

DATE: December 1, 2011
TO: Bellevue Transportation Commission
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SUBJECT: 130th Avenue NE Station Area Planning

INTRODUCTION

The 130th Avenue NE station area planning work is nearing a conclusion. This memo will provide a brief overview of the station area planning and will discuss the significant transportation system components. This material is for the Commission's information, no action is requested.

OVERVIEW

The intent of the 130th Avenue NE station area planning process has been to prepare a plan for land redevelopment, environmental enhancements, and new/improved transportation facilities around the planned light rail station. It builds on the framework adopted in the [Bel-Red Subarea Plan](#) and the [Land Use Code](#). The general area covered by the station area planning work is shown in Figure 1. Station area planning has included work on stream restoration, urban character, parks and open space, as well as the future transportation system.

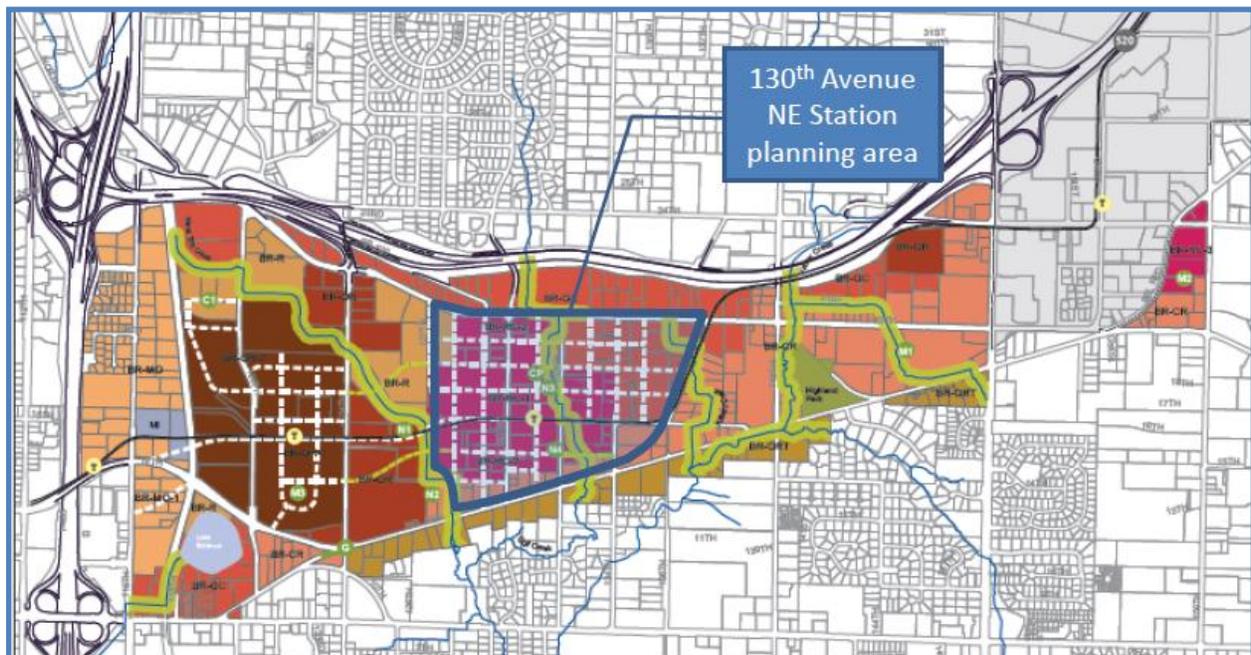


Figure 1. 130th Avenue NE Station Area Planning Boundaries within the Bel-Red Subarea

TRANSPORTATION SYSTEM

Station area planning has built on the plan for East Link light rail to operate in a center-running configuration in the NE 16th Street right-of-way and a side-platform station will span the block between 130th Avenue NE and 132nd Avenue NE.

The design of NE 16th Street through the 130th Avenue NE station area is influenced by the light rail alignment and station. Plans discussed with Council in June show a street design with one travel lane in each direction and bicycle lanes. The light rail station segment is shown in Figure 2. The road cross section east of 132nd Avenue NE that includes on-street parking is illustrated in Figure 3.



Figure 2. NE 16th Street at the 130th Avenue NE Light Rail Station

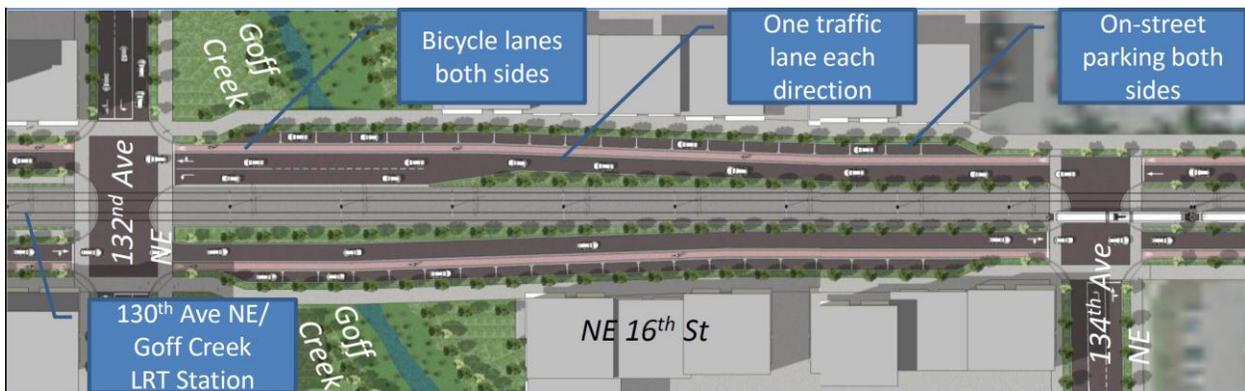


Figure 3. Planned Configuration of NE 16th Street east of the 130th Avenue NE/Goff Creek Light Rail Station

Local streets in the station area will provide both motorized and non-motorized circulation within the new neighborhoods and to the light rail station. Staff worked with architects and engineers at ZGF to prepare design templates for planned new local streets, green streets and retail streets as defined by the Land Use Code and shown in the street typology map, Figure 4.

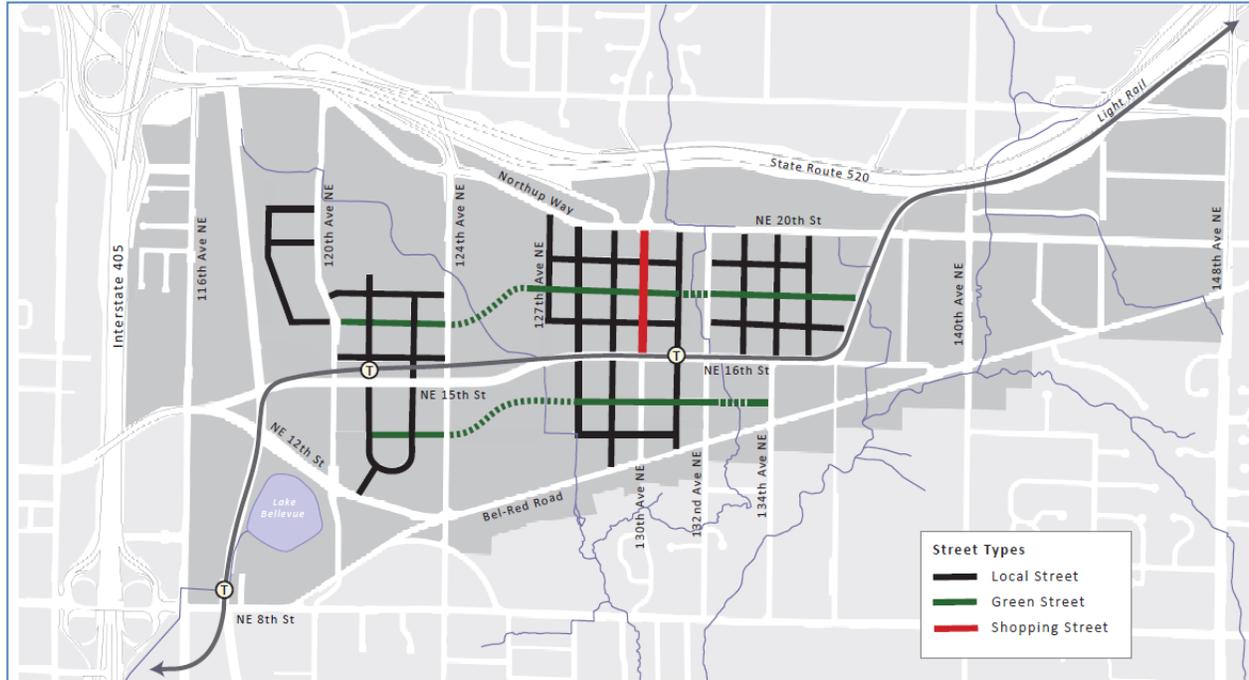


Figure 4. Street Typology Map – Bellevue Land Use Code

Local Streets

Local Streets will form a grid pattern that will support residential development. They will reflect a design scale to encourage a neighborhood feel and a sense of “ownership”. Mid-block curb extensions will provide space for seating, landscaping, bicycle parking as well as a more frequent interval of crossing in the 300 foot blocks. These quiet streets will provide a contrast to the busier retail streets that they intersect.



Figure 5. Local Street Streetscape View

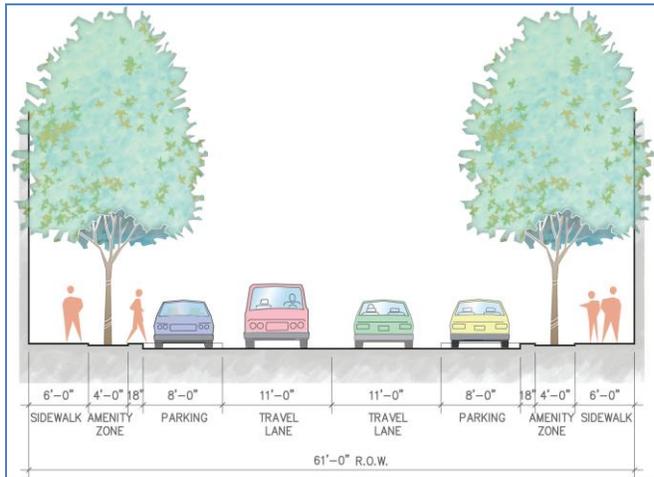


Figure 6. Local Street Cross Section

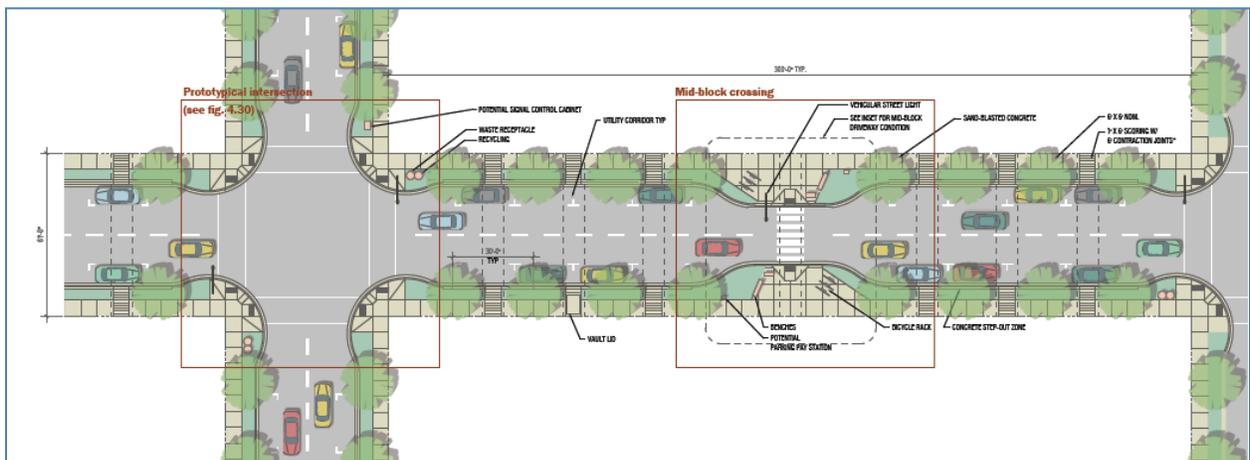


Figure 7. Local Street Plan View

Retail Streets

130th Avenue NE is designated as a Retail Street – an active corridor of local commerce that features wide sidewalks, graded trees for extra pedestrian maneuverability, and low furnishings for unobstructed sightlines to store fronts and on-street parking and loading. Retail uses will serve the emerging high density residential neighborhood. Small scale store-fronts that are pedestrian-friendly will line both sides of the street. 130th Avenue NE is also a bicycle corridor that will connect to the regional SR 520 Trail and to adjacent neighborhoods.



Figure 8. Retail Street Streetscape View

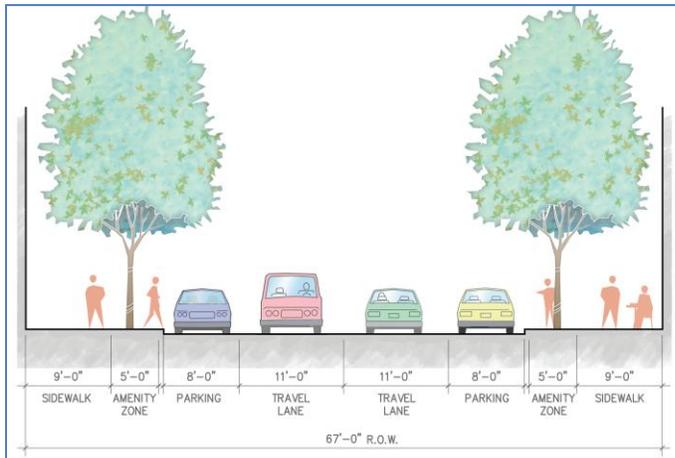


Figure 9. Retail Street Cross Section

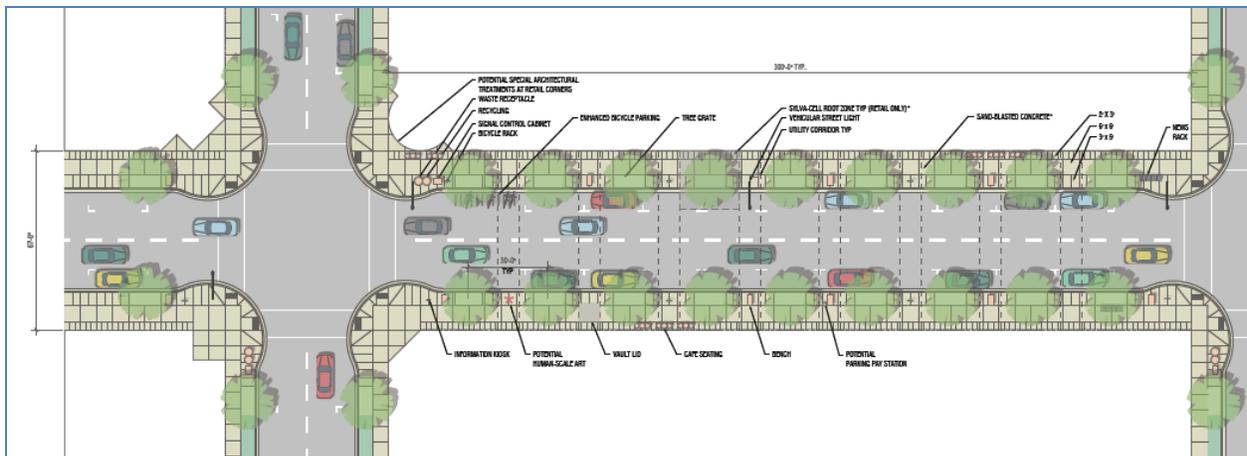


Figure 10. Retail Street Plan View

Green Streets

Green Streets have a traffic-calmed character that serve as green connections between open spaces. Green Street prioritize pedestrians and bicycles over cars, and employ natural drainage systems for storm water management. Green Streets are curbless with paving that provides plaza-like quality. The street is punctuated by rain gardens in line with the parking bays. Storm water is conveyed to rain gardens to remove pollutants before water runs to streams.



Figure 11. Green Street Streetscape View

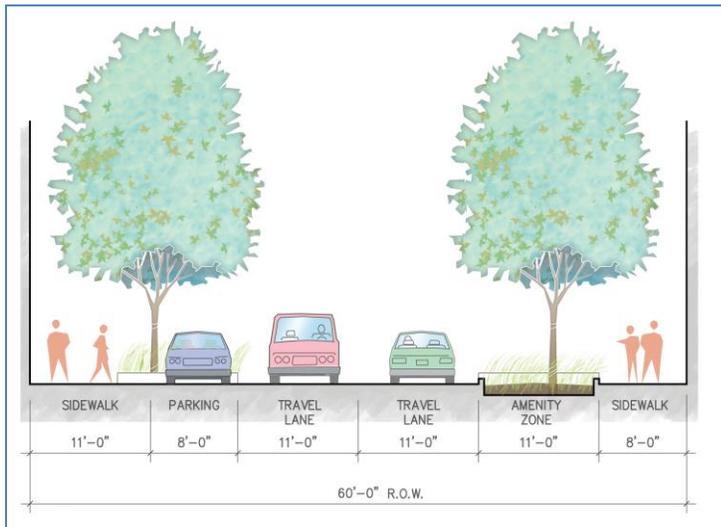


Figure 12. Green Street Cross Section

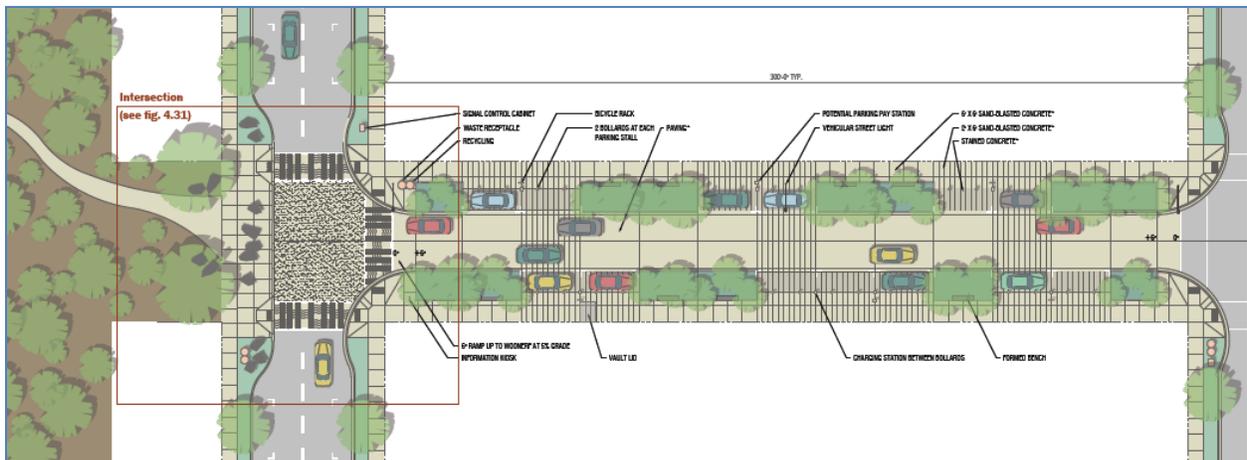


Figure 13. Green Street Plan View

Intersections

The prototypical Bel-Red intersection will feature shallow curb bulbs to provide pedestrian queuing space and shortened crossing distances. Special intersections are designed where a Green Street transitions to a trail at the edge of a riparian corridor. This transition between motorized and non-motorized infrastructure can be framed by large trees and studded with well-positioned boulders that block vehicular traffic, as shown in Figure 15.



Figure 14. Curb Bulb at Intersection of Local Streets

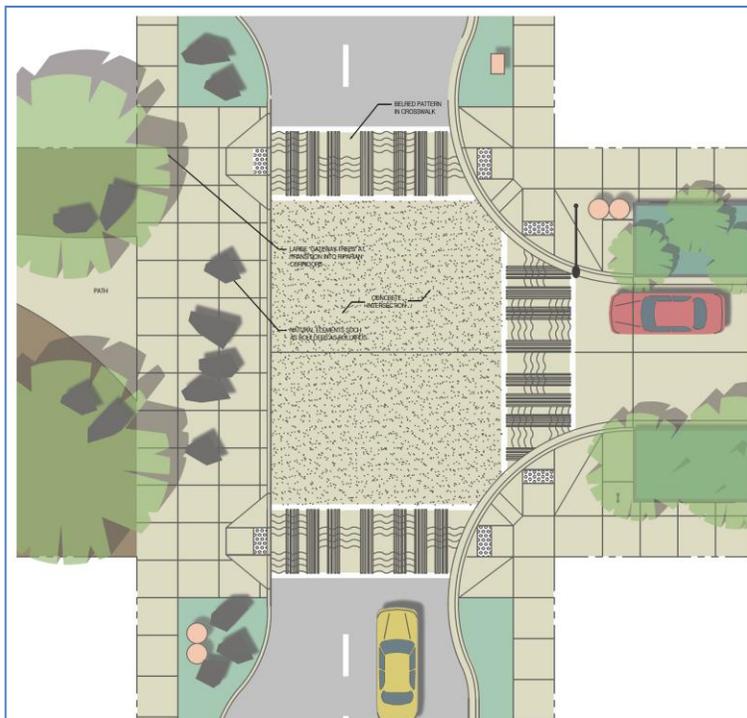


Figure 15. Transition of a Green Street to a Trail in a Riparian Corridor

Bicycle Access

Bicycle access routes on existing and planned roadways will connect the neighborhood to light rail, to other areas in Bellevue and to regional bicycle facilities, as shown in Figure 16. Between 124th Avenue NE and 130th Avenue NE, the planned bicycle facility is a multi-purpose trail that will cross the West Tributary in a separate, parallel alignment to the NE 16th Street crossing.

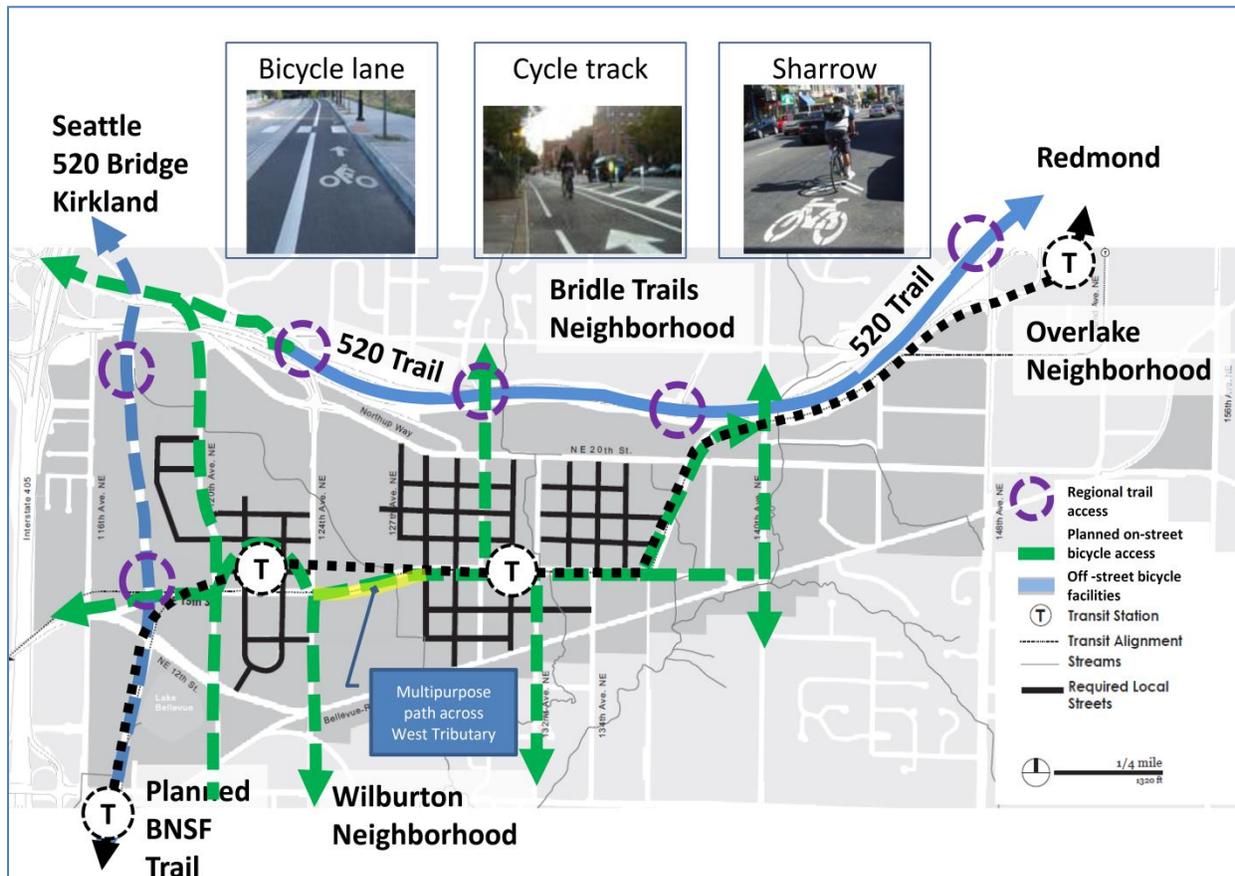


Figure 16. Planned Bicycle Connections

Bicycle Lane: The portion of a roadway identified by signs and pavement markings as reserved for bicycle use. Bicycle lanes are planned for NE 16th Street and 136th Place NE.

Cycle Track: A bicycle lane that is physically separated from the roadway – paint stripes, special paving or a physical barrier may be used. A cycle track is recommended for 130th Avenue NE to connect the LRT station north to the SR 520 Trail, and on 132nd Avenue NE to connect the station south to the RapidRide stop on NE 8th Street.

Sharrow: Special lane markings to designate a roadway lane shared between cars and bicycles. Good candidate streets for sharrows are the designated Green Streets, although sharrows are not specifically called out in the design of any of the required Local Streets.

FINAL REPORT

Funding for the station area planning work is provided through the Washington State Department of Commerce with grant funding from the Federal American Recovery and Reinvestment Act, with a City of Bellevue match in cash and credit for staff time. Quarterly reports have been provided to the Department of Commerce and the final report is due by end of February 2012.

For more information, please visit the project web site: <http://www.bellevuewa.gov/130th-station.htm>