City of

Bellevue

Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

DATE: December 5, 2013

TO: Bellevue Transportation Commission

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

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

INTRODUCTION

On October 7, 2013, the City Council endorsed the Transportation Commission's "Mobility Options" strategy for Downtown, and provided direction to proceed with policy development and integration with the Downtown Livability Initiative. Beginning on December 12, 2013, staff will provide policy recommendations for the Downtown Subarea Plan transportation section that are based on Commission and Council direction.

Transportation Commission direction is requested on the preliminary recommendations for goals, policies and narrative sections. In subsequent meetings, staff will provide an updated transportation project list for Commission review.

Commission recommendations for amendments to the Downtown Subarea Plan will be merged with amendments related to land use and urban design that are developed by the Downtown Livability Initiative Advisory Committee. A comprehensive package of policy amendments will be transmitted to the Planning Commission for consideration and a recommendation to the City Council.

Please refer to the City Council agenda packet materials for the October 7 study session included as Attachment 1, and a spreadsheet of preliminary recommendations for goals, policies and narrative in Attachment 2.

Downtown Subarea Plan Structure and Proposed Amendments

Each Element of the Comprehensive Plan and each of the Subarea Plans consist of Goals and Policies, together with "Narrative" sections that provide background and context that supports the policies. In keeping with a format that has been prepared for the overall update of the Comprehensive Plan, staff has reviewed the Downtown Subarea Plan with respect to the Transportation Commission's "mobility options" strategy and recommendations (included in Attachment 1), and has made a preliminary determination as to whether the existing goal,

policy or narrative section is “Still Valid” or if it is “Time to Go”. If language is still valid, then staff may propose edits, or may recommend new language if something is missing in the existing Subarea Plan (Attachment 2).

Downtown Mobility Options Policy Recommendations

The Downtown Subarea Plan was adopted in 2004 following the work of the Downtown Implementation Plan Steering Committee – with review and recommendation by the Transportation Commission and the Planning Commission. This update to the transportation section retains the structure of the current Plan while incorporating language that reflects circumstances that have changed during the past 10 years. Recommended policies reflect the refined mobility options developed through the Downtown Transportation Plan process that will serve the emerging needs of residents, employees and visitors to Downtown Bellevue.

Through the Downtown Transportation Plan, the Commission recommended a strategy of four mobility options to enable people to get around in private vehicles, on transit, as pedestrians and on bicycles. This strategy is consistent with that adopted in the current Subarea Plan, however the Commission’s work included revised priorities and refined strategies that are reflected in draft Subarea Plan recommendations, briefly summarized as follows:

Private Vehicles

- Recognize that “auto bias” streets are designed and maintained as such.
- Remove the concept of “signature streets” that is not used (staff recommendation)
- Recognize the importance of the regional roadway system to Downtown mobility
- Support for traffic operational improvements through SCATS

Transit

- Introduce four components of transit service: coverage; capacity, speed and reliability; and passenger comfort, access and information
- Advocate for needed transit service to support anticipated Downtown ridership
- Defer much transit policy to the Transit Master Plan, to be later embedded in the transit policies in the Transportation Element

Pedestrians

- Expand the pedestrian section to include crosswalks, mid-block crossings, through-block connections and sidewalks and landscaping
- Support for grade-separated mid-block crossings on auto bias streets
- Include wheeled users in design updates to the Pedestrian Corridor

Bicycles

- Expand the bicycle section to include on-street design options and end-of-ride facilities

Other recommended changes include:

- Hierarchy of streets – is “hierarchy” the correct term?
- Refer to mobility topic maps that show project locations and types instead of having separate policies describe projects
- Move Transportation Demand Management policies to the Transportation Element
- Expand discussion and policy related to on-street parking, include a parking map and add a pay for parking program
- Add new policies related to curbside uses such as freight/parcel loading, passenger pick-up/drop off, taxi stands and electric vehicle charging stations

NEXT STEPS

At the Transportation Commission meeting on January 9, 2014, the agenda will include further review, discussion and/or revision of preliminary Downtown Subarea Plan policy recommendations. Staff is preparing an updated Downtown transportation project list for Commission review and comment at a winter 2014 Commission meeting.

ATTACHMENTS

1. City Council agenda memo and Transportation Commission recommendation for the September 23 Council study session (occurred on October 7)
2. Spreadsheet of preliminary Downtown Subarea Plan policy and narrative recommendations

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INTRODUCTION

To prepare for a City Council Study Session presentation and discussion scheduled for September 23, 2013, the Transportation Commission agenda for September 12, 2013 will include a final review of the preliminary recommendations for each mobility mode and the overall Downtown Transportation Plan Update outcomes. Previously, on August 8, 2013, the Commission reviewed preliminary recommendations and requested minor changes. These changes are all incorporated in this memo and in the presentation materials for September 12. In addition, the "handoffs" from the Downtown Transportation Plan to the Downtown Livability Initiative work are summarized in this memo and will be part of the Council briefing. Finally, the role of the both the Downtown Transportation Plan and the Downtown Livability Initiative is highlighted as the station area planning process for the light rail stations that serve Downtown Bellevue.

Downtown Mobility Outcomes

Transportation investments for travel options to, from and within Downtown Bellevue will support new office, retail and residential growth. Significant additions to roadway capacity for vehicles also improve corridors for transit, bicycles and pedestrians. The Downtown Transportation Plan anticipates regional investments in transit, and substantial improvements to facilities for pedestrian and bicyclists.

For the past 20 years, the opportunities have improved for people to get around in Downtown with options that include transit, walking and bicycling. These mobility options have resulted in overall traffic volume that has not increased during this period of substantial growth. The intricate and intentional combination of a mixed land use pattern and strategic investments in all modes of transportation infrastructure and technology have reduced the need to drive to work or from place to place within Downtown and have enabled easier walking, bicycling and transit use. The Downtown Transportation Plan perpetuates this success by enhancing mobility options to serve the growing diverse needs of a vibrant Downtown.

Improving Mobility

The outcome of this work is a general plan to improve Downtown mobility and specific strategies to enhance each mode. Everyone who wants to get around safely and comfortably in Downtown Bellevue will find value in this plan, whether they choose to get around in a car, on a bus, on a bicycle or other wheels, or on their own feet. Through public and private investments in a wide range of transportation infrastructure, the plan enhances Downtown vitality and economic development, improves sustainability, and supports livability and public health.

Downtown Light Rail Station Area Planning

Two light rail stations are planned to serve Downtown residents, employees and visitors; the East Main Station will serve the southeast quadrant of Downtown and the Transit Center Station will serve the core. While the East Main Station area outside of Downtown and other three light rail stations in Bellevue will have targeted station area planning, the station areas within Downtown are being planned in the context of the Downtown Transportation Plan and the Downtown Livability Initiative. Station access components such as sidewalks, crosswalks, and mid-block crossings, Transit Center enhancements and station facilities such as bicycle parking are included in the Downtown Transportation Plan recommendations.

Looking to 2030

Through the Bellevue-Kirkland-Redmond travel demand model, the City forecasts that by 2030 there will be approximately 650,000 daily person trips that have at least one "trip end" in Downtown Bellevue. Due to the way transportation analysis zones are established for Downtown Bellevue, a trip is counted when a person crosses a street. With more employees and residents, and diverse and dispersed land uses, people are more likely to walk between destinations because that is the easiest and fastest way to get around. While the number of daily person trips in 2030 is large compared to the 350,000 daily person trips in 2010, much of the increase can be attributed to people walking for short trips. For instance, if half of the anticipated 70,300 employees walk across a street and back once each day for coffee, lunch or shopping, that activity would account for over 70,000 person trips.

For many people, a private vehicle is the preferred choice for many types of trips. For these vehicle trips, on average it may take longer to get around in Downtown Bellevue during the afternoon rush hour in 2030 than it did in 2010 – the average PM peak hour vehicle delay at intersections is forecast to increase by about 20 to 30 seconds for Downtown as a whole. In terms of vehicle travel time, eastbound PM peak hour travel time on arterials is projected to increase, especially on roadway segments approaching I-405 due to freeway congestion. Westbound PM peak hour travel time, and north bound and south bound travel times are not significantly impacted by I-405 congestion. A trajectory of increasing PM peak hour congestion began in the early 1980s when the City determined that Downtown was the preferred location for growth and a focus for investments in all modes of travel. Vehicle congestion from time-to-

time and from place-to-place is an outcome and a reality of an increasingly dense and desirable urban center. Policy in the Transportation Element (TR-36) allows for a greater level of congestion in areas where there are mobility options and where the impact of wider streets is judged to be worse than the congestion. Strategic investments help to manage congestion within an efficient Downtown street grid and travel options provide choices. A multimodal strategy for 2030 is the foundation of the Downtown Transportation Plan recommendation and includes investments in all modes.

Multimodal Strategies

Improved mobility options for all modes will give people more choices in how they get around to/from and within Downtown Bellevue. The Downtown Transportation Plan envisions a future for Downtown where walking is easy, enjoyable and healthful; bicycling is comfortable for people of all ages and abilities; transit is a reliable way to get around; and driving a car is a viable option. A multimodal approach is a reasonable way to accommodate a changing Downtown landscape and a changing Downtown population. Specific mobility strategies are intended to achieve the following outcomes:

- **Roadway capacity** to serve Downtown increases and Downtown mobility options improve largely due to investments outside of Downtown on the City's arterial system and the regional freeway system. Traffic operations technology continually enhances the traffic signal system to get the most out of the efficient Downtown street grid.
- **Transit service** improves with the planned addition of light rail service that supplements buses for trips to and from Downtown. Frequent transit network recommendations align with the draft Transit Master Plan to provide transit coverage for nearly everyone who lives, works, or shops in Downtown Bellevue. Transit passenger comfort, access, and information are integrated into bus stops and transit stations, while speed and reliability improvements enhance transit service.
- **Pedestrian facilities** are upgraded in conjunction with the Downtown Livability Initiative by widening sidewalks, enhancing crosswalks, adding mid-block crossings, and implementing design improvements to the Pedestrian Corridor and through-block connections.
- **Bicycle access** is largely on shared roadways, with dedicated bicycle lanes and off-street paths that provide good access to local neighborhoods and regional facilities. End-of-ride facilities such as sidewalk bike racks, bike corrals, and secure bike parking in buildings and transit stations will support commuters and recreational riders alike.

Each of the above mobility strategies is outlined in detail in the following sections of this memo.

RECOMMENDED ROADWAY PROJECTS

Embedded in the travel demand modeling (BKR) and the traffic operational modeling (Dynameq) 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 largely due to two basic factors: 1) Traffic modeling for 2030 indicates that adequate roadway capacity will exist to accommodate the expected volume of vehicles in the PM peak hour (5:00 -6:00 PM weekdays); and 2) Additional widening of roads in Downtown is impractical due to the presence of large buildings and incompatible with the Downtown Subarea Plan vision for improved pedestrian orientation.

Vehicle level of service (LOS) for the Downtown Transportation Plan is measured and forecasted in terms of the number of seconds of delay to vehicles at intersections in the PM peak hour. LOS is calculated for each intersection and is then averaged for all Downtown signalized intersections. The 2010 Downtown average level of service was LOS C, with an average intersection delay of 27 seconds. In 2030 the expected average Downtown intersection level of service ranges from about 49 seconds (LOS D) to 56 seconds (LOS E) depending on the suite of roadway capacity projects assumed. The distribution pattern of longer average delay on the east side of Downtown indicates that much of the increase in delay may be attributable to congestion on I-405.

New Project Ideas

Significant new projects to increase roadway capacity that have been mentioned in the course of the Downtown Transportation Plan community involvement process are described briefly as follows. Although these projects are not recommended for the 2030 "Baseline" or "Build" scenario project lists, they are noteworthy and should be included and described in the final report.

<u>NE 6th Street Sub-Surface Arterial</u>

This project concept would provide a grade-separated vehicular link under NE 6th Street and the Pedestrian Corridor between just west of I-405 and Bellevue Way that could potentially also accommodate transit and freight vehicles. This tunnel could provide vehicular access to parking garages along the way.

<u>Bellevue Way Grade Separation</u>

Another project concept discussed in community forums would lower and cap Bellevue Way at the major intersections of NE 4th Street and NE 8th Street, or along the entire corridor from south of NE 4th Street to north of NE 8th Street. In this scenario, pedestrians could be separated from through traffic and through traffic could be separated from the Bellevue Way surface

streetscape environment. Local traffic and pedestrian and bicycle access could be maintained at the surface on a narrow and calm local street.

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 "reasonably foreseeable" for construction within the 2030 timeframe. Note that intersection projects are not included in the roadway capacity list because the BKR travel demand model considers only the number of through lanes in roadway segments; while Dynameq, the traffic operations model considers the configuration (# of right-turn, thru, and left-turn lanes) of each Downtown intersection in calculating level of service. For modeling purposes, Dynameq incorporates the intersection projects adopted in the Downtown Subarea Plan for the 2030 Baseline Scenario.

The following roadway capacity projects - along with their respective project numbers in the Capital Investment Plan (CIP) or Transportation Facilities Plan (TFP) - are included in the 2030 Baseline Scenario. Please refer to proposed roadway capacity projects maps for 2030 (Attachments 2a&c).

- Roadway Capacity Within Downtown
  - NE 12th Street Bridge over I-405 *(complete in 2013)*
  - NE 2nd Street Widening between Bellevue Way and 112th Avenue NE *(TFP-190)*
  - 110th Avenue NE Widening between NE 6th Street and NE 8th Street *(TFP-110)*
- Roadway Capacity that Serves Downtown
  - NE 4th Street Extension between 116th Avenue NE and 120th Avenue NE *(CIP-PW-R-160) Under construction*
  - NE 6th Street Extension between I-405 and 120th Avenue NE *(CIP-PW-R-162)*
  - NE 15th Street New Street between NE 12th Street and 124th Avenue NE *(CIP-PW-R-172, CIP-PW-R-173)*
  - NE 16th Street New Street between 130th Avenue NE and 132nd Avenue NE – spanning the blocks at the planned 130th Avenue NE light rail station *(CIP-PW-R-174)*
  - 120th Avenue NE Widening between NE 4th Street and Northup Way *(CIP-PW-R-161, CIP-PW-R-164, CIP- PW-R-168)*
  - 124th Avenue NE Widening between NE 8th Street and Northup Way/NE 20th Street *(CIP-PW-R-166, CIP-PW-R-169)*
  - Bellevue Way Southbound HOV Lane between 112th Avenue NE and I-90 *(TFP-242)*
  - I-405 HOT Lanes *(pending legislative approval)*

2030 "Build" Scenario

These roadway projects are outside of Downtown yet they provide new vehicle capacity and route options that improve Downtown mobility and average intersection level of service over

the 2030 Baseline. Please refer to proposed roadway capacity projects maps for 2030 (Attachments 2b&c).

- SR 520 @ 124th Avenue NE Interchange to complete the interchange with new ramps to and from the east *(TFP-217)*
- SR 520/I-405 Southbound Braid to NE 10th Street *(CIP-PW-R-149)*
- NE 15th Street New Street between 124th Ave NE and 130th Ave NE *(Bel-Red design concept)*

RECOMMENDED TRANSIT PROJECTS

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

- **Coverage:** Provide frequent transit service routing and stops to serve employees and residents within short walking distances of transit stops
- **Capacity:** Accommodate transit passengers on buses and platforms, as well as buses on Downtown streets and at the Transit Center
- **Speed and Reliability:** Use technology and roadway travel lanes to expeditiously move bus passengers to and through Downtown
- **Passenger Access, Comfort and Information:** Support transit passengers before and after they ride the bus or train

Please refer to transit coverage and recommended transit priority corridors/intersections maps (Attachments 2a-c).

Transit Service Coverage

In the interest of improving Downtown 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 network routes on the Downtown street grid. Doing so would provide coverage for an estimated 97% of Downtown residents and employees in 2030 (up from 86% in 2010), and would reduce congestion in and around the Bellevue Transit Center. Refer to Attachments 3a&b for maps that show 2010 conditions and proposed frequent transit network routes and the land use coverage in 2030. *Note: Per Commission direction, these maps have been modified from the versions viewed and discussed at the August 8, 2013 Transportation Commission meeting in order to portray regional transit connections between Downtown and I-405. Also, the Downtown destination icons have been removed to decrease map clutter.*

Transit Capacity Improvements

Transit capacity can be expressed in terms of the number of people served and the number of buses that can operate on the available infrastructure. Acknowledging that Bellevue does not

provide transit service, recommendations regarding transit service take 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. Service enhancements are needed to accommodate the anticipated 5-fold increase in transit ridership and would require new funding. The function and capacity of the passenger platform area of the Bellevue Transit Center 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 Transit Center 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 and the signals that control traffic. Recommendations to improve speed and reliability identify the tools available to improve Downtown transit corridors and intersections that would benefit transit passengers and overall mobility. Refer to Attachment 3c for a map of transit priority corridors and intersections where speed and reliability enhancements could apply. *Note: Per Commission request, on Map 3c, the fade-out line for the NE 6th Street transit priority corridor has been extended further east to clearly show that the roadway will be extended across I-405 to provide a transit link between Downtown and the Wilburton area.*

- **Corridor Improvements**
  Along Downtown transit corridors, recommended tools to improve transit speed and reliability include transit priority lanes, peak hour transit-only lanes, bus/bicycle lanes, and business access and transit (BAT) lanes. Other tools may include improvements to the pedestrian environment, transit stop consolidation, and off-board fare payment. A transit corridor analysis would determine the thresholds of delay that would trigger the use of these tools individually or in combination, and in coordination with intersection operational improvements.
- **Intersection Operational Improvements**

  At signalized intersections, transit signal priority may be implemented in a manner that is 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. Intersection operational improvement tools may be used in combination with transit corridor improvement tools.

Transit Passenger Comfort, Access and Information

To ensure that the transit passenger has comfortable and convenient access to the transit system, the Downtown Transportation Plan recommends four types of transit stop based largely on ridership. Recommendations include context-appropriate components for each type of transit stop. Transit stop types are not mapped because ridership and land use patterns change over time, nor are specific components recommended for each stop, but typical components that are described below to match each type of transit stop. Transit stop improvements could be implemented by the City, the transit agencies, or incorporated into new development. The latter method is referred to the Downtown Livability Initiative as a component for consideration in the amenity incentive system.

- **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 that provide 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), through-block connections and neighborhood wayfinding.
- **Frequent Transit Network/RapidRide Station:** Served primarily by RapidRide B, the station may also serve frequent transit network 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, and off-board fare payment. Pedestrian access could include Enhanced or Exceptional crosswalk components, and mid-block crossings.
- **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; plus facilities such as a 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. Wayfinding kiosks for pedestrians would provide information on transit and Downtown destinations.

RECOMMENDED BICYCLE FACILITIES

On-street and off-street bicycle facilities would serve Downtown commuters and recreational riders, and support non-motorized access to employment, parks, shopping, residences, and transit. Bicycle facility components would consist of lane markings, wayfinding, signal actuation, and end-of-ride facilities that would be implemented depending on the need and the context. The Downtown Transportation Plan identifies preferred bicycle facility types for certain roadways but does not propose the specific bicycle facility design for any roadway. Dedicated on-street bicycle facilities may include traditional bicycle lanes, buffered bicycle lanes, and cycle tracks. Shared roadway lanes may be wide outside lanes and are typically 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 can accompany any bicycle facility type. Please refer to proposed bicycle facilities maps (Attachments 4a&b).

Bicycle Facilities Within Downtown

- **Dedicated On-street Bicycle Facilities - shown as Bicycle Lanes on the Map**
  - Main Street east of Bellevue Way on uphill sections, shared lane downhill
  - 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, uphill) between NE 6th Street and NE 12th Street
- **Shared Roadway Lanes**
  - 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 shared with bicycles between Main Street and NE 10th Street
  - 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 and across I-405. This segment will provide exceptional non-motorized access in the Downtown core and to the Transit Center light rail 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 (west side). This is essentially a 20-foot wide sidewalk with consideration for bicyclist use and a segment of the planned "Art Walk". (Referred to the Downtown Livability Initiative)
  - Main Street between 110th Avenue NE and 112th Avenue NE (south side). This segment is intended to provide enhanced access to the "East Main Street" light rail station

- **Bicycle Parking (End of trip facilities not shown on the map)**
  - **Curbside:** Ongoing implementation of sidewalk bicycle parking program at high-bicycle traffic locations. Include bicycle corrals and bike-share docking stations as curbside options in high demand areas
  - **Transit Facilities:** Coordinate with King County Metro and Sound Transit to incorporate end-of-trip bicycle facilities at transit stops and stations
  - **On-Site:** Recommend a Land Use Code amendment to require secure 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

- **Dedicated On-street Bicycle Facilities – shown as Bicycle Lanes on the Map**
  - 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 Roadway 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 east from 110th Avenue NE to 114th Avenue NE, NE 6th Street east from 110th Avenue NE and across I-405, NE 15th Street extension east from NE 12th Street
  - 112th Avenue SE, Bellevue Way to the South Bellevue light rail station and the I-90 Trail
  - Eastside Rail Corridor (formerly the BNSF Corridor) north-south across the city

RECOMMENDED 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 will augment decades of public and private investments to recommend further improvements to 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 5a-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 recommends for consideration to the Downtown Livability Initiative Steering Committee, an amendment to the Land Use Code to increase the required sidewalk width along certain heavily travelled sidewalk segments such as along 106th Avenue NE, where 20-foot wide sidewalks (including a 4-foot curbside landscape area) would accommodate pedestrians, window shoppers, and café seating on this designated "Entertainment" avenue.

Curbside Landscaping

Along some streets where pedestrians need a buffer from traffic, the Downtown Transportation Plan recommends installing a continuous landscape planter with street trees along the curbside edge of the sidewalk instead of the 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, NE 4th Street, 112th Avenue NE and other Downtown streets and it is a better growing environment for street trees than tree grates. A landscaped planter strip with street trees is recommended for 100th Avenue NE and 101st Avenue NE to provide a nice walking environment between the Downtown Park and Meydenbauer Park. Please refer to Attachments 5a&b.

Crosswalk Designations and Components

Several features of crosswalks significantly affect the pedestrian environment and the experience of crossing the street at an intersection: crossing time; crosswalk design; and intersection geometry. Crossing time is a function of traffic operations, and the traffic signal allocates time for pedestrians to cross when the button is pushed. With respect to design, three types of crosswalk treatments for Downtown are recommended, each intended to fit the needs of pedestrians and the urban context: Standard Crosswalks; Enhanced Crosswalks; and Exceptional Crosswalks – as described below and shown on Attachment 5c.

- **Standard Crosswalks:** In Downtown Bellevue the current standard crosswalk design consists of two parallel white bars that are spaced 8-feet apart. 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 , as both motorists and pedestrians know what to expect, but the standard design may not be desired at all intersections due to the high volume of pedestrians, the urban design character, or the traffic conditions. Therefore, at these locations the Downtown Transportation Plan recommends integrating the features of either Enhanced or Exceptional Crosswalks.

- **Enhanced Crosswalks:** Enhanced crosswalks would be located 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. The design tools to create an Enhanced crosswalk include: wider than Standard crosswalks to accommodate a large number of pedestrians and a stop bar to provide a buffer from vehicles; neighborhood 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 Crosswalks:** 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 embraces this concept and recommends crosswalks that merit "exceptional" treatment at crossings 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 would incorporate applicable design components of an Enhanced crosswalk, and may also include a pedestrian scramble signal phase, raised crossings, and significant/landmark wayfinding such as the popular kiosks that are located throughout Downtown. Design features incorporated in the crossing of 110th Avenue NE at NE 6th Street would create a near-seamless connection between the Transit Center and the light rail station.

Mid-Block Crossings

Mid-block street crossings help reduce the scale of Downtown Bellevue "superblocks" to be more manageable for pedestrians by reducing walk distances. The Downtown Subarea Plan considers the mid-point of most superblocks 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. While most mid-block crossings are recommended to be "at-grade", there are three existing grade-separated crossings (over Bellevue Way, NE 8th Street and NE 12th Street). In consideration of traffic volume and potential impacts to vehicle travel time of an at-grade mid-block pedestrian crossing, it is recommended that any new mid-block crossing on NE 4th Street and NE 8th Street between Bellevue Way and 112th Aveue NE be designed as a grade-separated facility.

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 by providing walkways between or sometimes through buildings. The Land Use Code requires that through-block connections be incorporated in new development; design guidelines are provided and basic

wayfinding is required. In practice, the design of the 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 Plan recommends that some design refinements be considered through the Downtown Livability Initiative. Recommended design would create standard public access wayfinding, utilize commonly recognizable paving material or inlays, and incorporate 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 that leaves gaps and poor interface with adjacent buildings - these 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" recommendation to the Downtown Livability Initiative, the Downtown Transportation Plan developed a concept design that is intended to better accommodate wheeled users. Recommended design components consist of special paving treatments, wayfinding and widening.

DOWNTOWN ON-STREET PARKING

On Street Parking

On-street parking supports businesses and residents by providing a convenient opportunity for customers and visitors to park. This is particularly true in Downtown neighborhoods such as Ashwood, Northwest Bellevue, and Old Bellevue where handy off-street parking is limited. An evaluation of each block face in Downtown Bellevue using a set of criteria specified by the Transportation Commission determined that some parking spaces could be added to the existing supply of 300 on-street parking spaces. "High opportunity" locations could yield approximately 50 new stalls, while the moderate opportunity locations could yield between 50 and 100 parking stalls, depending on how aggressively the City pursues these opportunities. New high opportunity spaces would be permanent time-limited spaces that could be achieved through restriping and signing. In contrast, many of the moderate opportunity spaces would use the curbside for parking only in off-peak hours and would require extraordinary signage and enforcement. Parking spaces could be designated as loading zones or taxi stands, as needed. Restriping curb space for parking would meet minimum sight distance standards near driveways and corners. Please refer to the parking inventory and potential future parking supply map (Attachment 6a).

- **Recommendation:** Pursue additional permanent on-street parking at "highopportunity" locations, provided these meet current engineering standards, and analyze "moderate opportunity" locations to determine the value of additional parking to Downtown residents and visitors relative to the costs of adding these parking spaces.

Pay for Parking Program

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

- **Recommendation:** Propose, through the budget development process, a pay for parking program, governed by a set of program principles. One essential principle would be to use revenue generated from the program would be used to pay for parking management and enforcement as well as for Downtown streetscape improvements.

MISCELLANEOUS CURBSIDE USES

A vibrant urban center is host to activities within the street right-of-way that cannot always be predicted or planned for. Many of these miscellaneous curbside uses come and go in a flash, while others may require more time and space. It is the latter type that the Downtown Transportation Plan addresses with policy recommendations as follows:

Curbside Parcel/Freight Loading/Unloading

Within Downtown, large-scale loading activity typically occurs within on-site locations that are designed and designated for new projects through the process of development review and permit approval. Smaller deliveries may occur on-site, in designated on-street loading zones, and also randomly at the curb or in the center turn lane.

- **Recommendation:** Integrate on-site loading space and/or create designated curb loading space through the process of development review. Ensure that the on-site design and location of loading docks and circulation provide for expeditious loading 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 sidewalk. While there is no specific "best practice" guidance for managing this activity, active loading or unloading is typically accommodated in designated curbside areas. Bellevue has no policy that addresses the use of personal vehicles for passenger pick-up and drop-off activity. For hire vehicles are covered in **BCC 11.23.026**. On a case-by-case basis in the process of development review, pick-up/drop-off space may be designated in a curbside pullout.

- **Recommendation:** Integrate new time-limited curbside space for passenger pick-up and drop-off through the process of development review.

Taxi Stands

Typically, taxi queuing areas - 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 generally 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, although there are some known locations where taxis congregate - on the east side on 108th Ave NE north of NE 6th Street for instance. Off-street taxi stands have been incorporated on-site at major hotels.

- **Recommendation:** Establish policy support for designating curbside taxi stands. Incorporate criteria to be considered in designating a taxi stand as follows:
    - Close to significant generators of pedestrian traffic, such as a hotel, convention facility, shopping destination, or light rail station
    - Where on-street parking would otherwise be a designated curbside use
    - Evening and weekend temporary taxi-stand use of the curbside to support nearby entertainment venues

Other Curbside Uses

Park(ing) Day

Parkingday.org describes PARK(ing) Day as an annual worldwide event where artists, designers and citizens transform a metered parking spot into a temporary public park. A number of creative temporary PARK(ing) Day installments have popped up in Seattle and Vancouver in recent years. In Bellevue there have been no Park(ing) Day installations. A Right-of-Way use permit is required for the temporary use of a curbside parking space.

- **Recommendation:** Provide policy support for temporary Park(ing) Day use of a permanent on-street parking space on a case-by-case basis, as requested by nearby businesses.

Bicycle Parking Corrals

On-street bicycle parking corrals - popular in Seattle, Portland, Tucson, and many other cities - can accommodate several bicycles in a consolidated location. Studies have noted that bicycle corrals may generate more economic activity than a single car parking space because of the greater number of customers on bicycles that can park in the space a single car would occupy.

Bicycle corrals, in the place of an on-street parking space, would be potential sites for future bike-share docking stations if the Puget Sound Bike Share program comes to Bellevue. Phase 1 of bike share will be implemented in Seattle in 2014.

- **Recommendation:** Allow for a bicycle parking corral to be installed in a permanent on-street parking space on a case-by-case basis as requested by nearby businesses, or as a bike share docking station sponsored by a regional bike-share program.

Electric Vehicle Charging Stations

Transportation sources account for approximately 47% of the greenhouse gas (GHG) emissions in Bellevue. Hybrid and electric vehicle technology can reduce GHG emissions, especially when the electricity is derived from sustainable or renewable sources such as solar, wind, and hydro. Fortunately, the electricity provided by Puget Sound Energy is significantly "green" energy. Public curbside electric vehicle charging stations can support the use of electric vehicles and can be installed curbside in a manner similar to an electronic pay station.

- **Recommendation:** Allow for electric vehicle charging stations to be installed in permanent on-street parking spaces.

SUMMARY OF "HANDOFFS" TO THE DOWNTOWN LIVABILITY INITIATIVE

The Downtown Livability Initiative Steering Committee will make recommendations to the City Council on Downtown Subarea Plan and 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:

- **Transit Passenger Comfort, Access and information**
  - Provide an incentive for developers to include and incorporate transit passenger enhancements in new projects that are located near existing or planned transit stops
- **Sidewalk Width**
  - Increase width from 12 to 16 feet and from 16 to 20 feet (including curbside landscaping) along specified street segments
- **Curbside Landscaping**
  - Require planter strip with street trees instead of street trees in tree grates along specified street segments
- **Through-Block Connections**
  - Refine design guidelines to enhance pedestrian navigation through "superblocks"
- **Pedestrian Corridor Design Components**
  - Refine design guidelines to better accommodate wheeled users and enhance 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.
- **Curbside Parcel/Freight Loading/Unloading**
  - Integrate on-site loading space and/or create designated curb loading space through the process of development review. Ensure that the on-site design and location of loading docks and circulation provide for expeditious loading to encourage this activity to occur on-site rather than on the street.
- **Curbside Passenger Pick-Up/Drop-Off**
  - Integrate new time-limited curbside space for passenger pick-up and drop-off through the process of development review.

NEXT STEPS

At the City Council study session on September 23, 2013, staff, Vice Chair Lampe and members of the Transportation Commission will provide a comprehensive overview and discussion of preliminary recommendations for Downtown transportation.

ATTACHMENTS

1. Council Principles
2. Roadway Capacity Projects
   a. 2030 Baseline
   b. 2030 "Build" Scenario
   c. All 2030 Roadway Capacity Projects
3. Transit Access
   a. 2010 Transit Coverage
   b. 2030 Transit Coverage
   c. Transit Priority Corridors and Intersections
4. Bicycle Facilities
   a. Downtown Area
   b. North and South of Downtown
5. Pedestrian Facilities
   a. Sidewalk Width and Curbside Landscaping
   b. Land Use Code Changes for Sidewalk and Landscaping
   c. Crosswalk Designations
   d. Mid-Block Crossings
6. On-Street Parking
   a. On-street Parking Inventory and Opportunities

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.

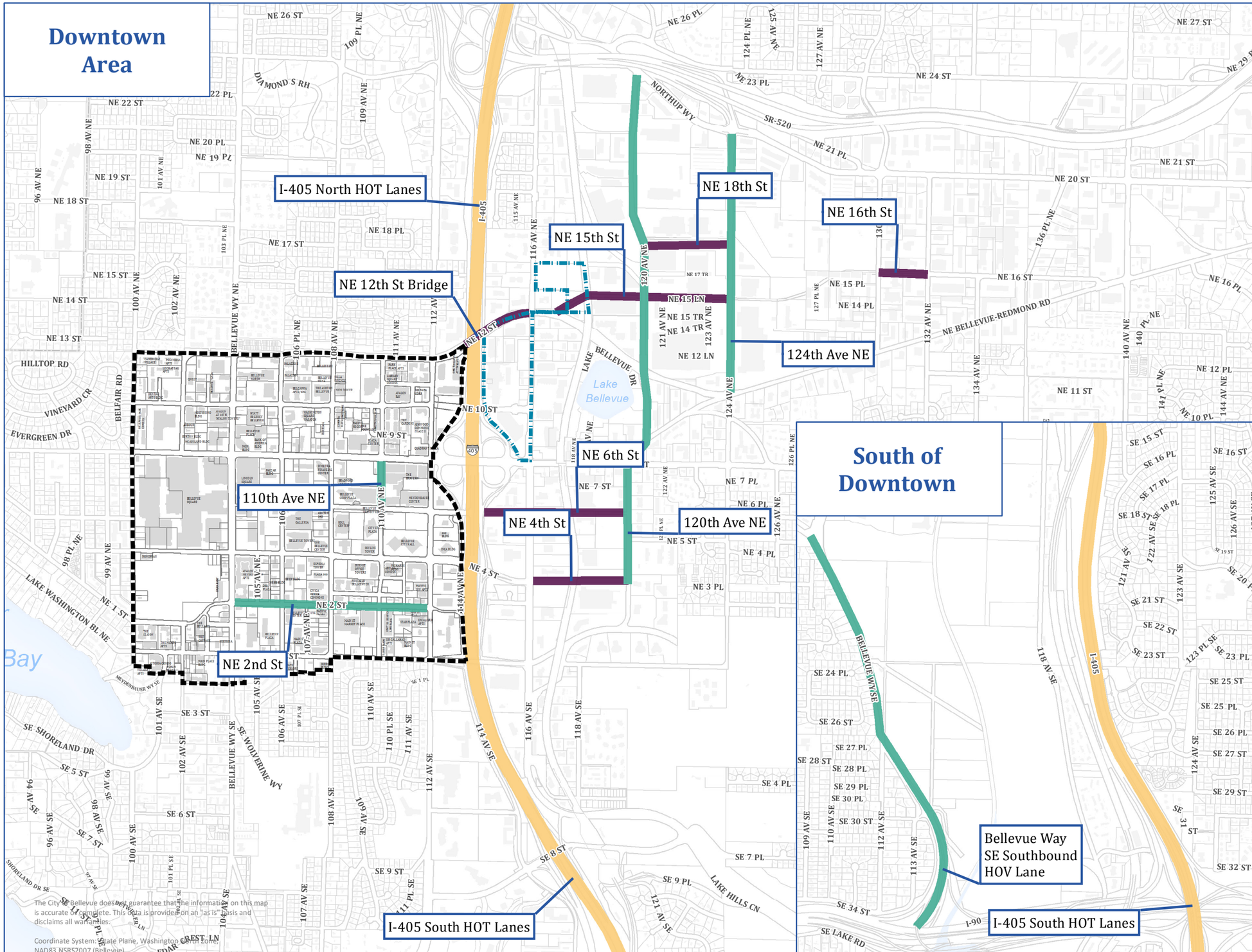
9. Leverage funding from outside sources to implement projects

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: 2030 Baseline

Downtown Area

Downtown Transportation Plan Update

Roadway Projects

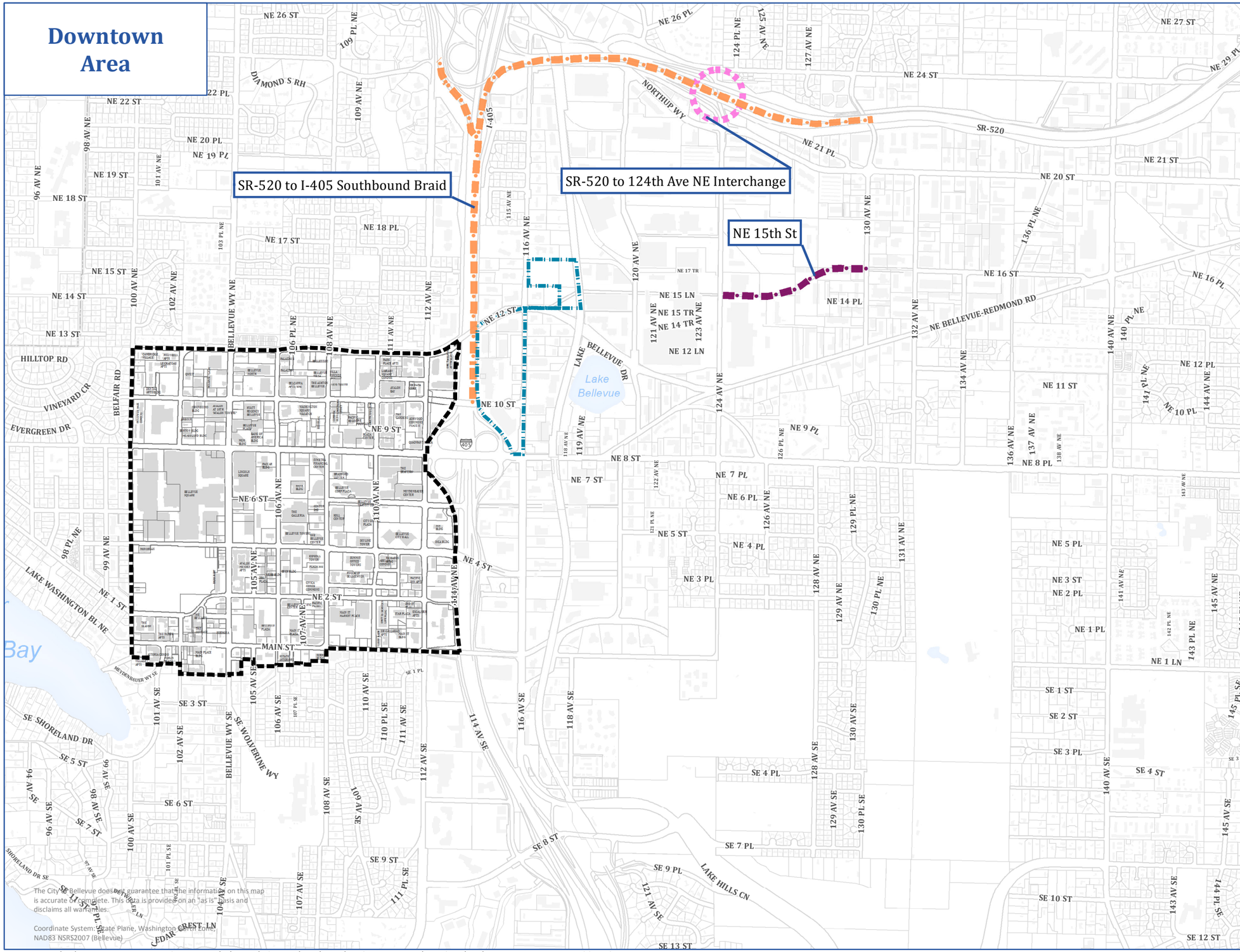
- Arterial Extension
- Arterial Widening
- Freeway

Area Boundaries

- Downtown Bellevue
- Medical Institution District

80,000
Feet

Sources:
City of Bellevue
Building Footprints:
Spring 2009



City of Bellevue
Transportation Department

Roadway Capacity: 2030 "Build"

Downtown Area

Downtown Transportation Plan Update

Roadway Projects

- Arterial Extension
- Freeway
- Interchange

Area Boundaries

- Downtown Bellevue
- Medical Institution District

80,000
Feet

Sources:
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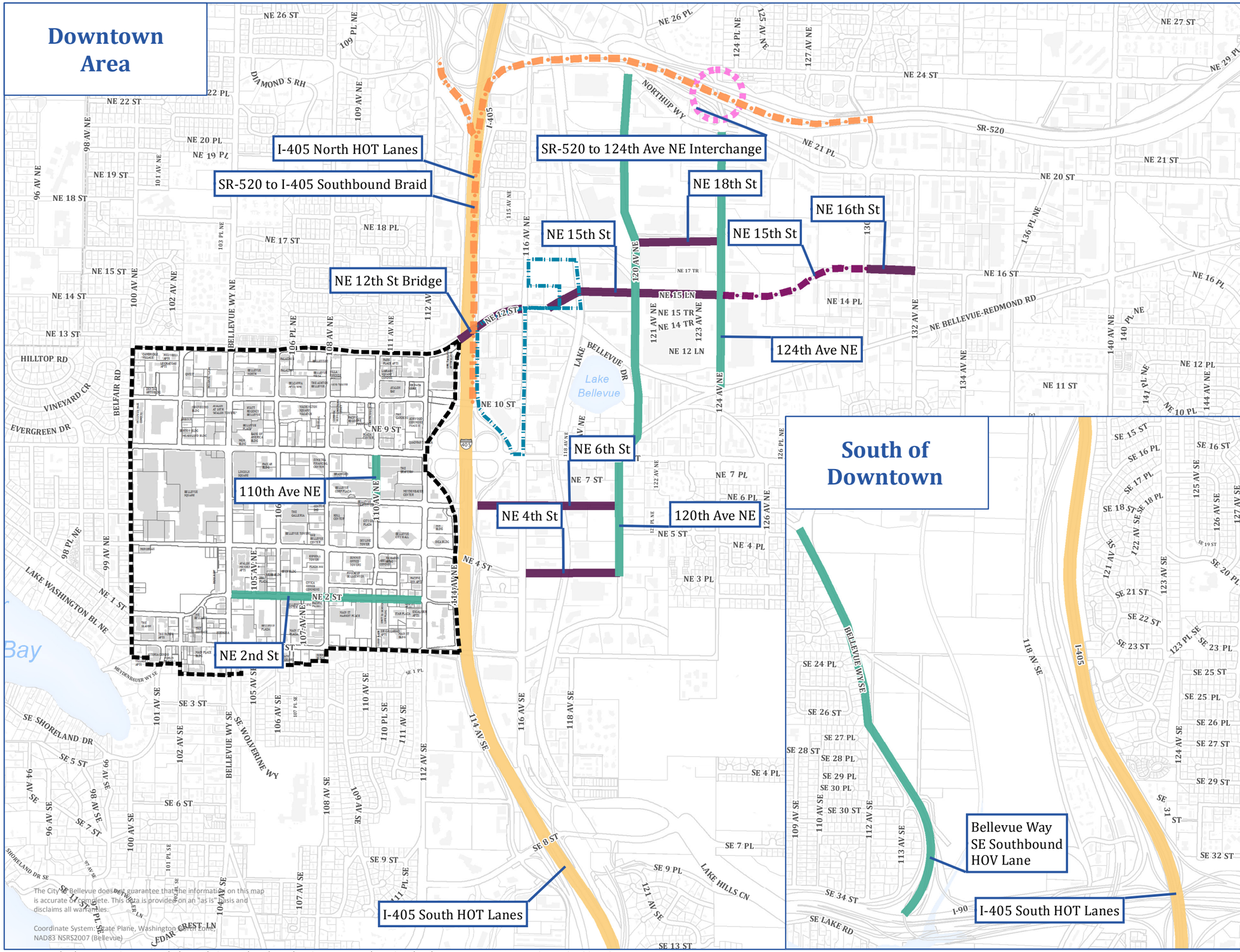
Building Footprints:
Spring 2009



City of Bellevue
Transportation Department

Roadway Capacity: 2030 Baseline & "Build"

Downtown Area

Downtown Transportation Plan Update

Roadway Projects

Baseline

- Arterial Extension
- Arterial Widening
- Freeway

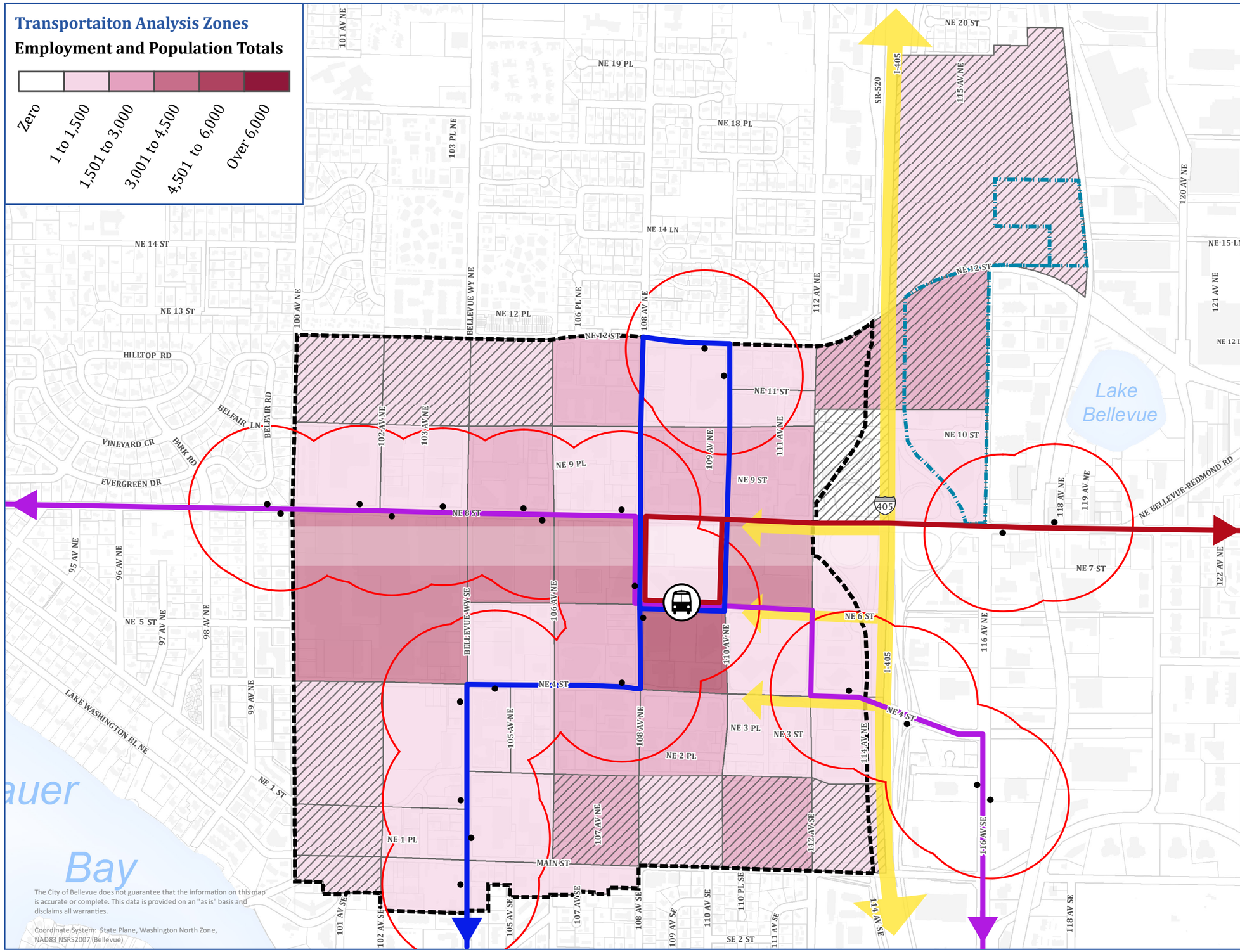
"Build"

- Arterial Extension
- Freeway
- Interchange

Area Boundaries

- Downtown Bellevue
- Medical Institution District

Sources:
City of Bellevue
Building Footprints:
Spring 2009



City of Bellevue
Transportation Department

2010 Population and Employment Transit Coverage

Downtown Transportation Plan Update

Transit Coverage

Frequent Transit Network

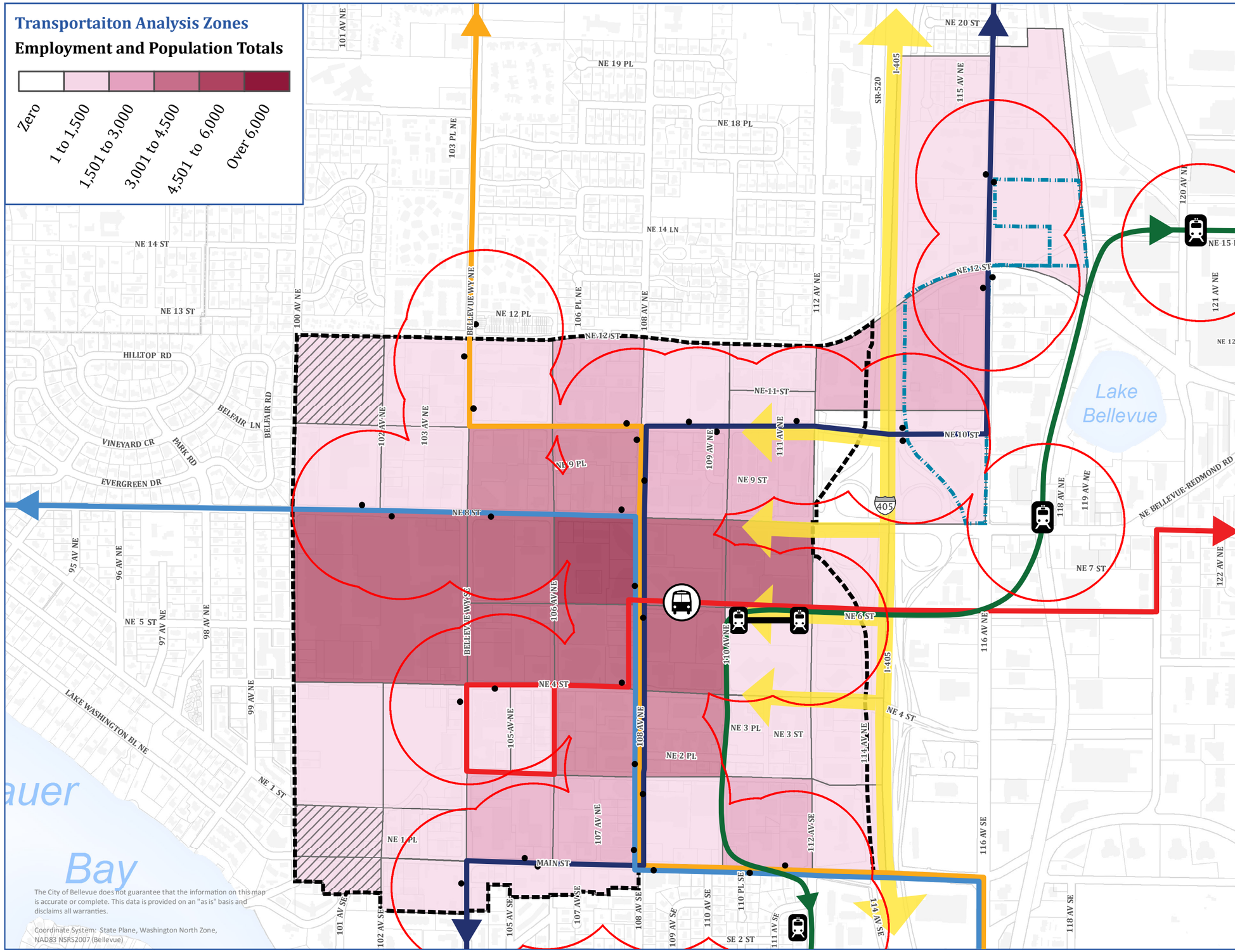
- 550
- 271
- 253
- Regional Bus Access
- Transit Center
- Within 600' of a Stop on the Frequent Transit Network
- TAZ without Frequent Transit Network Service

Area Boundaries

- Downtown Bellevue
- Medical Institution District

80,000
Feet

Sources:
City of Bellevue
Building Footprints:
Spring 2009



City of Bellevue
Transportation Department

2030 Population and Employment Transit Coverage

Downtown Transportation Plan Update

Transit Coverage

Frequent Transit Network

- East Link Service
- Rapid Ride Service
- Other Frequent Transit Service
- Regional Bus Access
- Transit Center
- Within 600' of a Stop on the Frequent Transit Network
- TAZ without Frequent Transit Network Service

Area Boundaries

- Downtown Bellevue
- Medical Institution District

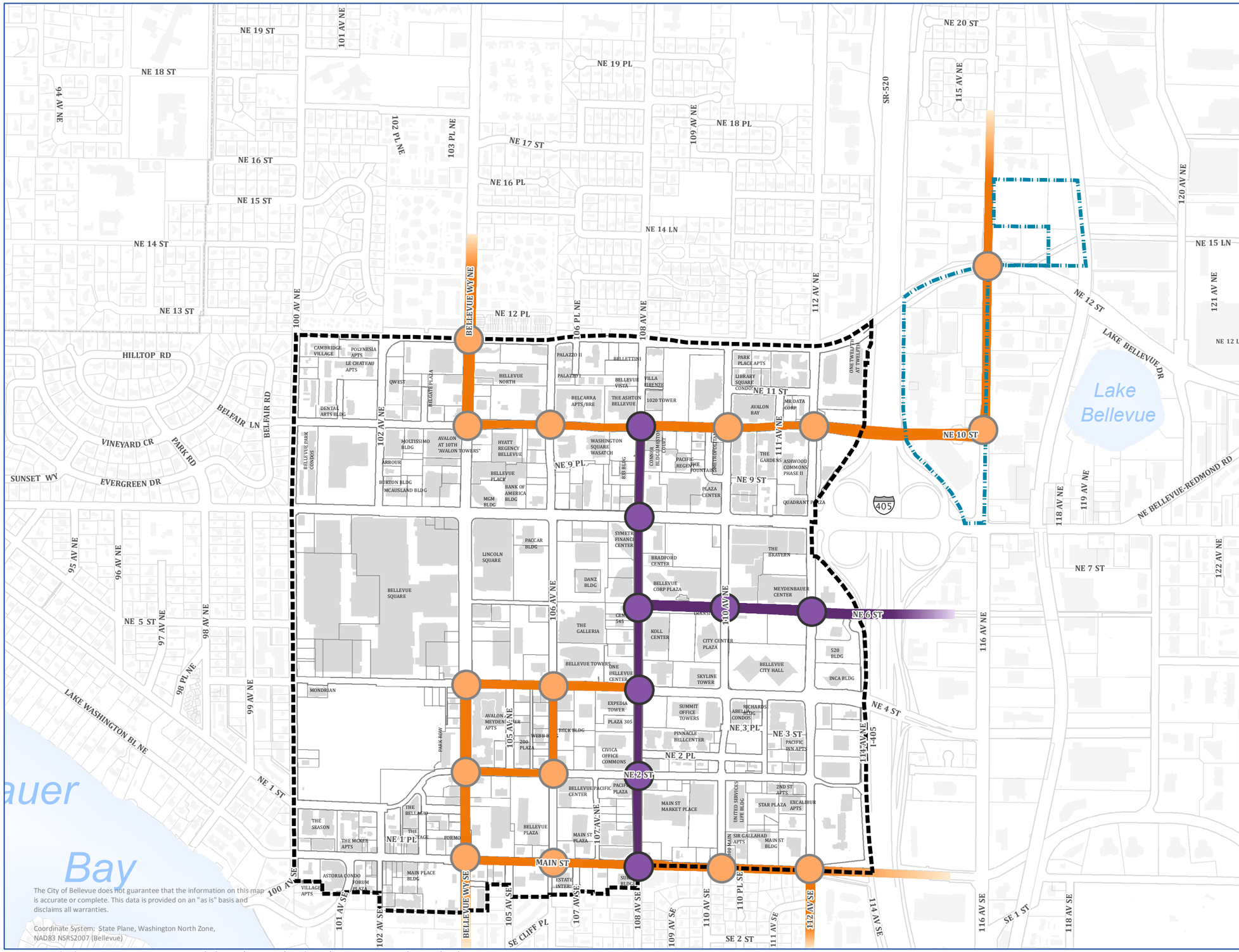
80,000
Feet

Sources:
City of Bellevue
Building Footprints:
Spring 2009

City of Bellevue
Transportation Department

2030 Transit Priority Network

Downtown Transportation Plan Update



Transit Priority Network

Corridors

- Priority I
- Priority II

Intersections

- Priority I
- Priority II

Area Boundaries

- Downtown Bellevue
- Medical Institution District

80,000
Feet

Sources:
City of Bellevue
Building Footprints:
Spring 2009

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Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)

City of Bellevue
Transportation Department

2030 Bicycle Facilities Network

Downtown Area

Downtown Transportation Plan Update

Bicycle Facilities

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

Area Boundaries

- Downtown Bellevue
- Medical Institution District

80,000
Feet

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Spring 2009

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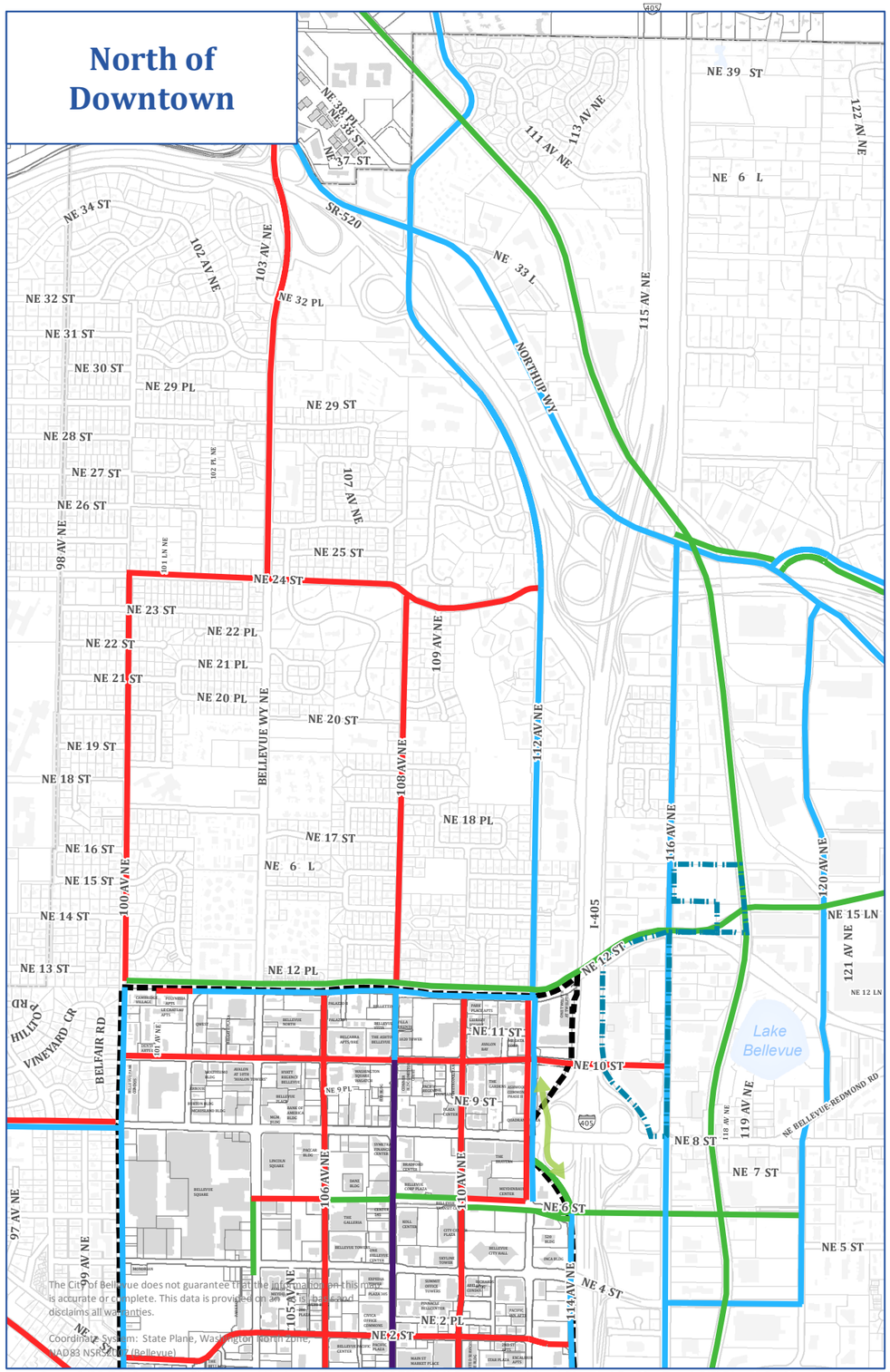

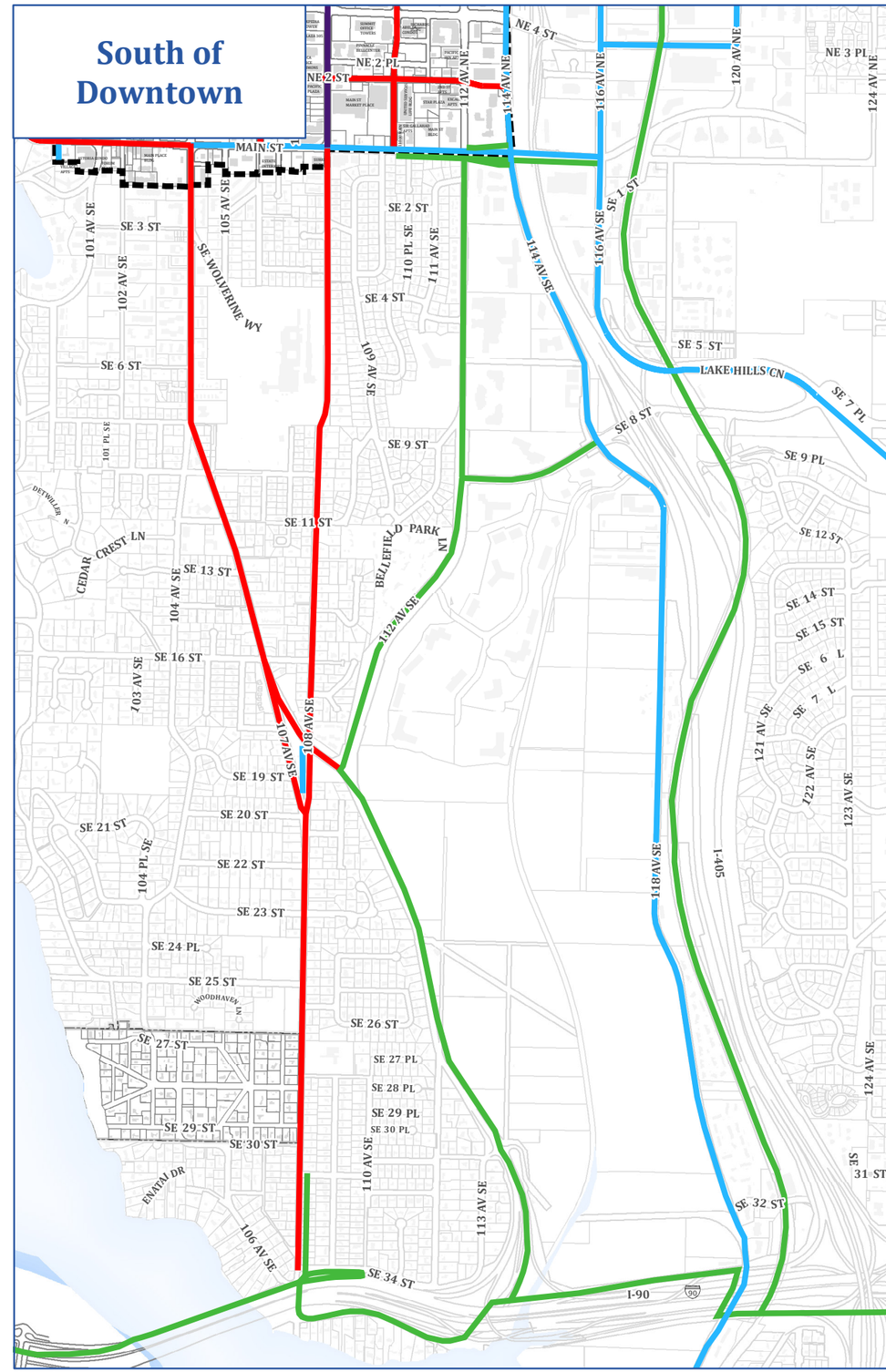

City of Bellevue
Transportation Department

2030 Bicycle Facilities Network

North and South of Downtown

Downtown Transportation Plan Update

Bicycle Facilities

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

Area Boundaries

- Downtown Bellevue
- Medical Institution District

80,000
Feet

Sources:
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Spring 2009

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Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)

City of Bellevue
Transportation Department

Recommended Requirements for Sidewalks

Downtown Transportation Plan Update

Downtown Sidewalks

Landscaping

- Planter Strip with Street Trees
- Street Trees in Tree Grates

Width

- 20' Width
- 16' Width
- 12' Width

Existing Facility

- Pedestrian Corridor

Area Boundaries

- Downtown Bellevue

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

80,000
Feet

Sources:
City of Bellevue
Building Footprints:
Spring 2009

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Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)

City of Bellevue
Transportation Department

Recommended Changes to Requirements

Downtown Transportation Plan Update

Downtown Sidewalks

Landscaping Changes

Planter Strip with Street Trees Instead of StreetTrees in Grates

Width Changes

Increase from 16' to 20' Width

Increase from 12' to 16' Width

Existing Facility

Pedestrian Corridor

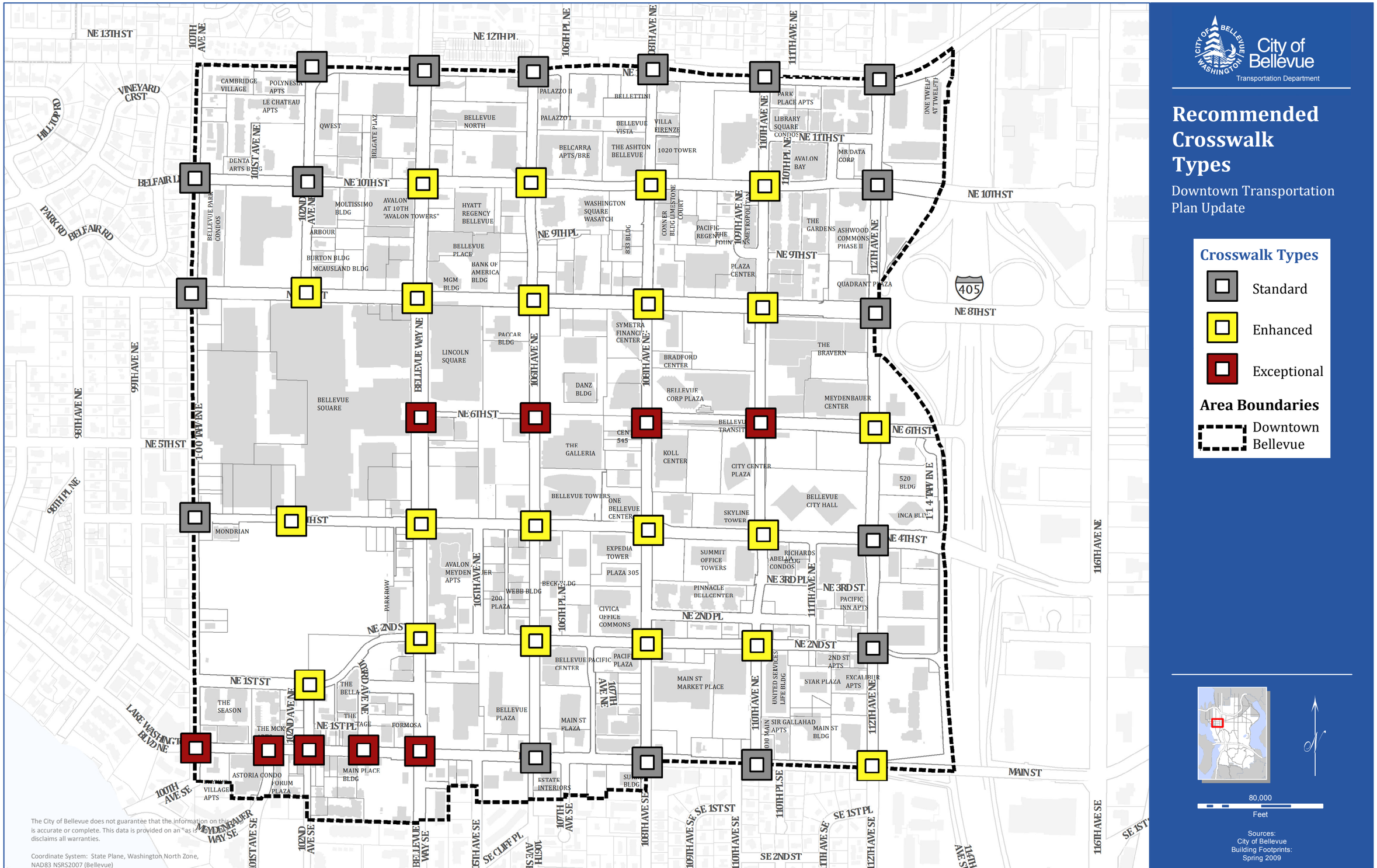
Area Boundaries

Downtown Bellevue

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

80,000
Feet

Sources:
City of Bellevue
Building Footprints:
Spring 2009


City of Bellevue
Transportation Department
Recommended Crosswalk Types
Downtown Transportation Plan Update
Crosswalk Types
Standard
Enhanced
Exceptional
Area Boundaries
Downtown Bellevue
80,000
Feet
Sources:
City of Bellevue
Building Footprints:
Spring 2009
NE 13TH ST
NE 12TH PL
NE 11TH ST
NE 10TH ST
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NE 9TH ST
NE 8TH ST
NE 6TH ST
NE 5TH ST
NE 4TH ST
NE 3RD PL
NE 3RD ST
NE 2ND PL
NE 2ND ST
NE 1ST ST
NE 1ST PL
SE 1ST ST
SE 1ST PL
SE 2ND ST
MAIN ST
BELFAIR LN
PARK RD
BELFAIR RD
HILTOP RD
VINEYARD CRST
LAKE WASHINGTON BLVD NE
MEYDENBAUER WAY SE
SE CLIFF PL
100TH AVE NE
99TH AVE NE
98TH AVE NE
98TH PL NE
100TH AVE SE
101ST AVE NE
102ND AVE NE
103RD AVE NE
104TH AVE NE
105TH AVE NE
106TH PL NE
106TH AVE NE
107TH AVE NE
108TH AVE NE
109TH AVE NE
110TH AVE NE
110TH PL NE
111TH AVE NE
112TH AVE NE
114TH AVE NE
116TH AVE NE
BELLEVUE WAY NE
BELLEVUE WAY SE
PARK ROW
405
CAMBRIDGE VILLAGE
POLYNESIA APTS
LE CHATEAU APTS
QWEST
BELGATE PLAZ
DENTA ARTS B
BELLEVUE PARK CONDOS
MOLTISSIMO BLDG
AVALON AT 10TH "AVALON TOWERS"
ARBOUR
BURTON BLDG
MCAUSLAND BLDG
HYATT REGENCY BELLEVUE
BELLEVUE PLACE
BANK OF AMERICA BLDG
MGM BLDG
BELLEVUE NORTH
PALAZZO II
PALAZZO I
BELLETTINI
BELLEVUE VISTA
VILLA FIRENZE
BELCARRA APTS/BRE
THE ASHTON BELLEVUE
1020 TOWER
WASHINGTON SQUARE WASATCH
833 BLDG
CONNER BLDG LIMESTONE COURT
PACIFIC REGENCY
THE POINT
METROPOLITAN
PARK PLACE APTS
LIBRARY SQUARE CONDOS
AVALON BAY
MR DATA CORP
THE GARDENS
ASHWOOD COMMONS PHASE II
PLAZA CENTER
QUADRANT PLAZA
ONE TWELFTH AT TWELFTH
LINCOLN SQUARE
PACCAR BLDG
SYMETRA FINANCIAL CENTER
BRADFORD CENTER
THE BRAVERN
DANZ BLDG
BELLEVUE CORP PLAZA
MEYDENBAUER CENTER
BELLEVUE SQUARE
BELLEVUE TRANSIT
THE GALLERIA
KOLL CENTER
CITY CENTER PLAZA
520 BLDG
BELLEVUE TOWERS
ONE BELLEVUE CENTER
SKYLINE TOWER
BELLEVUE CITY HALL
INCA BLDG
MONDRIAN
AVALON MEYDEN APTS
EXPEDIA TOWER
PLAZA 305
SUMMIT OFFICE TOWERS
RICHARDS BLDG
ABELLA CONDOS
WEBB BLDG
200 PLAZA
CIVICA OFFICE COMMONS
PINNACLE BELLCENTER
PACIFIC INN APTS
BELLEVUE PACIFIC CENTER
PACIFIC PLAZA
MAIN ST MARKET PLACE
UNITED SERVICES LIFE BLDG
2ND ST APTS
STAR PLAZA
EXCALIBUR APTS
THE SEASON
THE BELLA
THE MCK
THE VILLAGE
FORMOSA
BELLEVUE PLAZA
MAIN ST PLAZA
SIR GALLAHAD APTS
MAIN ST BLDG
ASTORIA CONDO
VILLAGE APTS
FORUM PLAZA
MAIN PLACE BLDG
ESTATE INTERIORS
SUMMIT BLDG
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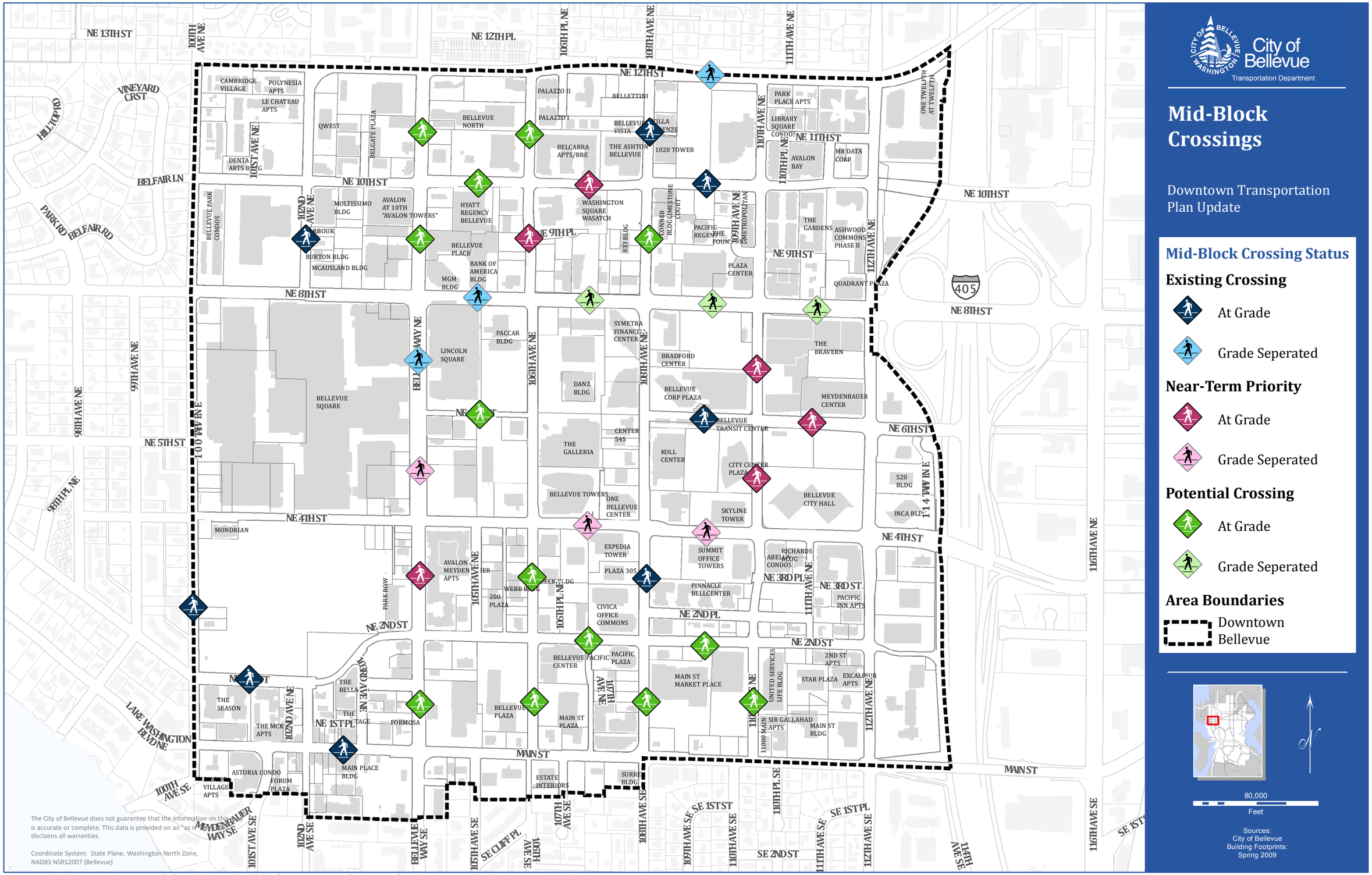

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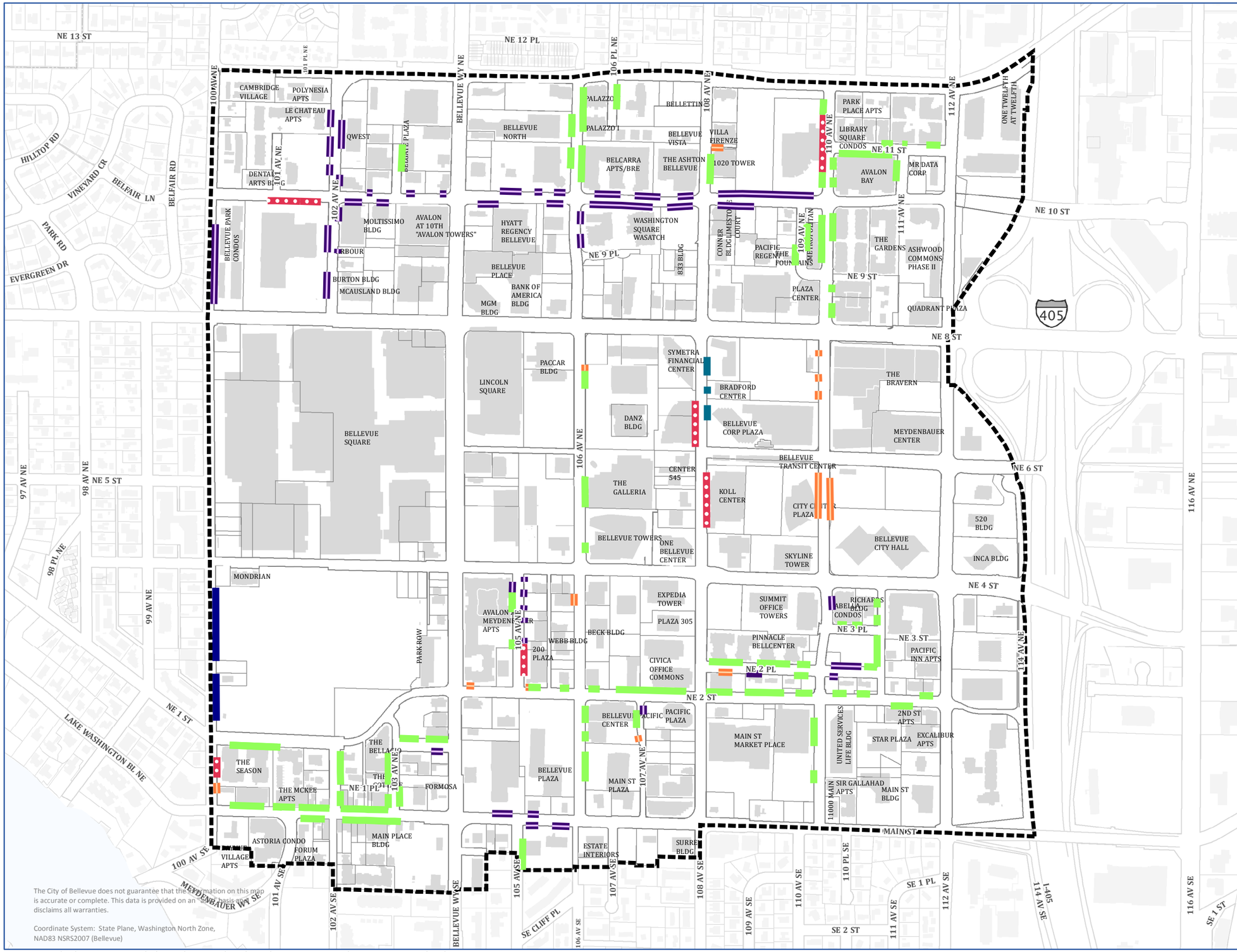

City of Bellevue
Transportation Department

On-Street Parking Supply

Downtown Transportation Plan Update

On-Street Parking

Opportunity for New Stalls

- High Opportunity
- Moderate Opportunity

Existing Parking Stalls

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

Existing Curb Uses

- Transit Layover Area

Area Boundaries

- Downtown Bellevue

80,000
Feet

Sources:
City of Bellevue
Building Footprints:
Spring 2009

Item No._____
September 23, 2013

CITY COUNCIL STUDY SESSION ITEM

SUBJECT:

Downtown Transportation Plan Recommendations

STAFF CONTACT:

David Berg, Director, 452-6468
Paula Stevens, Assistant Director, Long Range Planning, 452-6459
Kevin McDonald, Senior Planner, 452-4558
Transportation Department

FISCAL IMPACT:

None

POLICY ISSUES:

The Downtown Subarea Plan was adopted in 2004. Its policies guide the physical development of Downtown Bellevue and the transportation project list is intended to provide adequate vehicle capacity through the planning horizon of 2020. The update of the Downtown Transportation Plan acknowledges changed circumstances since 2004, and considers land use and transportation changes anticipated to 2030. Downtown transportation policies and projects will be integrated with the land use and urban design components of the Downtown Livability Initiative in a comprehensive package of Subarea Plan and Land Use Code amendments for Council consideration in 2014. Transportation Commission chair, Ernie Simas also serves as co-chair for the Downtown Livability Initiative Steering Committee - ensuring compatibility between these two Downtown planning efforts.

This memo documents the Transportation Commission's recommendations for Downtown mobility at this milestone stage of the planning process. Embodied in these recommendations is the consideration that everyone should be able to get around in Downtown Bellevue safely and comfortably, a concept that requires a balancing of the needs of roadway users, transit riders, pedestrians and bicyclists. Reasonably foreseeable roadway capacity projects in and around Downtown will provide an adequate vehicular level of service in 2030. Improvements are recommended to better accommodate the diverse needs of an increasing number of pedestrians and bicyclists. Recommended modifications to transit service and facilities will help make riding transit an even more attractive option than it is today.

Additional work will involve crafting specific policy language for the Downtown Subarea Plan that will articulate the ongoing and evolving strategy of providing mobility options. This strategy is not new, and prior investments have resulted in the vibrant and mobile Downtown Bellevue of today. Yet new policies and projects are needed to help shape the Downtown Bellevue of the future, a future in which walking is the logical option for short trips and longer trips can be made by car, transit or bicycle.

DIRECTION NEEDED FROM COUNCIL:

____ Action
_X_ Discussion
_X_ Information

BACKGROUND/ANALYSIS:

This memo provides an overview of the recommendations from the Transportation Commission for Downtown Bellevue mobility options, through the Downtown Transportation Plan (DTP). Details of the Commission's recommendations are included in Attachment 1, and will be the subject of the presentation and discussion with Council on September 23.

Public Engagement

Beginning in the summer of 2011,staff and the Transportation Commission worked with the community to understand the issues and opportunities related to Downtown mobility. Early in the process, walking and bicycling tours, and an open house provided forums for residents and employees to point out what works well and what could be improved. Staff regularly provides DTP updates to the Bellevue Downtown Association and engages with other community organizations.

A project web site, http://www.bellevuewa.gov/downtown-transportation-plan-update.htm provides background materials and up-to-date information, including each memo and presentation from the Transportation Commission meetings.

Staff meets monthly with the Transportation Commission, which is the Council-appointed advisory body for the DTP. Twenty four DTP-related meetings have been held to-date. Each month staff and the Commission have worked to develop concepts to address specific Downtown mobility issues and topics. Future work will develop policy language and project descriptions.

Downtown mobility was a popular topic at the Downtown Livability Initiative open house on November 29, 2012 and at the Spring Transportation EXPO on April 24, 2013. Downtown mobility issues, including sidewalks, crosswalks and parking, have been a significant part of the recent community discussions and focus group meetings held in the context of the Downtown Livability Initiative.

Downtown Mobility Options

Community outreach identified issues and opportunities related to four Downtown mobility options: Private Vehicles (Roadways), Transit, Pedestrians, and Bicycles. Staff and the Transportation Commission have used the land use forecast for 2030 and the resulting travel demand in terms of the number of "person trips", to identify many of the Downtown mobility needs and have developed recommendations to address them. Some mobility components are of a qualitative nature, and these are also considered as significant pieces of Downtown mobility. Through analysis of both quantitative and qualitative factors the Commission has developed specific recommendations for each mobility option and will refer to the Downtown Livability Initiative those issues that are best addressed in the context of land use and urban design. The Transportation Commission has prepared recommendations for transportation policy concepts and projects for each mobility option – these are described briefly below and are documented more fully in Attachment 1.

Roadways

Direction from Council is to accommodate the forecast 2030 vehicular travel demand based on anticipated land use and other available modes, and to analyze opportunities for on-street parking, loading and other curbside uses to support businesses and residents.

The land use forecast for Downtown Bellevue 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. The assumed 2030 Baseline transportation network includes many roadway capacity projects that support Downtown land use and mobility. Within Downtown, the expansion of NE 2nd Street and 110th

Avenue NE provide additional vehicular capacity. Significant roadway projects outside of Downtown such as the NE 4th Street Extension and the 120th Avenue NE expansion provide a benefit to Downtown by improving overall circulation to and from the east for vehicles, pedestrians and bicyclists. Regional projects as well, on I-405 and SR 520, provide better access to points beyond Bellevue for both motorists and transit riders.

Travel demand modeling and Downtown vehicular level of service (LOS) analysis were significant factors in determining whether the Commission would recommend additional 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 if a few other roadway capacity projects in the 2030 "Build" scenario are added. 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 Attachment 1 for descriptions and maps of the assumed roadway projects.

Transit

The Downtown Transportation Plan Update addresses Council direction with recommended policies and projects that provide transit coverage that serves the planned land use pattern, the transit capacity that supports forecast transit demand, transit speed and reliability enhancements that help bus passengers move throughout Downtown, and transit passenger comfort, access and information that support and improve ridership.

Transit "coverage" in Downtown Bellevue is defined as the proportion of residents and employees who live or work in a block within 600 feet of a stop on the frequent transit network. A frequent transit network route is one that provides 15-minute service during14 hours on weekdays, with a 20-hour span of service. This measure results in an actual 86% coverage in 2010 and a projected 97% coverage in 2030, based on transit service enhancements consistent with the East Link transit integration planning, and recommended transit routes that distribute service within Downtown consistent with draft planning through the Transit Master Plan.

Transit stops in Downtown Bellevue can be described in four types: the Local Transit Stop; the Primary Transit Stop; the Frequent Transit Network/RapidRide Station; and the Transit Center/Multimodal Hub. For each of these types, the Commission recommends specific components that relate to the transit stop function, boarding activity and location.

Anticipated 2030 transit demand is about a five-fold increase over current (2010) transit ridership. A ridership increase of this magnitude is not-unprecedented in Downtown Bellevue, yet it may be a challenge to achieve in times of budget constraints. The Commission recommends the Council advocate for funding to provide the level of transit service that will be needed to meet this anticipated demand.

Targeted roadway corridor and intersection improvements may be needed to ensure that the transit riders enjoy a speedy and reliable transit service that allows it to be competitive with other motorized modes. Improvements to passenger facilities, including at the Transit Center, will help provide a near seamless access to the planned light rail station.

Pedestrians

In a Downtown setting, the quality of the pedestrian environment affects mobility, economic development and quality of life. Breaking down the walk trip into its essential components has enabled the Transportation Commission to develop recommendations for specific enhancements: crosswalks designed to accommodate increasing numbers of pedestrians; mid-block crossings to facilitate pedestrian crossings of wide arterials between signalized intersections; sidewalks and

curbside landscaping that serve as the fundamental pedestrian infrastructure, and through-block connections that provide walkable corridors through Downtown superblocks.

The Downtown urban environment and the anticipated pedestrian demand related to land use and transit service dictate a context-sensitive design approach for each type of pedestrian facility.

Bicycles

Bicycle mobility and access is dependent on a comprehensive network of on-street bicycle facilities and wayfinding plus short-term on-street bicycle parking and long-term, secured commuter parking in garages. For both commuting and recreation, recommended policies and projects will support connectivity within Downtown and connections to neighborhoods and regional facilities such as the I-90 Trail and the future Eastside Rail Corridor Trail. The Commission recommends the Downtown Livability Initiative address long-term/commuter bicycle parking plus locker/shower facilities in new buildings through the Land Use Code.

DTP Integration with Downtown Livability Initiative

The Downtown Livability Initiative (DLI) is well underway with community outreach and a Steering Committee that provides information and direction. DLI is addressing land use and urban design issues that are well-integrated with mobility through the Downtown Transportation Plan Update. Staff teams are co-mingled and as mentioned, Transportation Commission Chair, Ernie Simas also serves as Co-Chair for the DLI Steering Committee.

DTP has developed preliminary recommendations that will be handed off to the Downtown Livability Initiative to be more fully developed as urban design components and development standards. For example, the NE 6th Street Pedestrian Corridor and pedestrian through-block connections serve mobility, economic development and urban design functions. Through the Downtown Livability Initiative, design concepts will be further developed for these and other situations where mobility and land use/urban design overlap. A complete list of hand-offs to Downtown Livability is in Attachment 1.

During the next year, staff will fully integrate the Downtown Transportation Plan Update and the Downtown Livability Initiative in environmental (SEPA) analysis and will consolidate recommendations into a comprehensive package of recommended amendments to the Downtown Subarea Plan and Land Use Code.

DTP Integration with the Transit Master Plan

While the Transit Master Plan is focusing on citywide transit service, capital facilities and transit operations, DTP considers specific transit corridors that serve Downtown from the region as well as routes and facilities within Downtown. Also, the Downtown Transportation Plan has coordinated with the Transit Master Plan to recommend adjusting transit routes to improve transit service coverage for Downtown residents and employees, enhance transit speed and reliability to help make transit an attractive mobility option, and improve passenger comfort, access and information to help in the journey to and from the bus. Ongoing refinements to transit service and capital through the Transit Master Plan may inform the final recommendations of the Downtown Transportation Plan.

Next Steps:

During the remainder of 2013, staff and the Transportation Commission will refine recommendations based on Council input and community comments, and will begin developing specific policy language and project descriptions. Final recommendations on Downtown Transportation policy and projects will be integrated with the Downtown Livability Initiative. Monthly meetings with the Transportation Commission will continue as will periodic updates

and discussions with community groups. Additional community outreach, briefings and a comprehensive SEPA analysis will occur into 2014, in coordination with the Downtown Livability Initiative.

ALTERNATIVES:

Please see mobility options in Transportation Commission recommendations (Attachment 1)

RECOMMENDATION:

Please see Transportation Commission recommendations (Attachment 1)

Attachments:

1. Recommendations from the Transportation Commission

AVAILABLE IN COUNCIL OFFICE FOR REVIEW:

Mobility options detailed “vignettes”

Downtown Subarea Plan **Transportation Goals and Policies** **V1.0 TC 12/12/13**		**Still valid** *or* **Time to go**	**What's missing from the current plan**	**New policy** *or* **Edit existing**	**How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language**
Goals and Policies **Numbered policies are existing, "A, B, C, etc" policies are proposed new**					
The Great Place Strategy	To remain competitive in the next generation, Downtown Bellevue must be viable, livable, memorable, and accessible. It must become the symbolic as well as functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure.	Still valid	Mobility options	Edit existing	To remain competitive, Downtown Bellevue must be viable, livable, memorable, and accessible. It must become the symbolic as well as functional heart of the Eastside through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a unique public places, great public infrastructure and attractive mobility options.
Hierarchy of Streets	The streets in Downtown Bellevue may be placed in a hierarchy based on their connectivity, cross-section, and current and future volume. As the graphic below shows, there are a range of street types in Downtown Bellevue. The pedestrian-bias streets of NE 6th and the portion of Main Street in Old Bellevue are unique in Downtown Bellevue. The NE 6th Street Pedestrian Corridor shifts from west to east from a limited auto-access street, to no auto access, to a transit mall. Old Bellevue has a two-lane Main Street with on-street parking, small retail shops, and high levels of pedestrian activity that provide a signature look and feel. At the other end of the spectrum are auto-bias streets. They will provide pleasant pedestrian environments, but are intended for current high vehicle volumes, and will be required to serve similar and increasing volumes in the future. Bellevue Way, NE 4th, NE 8th, and 112th Ave NE are examples. The streets in between auto-bias and pedestrian-bias are said to be neutral. They will evolve over time to serve both pedestrians and automobiles in a manner that reinforces the adjacent land uses and travel demands of future development.	Still valid	Introduce the concept of Transit Priority Streets or Corridors Consider a heading term other than hierarchy – maybe 'mode priority" or something???	Edit existing	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-bias 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. Eventually the pedestrian connection will extend across I-405 (mountain vista) 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 provide the signature look and feel. Auto-bias streets provide pleasant pedestrian environments, but are designed and intended for high vehicle volumes. Bellevue Way, NE 4th Street, NE 8th Street, and 112th Ave NE are examples. The streets in between auto-bias and pedestrian-bias are said to be neutral. These streets will evolve over time to serve pedestrians, bicycles, transit and automobiles in a manner that reinforces the adjacent land uses, urban design character, and travel demands of future development. Transit priority streets - 108th Avenue NE, Main Street, NE 6th Street, NE 10th 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 a hierarchy of streets to guide right-of-way use in a manner that will promote a safe, attractive environment for both motorized and non-motorized users.	Still valid	All modes	Edit	Utilize a hierarchy of streets to guide right-of-way design and use in a manner that will promote a safe, attractive environment for persons traveling in any mode.

Downtown Subarea Plan **Transportation Goals and Policies** **V1.0 TC 12/12/13**		**Still valid** *or* **Time to go**	**What's missing from the current plan**	**New policy** *or* **Edit existing**	**How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language**
S-DT-40	Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.	Still valid			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 treatments as appropriate.
S-DT-41	Minimize disruption of vehicular flow on auto-bias streets.	Still valid		Edit	Prioritize vehicular flow in the design and management of auto-bias streets.
S-DT-A			Pedestrian bias streets	New	Prioritize pedestrian activity, access and comfort in the design and management of pedestrian bias streets
S-DT-B			Transit priority streets	New – confirm with Transit Master Plan	Prioritize the movement of people on buses through the design and management of transit priority streets, especially during peak commuting periods
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 6th 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.	Time to go		Confirmed with Downtown Livability Initiative that this typology is not used and is not needed	
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.	Time to go			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.
S-DT-45	Continue to encourage the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue.	Still valid	Pedestrian Corridor	Edit Move to Pedestrian section	Continue to develop NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue through public and private-sector investments.

Downtown Subarea Plan **Transportation Goals and Policies** **V1.0 TC 12/12/13**		**Still valid *or* Time to go**	**What's missing from the current plan**	**New policy *or* Edit existing**	**How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language**
S-DT-C			Design Pedestrian corridor to better accommodate wheeled users	New Move to Pedestrian section	Implement design components and wayfinding along the NE 6th Street Pedestrian Corridor to accommodate both pedestrians and wheeled users.
Mid-Block Pedestrian Crossings	The scale of Downtown's 600-foot long superblocks provides a challenge in creating a fine-grained pedestrian environment. In select locations, there may be opportunities to improve pedestrian mobility across arterial streets with signalized mid-block pedestrian crossings. The graphic below shows the concept for a series of these connections and the impact they could have as a system. The precise location and number of these crossings will be determined by the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment. Midblock crossings would not be appropriate on auto-biased streets, but may be possible on auto-neutral streets and pedestrian-biased streets.	Still valid		Edit Move to Pedestrian section	The scale of the 600-foot long superblocks in Downtown Bellevue provides a challenge in creating a fine-grained pedestrian environment. In select locations, there are opportunities to improve pedestrian mobility across arterial streets with mid-block pedestrian crossings. The graphic below shows the general locations for these crossings and the benefit they would have as a pedestrian system. The precise location, design, and signalization of these crossings will be determined by the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment. At-grade midblock crossings would not be appropriate on auto-biased streets, but are the preferred option on auto-neutral streets and pedestrian-biased streets.
S-DT-47	Reinforce the importance of the pedestrian in Downtown Bellevue with the use of a series of signalized midblock crossings. Consideration should be given to the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment when implementing mid-block crossings.	Still valid		Edit Move to Pedestrian section	Reinforce the importance of the pedestrian in Downtown Bellevue by implementing a series of signalized, unsignalized and grade-separated midblock crossings, the unique design of each is 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 areas outside Downtown.	Still valid	Wilburton connections	Edit Move to Pedestrian section	Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential and commercial areas outside Downtown.
Northwest Village **S-DT-60**	Enhance the connection and interface for the pedestrian from the Northwest Village District to Bellevue Square.	Time to go	Covered in comprehensive pedestrian and bicycle mobility options		

Downtown Subarea Plan **Transportation Goals and Policies** **V1.0 TC 12/12/13**		**Still valid *or* Time to go**	**What's missing from the current plan**	**New policy *or* Edit existing**	**How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language**
Northwest Village **S-DT-61**	Examine additional opportunities for on-street parking in the district.	Time to go	Covered in comprehensive on-street parking strategy		
Northwest Village **S-DT-62**	Explore opportunities for shared parking, or a park-once district concept for short term parking.	Time to go	Apply to Downtown as a whole		
City Center North **S-DT-66**	Improve pedestrian connectivity from City Center North to the Ashwood District to the east, Northwest Village to the west, and across NE 8th Street to the south.	Time to go	Covered in comprehensive pedestrian and bicycle mobility options		
Ashwood **S-DT-71**	Examine additional opportunities for on-street parking in the district.	Time to go	Covered in comprehensive on-street parking strategy		
Ashwood **S-DT-73**	Provide pedestrian and bicycle connectivity across I-405 at NE 10th Street.	Time to go	Covered in comprehensive pedestrian and bicycle mobility options		
Eastside Center District **S-DT-80**	Pedestrian Crossings may be appropriate over the public right-of-way on Bellevue Way between NE 4th Street and NE 8th Street, and over NE 4th and NE 8th Streets between Bellevue Way and 110th Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.	Still valid	Also covered in comprehensive pedestrian and bicycle mobility options	Edit Move to Pedestrian section	Pedestrian bridges are appropriate over the public right-of-way only on Bellevue Way between NE 4th Street and NE 8th Street, NE 4th Street between Bellevue Way and 110th Avenue NE, and NE 8th Street between Bellevue Way and 112th Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.
Eastside Center District **S-DT-81**	Develop the NE 6th Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity.	Still valid		Edit Move to Pedestrian section	Develop the NE 6th 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 accommodate both pedestrians and wheeled users.

Downtown Subarea Plan **Transportation Goals and Policies** **V1.0 TC 12/12/13**		**Still valid *or* Time to go**	**What's missing from the current plan**	**New policy *or* Edit existing**	**How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language**
Eastside Center District **S-DT-86**	Discourage use of the eastern portion of this District for large scale, stand-alone transit parking. Transit parking may be appropriate if combined with other uses.	Time to go	If retained, apply to Downtown as a whole		
Old Bellevue **S-DT-89**	Explore opportunities for shared parking, or a park-once district concept, to improve the availability of the short term parking supply for retail and service users.	Still valid	Apply to Downtown as a whole		Explore opportunities for shared parking, or a park-once district concept, to improve the availability of the short term parking supply for retail and service users
S-DT-99	Emphasize the street environment as a key component of the Downtown open space network.	Still valid		Edit Move to Downtown Roadways section	Emphasize the street and sidewalk environment as key components of the Downtown open space network.
S-DT-109	Provide an east-west connection through the Downtown Subarea for the Lake-to-Lake Trail system.	Time to go	Lake-to-Lake trail system is established by the Pedestrian and Bicycle Transportation Plan as running along Main Street		
S-DT-114	Strengthen pedestrian connections between Downtown Park and other Downtown features, such as Bellevue Square, the NE 6th Street pedestrian corridor, Bellevue Way, Main Street, and Meydenbauer Bay. This will enhance the role of the Park as a major pedestrian destination and as a pedestrian linkage with other areas of Downtown.	Still valid		Edit Move to Pedestrian section	Strengthen pedestrian connections between the Downtown Park and Meydenbauer Beach Park, Bellevue Square, the NE 6th Street pedestrian corridor, Bellevue Way, and Old Bellevue.
Neighborhood Traffic & Parking Management **S-DT-118**	Protect the residential neighborhoods surrounding Downtown from traffic impacts by monitoring traffic volume levels on residential streets and establishing appropriate traffic control measures with residents' concurrence.	Still valid		Edit Move to Transportation Element	Monitor traffic volume on residential streets and establish appropriate traffic control measures with residents' concurrence.

Downtown Subarea Plan **Transportation Goals and Policies** **V1.0 TC 12/12/13**		**Still valid *or* Time to go**	**What's missing from the current plan**	**New policy *or* Edit existing**	**How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language**
S-DT-119	Establish residential parking permit programs wherever appropriate in the residential communities surrounding Downtown and enforce parking violations to eliminate parking spillover from Downtown.	Still valid		Edit Move to Transportation Element	Establish residential parking permit programs where appropriate in residential neighborhoods and enforce parking violations to eliminate commuter parking.
S-DT-122	Require development occurring within Perimeter Areas to participate in traffic mitigation measures to reduce impacts on surrounding residential neighborhoods.	Time to go	Covered citywide in Transportation Element, TR-37, 38		
Transportation & Circulation Goals:	To provide an accessible transportation network for motor vehicle circulation, public transportation, high occupancy vehicles, pedestrian circulation, bicycle circulation, and integrated parking.	Still valid		Edit	To provide an accessible transportation network that provides mobility options for private vehicles , transit riders, pedestrians, and bicyclists.
	To identify the road and transit improvements needed to implement the city's vision for Downtown Bellevue as a dense, mixed-use urban center.	Still valid		Edit	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 access to prosper from both an economic and cultural standpoint. This requires a significant amount of coordination with other local, state, and federal partners. Maintaining adequate regional accessibility is also essential in minimizing impacts on Bellevue's arterial and local streets.	Still valid		Edit	Downtown Bellevue relies on regional roadway access to prosper from both an economic and cultural standpoint. Improvements to the regional roadway system are demonstrated to improve Downtown circulation and level of service without the need to add 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	Aggressively pursue local, state, and federal action to implement improved automobile and high occupancy vehicle (HOV) access to and from the Downtown Subarea from I-405 at NE 6th Street.	Still valid, in part	Policy maintains support for Downtown access improvements, project list will itemize projects.	Edit	Aggressively 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-127	Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.	Time to go	Planning complete, project under construction		

Downtown Subarea Plan **Transportation Goals and Policies** **V1.0 TC 12/12/13**		**Still valid *or* Time to go**	**What's missing from the current plan**	**New policy *or* Edit existing**	**How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language**
S-DT-128	Minimize growth of traffic on arterial streets in residential areas north, west and south of Downtown by encouraging the use of freeway facilities. Arterial streets should not function as alternative routes to freeways. Traffic flow should be managed in accordance with the relevant Subarea Plan policies and should be distributed among arterial streets.	Still valid, in part		Edit Move narrative to Transportation Element	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.
S-DT-129	Emphasize the use of 114th Avenue SE as the primary arterial street between SE 8th and Main Street. Provide direct access from 114th Avenue SE to I-405 through the SE 8th interchange modification so as to minimize traffic impacts on the residential neighborhood south of Downtown.	Time to go	Complete		
Transit	The 2020 growth forecast for Downtown Bellevue shows a significant increase in transit demand. To meet this demand, a doubling of overall transit frequency will be required to ensure sufficient local and regional service for workers, residents, and visitors. This increase in transit service will result in a quadrupling of transit ridership. High capacity transit is a key component of the long-range vision for Downtown. Achieving high levels of transit ridership to Downtown Bellevue will also depend on a significant expansion of service for local and regional routes and Park and Ride capacity for trips that originate outside the city. These improvements will seek to provide a competitive trip frequency and travel time advantage, as well as locate parking in areas where a significant increase in ridership is expected to originate. Dedicated transit lanes on 108th Avenue NE and the 106th/108th one-way couplet would improve transit service and schedule reliability. Revisions to simplify and speed service within Downtown are recommended to achieve the large increase in transit trips internal to Downtown – 30 percent of the total ridership increase. To maintain Downtown mobility, transit should be targeted to connect the Bellevue Transit Center, major retail and office areas, and activity areas adjacent to Downtown such as Overlake Hospital.	Time to go	Defer overall transit policy to the Transportation Element	Edit Update/replace language to reflect Downtown transportation plan recommendations for transit passenger 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:** Provide frequent transit service routing and stops to serve employees and residents within short walking distances of transit stops. Doing so will provide transit 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. Acknowledging that Bellevue does not provide transit service, the City can, however, advocate to the transit agencies for incremental enhancements to Downtown transit service that will accommodate up to a 50% increase in daily bus transit service by 2030. Such service enhancements are needed to accommodate the anticipated 5-fold increase in transit ridership and will require new funding. **Speed and Reliability:** Use technology and roadway travel lanes to expeditiously move bus passengers to and through Downtown Bellevue along designated transit priority corridors, as shown in Figure XX. While Bellevue does not directly provide transit service, the City does manage the right-of-way on which the buses operate and the signals that control the flow traffic. Tools to improve speed and reliability may include improvements to corridors and 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. To ensure that the transit passenger has comfortable and convenient access to the transit system, four types of transit stop are defined, based largely on ridership and connections. Context-appropriate components are described for each type of transit stop. Transit stop types are not mapped because ridership and land use patterns change over time, nor are specific components prescribed for each stop, but typical

Downtown Subarea Plan Transportation Goals and Policies V1.0 TC 12/12/13		Still valid *or* Time to go	What's missing from the current plan	New policy *or* Edit existing	How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
					components are described to suit each type of transit stop. Transit stop improvements could be implemented by the City, the transit agencies, or incorporated into new development as a component of the amenity incentive system. **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 that provide 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 includes the components of a Local Transit Stop plus features that support boardings and transfers, such as: 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), through-block connections and neighborhood wayfinding. • **Frequent Transit Network/RapidRide Station:** Served primarily by RapidRide B, the station may also serve frequent transit network routes. Weekday boardings are 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, and off-board fare payment. Pedestrian access could include Enhanced or Exceptional crosswalk components, and mid-block crossings. • **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; plus facilities such as a public rest room and "Bike Station" facilities with covered/secure, long-term (commuter) bicycle parking. Exceptional crosswalk components and generous sidewalks provide pedestrian access. Roadways accommodate bicycle access from neighborhoods and regional facilities. Wayfinding kiosks for pedestrians provide information on transit connections and Downtown destinations.
S-DT-130	Encourage transit service providers to improve transit connections between Downtown and the city's neighborhoods.	Time to go	Defer to Transit Master Plan		
S-DT-131	Work with transit providers to significantly expand transit service, including express bus transit, to Downtown Bellevue to accommodate anticipated increases in ridership.	Time to go	Defer to Transit Master Plan		

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S-DT-132	Explore ways of providing the most effective transportation services and marketing programs for trips between major retail, office, and transit facilities Downtown, as well as activity areas on the edge of Downtown such as Overlake Hospital.	Time to go	Defer to Transit Master Plan		
S-DT-D			Introduce the Downtown frequent transit network	New policy	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-133	Encourage transit service providers to improve transit connections between Downtown Bellevue and other designated urban centers.	Time to go	This policy is not needed for the Downtown Subarea Plan – Defer to Transit Master Plan		
S-DT-134	Support transit ridership to Downtown Bellevue by encouraging the regional transit providers to expand Park-and-Ride capacity outside of Bellevue.	Time to go	This policy is not needed for the Downtown Subarea Plan – Defer to Transit Master Plan		
S-DT-135	Provide space within or near Downtown for bus layovers and other transit facilities needed to support projected levels of transit service and ridership. Layover space and other facilities, whether developed within the right-of-way or off-street, must be located and developed in a manner that minimizes impacts on residential areas, provides an active pedestrian environment and is consistent with the district character direction in this Plan.	Still valid		Edit Separate two policies	Provide space within or near Downtown for bus layovers and other transit facilities needed to support projected levels of transit service and ridership.
S-DT-E				New	Locate and develop layover space and other 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.

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S-DT-136	Encourage convenient and frequent transit services and provide incentives for attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian.	Still valid	Extract the policy on passenger amenities, transit service addressed in new policy below and in Transit Master Plan	Edit	Provide for transit passenger comfort, access and information to create a seamless transition for a pedestrian and bicyclist to a bus passenger.
S-DT-F			Support transit ridership by providing passenger comfort, access and information	New policy	Support transit ridership through the seamless transition between transit rider and pedestrian by providing or encouraging others to provide passenger comfort, access and information as needed at each Downtown transit stop
S-DT-G			Advocate for service	New policy	Advocate to the transit agencies for incremental enhancements to Downtown transit service that would support a projected need for a 50% increase in daily bus transit service by 2030 to accommodate the anticipated 5-fold increase in transit ridership.
S-DT-137	Coordinate with transit providers to enhance information and incentives available to transit riders and potential transit riders to encourage and facilitate transit use.	Time to go	Covered in Transportation Element, TDM policies. Specific policy for Downtown is not needed		
S-DT-138	Work with Sound Transit and other regional partners to develop a High Capacity Transit system that connects Downtown Bellevue to other key activity centers	Time to go	East Link light rail will serve Downtown Bellevue with two stations. Ensure that there is a policy on ST3 planning in the Transportation Element.		
S-DT-H			Implement speed and reliability improvements	New policy	Implement speed and reliability improvements along priority transit corridors using the best tools available to improve Downtown transit corridors and intersections to the benefit of transit passengers and overall mobility.

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S-DT-I			Provide Downtown light rail station access	New policy	Improve the pedestrian and bicycling environment for access to the Downtown light rail stations, and create extraordinary access between the Bellevue Transit Center and the nearby station.
Downtown Roadways	Maximizing the efficiency of our Downtown roadway network will require some significant changes over the next 20 years. These include operational changes, including a one-way couplet on 106th and 108th Ave NE, and extensions of NE 2nd and NE 10th Street across I-405 to 116th Ave NE. These changes will help relieve pressure on NE 4th and NE 8th Street in providing east-west access by more equally distributing volumes over the full network.	Time to go	Essentially need a new narrative to describe the function of Downtown roadways	New narrative	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 enabled through investments in in infrastructure and deployment of technology that together allow for demand-based adaptive management of intersections. Substantial "found" roadway capacity has been achieved through the Sydney Coordinated Adaptive Transportation System (SCATS). Continuing to implement operational improvements in the Downtown grid system is an effective way to manage traffic while maintaining and enhancing the pedestrian environment and 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 function of the roadways that will be in increasingly high demand for short-term use. Each roadway may function differently depending on the time of day, transit use and the nearby land uses.
S-DT-139	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.	Time to go	Provides no direction that is needed		
S-DT-140	Improve Downtown circulation and arterial continuity to points beyond Downtown by extending NE 2nd and NE 10th Streets across I-405.	Still valid	NE 10th complete. Itemized projects not needed in policy. Refer to project list for 2030 Baseline projects	Edit	Improve Downtown circulation and arterial continuity to points east of Downtown.
S-DT-141	Improve traffic flow within Downtown by creating a one way couplet consisting of 106th Avenue NE (northbound) and 108th Avenue NE (southbound) between Main Street and NE 12th Street. Provide contraflow transit operations on 108th Ave NE between NE 4th and NE 8th Street.	Time to go	Not considered to be an operational improvement for vehicles		

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S-DT-142	Restrict left turns at mid-block locations and at major intersections where needed to improve traffic operations, safety, and/or capacity.	Still valid		Edit	Restrict left turns where needed to improve traffic operations, safety, and/or capacity.
S-DT-143	Enhance the city's computerized traffic control system to maximize the operation of the traffic signals in Downtown, and encourage use of transit through improved speed and reliability for transit coaches.	Still valid		Edit	Enhance the city's computerized adaptive traffic management system (SCATS) to maximize the efficiency of the transportation system in general, and as a tool to improve speed and reliability for transit coaches.
Mid-Block Access Connections	Mid-block connections are necessary to provide parking garage and loading/delivery access without disrupting traffic flow on the major arterial streets. These mid-block connections on private property will be part of the overall design, viability, and pedestrian friendliness of the superblock development, and could create attractive physical environments for the pedestrian while still providing vehicular access. Mid-block connections should be developed under flexible design standards. Traffic flow and capacity constraints on adjacent streets will be important factors. Midblock connections must be shown to serve a reasonable transportation or planning purpose for serving the developments that contain them; they should not be used as a city regulation to create through-grid streets on private property. The exact alignment and location of mid-block connections is subject to the design process on private property. Mid-block connections are recommended for portions of the 103rd, 105th, and 107th Avenue, and NE 5th and NE 7th Street alignments (see Figure B). Development projects will incorporate mid-block connections for vehicles and/or pedestrians as determined through the development review process.	Still valid	Substantial editing to streamline and to extract the notion of these as pedestrian connections which will be addressed in a new section called "Though-Block Connections"	Edit	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 103rd, 105th, and 107th Avenue NE, and NE 5th and NE 7th Street alignments (see Figure B). 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 corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock	Still valid		Edit	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.

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Transportation Demand Management	Transportation demand management (TDM) strategies require coordination between the city, transit agencies and the private sector, and focus on reducing peak hour, single occupant vehicle (SOV) commute trips. TDM strategies to provide information and incentives will encourage commuters and other travelers to try an SOV alternative for trips to Downtown.	Still valid	Incorporate the notion of mobility options developed through the Downtown Transportation Plan	Edit Refer to Transportation Element	Transportation demand management (TDM) ~~strategies~~ involves looking for opportunities to reduce the demand side of the mobility equation and considers opportunities to make more efficient use of existing and planned capacity in the transportation system. TDM strategies often ~~require coordination between the city, transit agencies and the private sector, and~~ focus on reducing ~~peak hour, single occupant vehicle (SOV)~~ drive-alone commute trips, especially at peak hours. ~~TDM strategies to provide~~ Implementation may require coordination between the city, transit agencies and the private sector, and may include providing information and incentives ~~will~~ to encourage commuters and other travelers to try one of the many available mobility options as an ~~SOV~~ alternative to driving alone for Downtown trips ~~to Downtown~~. 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 of the Comprehensive Plan for policies that address transportation demand management on a citywide basis.
S-DT-145	Promote provision of high occupancy vehicle (HOV) transportation services including transit, carpools, and vanpools to, from, and within the Downtown Subarea.	Still valid		Edit	Promote the provision of services and amenities for ~~high occupancy vehicle (HOV)~~ non-drive-alone transportation ~~services~~ modes to, from, and within the Downtown Subarea including transit, carpools, vanpools, walking, and bicycling, plus options for telework and compressed work week schedules.
S-DT-146	Support the Bellevue Downtown Transportation Management Association	Still valid		Move to Transportation Element	Support the Bellevue Transportation Management Association
S-DT-147	Support the Downtown Transportation Management Program.	Time to go		Embedded in S-DT-148	
S-DT-148	Minimize Downtown SOV commute trips by coordinating with the Bellevue TMA and transit agencies to provide transit and rideshare incentives, subsidies, and promotional materials to Downtown employers and employees.	Still valid		Edit	Minimize drive-alone commute 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, ridesharing, bicycling, walking and compressed work weeks by Downtown employees and residents.

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Off-Street Parking Demand and Utilization	The parking situation in Downtown Bellevue is characterized by an adequate overall supply of parking, with limited short-term parking in a few areas. This situation is dynamic and will change over time with Downtown land use. Parking industry standards suggest that when a local area's parking supply (within a 700-foot radius) 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 alternative modes 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 users, where warranted, 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 at critical locations. Another needed management action is to improve signage to direct visiting motorists to the available public parking supply.		Defer to the Downtown Livability Initiative, as that process is addressing off-street parking as a land use issue.		The parking situation in Downtown Bellevue is characterized by an adequate overall supply of parking, with limited on-street short-term parking in a few areas. This situation is dynamic and will change over time with Downtown land use. Parking industry standards suggest that when a local area's parking supply (within a 700-foot radius) 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 alternative modes 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 users, where warranted, 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 at critical locations. Another needed management action is to improve signage to direct visiting motorists to the available public parking supply.
S-DT-149	Establish parking requirements specific to the range of uses intended for the Downtown Subarea.		Defer to the Downtown Livability Initiative.		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.		Defer to the Downtown Livability Initiative.		Develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system.

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S-DT-151	Encourage the joint use of parking and permit the limitation of parking supply		Defer to the Downtown Livability Initiative.		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 management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.		Defer to the Downtown Livability Initiative.		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 management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.
S-DT-153	Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems	Still valid	Move to on-street parking section		
S-DT-154	Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.		Defer to the Downtown Livability Initiative.		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.		Defer to the Downtown Livability Initiative.		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.		Defer to the Downtown Livability Initiative.		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.		Defer to the Downtown Livability Initiative.		Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.

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Curbside Uses: On-Street Parking; Taxi Stands; Electric Vehicle Charging Stations			Comprehensive discussion and policy related to on-street parking and other curbside uses.	New narrative	**On-Street Parking** On-street parking supports businesses and residents by providing a convenient opportunity for customers and visitors to park. This is particularly true in Downtown neighborhoods such as Ashwood, Northwest Bellevue, and Old Bellevue where handy off-street parking is limited. An evaluation in 2013 of each block face in Downtown Bellevue using a set of criteria specified by the Transportation Commission determined that some parking spaces could be added to the existing supply of 300 on-street parking spaces. So called "High opportunity" locations could yield approximately 50 new parking stalls, while the "moderate opportunity" locations could yield up to 100 new parking stalls. 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 alternatively be designated as permanent or temporary loading zones, bicycle corrals/docking stations or taxi stands, as needed. Figure XX is a map of parking inventory and potential future parking supply. **Pay-for-Parking** A pay for parking program would introduce 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 activity 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 may 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 sidewalk. While there is no specific "best practice" guidance for managing this activity, active 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 queuing areas - 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-

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					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 account for approximately 47% of the greenhouse gas (GHG) emissions in Bellevue. Hybrid and electric vehicle technology can reduce GHG emissions. Electronic 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-153	Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.	Time to go	Replace with policies that reflect the DTP recommendations		
S-DT-J			Introduce high-opportunity parking	New	Add high-opportunity, permanent on-street parking spaces in locations that meet engineering standards for traffic safety.
S-DT-K			Introduce moderate opportunity parking	New	Explore adding on-street parking in moderate-opportunity areas for use during off-peak hours.
S-DT-L			Pay for parking policy	New	Develop and implement a pay for on-street parking program.
S-DT-M			Loading policy	New	Integrate on-site loading space and/or create designated curbside loading space through the process of development review.
S-DT-N			Passenger pick-up and drop-off	New	Integrate new time-limited curbside space for passenger pick-up and drop-off through the process of development review
S-DT-O			Taxi stand policy	New taxi stand policy	Designate permanent or off-peak curbside taxi stands in high-demand locations.

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S-DT-P			Electric vehicle charging station policy	New EV policy	Allow an electric vehicle charging station to be installed as the exclusive use of a permanent on-street parking space.
Pedestrian Facilities	Downtown Bellevue's 600-foot long superblocks present both challenges and opportunities for safe and cohesive pedestrian and bicycle movement. These transportation modes are addressed in detail in the Pedestrian and Bicycle Transportation Plan. In accordance with the Plan, private development and public capital investments will enhance the environment for pedestrians and bicyclists.		Substantially revise narrative to include pedestrian mobility options. Address bicycle facilities in a new section	Substantially new narrative	Downtown Bellevue's 600-foot long superblocks present both challenges and opportunities for pedestrian mobility. In the Downtown setting, 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 serve as the fundamental pedestrian infrastructure, and through-block connections that provide walkable corridors through Downtown superblocks. The Downtown urban environment and the anticipated pedestrian demand generated by land use and transit service dictate a context-sensitive design approach for each type of pedestrian facility. Walking to destinations or for the simple pleasure of doing so 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. New facilities will augment decades of public and private investments to further improve the pedestrian environment. Four components of the Downtown pedestrian environment are addressed: crosswalks; mid-block crossings; sidewalks/curbside landscaping; and through-block connections. **Crosswalks** Several features of crosswalks affect the experience of crossing the street at an intersection: crossing time; crosswalk design; and intersection geometry. Crossing time is a function of traffic operations, and the traffic signal allocates time for pedestrians to cross when the button is pushed. With respect to design, three types of crosswalk treatments for Downtown are intended to fit the needs of pedestrians and the urban context: Standard Crosswalks; Enhanced Crosswalks; and Exceptional Crosswalks. Refer to crosswalk map, Figure XX. Standard crosswalks in Downtown Bellevue consist of two parallel white bars that are spaced 8-feet apart. A standard crosswalk also has a pedestrian actuated signal at the corner that provides both audible and countdown indicators. There is a comfortable consistency with the standard crosswalk, but the standard design may not be desired at all intersections due to the high volume of pedestrians, the urban design character, or the traffic conditions. Therefore, at these 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. The design tools to create an Enhanced crosswalk include: wider than Standard and a stop bar to provide a buffer from vehicles; neighborhood wayfinding and weather protection at corners;

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					special paving or striping treatment; and curb bump outs or tighter radius to shorten crossing distance, calm traffic and provide pedestrian queuing areas. Crosswalks that merit "exceptional" treatment are at crossings along the Pedestrian Corridor 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, and significant/landmark wayfinding such as the popular kiosks that are located throughout Downtown. Design features incorporated in the crossing of 110th 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 street crossings reduce the scale of Downtown Bellevue "superblocks" by reducing walk distances. The design of 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 recommended 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 4th Street and NE 8th Street between Bellevue Way and 112th Avenue NE, and on Bellevue Way between NE 4th Street and NE 8th Street would be designed as a grade-separated facility. **Sidewalks/curbside Landscaping** Sidewalks in Downtown Bellevue provide 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 better growing environment for street trees than tree grates. **Through-block Connections** Similar in purpose to mid-block crossings, 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; design guidelines are provided and basic wayfinding is required. 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.

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S-DT-158	Provide for the needs of bicycles and pedestrians in the design and construction of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6th Street pedestrian corridor, and on 106th Avenue NE where on-street parking and/ or wider sidewalks may be appropriate.	Still valid, significantly modify	Map showing intended sidewalk widths and landscaping	Edit	Design and construct sidewalks and landscaping to meet the needs of pedestrians in accordance with standards shown on Figure XX.
S-DT-159	Enhance the mobility of pedestrians and bicyclists Downtown by improving signals and crosswalks at intersections and mid-block locations.	Still valid	Remove bicycle reference and add crosswalk types	Edit	Enhance pedestrian mobility by providing crosswalks that incorporate "standard", "enhanced" or "exceptional" design components in accordance with crosswalk types shown on Figure XX .
S-DT-160	Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown.	Time to go	Redundant to policy S-DT-158 as revised		
S-DT-161	Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as across I-405 to the east.	Still valid			Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as across I-405 to the east.
S-DT-162	Provide pedestrian linkages through superblocks that help create a finer-grained pedestrian network.	Still valid		Edit	Provide accessible through-block pedestrian connections to create a finer-grained pedestrian network.
S-DT-163	Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.	Still valid	Move to new bicycle section		
S-DT-164	Encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors.	Still valid	Move to new bicycle section		
S-ST-Q			Mid-block crossing policy	New	Provide mid-block crossings uniquely designed to meet the pedestrian needs and the context ay locations shown in Figure XX

Downtown Subarea Plan Transportation Goals and Policies V1.0 TC 12/12/13		Still valid *or* Time to go	What's missing from the current plan	New policy *or* Edit existing	How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
Bicycle Facilities				New narrative	Bicycle mobility and access is dependent on a comprehensive network of on-street bicycle facilities and wayfinding plus end-of-ride facilities such as sidewalk bike racks, bike corrals and long-term, secured commuter parking in buildings and at transit stations. For both commuting and recreation, bicycle facilities support connectivity within Downtown and connections 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 Figure XX. On-street and off-street bicycle facilities support non-motorized access to employment, parks, shopping, residences, and transit. Bicycle facility components consist of lane markings, wayfinding, signal actuation, and end-of-ride facilities that are designed to reflect the need and 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 more pleasant and safe environment for bicycling.	Still valid			Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.
S-DT R			Bicycle connections to neighborhoods and regional facilities	New	Provide bicycle 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-S			Add end of ride facilities	New policy	Install end-of-ride facilities such as bicycle racks, bicycle corrals or bike share docking stations to meet the demonstrated or anticipated need and the context.
S-DT-164	Encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors.	Still valid		Edit	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.

Downtown Subarea Plan Transportation Goals and Policies V1.0 TC 12/12/13		Still valid *or* Time to go	What's missing from the current plan	New policy *or* Edit existing	How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
Pedestrian Corridor	Narrative and policy through the Downtown Transportation Plan			New narrative	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 and others to navigate due to narrow passages, steep sections, tight turns, and poor sightlines. Other issues include incremental implementation that leaves gaps and poor interface with adjacent buildings. 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.
S-DT-T				New policy	Develop and implement a concept design to better accommodate wheeled users through the use of special paving treatments, wayfinding and widening.
S-DT-U				New policy	Extend the Pedestrian Corridor designation along NE 6th Street east to 112th Avenue NE to enhance light rail station access.
	Additional narrative and policy regarding the design and function of the Pedestrian Corridor will be added through the Downtown Livability Initiative.				
Transportation Implementation	Repeal this section as it is covered - appropriately so - in the Transportation Element				
S-DT-165	Implement the transportation facility improvements listed in Table 1 and shown on Figures B and C.	Time to go			
S-DT-166	Aggressively work with King County-Metro, Sound Transit, the Washington State Department of Transportation, and the Federal Highway Administration to implement the adopted capital facility component in this Plan where they have jurisdiction. The highest priority items in the Plan are state projects on I-405, including modifications to the NE 4th and NE 8th Street interchanges, construction of the NE 6th Street interchange, construction of new I-405/SR-520 access at NE 2nd and NE 10th Streets via collector/distributor lanes, and the widening of I-405 with general purpose and HOV lanes. The city will work to maintain design flexibility and to minimize inconveniences, economic disruption and other construction-related impacts.	Time to go	Covered in Transportation Element. Projects identified on projects section of the Downtown Subarea Plan, as well as in the TFP		

Downtown Subarea Plan Transportation Goals and Policies V1.0 TC 12/12/13		Still valid *or* Time to go	What's missing from the current plan	New policy *or* Edit existing	How to address the issue or opportunity gap, Edited or new Narrative, Edited or new policy language
S-DT-167	Annually review the progress of improvement projects and phasing.	Time to go			
S-DT-168	Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.	Time to go	Covered in Transportation Element		
S-DT-169	Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.	Time to go	Covered in Transportation Element		
S-DT-170	The Downtown Future Land Use Plan Map (Figure A) is intended to show the major land use and character elements outlined by the goals and policies contained in the Downtown Subarea Plan. It is not intended to show specific densities or dimensions of future development. The Bellevue Land Use Code should be referenced for specific development standards.	Time to go	Not a transportation policy, suitable for land use section as narrative if desired		