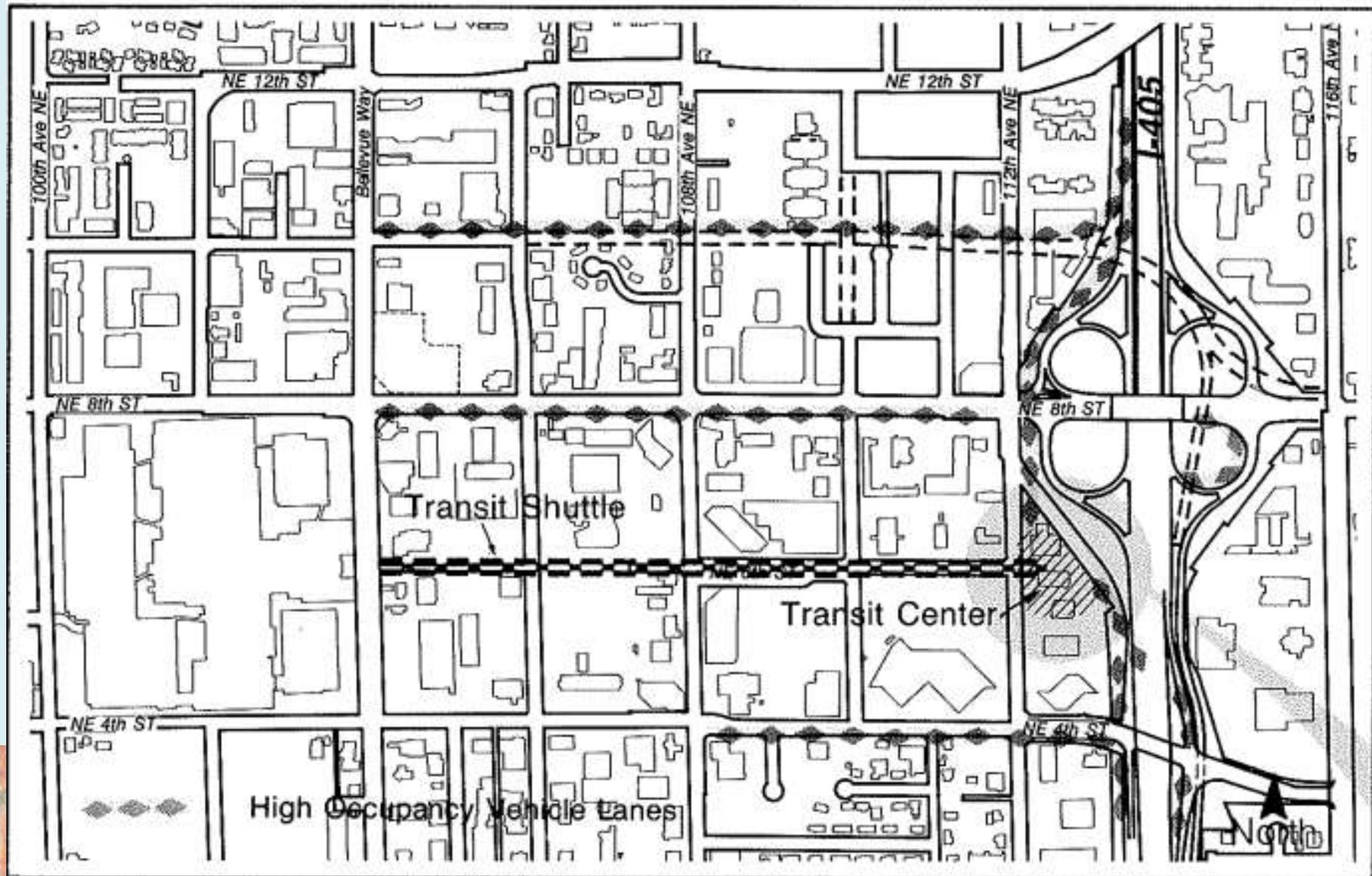


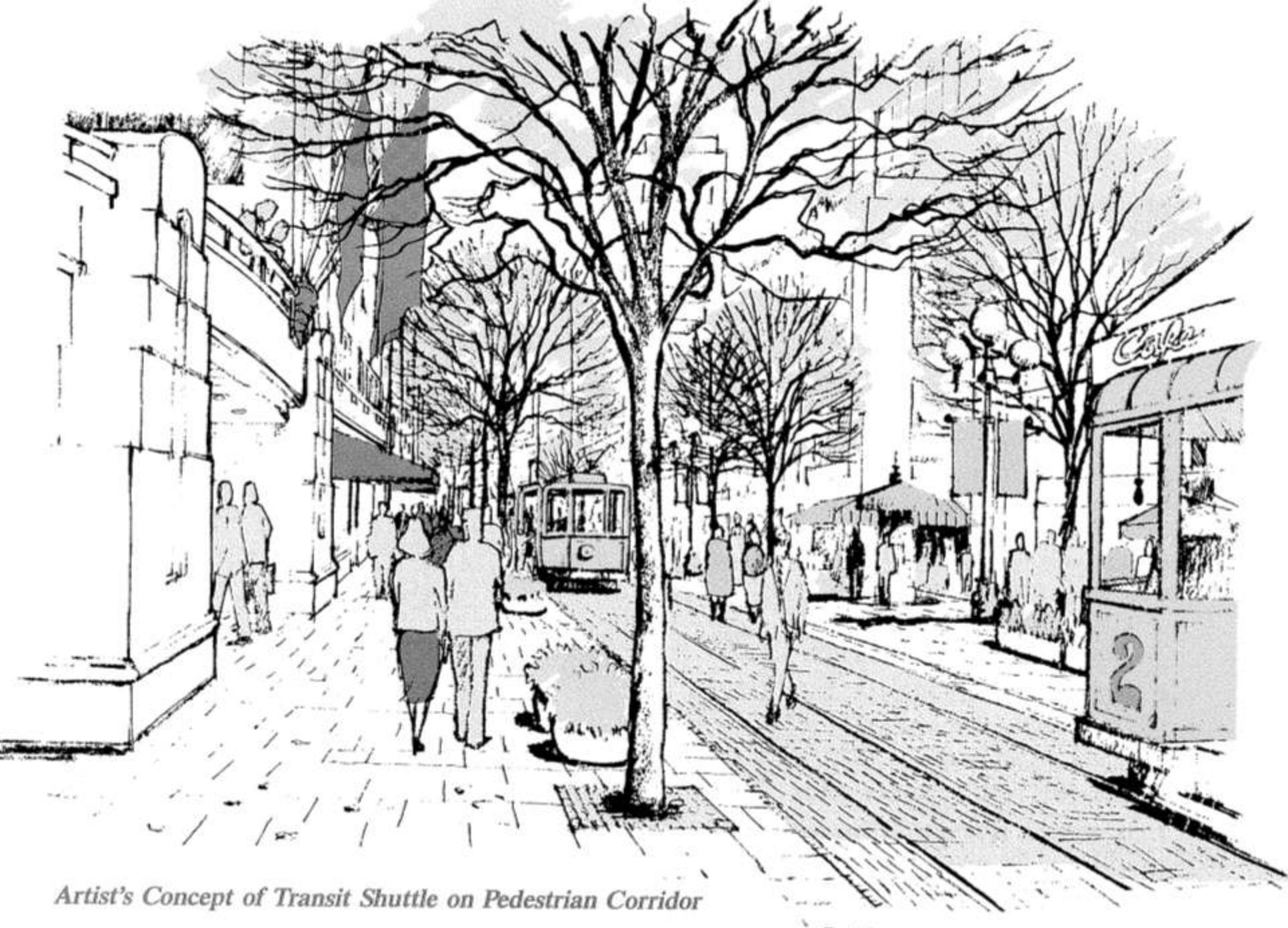
CBD Implementation Plan



September, 1989

Transit and High Occupancy Vehicle Improvements





Artist's Concept of Transit Shuttle on Pedestrian Corridor



Final Report on the Downtown Plan Update

June 2003

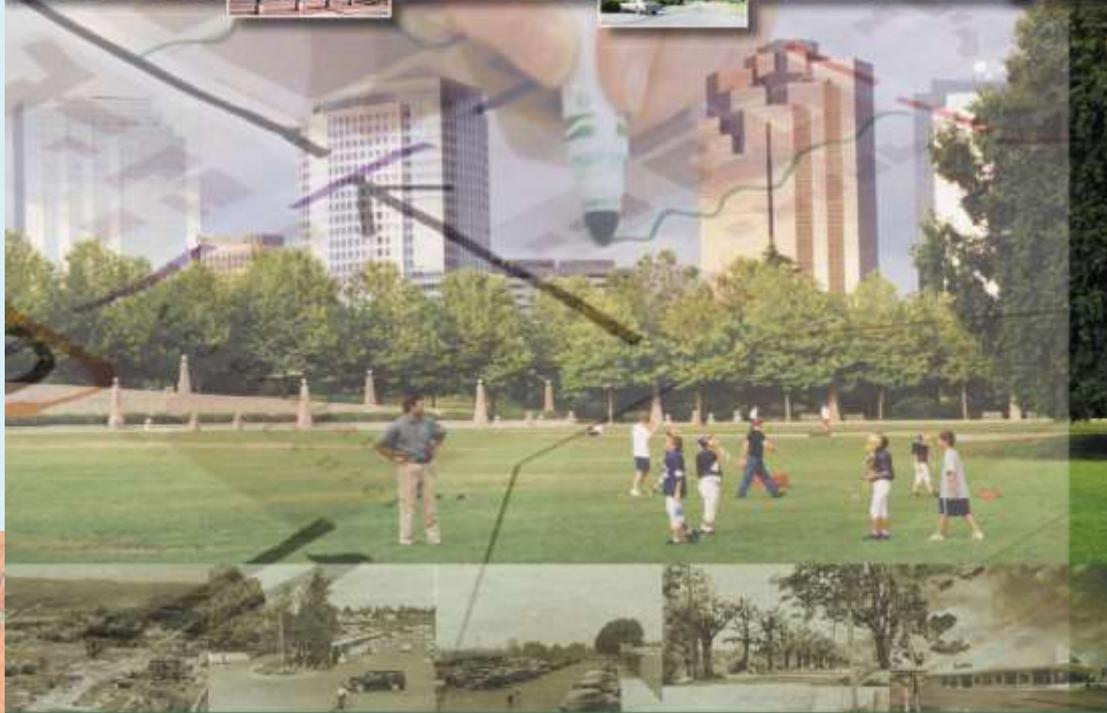


Figure 3-1 Preferred Alternative



- Committed/Funded Extended Street
- Extended Street
- Added Lane
- Contra Flow Transit Lane
- Added Turn Lane
- Candidate Transit Circulator Route
- One-way Streets
- Mid Block Connection
- Short-Term Parking Garage
- Convert Lane to HOV
- Intersection Modifications
- Neighborhood Traffic and Parking Management
- Bicycle Route
- Bicycle Route if 108th/108th Couplet Implemented
- Improve linkages as feasible
- Transit Stop Improvement
- No Left Turns Except at Signalized Intersections

“Additional bicycle routes through Downtown ...could result in a more pleasant and safe environment for bicycling”



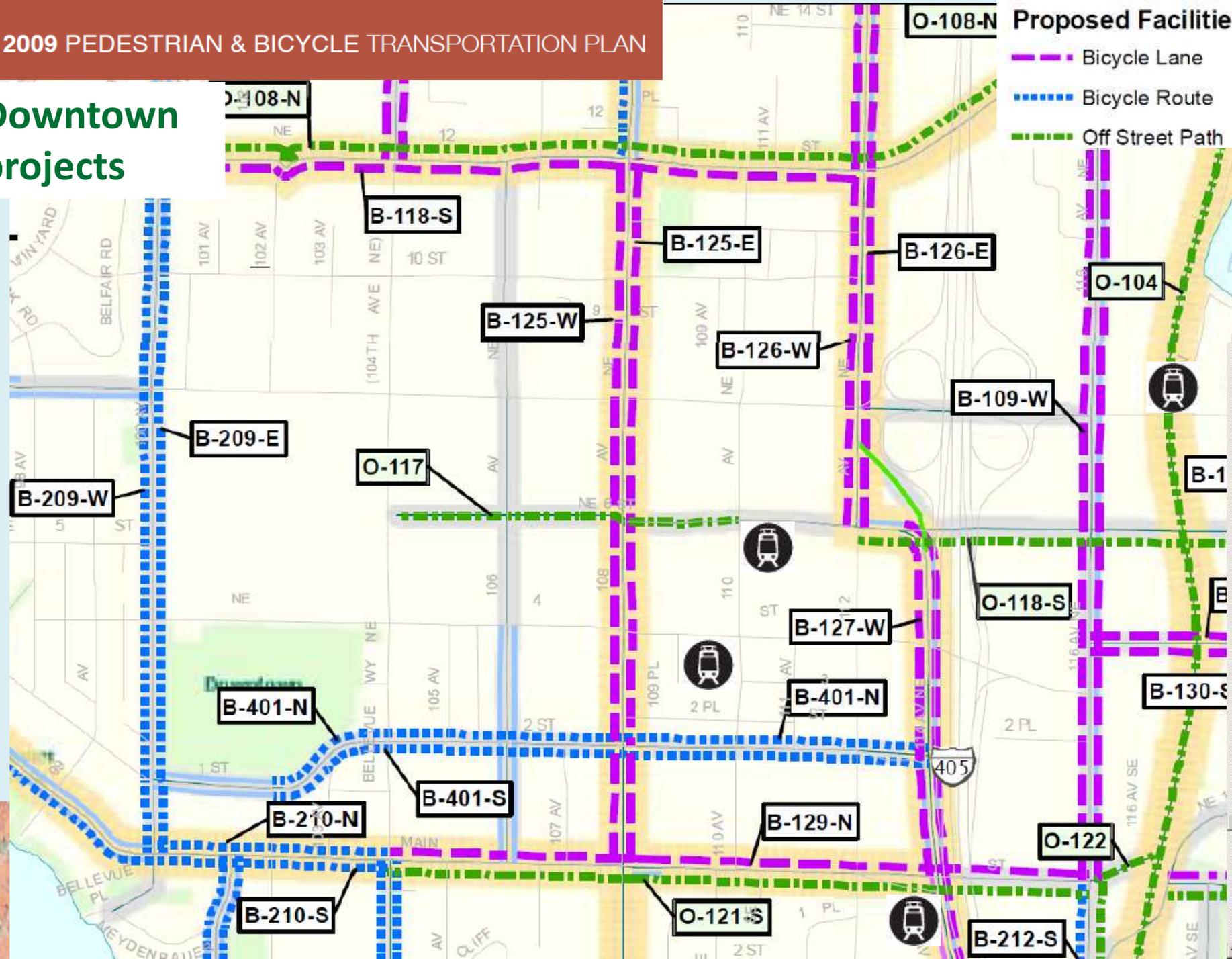
2009

city of bellevue
pedestrian & bicycle
transportation plan report



- Bicycle Lane
- Bicycle Route
- Off Street Path

Downtown projects

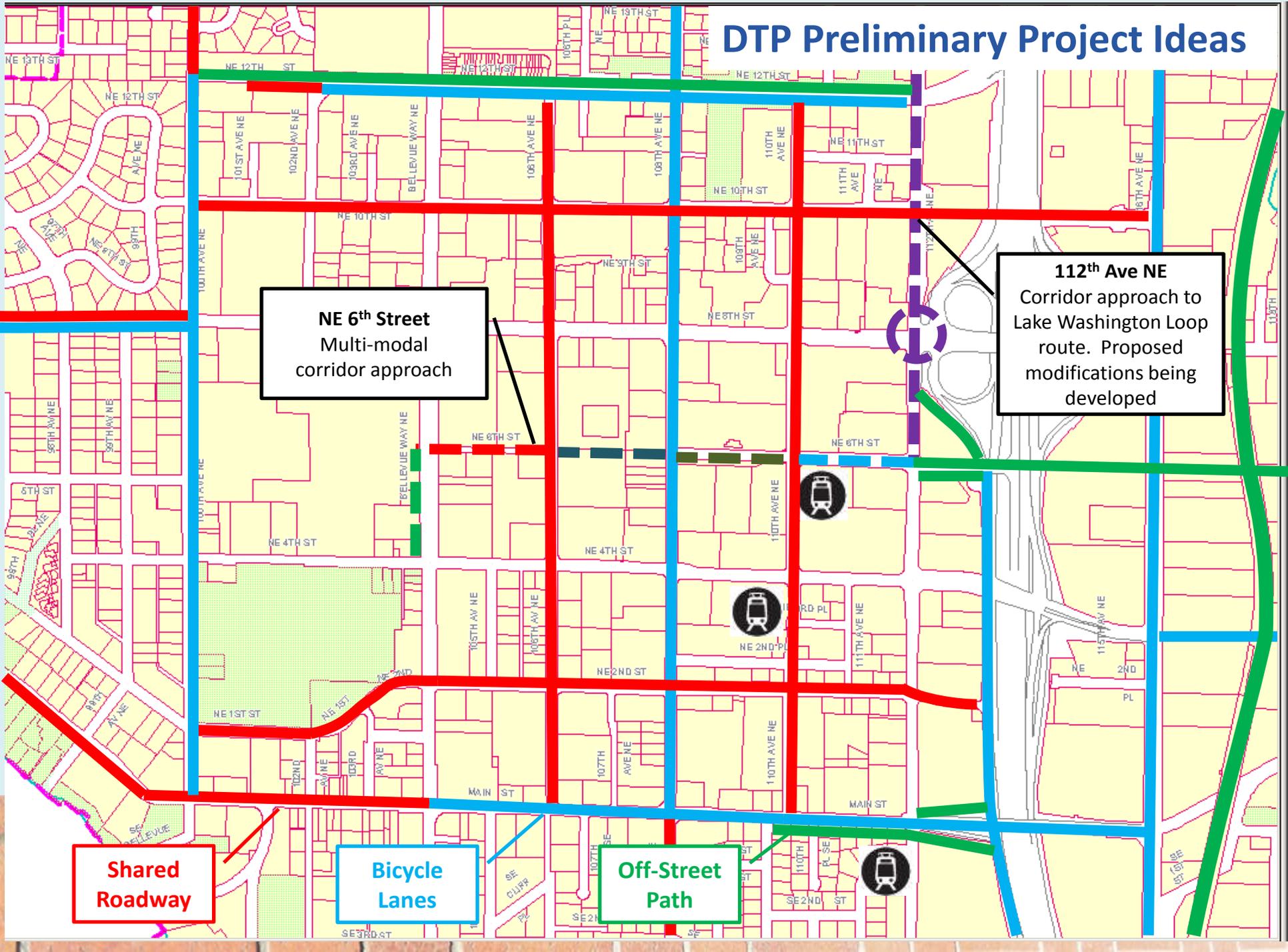




Downtown Transportation Plan Update



DTP Preliminary Project Ideas



NE 6th Street
Multi-modal
corridor approach

112th Ave NE
Corridor approach to
Lake Washington Loop
route. Proposed
modifications being
developed

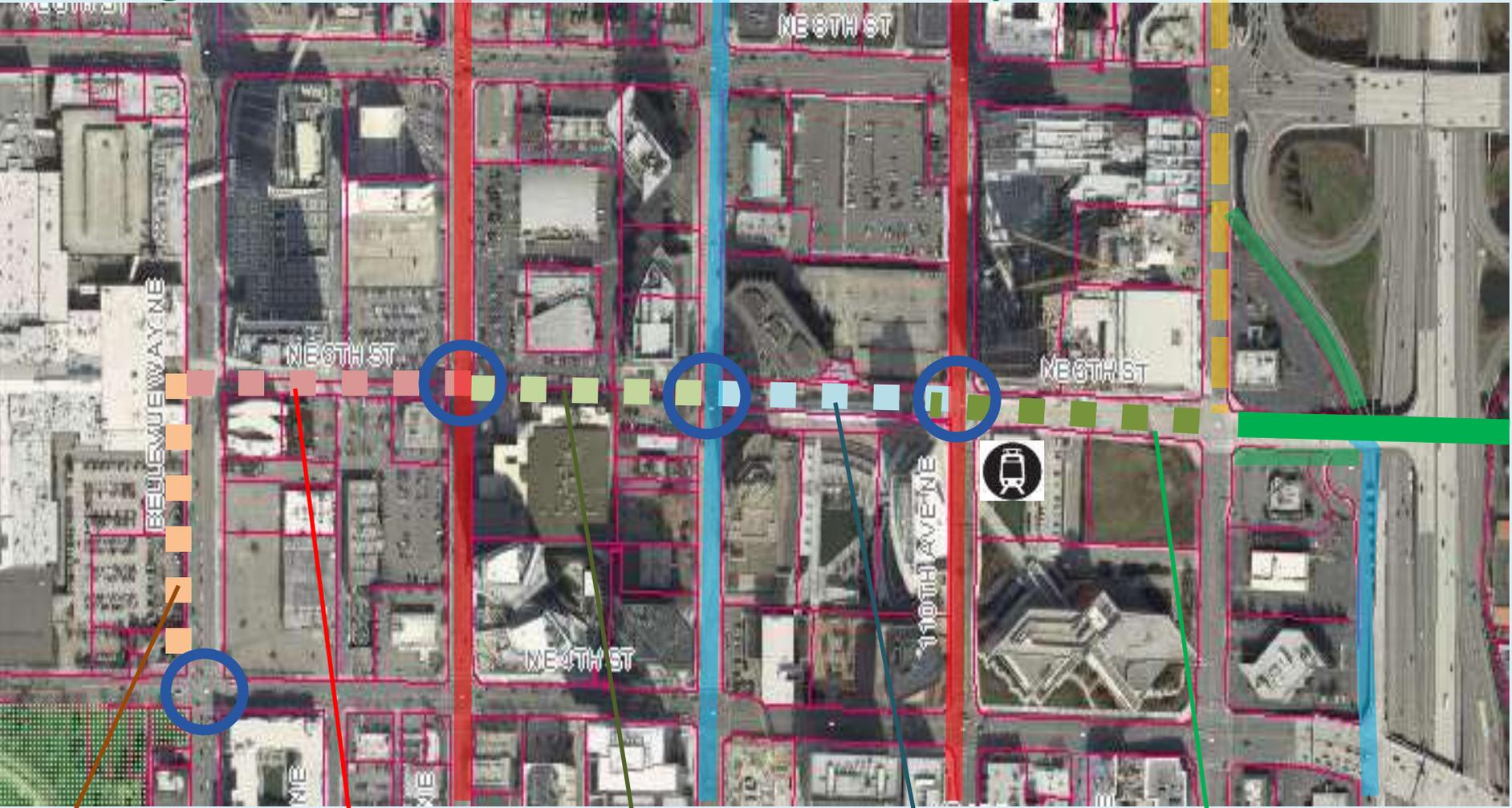
**Shared
Roadway**

**Bicycle
Lanes**

**Off-Street
Path**

NE 6th Street Multi-Modal Corridor/Bellevue Way Connector

Each segment and intersection will have a unique treatment



**Downtown
Park
Connection**

**NE 6th St
"Street as
Plaza"**

**"Garden
Hill Climb"**

**"Transit
Central"**

NE 6th St

“Street as Plaza”





←
OPEN

Free Wi-Fi
Food - Coffee
Free Pour Latte Art
Live Music





“Garden Hill Climb”







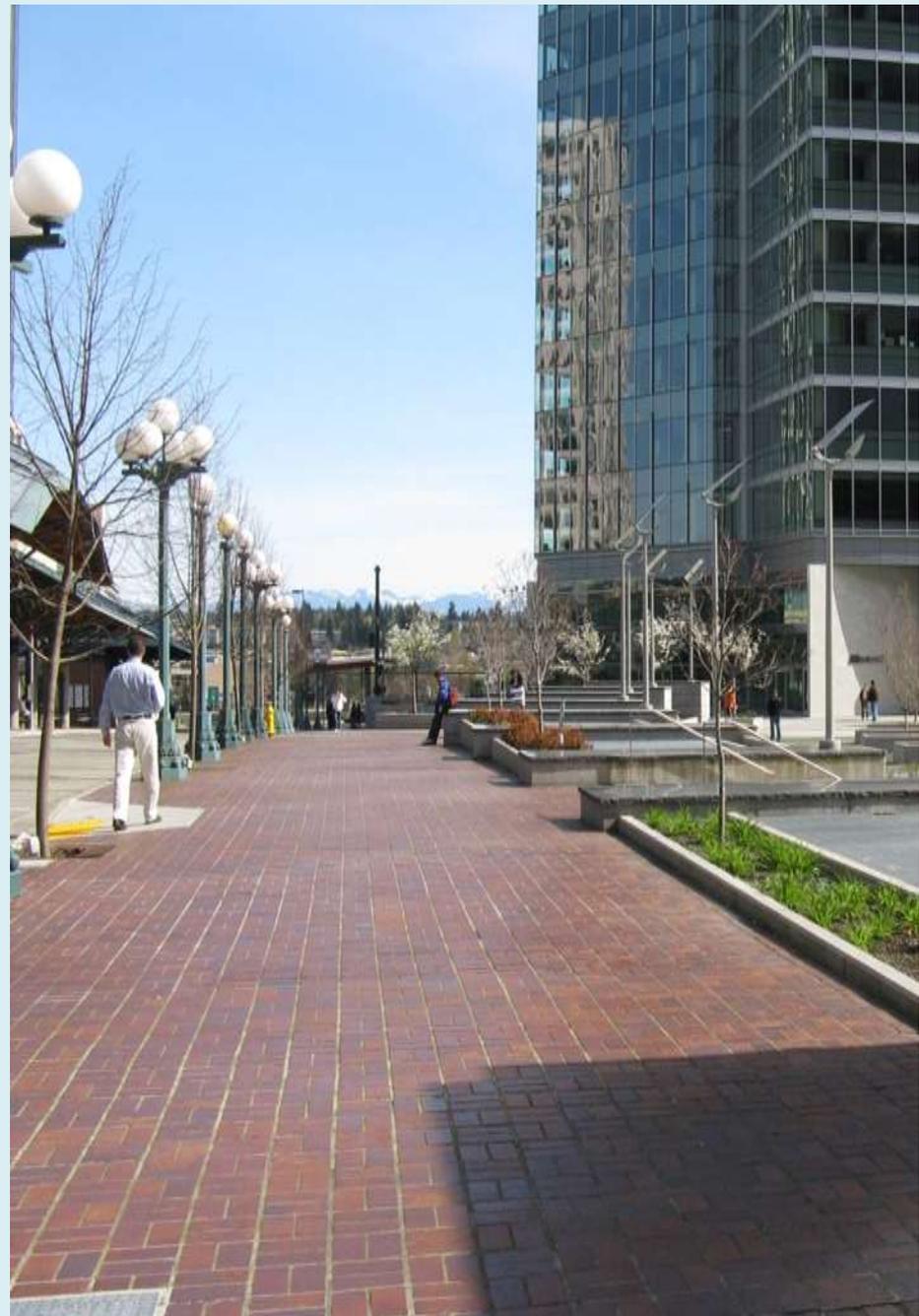






“Transit Central”



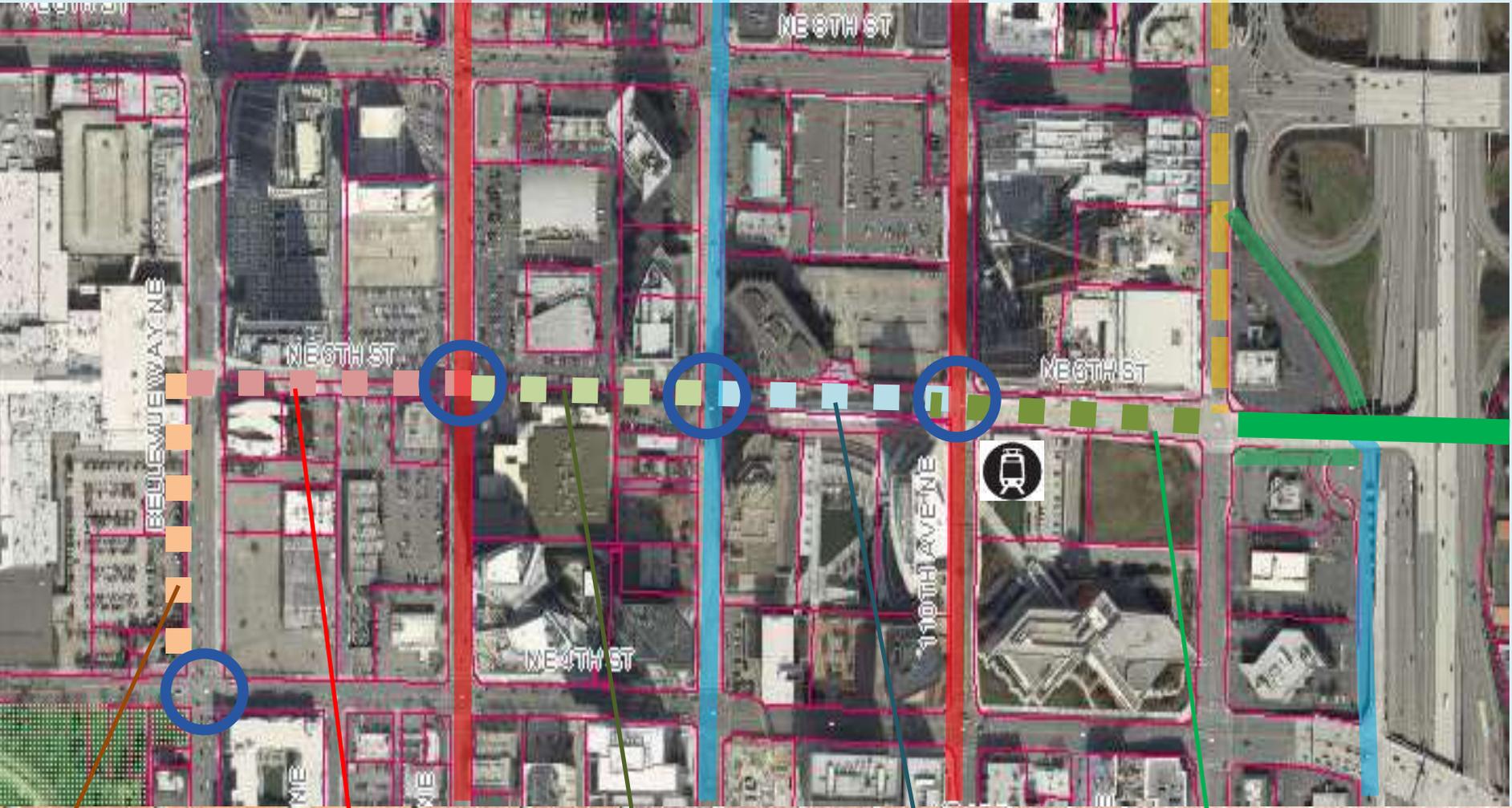






NE 6th Street Multi-Modal Corridor/Bellevue Way Connector

Each segment and intersection will have a unique treatment



**Downtown
Park
Connection**

**NE 6th St
"Street as
Plaza"**

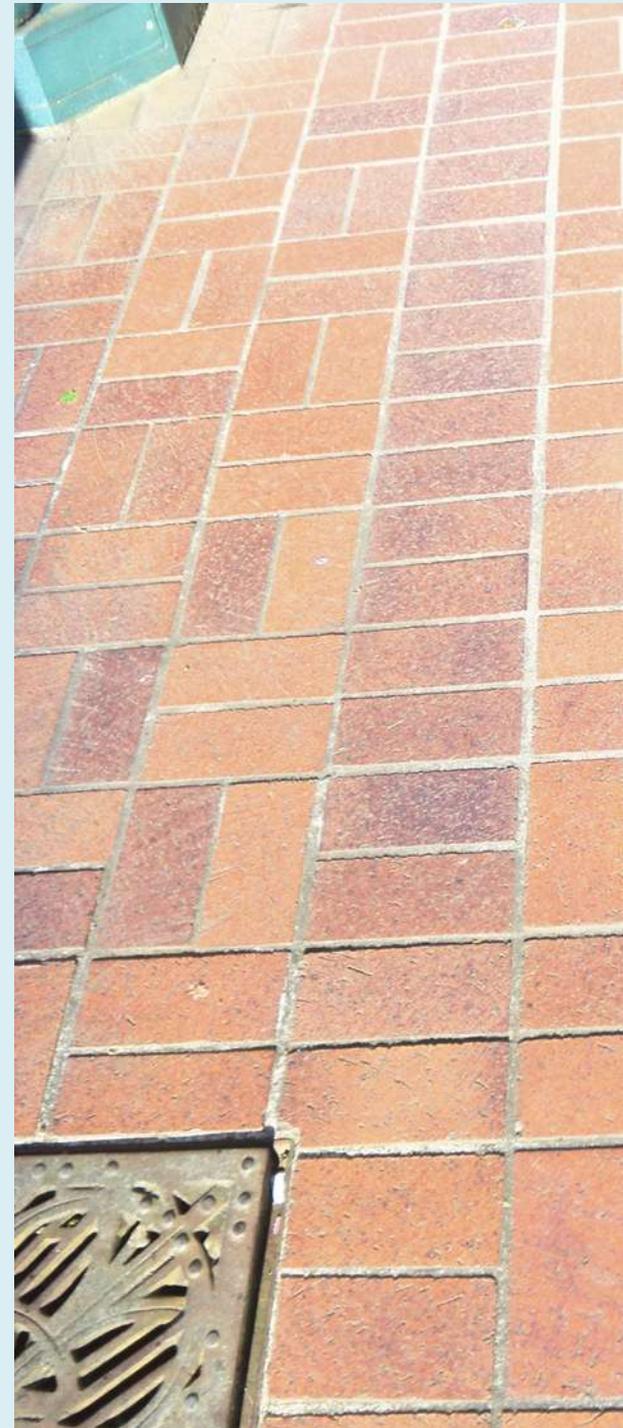
**"Garden
Hill Climb"**

**"Transit
Central"**

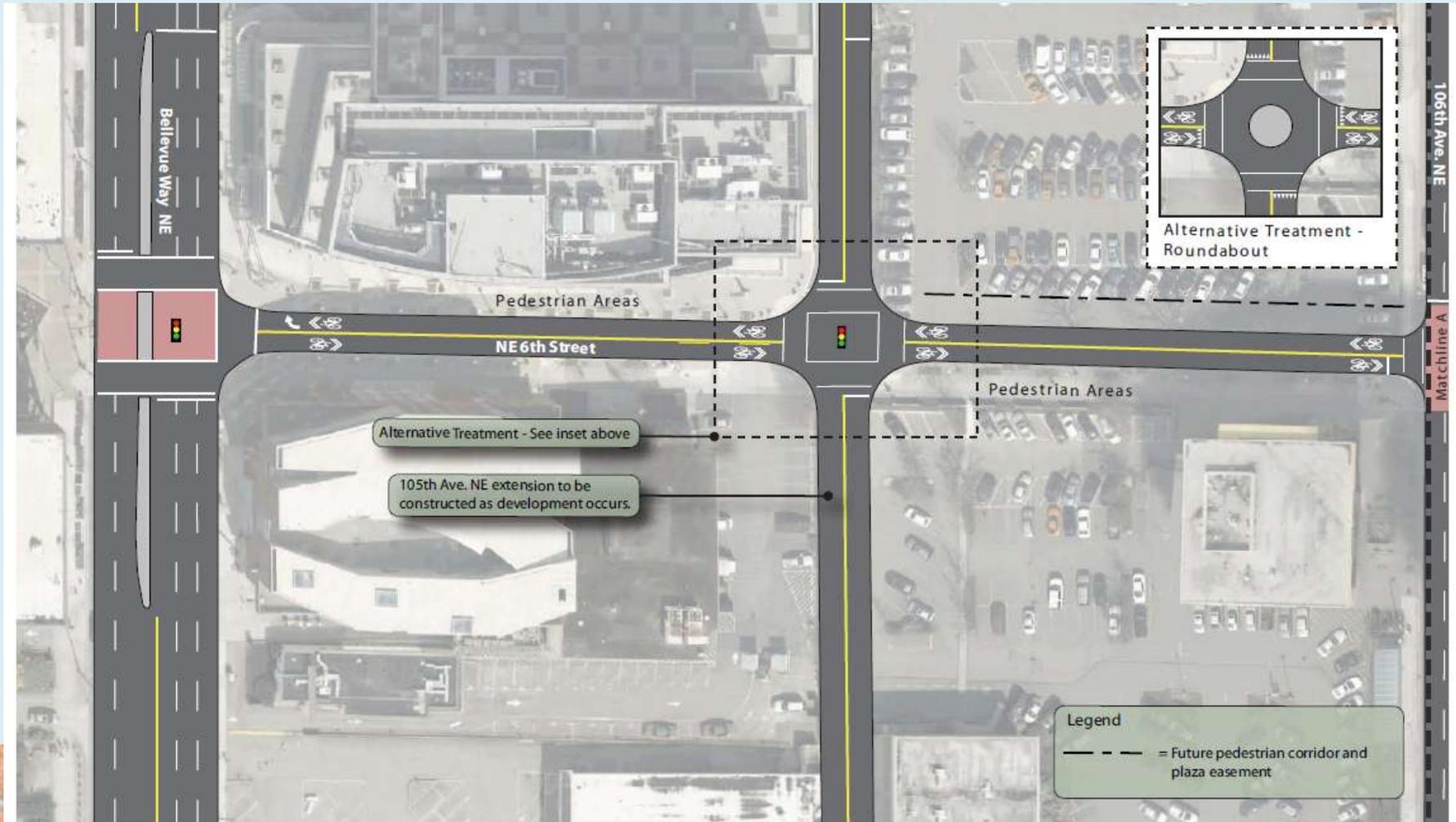
NE 6th St

THE PEDESTRIAN CORRIDOR

Design Concepts



Design Concepts from Alta “Street as Plaza”



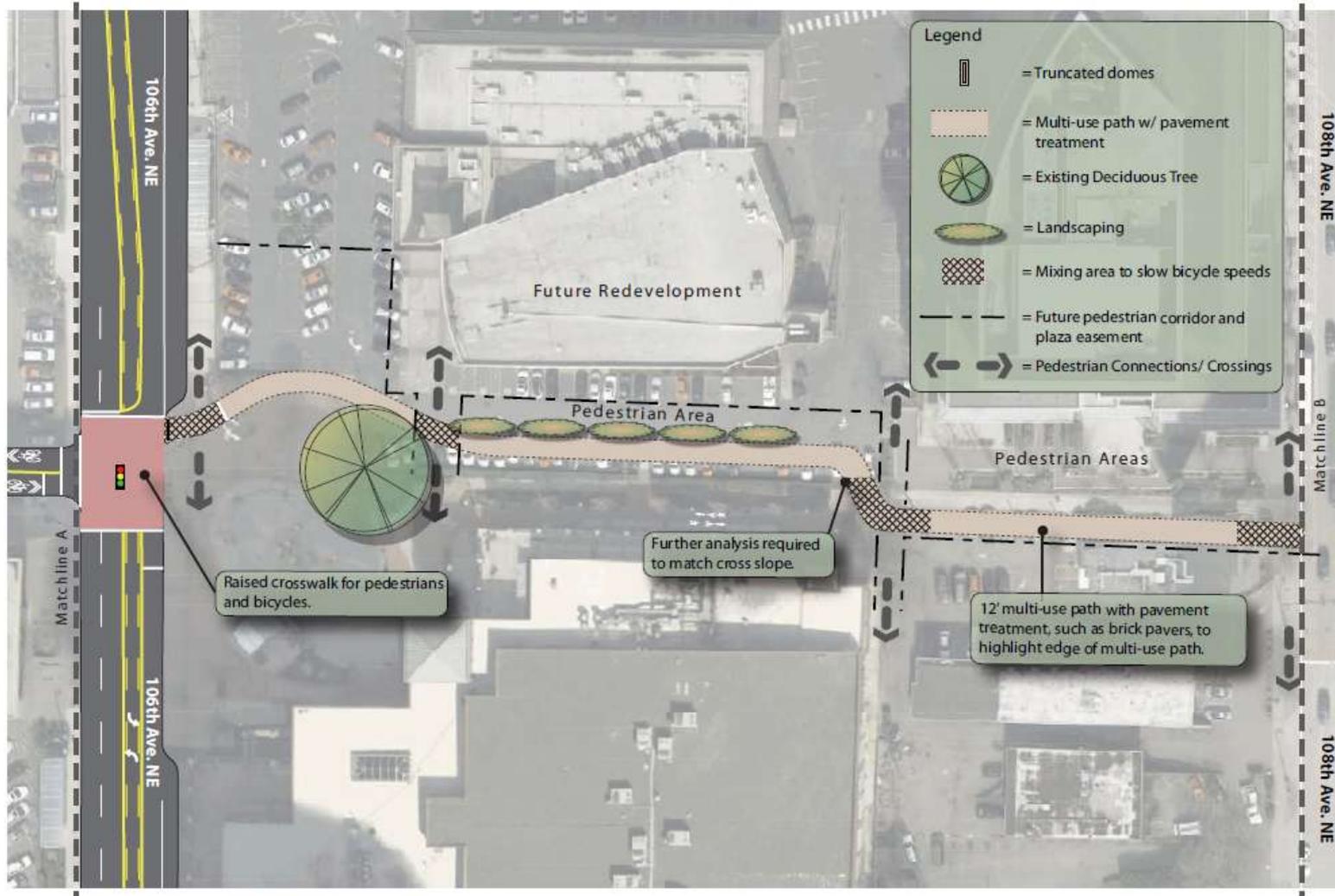
Transportation Improvements: Street As Plaza - 2030 Improvements

Design Concepts from Alta “Garden Hill Climb”



Transportation Improvements: Garden Hill Climb - Early Implementation

Design Concepts from Alta “Garden Hill Climb”



Transportation Improvements: Garden Hill Climb - 2030 Improvements

Design Concepts from Alta “Transit Central”



Transportation Improvements: Transit Central - Early Implementation

City of Bellevue Washington

Bikeway Design

Author: Brett Housong

Date: May 8, 2012



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SCALE IN FEET

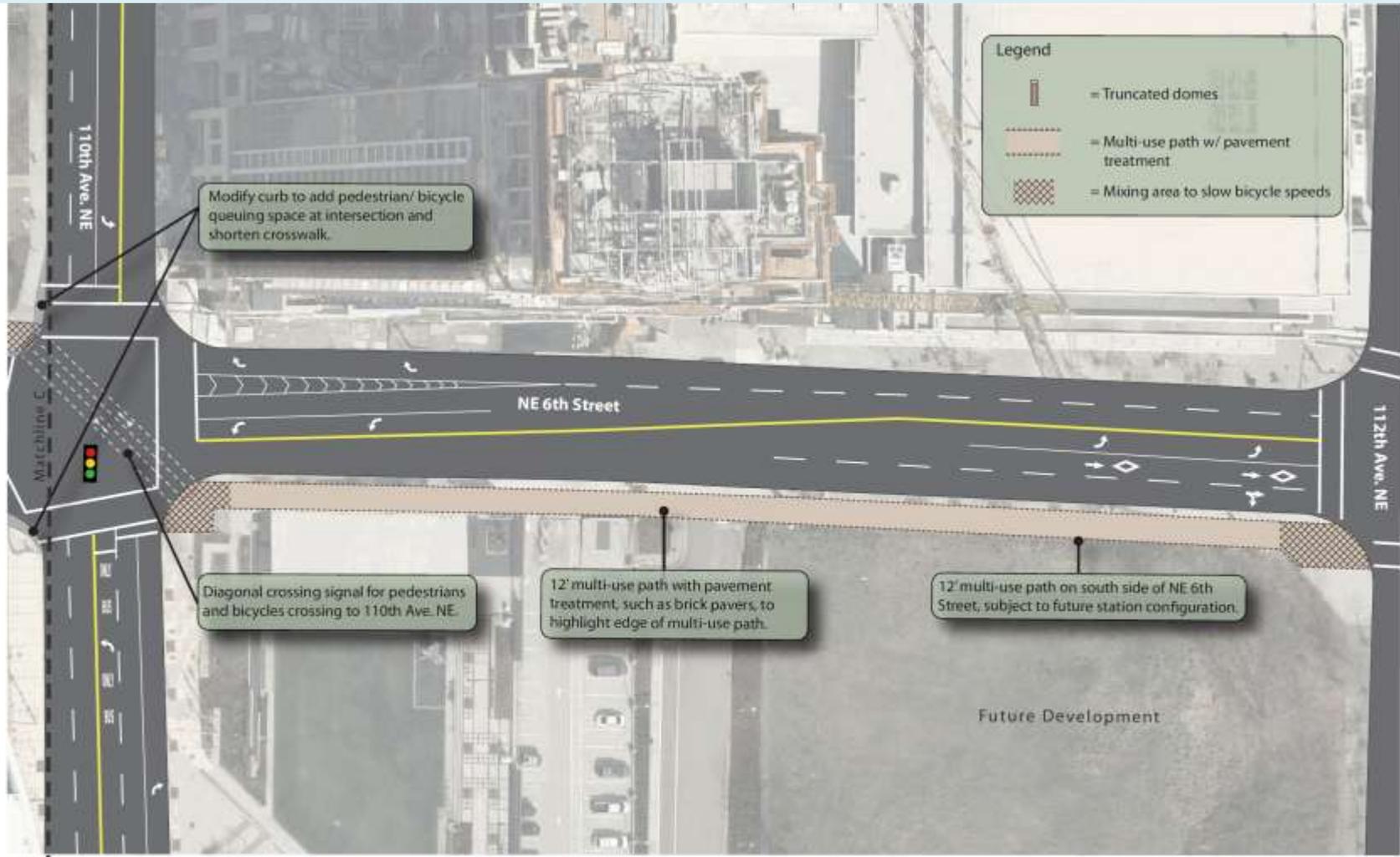


Design Concepts from Alta “Transit Central”



Transportation Improvements: Transit Central - 2030 Improvements

Design Concepts from Alta “NE 6th Street”



Transportation Improvements: NE 6th Street & 110th Ave NE Intersection

Design Concepts

Bellevue Way Connection

Option A



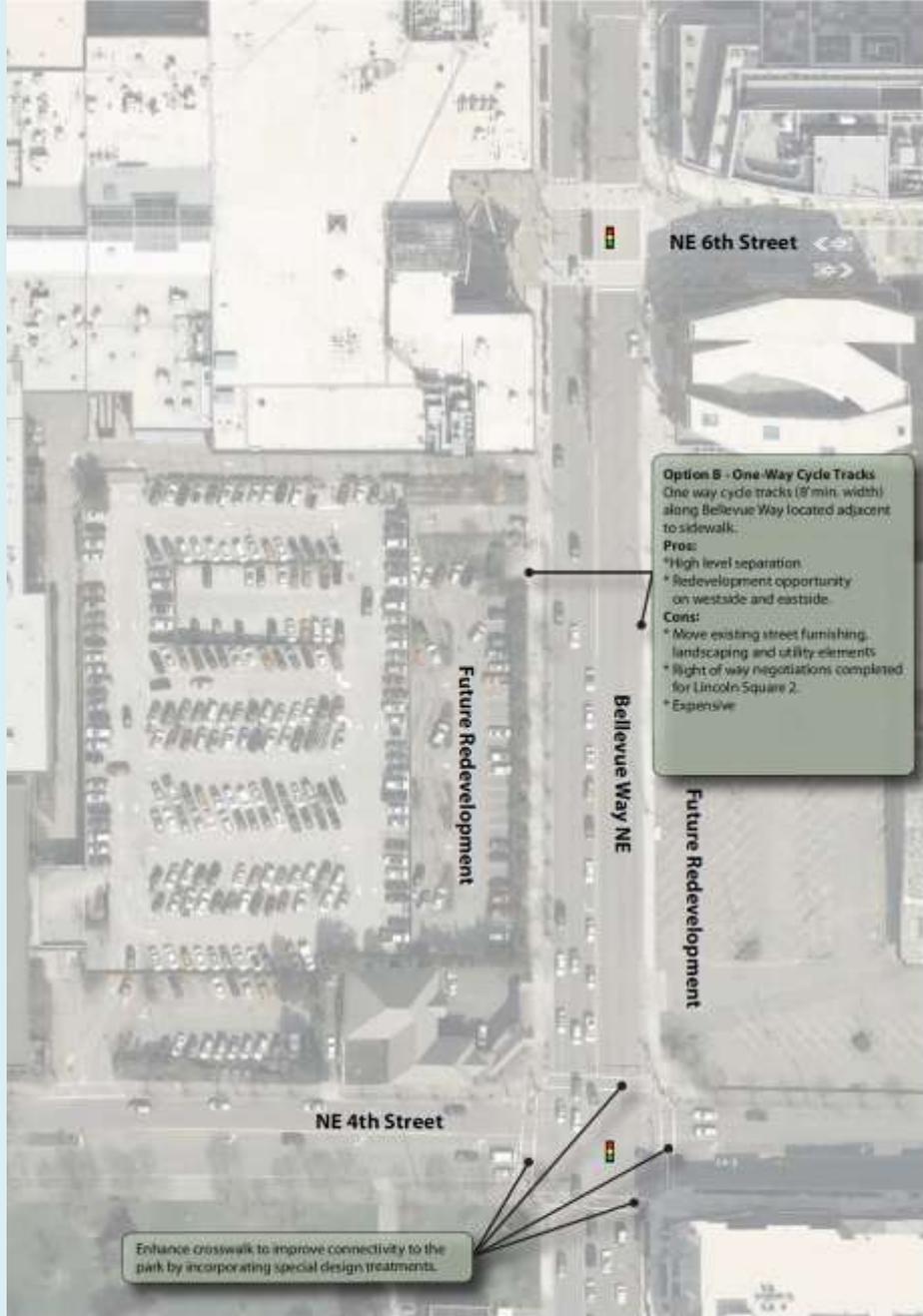
Transportation Improvements: Bellevue Downtown Park to NE 6th Street via Bellevue Way



Design Concepts

Bellevue Way Connection

Option B



NE 6th Street

Option B - One-Way Cycle Tracks
One way cycle tracks (8' min. width) along Bellevue Way located adjacent to sidewalk.

Pros:

- * High level separation.
- * Redevelopment opportunity on westside and eastside.

Cons:

- * Move existing street furnishing, landscaping and utility elements
- * Right of way negotiations completed for Lincoln Square 2.
- * Expensive

Future Redevelopment

Bellevue Way NE

Future Redevelopment

NE 4th Street

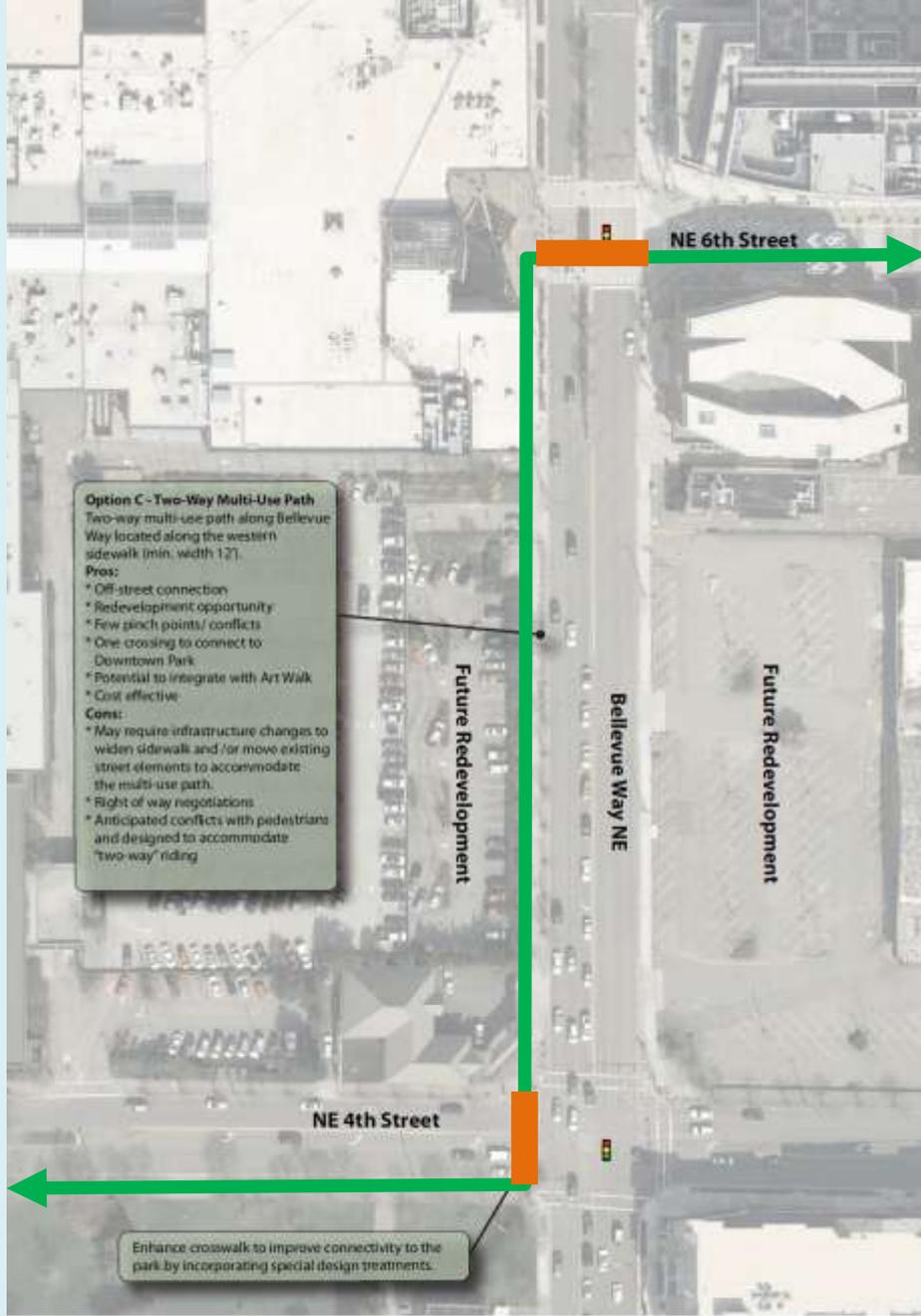
Enhance crosswalk to improve connectivity to the park by incorporating special design treatments.

Transportation Improvements: Bellevue Downtown Park to NE 6th Street via Bellevue Way

Design Concepts

Bellevue Way Connection

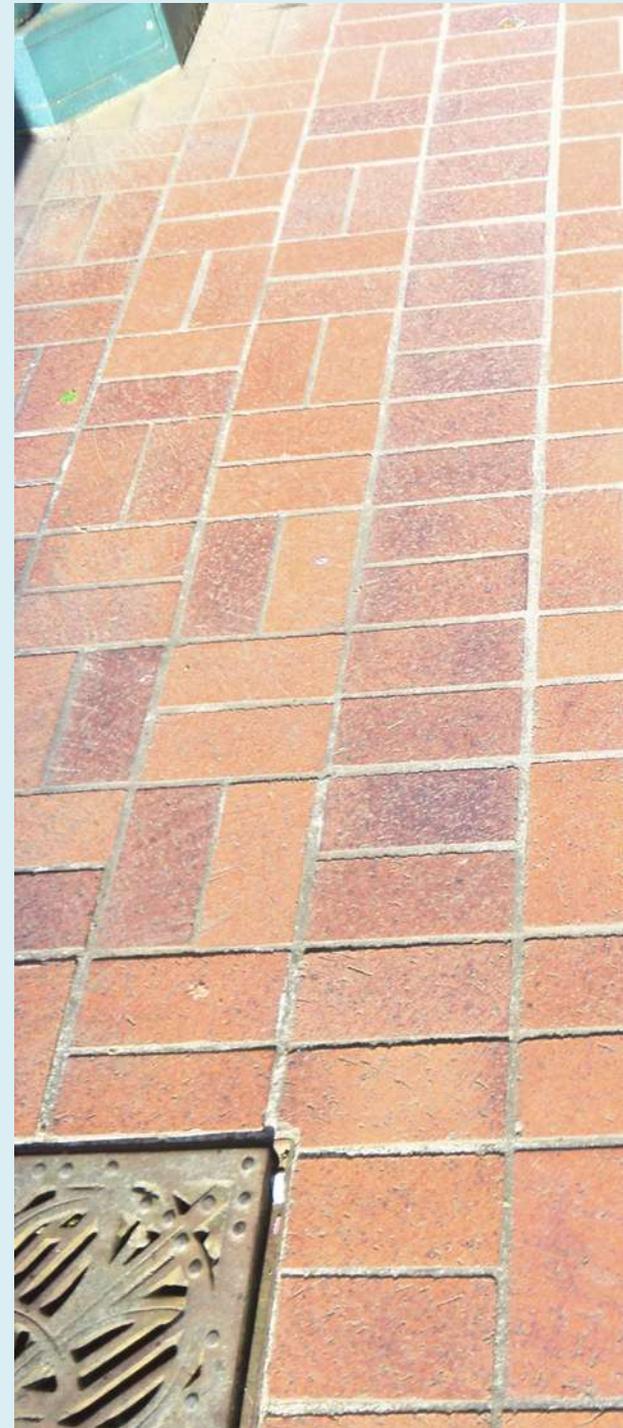
Option C



Transportation Improvements: Bellevue Downtown Park to NE 6th Street via Bellevue Way

THE PEDESTRIAN CORRIDOR

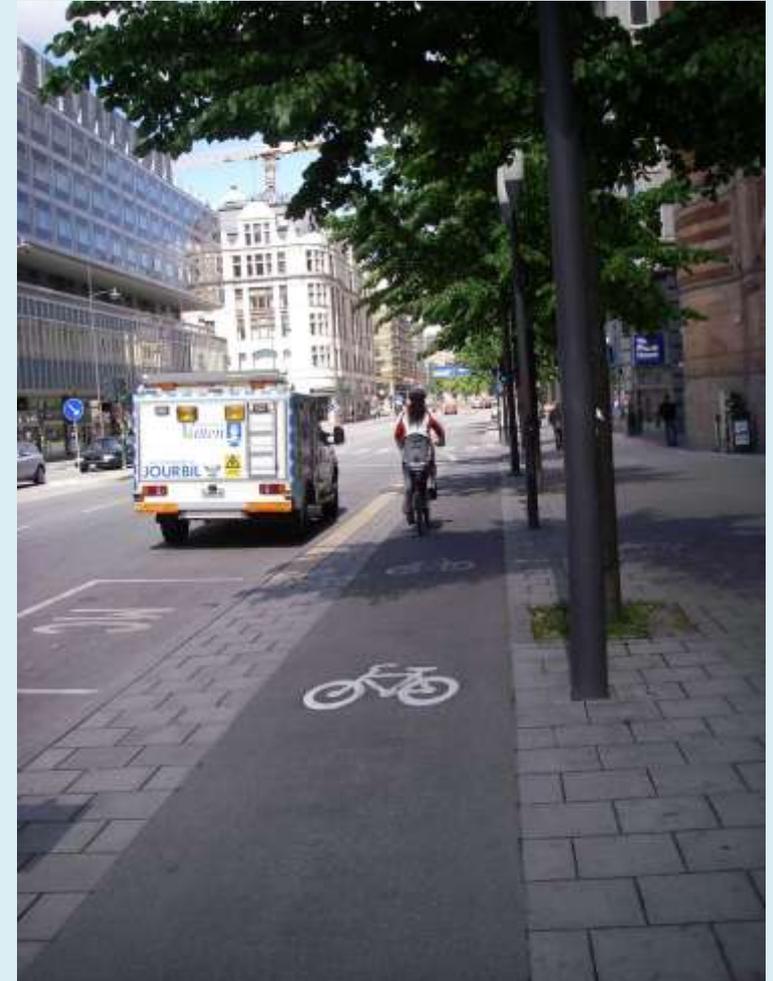
Potential pavement markings
for shared use!



Potential pavement markings for shared use



Potential pavement markings for shared use



Potential pavement markings for shared use



Potential pavement markings for shared use

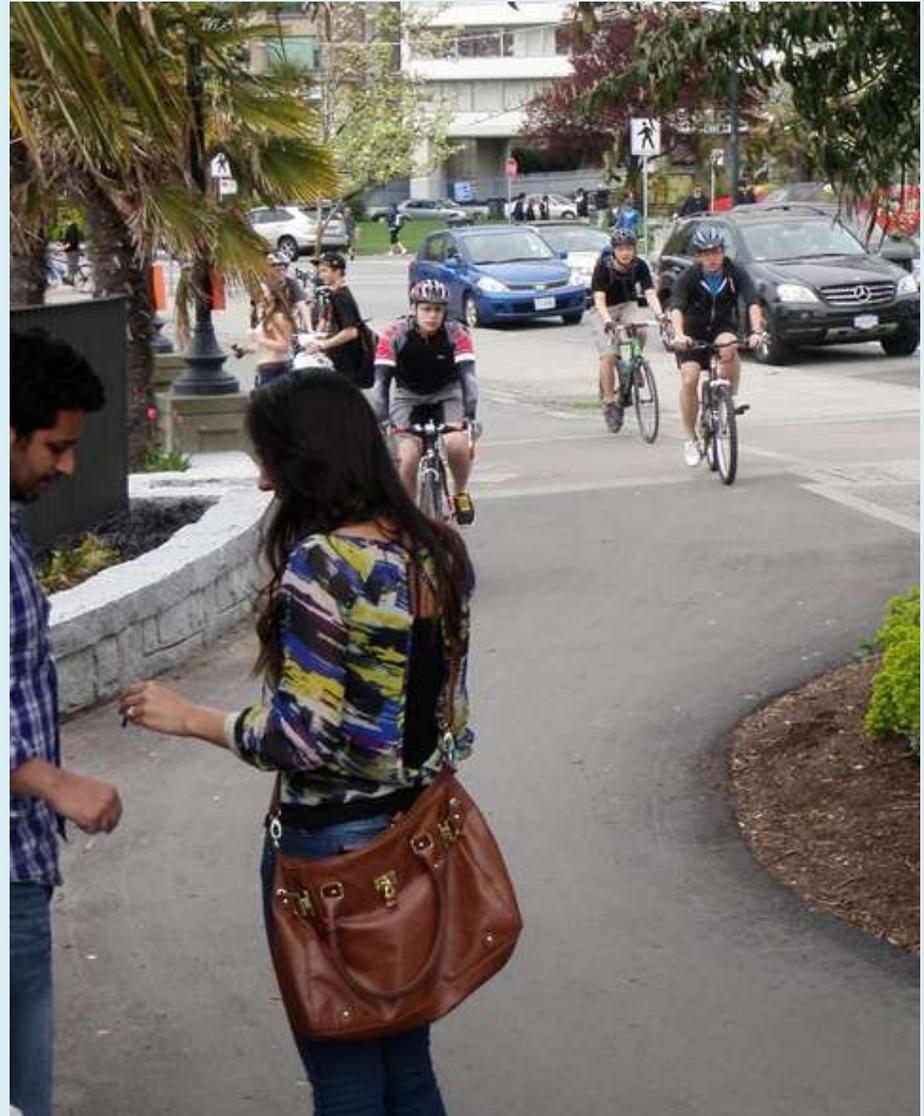


Potential pavement markings for shared use



Price Tags

No Pavement Markings Potential Conflict



PEDESTRIAN CORRIDOR

Design Concepts Overview

Street as Plaza

Early Implementation

- Improved wayfinding for bicyclists

Ultimate Design

- Sharrow lane markings on each lane between Bellevue Way and 106th Avenue NE
- Enhanced “intersection” treatment when south leg of 105th Avenue NE is constructed – may include special paving or roundabout
- Raised intersection at 106th Avenue NE



PEDESTRIAN CORRIDOR

Design Concepts Overview

Garden Hill Climb

Early Implementation

- Improved wayfinding for bicycles and other wheeled users
- Rebuild the steep ramp west of 108th Avenue NE to have greater width and less steep slope
- Install pavers to demarcate pedestrian and bicycle mixing areas



Ultimate Design

- Shared use path between 106th Avenue NE and 108th Avenue NE to be installed as condition of development approval
- Raised intersection on 106th Avenue NE

PEDESTRIAN CORRIDOR

Design Concepts Overview

Transit Central

Early Implementation

- Improved wayfinding for bicycles
- Designate a bicycle route using pavers on the north side of the Transit Center

Ultimate Design

- Shared use path on the north side of the Transit Center



PEDESTRIAN CORRIDOR

Design Concepts Overview

NE 6th Street

Early Implementation

- Improved wayfinding for bicyclists

Ultimate Design

- Shared use path on the south side of NE 6th Street to connect the Transit Center and the Lake Washington Loop bicycle route on 112th Avenue NE/114th Avenue NE



PEDESTRIAN CORRIDOR

Design Concepts Overview

Bellevue Way – Downtown Park Connection

Early Implementation

- Improved wayfinding for bicyclists

Ultimate Design

- Option C
 - Multi-purpose path on the west side of Bellevue Way between NE 6th Street and NE 4th Street
 - Intersection improvements at NE 4th Street

