

City of

Bellevue



Post Office Box 90012 ■ Bellevue, Washington ■ 98009 9012

DATE: August 1, 2013

TO: Bellevue Transportation Commission

FROM: Kevin McDonald, AICP, Senior Transportation Planner, 452-4558
kmcdonald@bellevuewa.gov

SUBJECT: Downtown Transportation Plan Update: Preliminary Recommendations
<http://www.bellevuewa.gov/downtown-transportation-plan-update.htm>

INTRODUCTION

In preparation for a City Council Study Session presentation and discussion scheduled for September 23, 2013, on August 8, 2013, staff will review the Transportation Commission's preliminary recommendations for each mobility mode. The Commission has previously endorsed each of these preliminary recommendations – with the exception of a couple minor modifications that staff will propose in consideration of additional analysis. This memo and the attachments represent the information that the Commission will share with the City Council. During this meeting, and the one on September 12, the Commission is asked to provide comments that may modify these recommendations.

Transportation Secretary Anthony Foxx at a Congressional hearing expressed his emphasis on the value of a multimodal transportation system – reflecting on his experience in Charlotte in the context of his vision for the country:

“And yet we were experiencing exponential population growth — in fact, it was the fastest-growing metro region in country. And so our transportation systems have to do several things at once. It has to move things and people. It has to enhance the ability to make good land use choices. And it has to, hopefully, provide people with a reliable way to get someplace.

So for us it was highways, it was transit, it was bike paths and sidewalks, it was bridges. And when those things all work together well, what happens is that people have choices. And when they have choices, they feel empowered. And that is ultimately what transportation does for our country: It empowers people to have a good quality of life and have good jobs.”

Transportation Secretary Anthony Foxx

Secretary Foxx's vision is well aligned with the Council Principles (Attachment 1) established for the Commission's work on the Downtown Transportation Plan Update. The Commission's preliminary recommendations would enhance all modes of travel into and through Downtown Bellevue. Roadway projects would increase the overall capacity of the transportation system to move people and goods. Transit projects would improve the speed and reliability of the buses

and enhance the rider experience. Bicycle system projects would make bicycling to work or for recreation easier and safer. Pedestrian projects would make getting around on foot in Downtown Bellevue the clear choice for short trips. Such a balanced approach ensures that people will have choices in how they get around in Downtown Bellevue.

Proposed Roadway Projects

Embedded in the travel demand modeling and the traffic operational modeling, are assumed roadway projects that increase the capacity for general purpose traffic. Projects planned within Downtown Bellevue enhance the internal grid system that is very efficient at moving vehicles, especially with the implementation of S.C.A.T.S. and its ongoing refinement. There are also projects outside of Downtown, as part of both the regional transportation system on freeways (SR-520 and I-405) and the Bellevue arterial system, that support Downtown travel demand.

The Downtown Transportation Plan proposes no new roadway capacity projects beyond those assumed in the 2030 “Build” scenario modeling. This is because the traffic modeling for 2030 indicates that adequate roadway capacity would exist to accommodate the expected volume of vehicles in the PM Peak hour (5-6 PM weekdays).

Significant new roadway capacity projects have been mentioned in the course of the Downtown Transportation Plan community involvement process, notably the concept of a NE 6th Street Subterranean Arterial. This project concept would provide a grade-separated vehicular link between just west of I-405 and Bellevue Way that could potentially also accommodate transit and freight vehicles. The subterranean vehicle corridor could provide access to parking garages along the way. Another project concept discussed in community forums would lower and cap Bellevue Way from south of NE 4th Street to north of NE 8th Street. Through traffic could be separated from the Bellevue Way streetscape environment and pedestrian crosswalks, while local traffic could be maintained at the surface on a narrow and calm local street. Both of these project concepts can be documented in the Downtown Subarea Plan, but they are not included in the list of roadway capacity project recommendations.

Please refer to proposed roadway capacity projects maps for 2030 (Attachments 2a-c and 3a-c).

2030 Baseline Scenario

In the 2030 Baseline Scenario are the roadway capacity projects that are advanced in terms of design and funding to the point that they are assumed to be “reasonably foreseeable” for construction within the 2030 timeframe. The following roadway capacity projects are included:

- Within Downtown
 - NE 12th Street Bridge over I-405 (complete)
 - NE 2nd Street Widening between Bellevue Way and 112th Avenue NE (in design)
 - 110th Avenue NE Widening between NE 6th Street and NE 8th Street (in design)
- Serving Downtown

- NE 4th Street Extension between 116th Avenue NE and 120th Avenue NE (under construction)
- NE 6th Street Extension between I-405 and 120th Avenue NE (preliminary design)
- NE 15th Street between NE 12th Street and 124th Avenue NE (in design)
- NE 16th Street between 130th Avenue NE and 132nd Avenue NE @ 130th Ave NE light rail station (in design)
- 120th Avenue NE between NE 4th Street and NE 18th Street (segments under construction and in design)
- 124th Avenue NE between NE 8th Street and NE 18th Street (segments in design)
- Bellevue Way Southbound HOV Lane between 1120th Avenue NE and I-90 (design concept, funding pending Council approval)
- I-405 HOT Lanes (concept pending legislative approval)

2030 “Build” Scenario

These projects are outside of Downtown yet they provide capacity and options that improve Downtown mobility and overall level of service over the 2030 Baseline.

- SR 520 @ 124th Avenue NE Interchange to build ramps to and from the east (preliminary design)
- SR 520/I-405 Southbound Braid to NE 10th Street (preliminary design)
- NE 15th Street between 124th Ave NE and 130th Ave NE (preliminary design)

Proposed Transit Projects

Community input and transit demand forecast based on population and employment growth led to the following essential components of Downtown transit service:

- **Coverage:** Provide short walking distances to access frequent transit service
- **Capacity:** Accommodate transit passengers on buses and platforms, as well as buses on Downtown streets and at the Transit Center
- **Speed and Reliability:** Move passengers on buses to and through Downtown
- **Passenger Access, Comfort and Information:** Support transit passengers off the bus

Please refer to transit coverage and proposed transit priority corridors/intersections maps (Attachments 4a and 4b).

Transit Coverage

In the interest of improving geographic coverage, to serve anticipated population and employment, and in coordination with the Bellevue Transit Master Plan, the Downtown Transportation Plan recommends dispersing frequent transit routes. Doing so would provide coverage for an estimated 97% of Downtown residents and employees (up from 86% in 2010), and reduce congestion in and around the Bellevue Transit Center. Refer to Attachment 4a for a map that shows proposed transit routes and the land use coverage.

Transit Capacity Improvements

Transit capacity can be expressed both in terms of the number of people served and the infrastructure that supports the buses. Acknowledging that Bellevue does not provide transit service, preliminary recommendations regarding transit service would be in the form of policy support and advocacy to the transit agencies for incremental enhancements to Downtown transit service that would accommodate up to a 50% increase in daily bus transit service by 2030. Such service enhancements would require new funding. The function and capacity of the passenger platform area of the Bellevue Transit Center (BTC) could be improved with the removal and/or rearrangement of minor components such as benches, wind screens, wayfinding, telephone booths and kiosks. These enhancements are being advanced through station area planning for the Bellevue Transit Center light rail station. Operational changes for the bus platform staging and signalization at each end of the BTC are recommended to streamline bus movement.

Transit Speed and Reliability Improvements

While Bellevue does not directly provide transit service, the City does manage the right-of-way on which the buses operate. Recommendations to improve Downtown transit corridors and intersections would benefit transit passengers and overall mobility. Refer to Attachment 4b for a map of transit priority corridors and intersections.

- **Corridor Improvements**

Along Downtown corridors, recommended tools to improve transit speed and reliability include transit priority lanes, peak hour transit-only lanes, bus/bicycle lanes on transit priority arterials, and business access and transit (BAT) lanes. Other tools may include improvements to the pedestrian environment, transit stop consolidation, and off-board fare payment.

- **Intersection Improvements**

At signalized intersections, transit signal priority may be implemented – coordinated with the demands of other modes to ensure the greatest efficiency of mobility. Transit signal priority allows buses to arrive and travel through select intersections with little or no delay – typically by extending the green light phase or shortening the red light phase.

Transit Passenger Comfort, Access and Information

To ensure that the transit passenger has comfortable access to the transit system, the Downtown Transportation Plan recommends defining transit stop “typologies” based largely on ridership and describing context-appropriate components for each type of transit stop. Transit stop typologies are not mapped as ridership changes over time, nor are specific components recommended for each stop, but typical components are described below for each type of transit stop.

- **Local Transit Stop:** Generally 30 boardings or less per weekday, with a pole-mounted bus stop sign, an ADA standard paved landing pad with access to the sidewalk, a bench, pedestrian scale lighting, and a shelter, with pedestrian and bicycle facilities providing connections to the nearby neighborhood
- **Primary Transit Stop:** Weekday boardings between 30 and 100 passengers. Bus routes may cross at nearby intersections and transfers between routes are common. A Primary Transit Stop would include the components of a Local Transit Stop plus features that support boardings and transfers, such as: passenger shelter; transit route map and transit transfer wayfinding; real time information displays; trash receptacle; and short-term bicycle parking. Pedestrian access is supported by Enhanced crosswalk components, nearby mid-block crossing(s), and neighborhood wayfinding.
- **Frequent Transit Network/RapidRide Station:** Served primarily by RapidRide B, the station may also serve local or regional frequent transit routes. Weekday boardings in the range of 100 to 1,000 passengers. Include Primary Transit Stop components, plus a sheltered or enclosed passenger waiting area; an Orca Card vending machine, off-board fare payment, and transit transfer information and wayfinding. Pedestrian access could include Enhanced or Exceptional crosswalk components, plus mid-block crossing(s) and neighborhood wayfinding
- **Transit Center/Multi-Modal Hub:** Served by multiple transit routes and transit modes (bus, RapidRide, East Link light rail) with a constant flow of transit vehicles and passengers during the day. Weekday boardings exceed 1,000 passengers. Include Frequent Transit Network/RapidRide Station components, public rest room and “Bike Station” facilities with covered/secure, long-term (commuter) bicycle parking. Exceptional crosswalk components and generous sidewalks would provide pedestrian access. Roadways would accommodate bicycle access from neighborhoods and regional facilities.

Proposed Bicycle Facilities

On-street and off-street bicycle facilities to serve Downtown commuters and recreational riders would consist of lane markings, wayfinding, signal actuation, and end-of-ride facilities that are context-specific. The Downtown Transportation Plan identifies preferred bicycle facility types for roadways but does not propose specific roadway designs to accommodate bicycles.

Dedicated on-street bicycle facilities may include traditional bicycle lanes, buffered bicycle lanes, and cycle tracks. Shared roadway facilities are marked with paint (“sharrow” lane markings) and signage to indicate bicycles and motor vehicles share the space. Off-street bicycle facilities are separated from motorized use and are typically shared with pedestrians. Please refer to proposed bicycle facilities maps (Attachments 5a and 5b).

Within Downtown

- **Bicycle Lanes**

- Main Street east of Bellevue Way
- NE 12th Street (south side) between 102nd Avenue NE and 112th Avenue NE
- 100th Avenue NE between Main Street and NE 12th Street
- 112th Avenue NE (east side) between NE 6th Street and NE 12th Street
- **Shared Roadways**
 - Main Street west of Bellevue Way
 - NE 2nd Street and NE 10th Street between 100th Avenue NE and 112th Avenue NE
 - 106th Avenue NE and 110th Avenue NE between Main Street and NE 12th Street
 - 108th Avenue NE Transit Priority Corridor with Shared Bicycle Lanes
 - 112th Avenue NE (west side) between NE 6th Street and NE 12th Street
- **Off-Street Path**
 - NE 6th Street Pedestrian Corridor including extension to 112th Avenue NE. This segment will provide non-motorized access in the Downtown core as well as light rail station access to the “Bellevue Transit Center” Station. (Referred to the Downtown Livability Initiative for Pedestrian Corridor design components)
 - NE 12th Street (north side) between 100th Avenue NE and 112th Avenue NE
 - Bellevue Way between NE 6th Street and Downtown Park. This is essentially a sidewalk width consideration and is referred to the Downtown Livability Initiative
 - Main Street between 110th Avenue NE and 112th Avenue NE. This segment is intended to provide enhanced light rail station access to the “East Main” Station
- **Bicycle Parking** (End of trip facilities)
 - **Curbside:** Ongoing implementation of bicycle parking program at high-bicycle traffic locations. Include bicycle corrals as an on-street option in high demand areas
 - **Transit Facilities:** Coordinate with King County Metro and Sound Transit to incorporate bicycle facilities at transit stops and stations
 - **On-Site:** Land use code amendment to require on-site bicycle parking in new development. Consider lockers and showers in addition to secure bicycle parking. (referred to Downtown Livability Initiative)

Connection to Neighborhoods and Regional Facilities

- **Bicycle Lanes**
 - NE 4th Street extension, NE 8th Street (south side), Northup Way
 - 112th Avenue NE, 114th Avenue NE/SE, 116th Avenue NE, 120th Avenue NE
- **Shared Lanes**
 - 100th Avenue NE, Bellevue Way, 108th Avenue NE/SE
 - Lake Washington Boulevard, NE 8th Street (north side), NE 10th Street, NE 24th Street
- **Off-Street Path**
 - Main Street, NE 6th Street, NE 15th Street extension from NE 12th Street
 - 112th Avenue SE, Bellevue Way

- Eastside Rail Corridor (BNSF)

Proposed Pedestrian Facilities

Walking is a significant portion of the daily activity of people in Downtown Bellevue, and will be an increasingly important element of economic vitality, Downtown livability and personal health. Pedestrians need safe and accessible, comfortable and convenient places to walk. The Downtown Transportation Plan proposes to augment the three-plus decades of investments to further improve the pedestrian environment.

There are four components of the Downtown pedestrian environment that the Downtown Transportation Plan addresses: sidewalks/curbside landscaping; crosswalks; mid-block crossings; and through-block connections. The Pedestrian Corridor is a separate and important component of Downtown pedestrian and bicycle mobility. Please refer to proposed pedestrian facilities maps (Attachments 6a-d).

Sidewalks

Sidewalks in Downtown Bellevue provide fundamental infrastructure for pedestrian mobility and incorporate urban design features that enhance livability. The Downtown Land Use Code (20.25A.060 Walkways and sidewalks) prescribes the width of sidewalks and the landscaping treatment adjacent to the street – thus this topic is in the purview of the Downtown Livability Initiative Steering Committee.

The Downtown Transportation Plan proposes a recommendation to the Downtown Livability Initiative Steering Committee to amend the Land Use Code to increase the required sidewalk width along certain heavily travelled street segments such as along 106th Avenue NE, where 16 foot wide sidewalks would accommodate pedestrians, window shoppers, and café seating on this designated “Entertainment” avenue.

Curbside Landscaping

Along some streets where there is no on-street parking and where a buffer is needed from traffic, the Downtown Transportation Plan recommendation substitutes a continuous landscape planter to serve as a buffer along the outside edge of the sidewalk instead of street trees in tree grates as currently required in the Land Use Code. This type of treatment is popular with pedestrians where it has been implemented along portions of Bellevue Way and NE 4th Street and it is a better growing environment for street trees.

Crosswalk Designations and Components

Several features of crosswalks significantly affect the pedestrian environment and experience crossing at an intersection: crossing time; crosswalk design; and intersection geometry. With respect to crosswalk design, three types of crosswalk treatments for Downtown are proposed, each intended to fit the urban context: Standard; Enhanced; and Exceptional – described below.

- **Standard:** In Downtown Bellevue the current standard crosswalk design consists of two parallel white bars that are spaced 8-feet between the inside of the stripes. A standard crosswalk also has a pedestrian actuated signal at the corner that provides both audible and countdown indicators – these are being installed throughout the Downtown as the older signal heads are replaced. There is a comfortable consistency with the Standard Crosswalk typology at many intersections, as both motorists and pedestrians know what to expect, but this design may not be desired at all intersections.
- **Enhanced:** Enhanced crosswalks would be located where high numbers of both pedestrians and vehicles are expected, and where the urban design treatment along the street would be carried through the intersection. The design tools to create an enhanced crosswalk would include: wider than standard crosswalks to accommodate a large number of pedestrians and provide a buffer from vehicles; minor wayfinding at corners; weather protection at corners; special paving treatment; alternative striping; and curb bump outs or tighter radius to shorten crossing distance, calm traffic and provide pedestrian queuing areas.
- **Exceptional:** The Downtown Bellevue Streetscape Design Guidelines (December 2010) refers to “celebrated intersections” where the pedestrian is provided a very appealing place to walk across the street. The Downtown Transportation Plan proposes crosswalks that merit “exceptional” treatment along the Pedestrian Corridor (NE 6th Street at 110th Ave NE, 108th Ave NE, 106th Ave NE and Bellevue Way) and in Old Bellevue at crossings along Main Street. Exceptional crosswalks incorporate applicable design components of an Enhanced crosswalk, and may also include a pedestrian scramble signal phase, raised crossings, weather protection, and significant/landmark wayfinding.

Mid-Block Crossings

Mid-block crossings help reduce the scale of Downtown Bellevue “superblocks” to be more manageable for pedestrians. The Downtown Subarea Plan considers the mid-point of each superblock to be a candidate location for a mid-block crossing. Existing mid-block crossings exhibit a variety of treatments, including signalization, median islands, and grade-separated pedestrian bridges. The Downtown Transportation Plan proposes a number of higher priority mid-block crossing locations for near-term implementation subject to design and traffic analysis.

Through Block Connection Design Concepts

Similar in purpose to mid-block crossings, through-block connections help to break up the Downtown superblocks into more manageable sizes for pedestrians. The Land Use Code requires that through-block connections be incorporated in new development; design guidelines are provided and basic wayfinding is required. The design of existing through-block connections is so variable, that people are uncertain as to whether they are welcome, and required public access wayfinding does not let a person know where the through-block

connection will lead. To enhance pedestrian navigation, the Downtown Transportation recommends that some design refinements be considered in the Downtown Livability Initiative. Design refinements could create standard public access wayfinding, commonly recognizable paving material or inlays, and universal accessibility according to ADA standards.

NE 6th Street Pedestrian Corridor Design Concepts

The NE 6th Street Pedestrian Corridor is a high priority route for both walking and bicycling, yet the existing design doesn't meet the mobility needs of non-motorized travelers. Sections of the corridor are difficult for wheeled users to navigate due to narrow passages, steep sections, tight turns and poor sightlines. Other issues include incremental implementation and interface with adjacent land uses that will be addressed through the Downtown Livability Initiative. The Pedestrian Corridor will be an increasingly important connection as new development occurs along the corridor and light rail becomes an anchor destination on the east end.

As a "handoff" to the Downtown Livability Initiative, the Downtown Transportation Plan developed a concept design that is intended to better accommodate wheeled users. Design components could consist of special paving treatments, wayfinding and widening.

Summary of "Handoffs" to the Downtown Livability Initiative

The Downtown Livability Initiative Steering Committee will make recommendations to the City Council on Land Use Code amendments that will address urban design and site development considerations. Some mobility facilities the Transportation Commission has considered are embedded in the Land Use Code, rather than the Downtown Subarea Plan, and are therefore under the umbrella of the Downtown Livability Initiative. These have been discussed previously in this memo and are summarized here:

- **Sidewalk Width:**
 - Increase from 8 to 12 feet and from 12 to 16 feet along specified street segments
- **Curbside Landscaping**
 - Substitute landscape strip for street trees along specified street segments
- **Through-Block Connections**
 - Refine design guidelines to enhance pedestrian navigation
- **Pedestrian Corridor Design Components**
 - Refine design guidelines to better accommodate wheeled users and access to transit
- **On-Site Bicycle Parking Facilities (End-of-Ride)**
 - Require secure, long-term, on-site bicycle parking as a component of new development. Provide lockers and showers in addition to secure bicycle parking to support bicycle commuting.

NEXT STEPS

On September 12, 2013 staff will provide a final review of preliminary recommendations – incorporating Commission discussion on August 8 - in preparation for the City Council briefing.

At the City Council study session on September 23, 2013, staff and representatives of the Transportation Commission will provide a comprehensive overview of preliminary recommendations for Downtown transportation. This is intended to brief Council on the mobility strategies and recommendations for each mode that the Commission has developed, and to receive Council direction for further community outreach and integration with the Downtown Livability Initiative.

An update of the Downtown transportation policies and the project list is forthcoming, not for the September 23rd Council Study Session but as components for the final report that the Commission will transmit to Council later in the Fall or Winter.

ATTACHMENTS

1. Council Principles
2. Roadway Projects Downtown
 - a. 2030 Baseline
 - b. 2030 Build Scenario
 - c. All 2030 Roadway Projects
3. Roadway Projects North and South of Downtown
 - a. 2030 Baseline
 - b. 2030 Build Scenario
 - c. All 2030 Roadway Projects
4. Transit Access
 - a. Transit Coverage
 - b. Transit Priority Corridors and Intersections
5. Bicycle Facilities
 - a. Downtown Area
 - b. North and South of Downtown
6. Pedestrian Facilities
 - a. Sidewalk Width and Curbside Landscaping
 - b. Land Use Code Changes for Sidewalk
 - c. Crosswalk Designations
 - d. Mid-Block Crossings



Downtown Transportation Plan Update

Planning Principles

1. Plan for multiple modes of travel within and to and from Downtown Bellevue

Develop an innovative multimodal transportation strategy for Downtown Bellevue that updates the existing Downtown Subarea Plan project list. The recommended strategy should consider and incorporate the emerging and anticipated mobility needs of motorists, pedestrians, bicyclists, transit riders, taxi patrons and carpool/vanpool riders, and support the transport, parking and loading needs of employers, residents and businesses.

2. Accommodate the anticipated travel demands from the 2030 land use forecast

Ensure that the planned transportation system will accommodate the 2030 forecast for Downtown residential and employment growth.

3. Advance the adopted vision for Downtown Bellevue

Ensure that the Downtown transportation system advances and supports the land use and urban design vision for Downtown Bellevue - articulated in the Downtown Subarea Plan as a vibrant, livable, accessible, and memorable mixed use Urban Center.

4. Recognize changes in the regional and local transportation and land use environment

Incorporate local and regional transportation projects and plans that have been approved and/or implemented since the Downtown Subarea Plan was adopted in 2004. Transportation system changes include East Link, SR 520 expansion and tolling, improvements to I-90 and I-405, and the Bellevue Mobility and Infrastructure Initiative. Planning changes include the updated Bel-Red Subarea Plan, the Wilburton Subarea Plan and the Eastgate/I-90 Corridor Study.

5. Integrate City Council direction

As potential Downtown transportation projects are identified, incorporate City Council direction on regional transportation facilities, such as the Downtown alignment for East Link and the I-405 Master Plan.

6. Provide for comprehensive public involvement

Ensure that the process to update the Downtown Transportation Plan invites broad and inclusive public involvement that engages the diverse Downtown commercial and residential communities, nearby residential neighborhoods, and other community stakeholders.

7. Minimize traffic impacts on neighborhoods

Consider measures as needed to protect Downtown residents and nearby residential neighborhoods from significant adverse impacts from traffic and commuter parking.

8. Involve regional transportation and planning partners

Coordinate planning for the Downtown Bellevue transportation system with regional transportation and planning partners, such as the Puget Sound Regional Council, Washington State Department of Transportation, Sound Transit, and King County Metro, and work to ensure Downtown projects and plans are compatible with each other and are consistent in support of mobility and economic development in Downtown Bellevue.

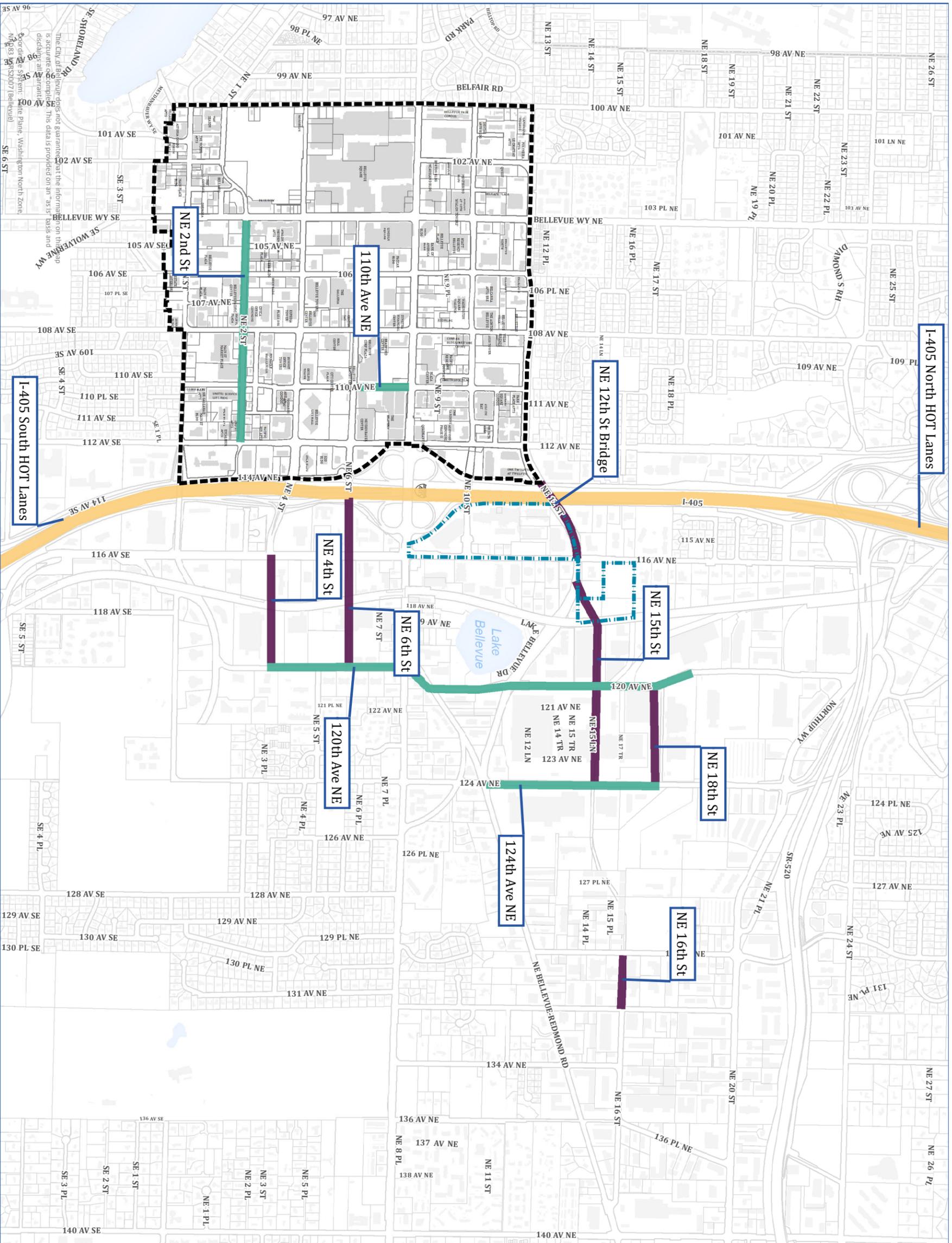
9. Leverage funding from outside sources to implement projects

Identify transportation system projects that effectively leverage grant funding opportunities. These types of projects will achieve multiple mobility objectives, support economic vitality and residential development, and will sustain Downtown Bellevue’s regional status as a Metropolitan City and Urban Center.

10. Utilize measures of effectiveness to evaluate potential projects

Use both quantitative and qualitative measures of effectiveness to evaluate project ideas relative to each other and to community objectives. Consider the cost of a project relative to its benefit to mobility as an important metric, in addition to measures such as improved safety for pedestrians and bicyclists, management of traffic congestion, and the efficient use of the available right-of-way.

Approved by Bellevue City Council February 6, 2012



City of
Bellevue
Transportation Department

Roadway Capacity Projects: 2030 Baseline

Downtown Area

Downtown Transportation
Plan Update

Roadway Capacity

2030 Baseline

- Arterial Extension
- Arterial Widening
- Freeway
- Area Boundaries**
- Downtown
Bellevue
- Medical
Institution
District

All transportation project
locations and extents are
approximate.
Updated: December 2012



Sources:
City of Bellevue
Building Footprints
Spring 2009



Roadway Capacity Projects: 2030 "Build" Downtown Area

Downtown Transportation
Plan Update

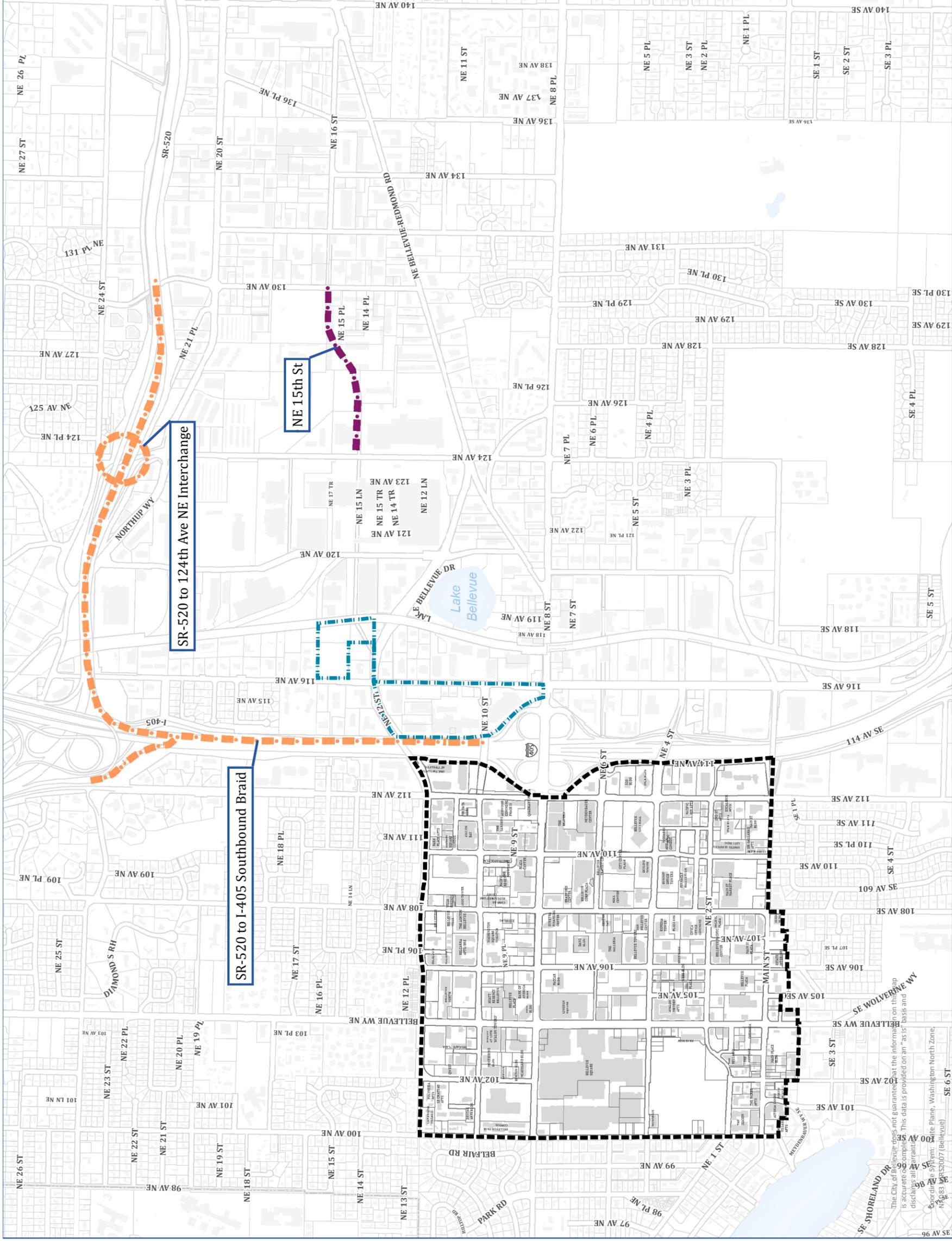
- Roadway Capacity
2030 "Build" Scenario**
- Arterial Extension
 - Freeway

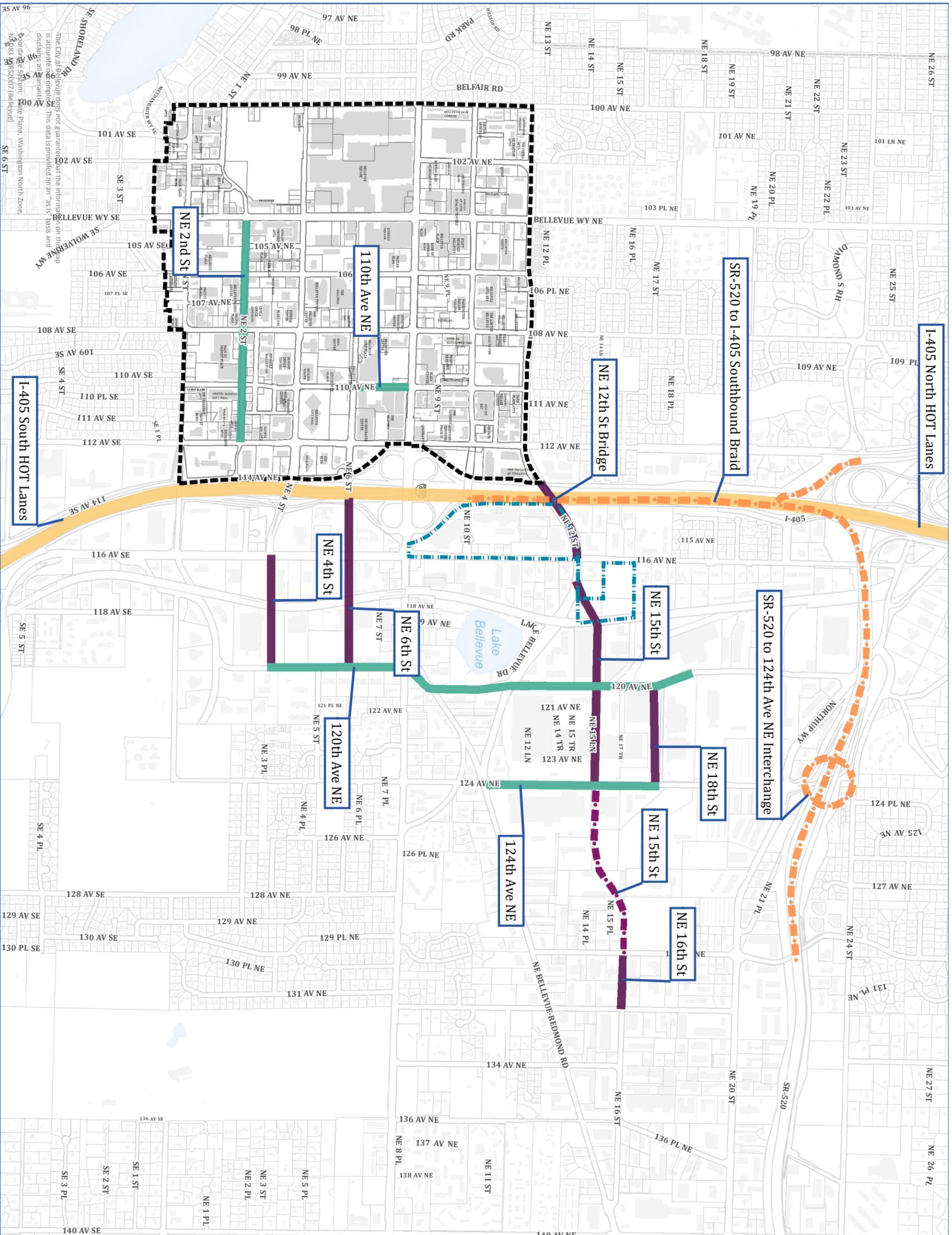
- Area Boundaries**
- Downtown Bellevue
 - Medical Institution District

All transportation project
locations and extents are
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Updated: December 2012



Sources:
City of Bellevue
Building Footprints:
Spring 2009





Roadway Capacity Projects: 2030 Baseline & "Build"

Downtown Area

Downtown Transportation Plan Update

Roadway Capacity

2030 Baseline

- Arterial Extension
- Arterial Widening
- Freeway

2030 "Build" Scenario

- .- Arterial Extension
- .- Freeway

Area Boundaries

- Downtown Bellevue
- Medical Institution District

All transportation project locations and extents are approximate.
Updated: December 2012



Sources:
City of Bellevue
Building Footprints
Spring 2009

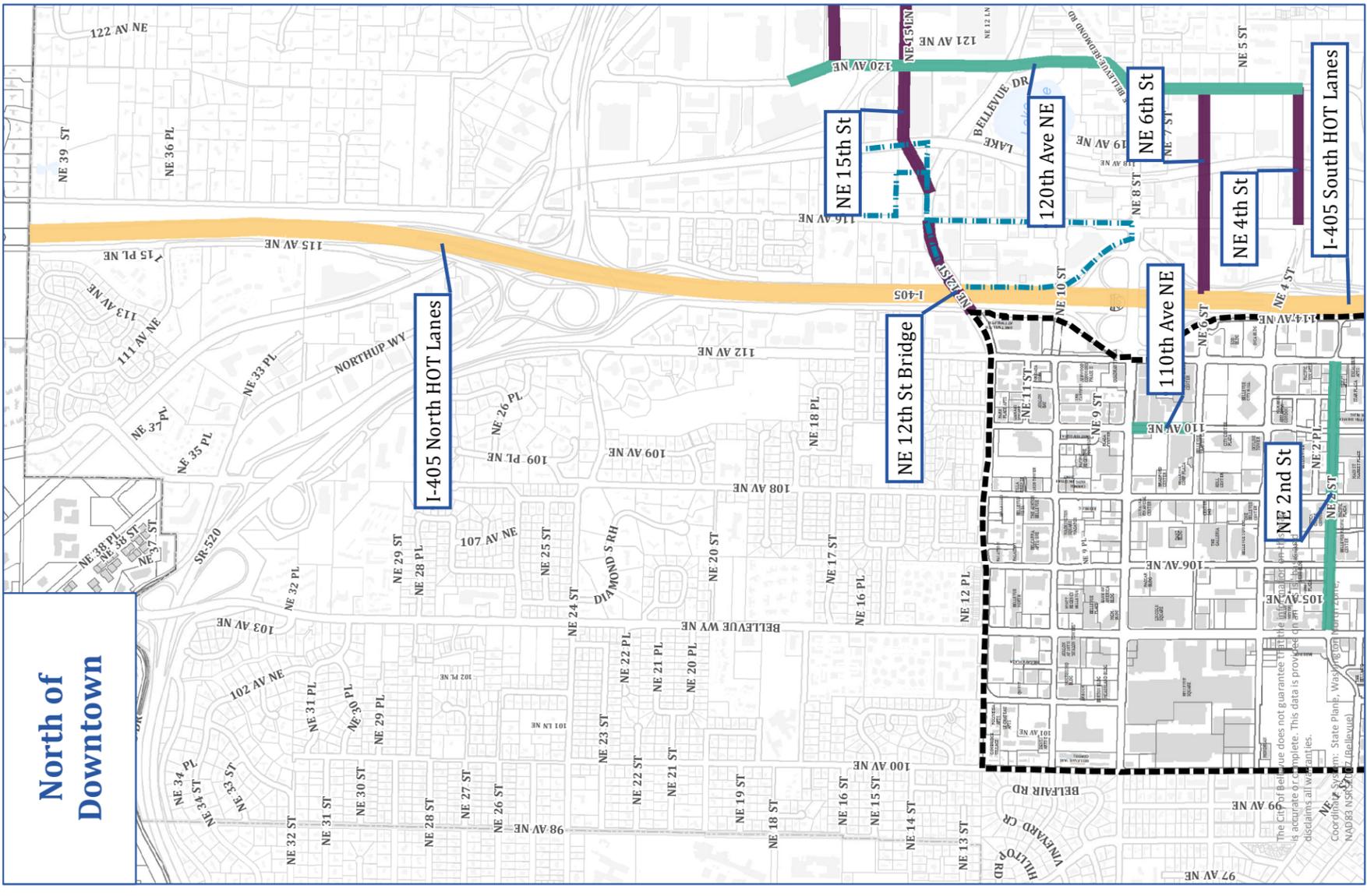
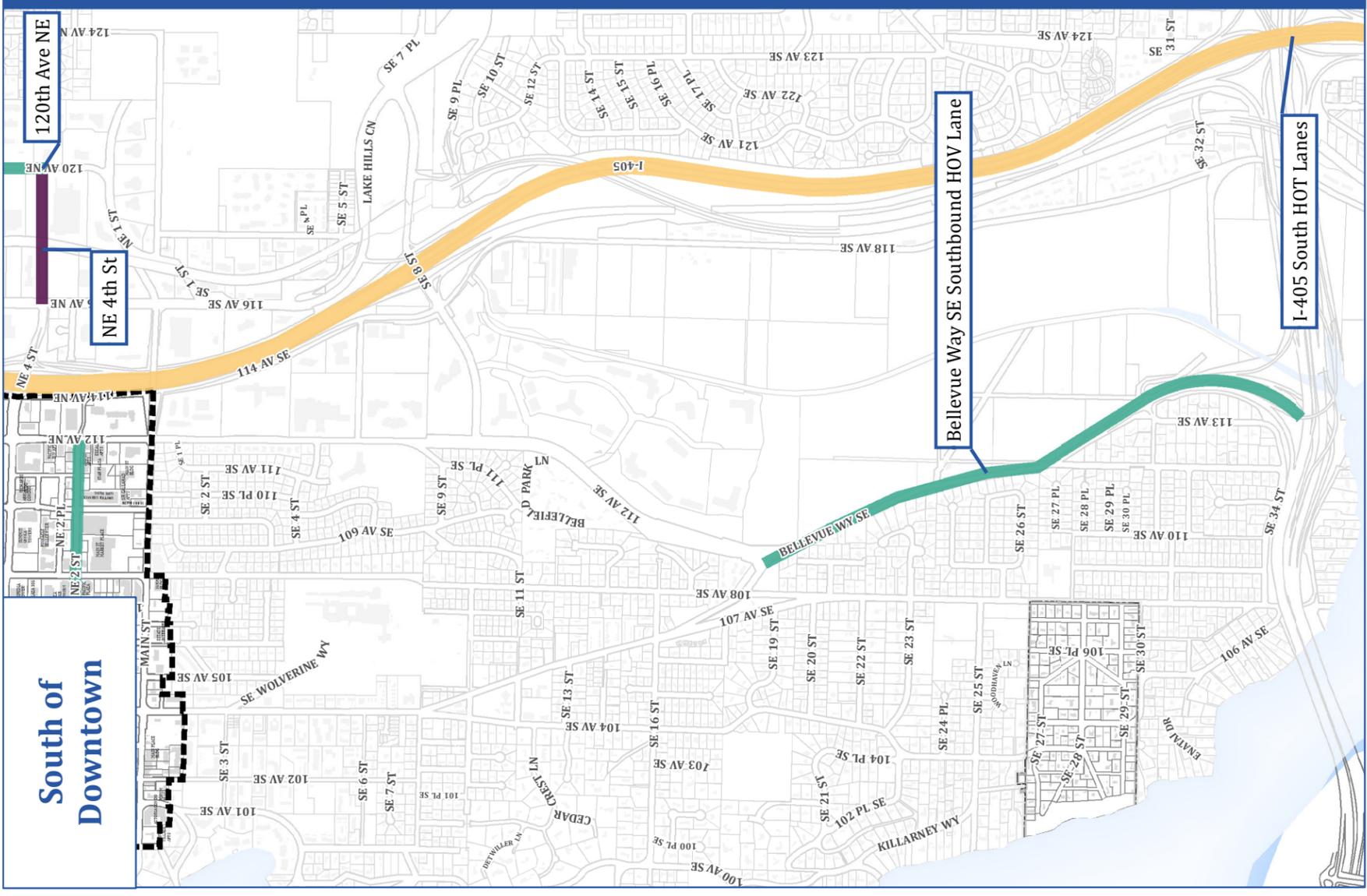
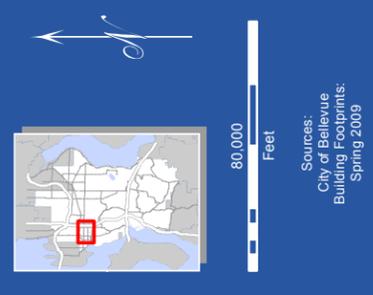


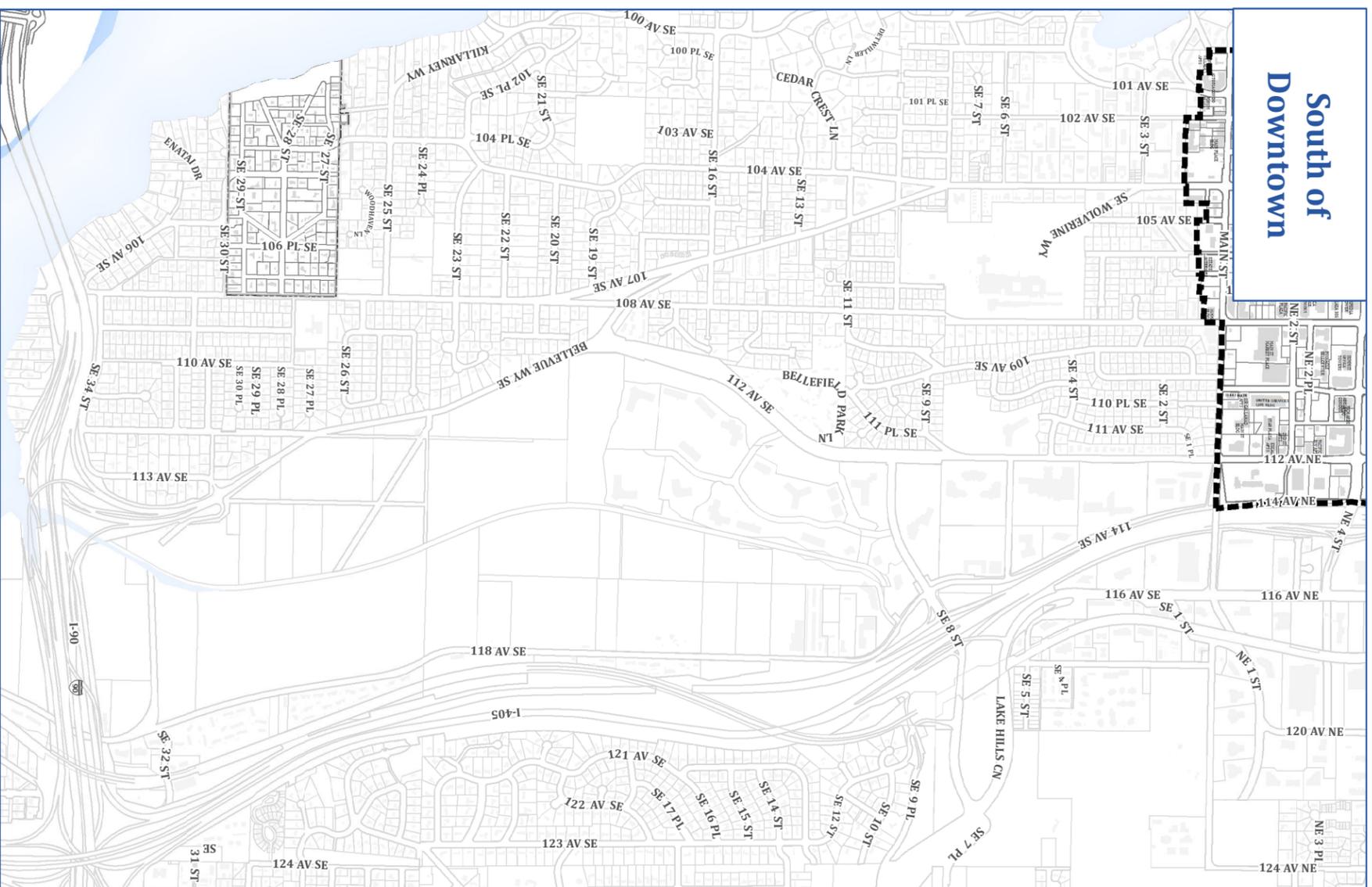
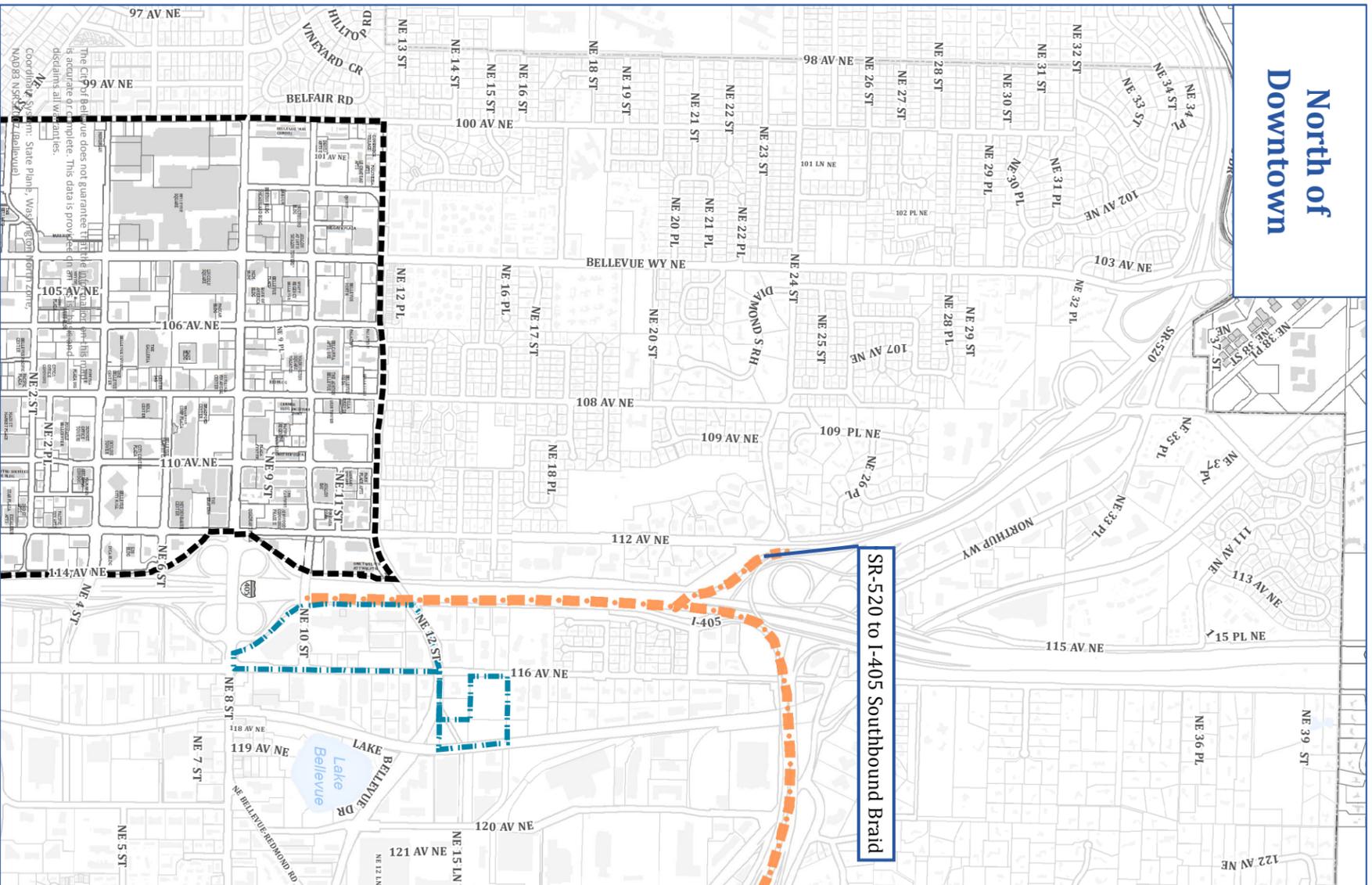
Roadway Capacity Projects: 2030 Baseline

North & South of Downtown
Downtown Transportation Plan Update

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

All transportation project locations and extents are approximate.
Updated: December 2012





Roadway Capacity Projects: 2030 "Build"

North & South of Downtown
Downtown Transportation Plan Update

- Roadway Capacity 2030 "Build" Scenario**
- Arterial Extension
- Freeway
- Area Boundaries**
- Downtown Bellevue
- Medical Institution District

All transportation project locations and extents are approximate.
Updated: December 2012



Sources:
City of Bellevue
Building Footprints:
Spring 2009



Roadway Capacity Projects: 2030 Baseline & "Build" North & South of Downtown

Downtown Transportation
Plan Update

Roadway Capacity

2030 Baseline

- Arterial Extension
- Arterial Widening
- Freeway

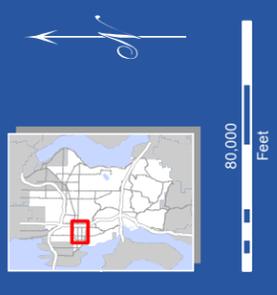
2030 "Build" Scenario

- Arterial Extension
- Freeway

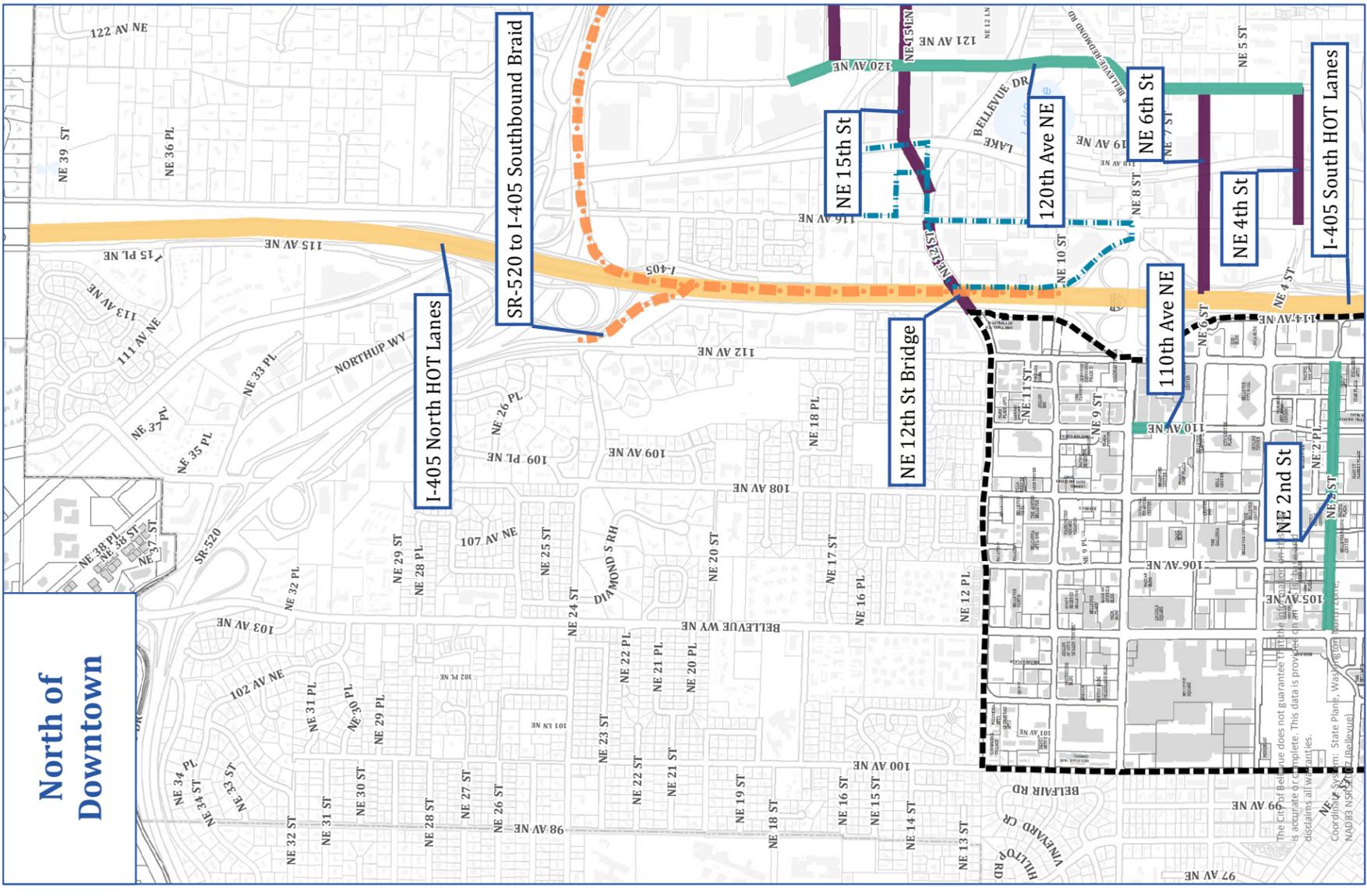
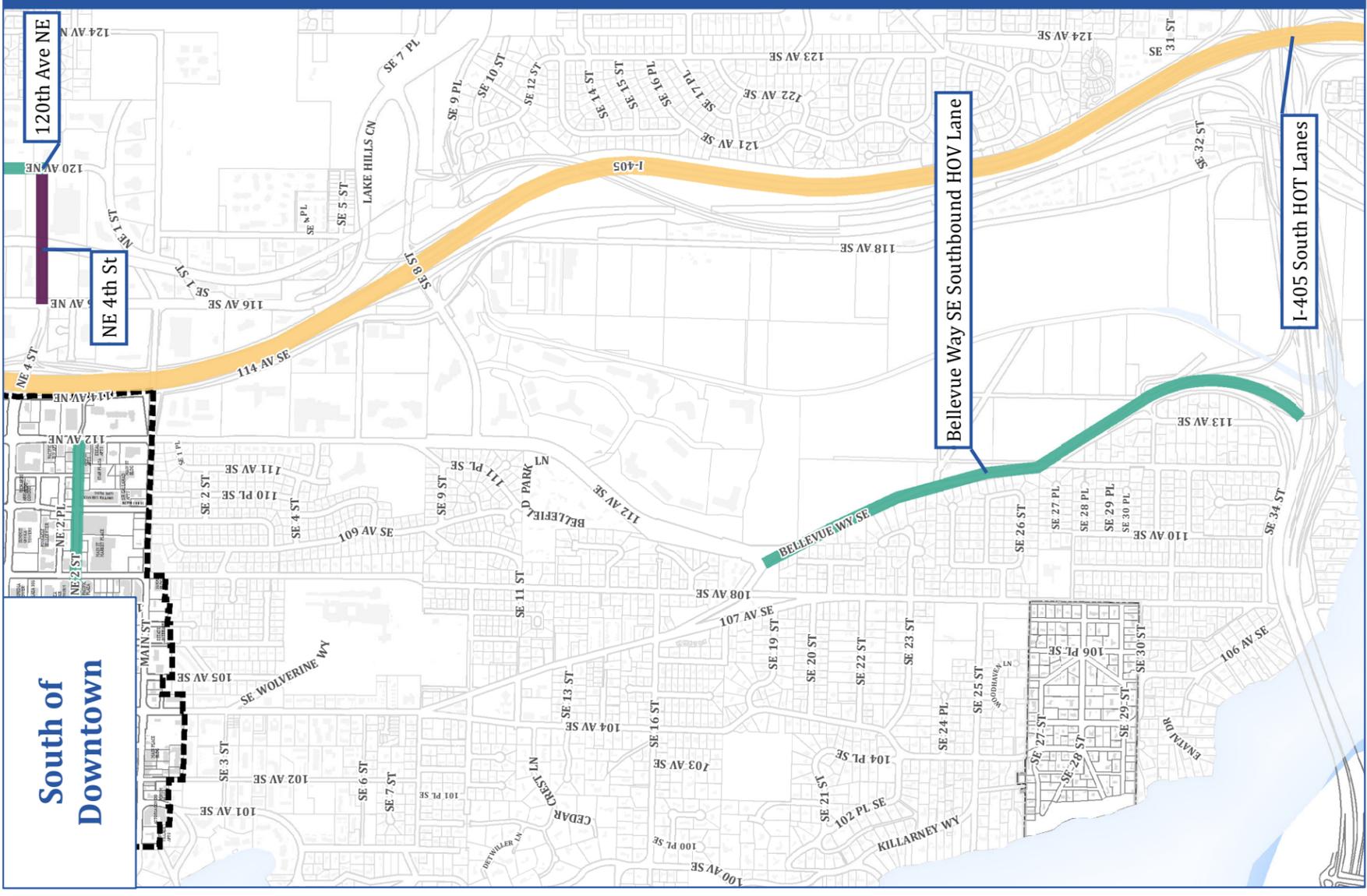
Area Boundaries

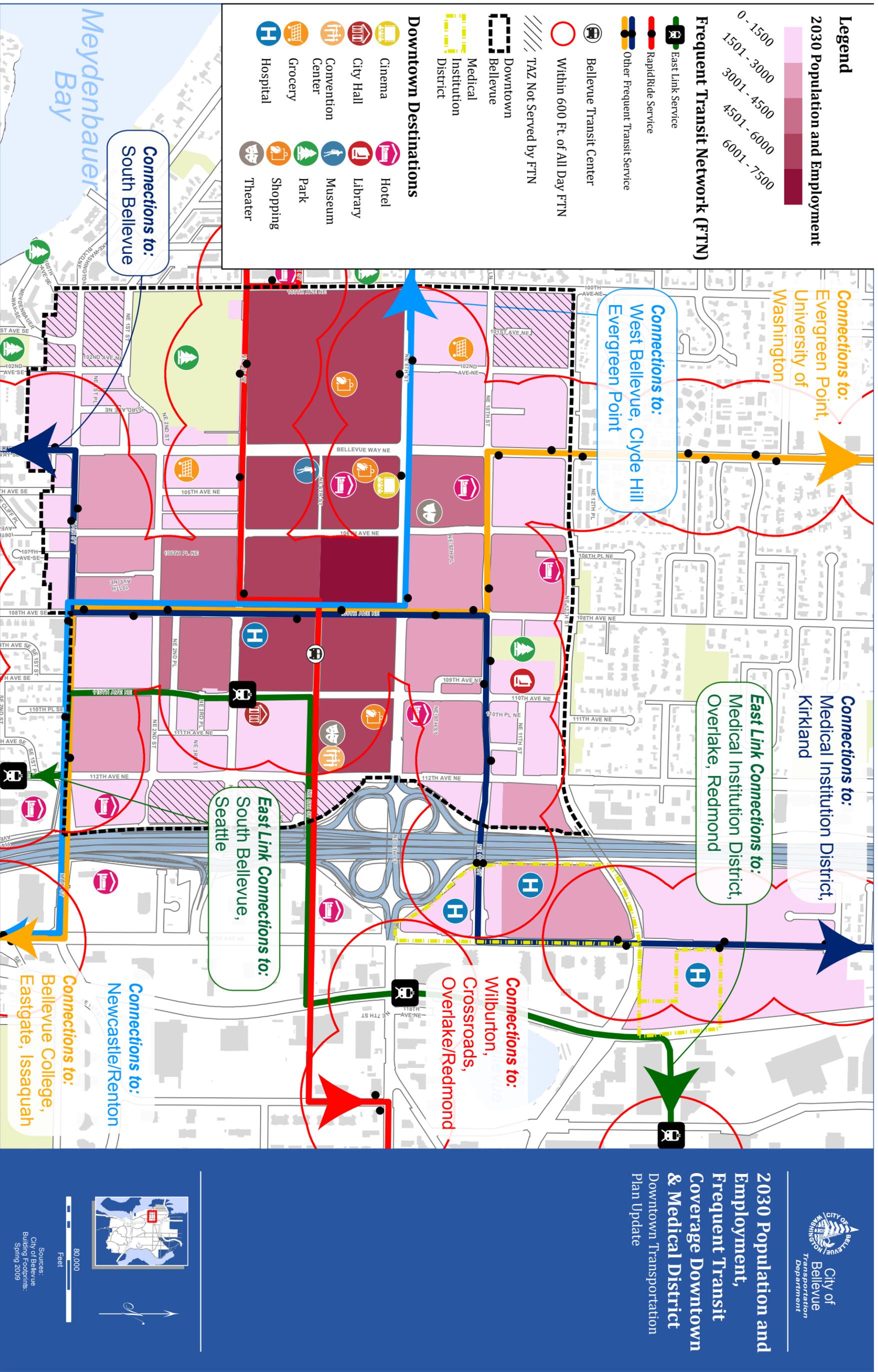
- Downtown Bellevue
- Medical Institution District

All transportation project locations and extents are approximate.
Updated: December 2012



Sources:
City of Bellevue
Building Footprints:
Spring 2009





2030 Population and Employment, Frequent Transit Coverage Downtown & Medical District
 Downtown Transportation Plan Update



80,000
 Feet

Sources:
 City of Bellevue
 Building Footprints:
 Spring 2009



2030 Transit Priority Network

Downtown Transportation Plan Update

Transit Enhancements

Corridors

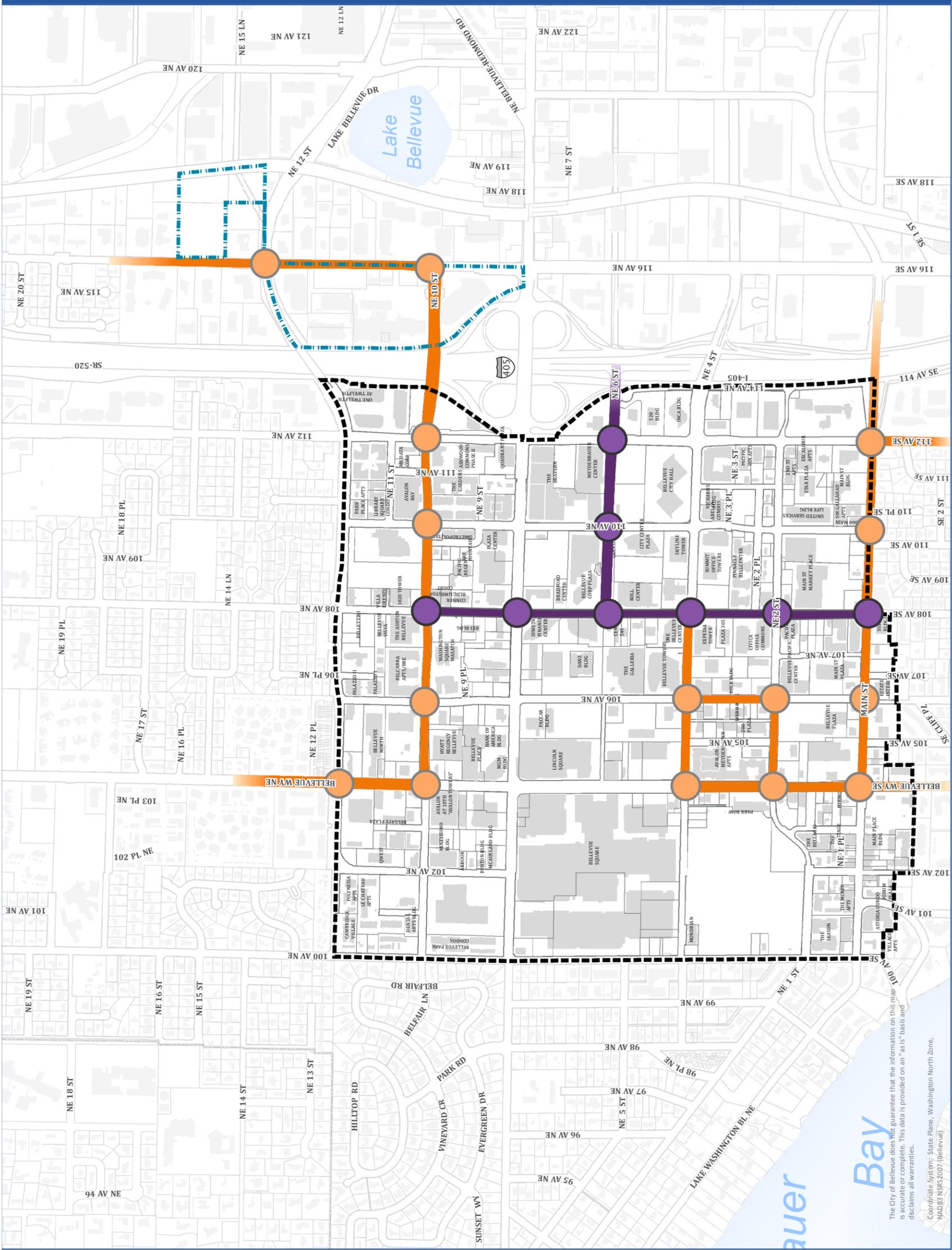
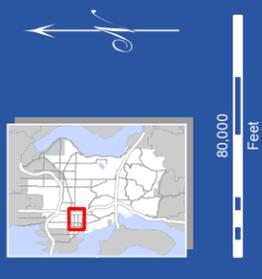
- Priority 1 (Purple line)
- Priority 2 (Orange line)

Intersections

- Priority 1 (Purple circle)
- Priority 2 (Orange circle)

Area Boundaries

- Downtown Bellevue (Dashed black line)
- Medical Institution District (Dashed blue line)



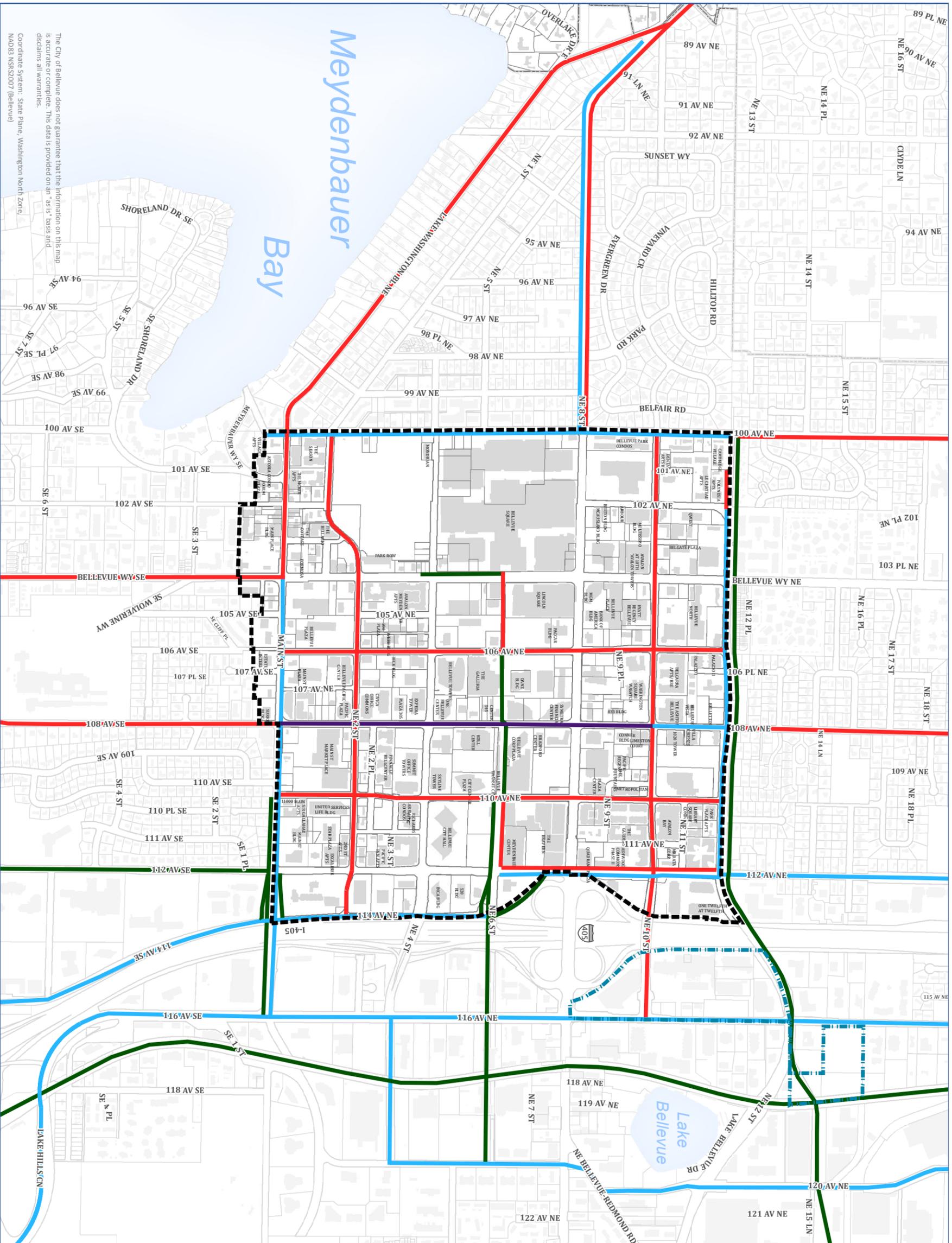
The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NRS2007 (Bellevue)

Date: 7/25/2013

File Name: V:\tr\arcgis\planning\DTP\2011\Preliminary Maps\Transit\GIS\TransitNetwork_2030.mxd

Transportation Department | Long Range Planning



2030 Bicycle Facilities Network

Downtown Area

Downtown Transportation Plan Update

Bicycle Facilities

Facility Type

- Shared Roadway
- Bicycle Lane
- Off-Street Path
- Multi-Modal Corridor
Bicycle Priority & Transit Enhancements

Area Boundaries

- Downtown Bellevue
- Medical Institution District



80,000 Feet

Sources:
City of Bellevue
Building Footprints
Spring 2009

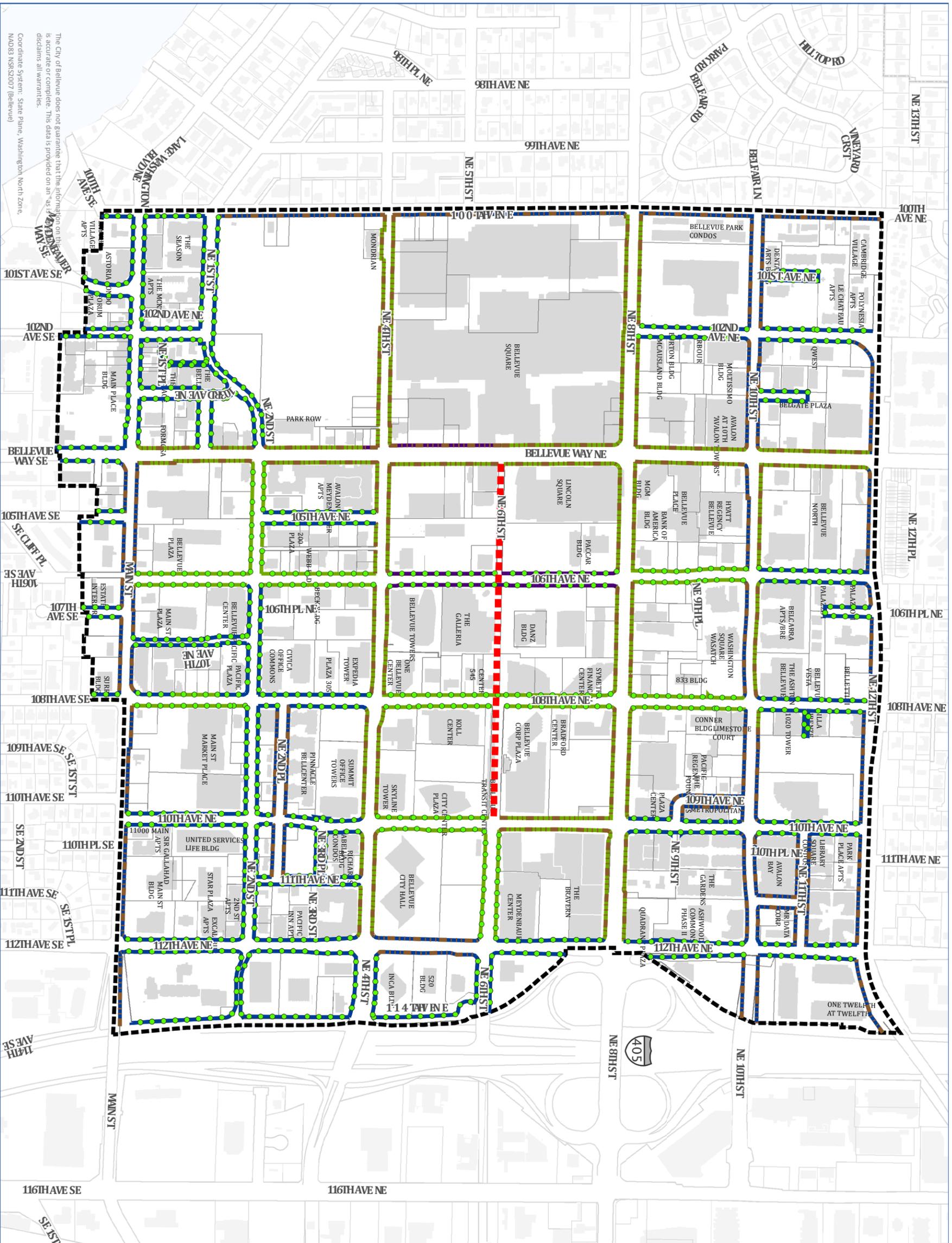


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Coordinate System: State Plane, Washington North Zone
NAD83 NRSR2007 (Bellevue)

Date: 7/30/2013

File Name: V:\tr\ar\gis\planning\DTIP\2011\Preliminary Maps\Bicycles\Facility Type\GIS\Bicycle\Facility_Type_Downtown.mxd



Land Use Code: Proposed Sidewalk Requirements

Downtown Transportation
Plan Update

Proposed Land Use Code Sidewalk Landscaping

- 4' Planter Strip
- 4' Street Trees
- Sidewalk Width
- 16' Width
- 12' Width
- 8' Width
- Corridor
- Pedestrian Corridor
- Area Boundaries
- Downtown Bellevue



Sources:
City of Bellevue
Building Footprints
Spring 2009

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Coordinate System: State Plane, Washington North zone,
NAD83 NRS2007 (Bellevue)

Date: 7/25/2013 File Name: V:\Harcgis\Planning\DTF\2011\Preliminary Maps\Pedestrians\Sidewalks\GIS\Sidewalks_Widths\landscaping_Proposed.mxd



Land Use Code: Changes to Requirements

Downtown Transportation
Plan Update

Updates to Code

Sidewalk Landscaping

- Replace
 - Street Trees with 4' Planter Strip

Sidewalk Widths

- Increase from 12' to 16' Width
- Increase from 8' to 12' Width

Corridor

- Pedestrian Corridor

Area Boundaries

- Downtown Bellevue

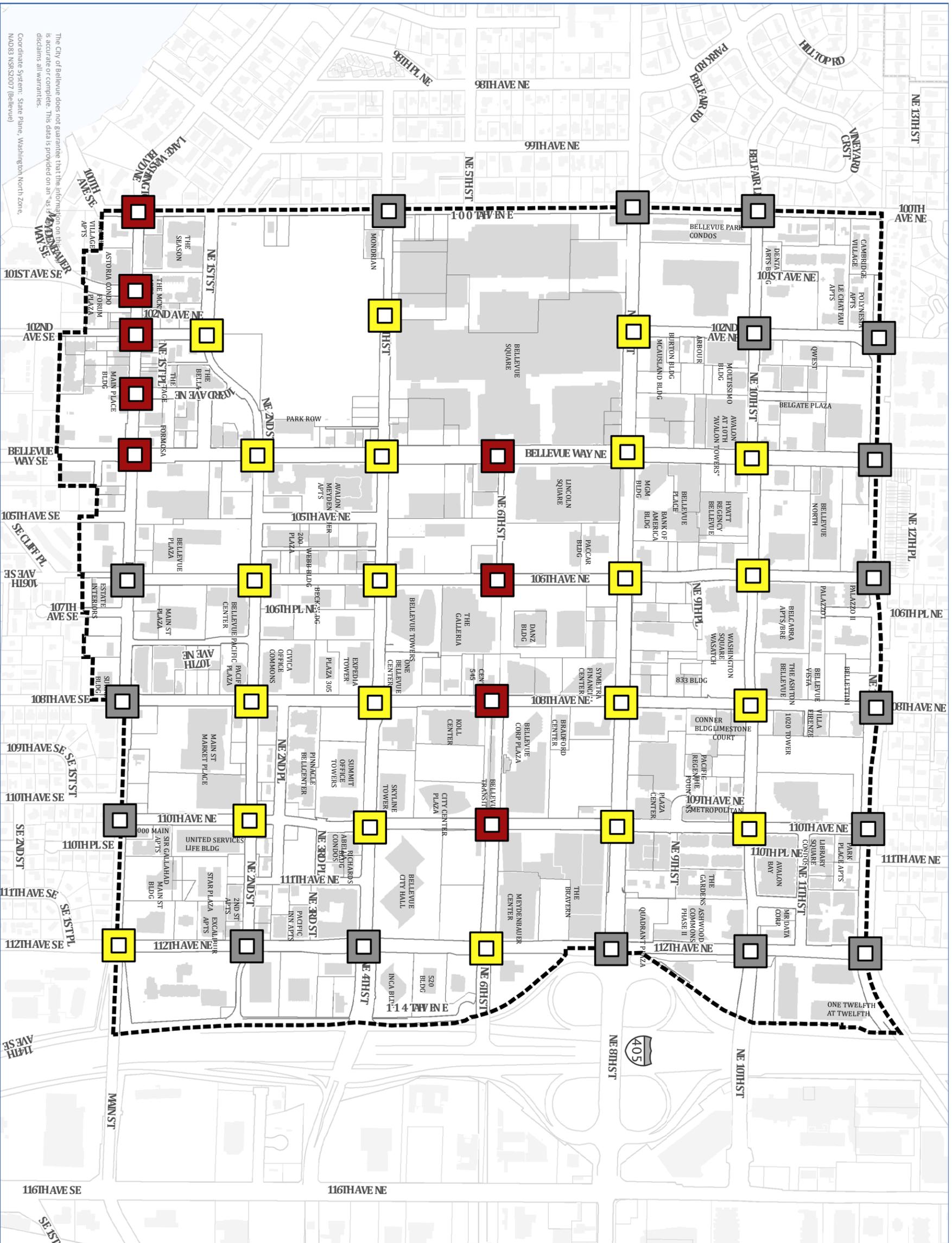


Sources:
City of Bellevue
Building Footprints:
Spring 2009



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Coordinate System: State Plane, Washington, North Zone, NAD83 NRS2007 (Bellevue)



Proposed Crosswalk Designations

Downtown Transportation Plan Update

Crosswalk Designations

- Enhanced
- Exceptional
- Standard

Area Boundaries

- Downtown Bellevue



Sources:
City of Bellevue
Building Footprints
Spring 2009

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MAD31 NRS2007 (Bellevue)



Network of Mid-Block Crossings

Downtown Transportation Plan Update

Pedestrian Crossings

- Existing Mid-Block Crossing
- Prioritized for Near-Term Development
- Identified in Downtown Sub-Area Plan

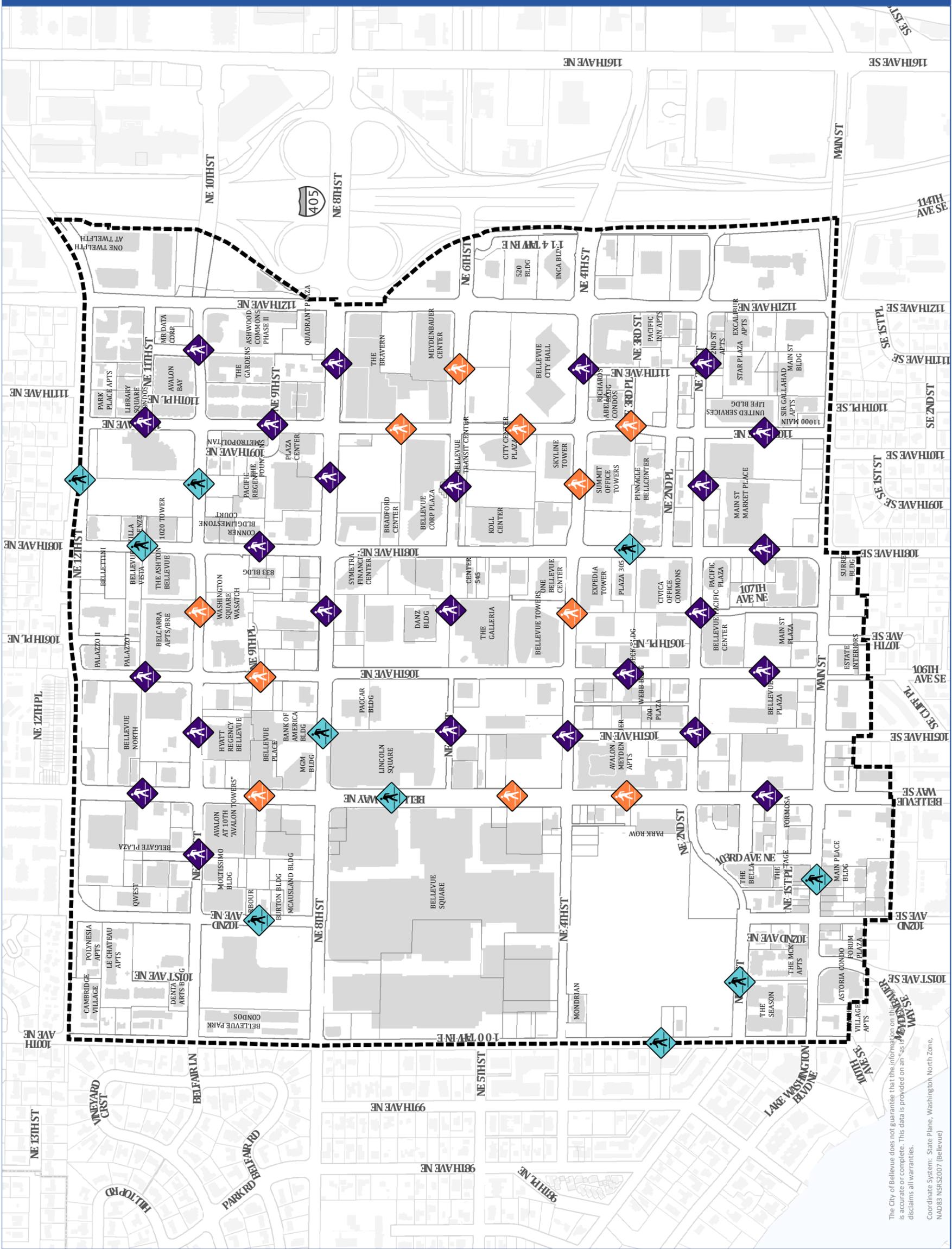
Area Boundaries

- Downtown Bellevue



80,000 Feet

Sources:
City of Bellevue
Building Footprints:
Spring 2009



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