



**CITIZEN ADVISORY COMMITTEE MEETING
EAST MAIN STATION AREA PLAN
Tuesday, June 9, 2015
4:00 P.M. to 6:00 P.M. – Room 1E - 112
Bellevue City Hall – 450 110th Avenue NE**

Time	Item
4:00	1. Call to order, approval of agenda, approval of minutes from May 26 (Attachment 1) – Scott Lampe, Chair
4:05	2. *Public comment (Attachment 2)
4:15	3. Presentation of additional traffic modeling analysis (Attachment 3) and accident data (Attachment 4) – Phil Harris, John Murphy and Shuming Yan, Transportation
4:35	4. Viacity Analysis (Attachment 5) & traffic-calming research (Attachment 6) – Phil Harris, John Murphy, Transportation; Adam Parast, Transpo
4:50	5. Discussion Guide for draft recommendations – Mike Kattermann, PCD; Phil Harris, Transportation; Dan Bertolet, VIA
5:50	6. *Public comment
6:00	7. Adjourn

Additional Materials:

- Attachment 7 – Memo on additional Transportation Principles
- Attachment 8 – 2009 Main Street Conceptual Design Project

Next meetings, Tuesday, June 23rd (room 1E-113), 4 pm to 6 pm.; Tuesday, July 28th (room 1E-113), 4 pm to 6 pm.

**To allow sufficient time for all those who want to address the Committee, speakers are asked to limit their comments to 3 minutes per individual. Thank you.*

Wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).

CITY OF BELLEVUE
EAST MAIN STATION AREA PLANNING
CITIZEN ADVISORY COMMITTEE
MEETING MINUTES

May 26, 2015
4:00 p.m.

Bellevue City Hall
Room 1E-112

MEMBERS PRESENT: Chris Breiland, John D'Agnone, Christie Hammond, John King, Scott Lampe, Jim Long, Erin Powell, Danny Rogers, Bill Thurston, Pamela Unger

MEMBERS ABSENT: None

OTHERS PRESENT: Mike Kattermann, Department of Planning and Community Development; Kate March, John Murphy, Phil Harris, Shuming Yan, Department of Transportation; Dan Bertolet, VIA Architecture; Matt Hoffman, Heartland

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF MINUTES

A motion to approve the agenda was made by Mr. Long. The motion was seconded by Ms. Powell and it carried unanimously.

A motion to include Attachment 1A as part of and to approve the minutes of the April 14, 2015, Committee meeting was made by Ms. Powell. The motion was seconded by Mr. Long and it carried unanimously.

A motion to approve the minutes of the April 28, 2015, Committee meeting was made by Mr. King. The motion was seconded by Ms. Hammond and it carried unanimously.

2. PUBLIC COMMENT

Mr. Andrew Pardoe, a resident of Surrey Downs, asked the Committee to consider putting Main Street on a road diet. He pointed out that the East Main station will be constructed in a place where there are no people. There are no attractions on the east side of Main Street that people walk to. The only attraction that will be on the corner will be the station itself. Main Street is currently filled with a line of cars, many of which are lined up waiting to turn right onto 112th Avenue so they can get to I-90 without having to put up with the I-405 mess. Main Street should be made more vibrant, pedestrian friendly and lively by reducing it to one lane in each direction and a center turn lane. During the light rail construction project, which will disable the intersection for years, is the ideal time to make the change to Main Street. One drawing from the Main Street open house actually depicts the roadway with three lanes, one in each direction and a center turn lane. It is widely believed that road dieting increases congestion, but the city

has provided information on other projects that it does not. Decreasing lane width encourages drivers to be more attentive. If the two outside lanes were converted to on-street parking, some of the Main Street parking problems would be alleviated. It is the lack of a center turn lane on Main Street in Old Bellevue that causes most of the congestion. Old Bellevue has a beautiful character with small shops, restaurants and people walking around. There are only a few areas in downtown Bellevue where people do walk around. The experience of Old Bellevue should be replicated along the rest of Main Street for the benefit of pedestrians and the retail engine the area enjoys. The stretch between 100th Avenue and 112th Avenue is about a mile long. Old Bellevue represents about a third of the total, with the segments between Bellevue Way and 108th Avenue and between 108th Avenue and 112th Avenue comprising the other two-thirds. Old Bellevue is not really old anymore as redevelopment to multifamily housing over street level retail has become the predominant use. In the segment between Bellevue Way and 108th Avenue the same character is repeated, except that there are large numbers of cars zipping along and there are no people walking on the street. The city should plan a Main Street people would want to walk on. The businesses and residential uses are already there. Downtown Bellevue has seven east-west arterials, four of which are dedicated to highway access. There is a single pedestrian corridor and it would be good to have a second.

Ms. Leshya Wig, address not given, commented that on the north side of the Red Lion property there is currently a one-way street that connects 112th Avenue SE and 114th Avenue SE. Many people use the road to gain access to the freeway. She asked the Committee to consider recommending abandoning the street in favor of Wig Properties giving up a portion of its property on the south side for the purpose of creating a two-way street connecting 112th Avenue SE and 114th Avenue SE. It would be best if the connecting street had a signal at the intersection with 112th Avenue SE and a pedestrian bridge crossing over 112th Avenue SE. Additionally, traffic on NE 4th Street heading west should be afforded the opportunity to make a left turn onto 112th Avenue SE.

Ms. Renay Bennett, 826 108th Avenue SE, supported the comments made by Mr. Pardoe.

3. PRESENTATION OF FEEDBACK FROM APRIL 28 OPEN HOUSE AND ONLINE OPEN HOUSE

In response to a question from Kate March, East Link Outreach Lead, about the recent tour of two station areas on the Central Link light rail line, Ms. Unger said she found it to be very valuable, particularly being able to see some of the development that has occurred around the stations.

Ms. March noted that two open house events were recently conducted, one in person and one online. The intent was to get an initial reaction from members of the public regarding the ideas being discussed by the Committee. She said a recap of each had been included in the Committee packet.

The in-person open house on April 28 was attended by approximately 30 people, 19 of

which submitted comments. The first in-person open house in October some Committee members proposed engaging the public in non-traditional ways, so the online open house was launched with the same materials. There were 545 unique visits to the site and 88 comments submitted.

Chair Lampe commented that the online open house was very well done. The materials were informative and the format was very good. The feedback was very helpful. Ms. Hammond agreed and said she would like to see the online format continue.

Ms. March said to no one's surprise there were varying opinions expressed in both open houses relative to land use and streetscapes. Of those not favoring redevelopment on the east side of 112th Avenue SE, the predominant opinion was about maintaining the neighborhood character and feel. There was also hesitation expressed about allowing taller and more dense developments because of concerns about congestion, the potential loss of sunlight, and privacy. Of those who supported redevelopment, the list of ideas suggested for making it better included better planning for bicycles and pedestrians, removal of parking lots, and moving development further into the downtown. There was a desire expressed to continue the feel of Old Bellevue along Main Street and the redevelopment area by making it more of a walkable corridor.

With regard to transportation issues, much was said about providing better bicycle infrastructure along 112th Avenue SE, 108th Avenue SE and Main Street. Concerns were voiced about increasing cut-through traffic in the neighborhood, especially on 108th Avenue SE through the Bellecrest neighborhood, and about lifting the turn restriction that is currently in place at the intersection of 108th Avenue SE and Main Street.

Mr. Long asked if there are guidelines to assist the Committee in deciding what to take away from the open house events. Ms. March said the Committee members are free to identify with the issues highlighted. She said while all of the information is worth reviewing, the raw, open-ended comments may be particularly useful.

Ms. Powell stated that in previous discussions the Committee talked about getting a bead on where the people providing comments at the open houses come from. Ms. March said the comment forms for both the in-person and online open house events included a question to elicit that information. Of those who responded at the in-person open house, eight identified as living in Bellecrest, three indicated they live in Surrey Downs, one each noted they are residents of the Westwood, Eastgate, Somerset and Enatai neighborhoods, and two were from the downtown neighborhood. Thirty-one percent of the online open house respondents were from Surrey Downs. Thirteen percent were from Bellecrest, 17 percent did not indicate their place of residence, and 39 percent identified as residents of neighborhoods scattered throughout the city.

Answering a question asked by Mr. D'Agnone, Senior Planner Mike Kattermann explained that different questions were asked regarding each of the development scenarios. Ms. March added that the idea was to try and elicit different information for each scenario.

4. PRESENTATION OF TRAFFIC MODELING ANALYSIS

Senior planner Philip Harris reminded the Committee that in March there were discussions about transportation facilities in the area of the East Main station and the changes that will result from the closure of certain streets. The Committee also talked about the redevelopment scenarios which resulted in concerns being raised about traffic safety, neighborhood access, cut-through traffic, and hide and ride parking in residential areas.

Associate planner John Murphy explained that the traffic analysis looked at four corridors within the station area to determine where and how many accidents were occurring. The Committee specifically asked about the number of accidents at the intersection of 108th Avenue and Main Street, and he said over a three-year period of time there were six accidents at that location. He said the information he had was not specific as to type of accident, though there were rear end accidents involving northbound traffic, and turning accidents involving traffic coming south onto Main Street from 108th Avenue.

Ms. Powell said the data does not necessarily support the notion that doing away with the southbound right-turn only action would alleviate some of the collisions. Mr. Murphy agreed that it would be difficult to assign any sort of correlation between retaining or removing the restriction and the impact on accidents.

Mr. Thurston asked if there is any statistical significance to the collisions at the intersections along Main Street that would be unlike any other intersections. Mr. Murphy said for comparison purposes he reviewed a few other locations in the city where minor arterials meet collector arterials and found that the Main Street data is in line with what is normally seen.

Chair Lampe asked if any of the accidents involved vehicles and pedestrians. Mr. Murphy said the data was not coded in a way that would make that clear. He agreed to look deeper into the data to see if that can be determined.

Shuming Yan, head of the city's modeling group, said his work was informed by the vehicle traffic forecasts and the East Link ridership pick-up and drop-off forecasts. He explained that certain assumptions had to be made relative to what projects would be built; the list included the East Link light rail system; the Bellevue Way HOV lane southbound between 112th Avenue SE and I-90; the NE 4th Street extension to 120th Avenue NE; the 120th Avenue NE widening and realignment project; I-405 express toll lanes to the north of NE 8th Street; and the closure of the I-90 express lanes to vehicle traffic. The modeling assumptions also factored in growth in both jobs and households through 2035.

Mr. Yan explained that each of the development scenarios were compared against the baseline. He noted that not surprisingly, the modeling showed that Scenario 1 generated the least amount of additional traffic and Scenario 4 generated the most. With regard to

modeshare estimates, the model shows that once light rail is completed the transit modeshare will increase from the existing six percent to ten percent under the low bookend and 12 percent under the high bookend. The estimated number of pickups and drop-offs also increases proportionally between the low bookend and the high bookend.

Mr. Yan shared with the Committee the modeling results indicating how traffic patterns into and out of the adjacent neighborhoods will change once the access points from 112th Avenue SE are closed off. He pointed out that traffic will be dispersed to the remaining three entrances and exits.

It was noted that several intersections will be the focus of the next round of analysis. Specifically, the analysis will look at intersection turning movements and levels of service.

Mr. Rogers said the Scenario 1 modeling appears to show that there will be a decrease in traffic volume compared to the baseline along 112th Avenue SE near the station. Mr. Yan explained that the reduction is the result of closing the two entrances into the neighborhood. If there were no light rail and no associated station, vehicle traffic would increase along 112th Avenue SE under each of the scenarios.

Ms. Unger asked what the rules governing the pickup and drop-off area will be to keep traffic moving. Ms. Hammond suggested that the properties on the east side of 112th Avenue SE could be impacted if pickup drivers need to wait for their riders to arrive. Mr. Yan said people will adapt and likely will not just park in the pickup zone waiting for someone.

Mr. Kattermann pointed out that the design of the kiss and ride area is outside the purview of the Committee, but added that the information will be shared with the folks who will be reviewing the design. Some monitoring over time may be required to see how well the facility functions, and the Committee could recommend that.

Ms. Hammond suggested that if the kiss and ride area gets backed up, the interior streets of the Surrey Downs neighborhood may get used for drop-offs. Mr. Yan commented that with the entrances from 112th Avenue SE blocked off, it will be far less likely for people to use the neighborhood streets to drop off transit riders. Mr. Harris said it is also possible someone from the neighborhood will use the internal streets to drop someone off on their own way out of the neighborhood. For non-local residents, the time it would take to drive into and through the neighborhood to drop someone off likely would be greater than the time it would take to use the kiss and ride facility on 112th Avenue SE.

Ms. Powell asked if the modeling could also be done on the morning peak hour. Mr. Yan said the evening peak sees the highest volumes and thus represents the worst case scenario. Ms. Powell pointed out that morning traffic in the area can be very high because of students coming to Bellevue High School. Mr. Breiland agreed that traffic on 108th Avenue SE is very busy in the morning and suggested it would be interesting to know what the modeling shows the morning peak traffic counts to be, particularly along

108th Avenue SE. Mr. Yan said he would see what he could do.

Ms. Hammond commented that the discussion around putting the gates in at the high school is that they would be used to control traffic. The fact is they are not using the gates. It would be significant to know if using the gates as they were intended would have a positive impact on traffic on 108th Avenue SE.

Ms. Powell asked how dependable the model is. Mr. Yan answered that there are many factors that affect traffic, but the model is very good at demonstrating the relative difference between options. The model has been used by the city for the last 20 years or so and it is constantly being updated.

5. PRESENTATION OF SHADOW GRAPHICS AND PRELIMINARY NOISE INFORMATION

Dan Bertolet with VIA Architects commented that from the outset of the project people have been speculating on how new buildings along the edge of I-405 might reduce freeway noise for the residents of the Surrey Downs area. He said the noise expert on the consultant team was asked to put together an initial assessment of the impacts that might be expected and the finding was that buildings along the freeway edge will have a perceivable impact on sound. It was also found that the impact of sounds reflecting off the buildings back toward development on the east side of the freeway would not be significant.

Mr. Bertolet explained that sound barriers typically operate in terms of line of sight, meaning noise sources that can be seen will be heard, and barriers that block sight will also tend to block sound. The height of a sound stack on a diesel truck is around ten feet and that is why sound walls on freeways are generally 12 to 15 feet tall. The buildings in the buildout scenarios represent a fairly substantial noise barrier along the edge of I-405, particularly if they are 50 feet tall and cover an area of about 500 feet long. Based on the sound expert's initial estimate, sound levels could be reduced by up to 10 decibels, or about half the freeway noise.

Ms. Unger asked to what degree the noise of the train will simply replace the noise blocked from the freeway. Mr. Kattermann said there will be sound walls between the neighborhood and the train.

Ms. Hammond agreed that those walls will help protect Surrey Downs, but pointed out that the redevelopment area represents a potential neighborhood that is not there yet. The Committee's conversations have addressed protecting that neighborhood as well.

Mr. Bertolet said one of the biggest concerns people have relative to tall buildings is shadows cast on surrounding properties. He said a model was set up to analyze the shadows cast by development under the four scenarios at various times of day and year. Beginning with the worst case scenario of 9:00 a.m. on the day of the winter solstice when the sun is the lowest in the east, thus casting the longest shadows toward Surrey

Downs, he noted that scenarios 2, 3 and 4 all will cause shadows in Surrey Downs. By 10:00 a.m., however, the sun is high enough to leave nearly no shadow impact on the neighborhood under any of the scenarios. In the late afternoon, shadows will be cast to the east across I-405 but will not impact residential developments.

At the other end of the extreme during the summer equinox, the sun comes up earlier in the day. By 8:00 a.m. there will be some shadowing of Surrey Downs, primarily under scenarios 3 and 4. By 10:00 a.m. there would be no impact whatsoever. On the summer solstice, the longest day of the year, by 7:00 a.m. the shadows cast toward Surrey Downs under scenarios 1, 2 and 3 fail to reach the neighborhood, and the shadows created under Scenario 4 would have minimal impact on the neighborhood.

Mr. Rogers said it appeared to him that the only buildings that cast shadows onto the neighborhood are those on the Hilton property. Mr. Bertolet said those would be the tallest buildings nearest 112th Avenue SE. Mr. Kattermann allowed that the Committee could recommend a mix and match approach with regard to the four scenarios.

Mr. Bertolet pointed out that the trees along 112th Avenue SE will be casting shadows in the same way as development. Their shadows were not specifically analyzed but it is possible their shadows will deem shadows from development irrelevant.

6. PRESENTATION OF ECONOMIC ANALYSIS

Matt Hoffman, senior project manager with Heartland, noted that while the East Main station area is a relatively small part of the broader Eastside market, it is an important part. He shared with the Committee a graph depicting commercial development cycles from 1970 to 2014, pointing out the boom cycles of the 1980s, the difficult economic times of the 1990s, the tech boom in the early 2000s, the pre-recession boom of 2007 and 2008, and dip that followed, and the current upward trend. Historically, Bellevue's percentage of the Eastside has fared well given its location.

Mr. Hoffman noted that the multifamily development sector is currently strong due to a number of factors. Bellevue enjoys good regional access adjacent to jobs centers, and has transit-oriented developments. Additionally, the city is an attractive place on its own with good amenities and is a destination. Bellevue also has zoning in place that is aligned with market demand.

The market fundamentals of rents, vacancies, and absorption rates. Rents and vacancies are the best tells of when development is at a point at which it could take off. Mr. Hoffman shared with the Committee a chart indicating rents and vacancies between 1997 and 2015, with the citywide and downtown figures separated out. He noted that as vacancies go down, rents tend to go up. As vacancies go up, development activity slows; as vacancies go down, development activity increases. Currently, both in Bellevue and regionally, rents are up and vacancies are down, and that has Bellevue poised for additional multifamily development. Bellevue accounts for about 42 percent of the Eastside's potential short-term 2015-2016 supply. Bellevue's share increases to 57

percent when the focus is widened to all planned and proposed multifamily developments.

The demand for multifamily housing is significant. The number of households in Bellevue in 2015 was calculated to be 55,200. By 2035 that number is projected to be 73,000. The Puget Sound Regional Council anticipates Bellevue will by that time need an additional 16,000 housing units, with between 9,600 and 12,800 of them as multifamily units. That is in line with the current planned and proposed supply of 9,750 units. Over time the PSRC may increase Bellevue's housing targets.

With regard to office uses, Mr. Hoffman explained that office developers look first and foremost to zoning. They want to know if the zoning is aligned with the market demand, and whether or not the zoning allows for market niche developments, including large floor plates. They are also concerned with location, connectivity, amenities, and access. Rents and the vacancy rate come into play in much the same as it does relative to multifamily development. Falling vacancy rates translate into higher rents, and higher rents and low vacancy rates translate into more office development.

Bellevue is home to about 46 percent of all Eastside near-term office projects, and 71 percent of all Eastside planned and proposed projects. New office development can be expected when there is a clear demand, and the forecasts for Bellevue show that there is and will continue to be a demand. Currently there are about 128,200 jobs in Bellevue, a figure that is projected to increase to 201,000 by 2035. That increase will require an additional 10.1 million square feet of new office space. The city's current planned and proposed supply totals only 8.4 million square feet.

Chair Lampe commented that one clear indicator of the strength of the Bellevue market lies in the fact that Bellevue office rental rates are higher than those being charged in Seattle.

7. DISCUSSION OF DRAFT OUTLINE OF QUALITIES FOR REDEVELOPMENT

Mr. Kattermann called attention to Attachment 10 in the packet. He noted that over the course of the next three meetings the Committee would spend time reviewing the information collected to date and arrive at a draft set of recommendations that will then be taken out to the public. He said Attachment 10 is a preliminary draft of what staff anticipates the recommendations will consist of, and he sought feedback from the members as to which of them should be included as part of the recommendation.

Answering a question asked by Chair Lampe regarding the suggestion made during public comment about Main Street, Mr. Kattermann said the road diet concept was in fact proposed a few years ago pre-light rail and pre-station area planning. Staff took the issue before the City Council, but at that time the Council was not amenable to the idea. He agreed to review what work was done previously that might help to inform the discussion. He stressed that while land uses to the north of Main Street are outside the

purview, considering what Main Street itself should look like is something the Committee can address.

Mr. King said he wanted to make sure the Committee offers comment on the area to the south of SE 6th Street on the east side of 112th Avenue SE. Mr. Kattermann said that is within the area identified as having redevelopment potential. It will be part of the discussion.

Ms. Powell said it would be helpful to know what if any plans there are to redevelopment the area to the south of SE 6th Street. Mr. Kattermann said he has had conversations with the representative for both properties and learned there is nothing in the works for either one of them.

A motion to extend the meeting by ten minutes was made by Ms. Hammond. The motion was seconded by Mr. Long and it carried unanimously.

8. PUBLIC COMMENT - None

9. ADJOURN

Before adjourning, Mr. Kattermann took a moment to briefly review the Committee schedule.

Chair Lampe adjourned the meeting at 6:07 p.m.



MEMORANDUM

DATE: June 4, 2015

TO: East Main CAC Members

FROM: Stacy Cannon, Assistant Planner, (425) 452-2064, scannon@bellevuewa.gov
Transportation Department

SUBJECT: Public comment emails

Staff received the following questions and comments. The first set was provided by Betsy Blackstock, Surrey Downs Community Club, following city staff's presentation the SDCC annual meeting on April 22, 2015. The second set was sent by Renay Bennet, Bellecrest resident, who attended the CAC's May 26 meeting (begins on page 3). *Staff responses are in italics.*

COB East Main Station Area Plan Presentation; Surrey Downs Annual Mtg 4/22/15

Feedback and Thoughts:

1. I am definitely not in favor of any increase of zoning in the proposed area.
2. Really need to have a pedestrian & bike access to East side of 112th from more places than just by the station. Need access down by SE 6th for Bellevue Cub access. Thanks.
3. Make it easy for us to access the light rail on foot! Maximize pedestrian connections please! Otherwise, we will get all the noise and reduced access without the benefit. Let's not be shortsighted.
4. Why didn't city staff actually use our feedback on Sound Transit all these years?
 - a. *Staff solicits and compiles all feedback for consideration by the elected officials making the decision, in this case the Sound Transit Board. There is extensive opportunity for public input in the East Main station area plan, which is being developed with guidance from a citizen advisory committee that includes five residents of Surrey Downs. The citizen advisory committee will consider neighborhood concerns and input in their recommendations to the City Council.*
5. Having a good/easy walking access to the E Main Station is very important walking from Surrey Downs neighborhood. Can you keep vehicle access at 1st Ave into Surrey Downs via a tunnel under light rail? We are concerned about more traffic on 110th.
 - a. *It is not possible to keep vehicle access open via a tunnel or other means at SE 1st. The citizen advisory committee is also concerned about what effect closures of SE*

4th and SE 1st will have on the other points of access to both the Surrey Downs and Bellecrest neighborhoods. The traffic analysis is looking at this, and that information will be considered by the citizen advisory committee before they make their recommendations to City Council.

6. Need access to 112th near present stairs
7. Need to change access @ 108th & 112th to make entrance/exit from SDowns simple.

Questions

1. Why should we believe our needs will be considered now?
 - a. *There is extensive opportunity for public input in the East Main station area plan, which is being developed with guidance from a citizen advisory committee that includes five residents of Surrey Downs. The citizen advisory committee will consider neighborhood concerns and input in their recommendations to the City Council.*
2. Why wouldn't the train go down the East side of 112th. Thru parking lots vs. thru people's houses?
 - a. *Several options for the 112th alignment were considered by Sound Transit, including along the east side of 112th. Each option had advantages and disadvantages. Review of the 112th alignment options included outreach to the neighborhoods by Sound Transit and by Bellevue. The Sound Transit Board ultimately made the decision about the final alignment.*
3. What are the most applicable guiding principles to rezoning involved here?
 - a. *The citizen advisory committee established a set of guiding principles for redevelopment that includes being complementary to the community by providing services they want and need; including trees and green space in new development; creating pedestrian-oriented street uses and frontage along 112th; and retaining to the extent practicable sunlight exposure and privacy for existing residential areas; There are also principles related to encouraging urban scale densities but tapering density down adjacent to lower density communities. A list of the guiding principles approved by the citizen advisory committee is available on the project website: <http://www.bellevuewa.gov/east-main-station.htm> (listed in April 28 meeting materials)*
4. How are various land-use code devices used to assure or encourage specific development scenarios?
 - a. *There are many devices that can be used depending on the desired outcome. Generally, there are basic code requirements regarding the types of uses allowed as well as standards for height, setback, design, landscaping and parking. Additional requirements or optional items may be established in the City's design review process.*

5. What will be the likely impacts of various rezoning decisions on population and traffic at and near the rezoned properties, and attendant increased noise in the Surrey Downs neighborhood?
 - a. *These are questions that concern the citizen advisory committee as well, and they will have information about area street traffic impacts from the different development scenarios before making their recommendation to City Council. Noise from I-405 was identified as an issue for review by the citizen advisory committee and part of the analysis will include whether taller buildings along I-405 would reduce noise impacts on the residential areas.*

6. Will the sealing off of Surrey Downs from 112th Avenue SE place an undue traffic burden on the other points of ingress and egress to and from the Surrey Downs neighborhood?
 - a. *As with the traffic question, the citizen advisory committee is also concerned about what effect closures of SE 4th and SE 1st will have on the other points of access to both the Surrey Downs and Bellecrest neighborhoods. The traffic analysis is looking at this and that information will be considered by the citizen advisory committee before they make their recommendations to City Council. Additional information about traffic analysis is available on the project website in the agenda packet and the traffic analysis presentation for May 26, 2015: www.bellevuewa.gov/pdf/PCD/2015-May-26_Traffic_Analysis.pdf*

7. Will the East Main Station attract undue vehicle traffic to the Surrey Downs neighborhood for drop-off and pick-up of East Link train riders?
 - a. *This is another concern that has been raised by the citizen advisory committee. However, there are parking restrictions that are in place and additional restrictions could be part of the citizen advisory committee's recommendation to City Council.*

8. Will the City be able and willing to commit sufficient resources to prevent street parking in the Surrey Downs neighborhood by East Link riders from outside the Surrey Downs neighborhood?
 - a. *Parking in the northern half of the Surrey Downs neighborhood is already restricted to residents of that area. The citizen advisory committee will be considering whether to expand that area. Parking enforcement is an ongoing challenge citywide and the citizen advisory committee may want to include additional recommendations to City Council regarding monitoring and enforcement.*

9. Will the City be able and willing to address issues resulting, including indirectly, from the construction and operation of East Link, once it is operational?
 - a. *The City addresses impacts through its permitting process. Construction impacts are addressed through the technical permitting process, which includes right-of-way permits, building permits and clearing and grading permits. Sound Transit is*

in the process of applying for some of these permits now. The permits conditions will be examined throughout the construction period and efficacy will be continuously evaluated. If construction is resulting in unanticipated impacts, this is the primary mechanism the City has to address those impacts. For example, right-of-way permits will dictate truck haul routes. If for some reason the truck haul routes are not working as anticipated, the permit conditions could be revised to address those plans.

The City's Design and Mitigation permits will include conditions for evaluating impacts once the train is operational. For example, noise impacts are modeled during the Design & Mitigation Permit process. If these impacts turn out to be different than what the noise model represented, there is a mechanism for the City to monitor these changes and request Sound Transit to address them if warranted.

The following were sent by Renay Bennett, Bellecrest resident, who attended the last CAC meeting.

1. The traffic accidents page (Memorandum dated May 26, 2015) shows 4 collisions at 108th/Main.
 - a) The next page says 6. Which is correct?
 - a.) *The memo does not indicate that there were four collisions at the 108th and Main intersection. On the first page of the memo in the table, it indicates that there were four collisions along the entire 108th Ave SE corridor, excluding the 108th/Main intersection. The last paragraph on the first page explains that "Collisions along Main St at 108th Ave and 112th corridors are counted on the Main St corridor as opposed to on the 108th Ave SE or 112th Ave SE corridors, this is to avoid collisions being counted twice." So, the six collisions noted for the 108th/Main intersection on the subsequent pages are counted as part of the 66 collisions along the entire Main St corridor.*
 - b) Are the collisions on Main, meaning the accident occurs with traffic going east and west or on 108th going north and south?
 - a.) *Collisions at intersections can occur in any direction and be counted as part of that intersection (e.g. east-west, north-south, west-north, etc.). The collisions at 108th and Main involved the following movements:*
 1. *Car traveling north on 108th rear ended by another car traveling north on 108th*
 2. *Car traveling west on Main St struck by car traveling north on 108th (there were three such collisions)*
 3. *Car traveling east on Main St turning south on 108th struck a parked vehicle or fixed object.*
 4. *Car turning south from 108th onto eastbound Main struck by car traveling north on 108th.*

2. The transportation diagrams showing modeling...

- a) Page 6 shows the number of jobs increasing from 120,000 to 180,000 and the number of households increasing from 60,000 to 75,000. Would you please verify these numbers?]

a.) Yes, these were rounded numbers provided for reference only. Just last week, the city updated its forecasts which showed somewhat higher background growth; the updated numbers will be used in the future and final modeling analyses.

- b) Page 7 Comparison of existing with baseline. The numbers on 108th show 245 southbound and 153 northbound as the existing traffic count. Where did these numbers come from?

a.) These are average mid-weekday PM peak hour traffic counts collected by the City very recently. Actual counts for two locations along 108th Ave SE (location #14 just south of the Main St intersection and location #15 near Bellevue High School) are attached. These counts were conducted 3/3/2015 – 3/9/2015.

- c) Pages 8-11 project forecasts. Some of these numbers seem really unrealistic. With all the construction going on in downtown Bellevue, the closures of 112th/BW during construction and then during train operation, it doesn't make any sense that these numbers would decrease. How were these numbers arrived at? What percentage is the PKR model forecasting for transit ridership?

a.) These are a comparison between different scenarios and the future baseline, not against today's volumes. When a comparison to today's volumes is made, volumes on all surrounding streets show some growth in vehicle traffic. As staff mentioned at the last meeting, these are preliminary forecasts and are subject to revisions as we continue the analysis.

- d) Page 13 showing mode share estimates. Where do these numbers come from?

a.) They are from the Bellevue, Kirkland, and Redmond (BKR) model.

- e) Page 13 East Main Ridership forecast. Where do these numbers come from?

a.) Baseline scenario is extrapolated from the Sound Transit's (ST) forecasts contained in the East Link Final Environmental Impact Statement (EIS). ST's forecast is for 2030, it is inflated by 10% (2%/year) to get the estimates for 2035. The relative difference of various scenarios' to the baseline are based on the BKR model.

- f) Page 14 Estimated number of pickups/drop-offs. Where do these numbers come from?

a.) These numbers are based on ST's East Link final EIS, extrapolated to 2035 using 10% growth factor.

- g) Page 15 % of drop offs at other train stations. What is the relationship between the East Main station and these other stations? i.e. are they similar in size, lack of parking, drop offs, etc.? Can any of these stations be compared to the East Main station?
- a.) Actual pick-up/drop off forecasts are drawn from ST's EIS work. Data for Sounder stations provided here are for reference only.*
- h) Page 16 Traffic volumes at SDCC entrances. Where do these numbers come from? They are very different from what has been previously published.
- a.) The numbers shown are pm peak hour volumes by direction, collected recently by the City of Bellevue specifically for this study.*
3. How will cars drop off at the station? Do you have a visual that can help me understand the flow? Will it be on the east side of the street?
- a) There will be pull-outs near the station on both sides of the street as well as a signalized crosswalk, each pull-out will be designed to accommodate up to three cars. (see attached diagrams)*
4. The transportation man said that the courthouse would be closed down so less traffic would be coming into the neighborhood. This is untrue since the courthouse had no entrances into the neighborhood.
- a) Staff was referring to the traffic volume on 112th Ave SE, not to the entrance/exit volume of the neighborhood. Closing of the court house is expected to reduce traffic volume on 112th Ave with everything else staying equal, but it will not affect the volume at other neighborhood entrances.*
5. Are the Sound Transit ridership numbers for East Main for the trains only or do they include ST bus ridership, too?
- a) Train ridership only.*
6. Can I get the numbers for the downtown?
- a) This is beyond the study area. But we will keep this in mind in developing the next round of analysis.*
7. The transportation man said that peak hour is from 5-6. That is not what I understood, I thought it was for longer and has been that way for quite some time. He also stated the forecast would be less if the peak was longer as they would be averaged. Is this a new way of doing these calculations?
- a) Let's distinguish the difference between peak hour and peak period. Peak hour is the hour (60 minutes) with highest traffic volume during a typical weekday. Peak period refers to a three hour period typically between 3:00 to 6:00 pm (or 4:00-7:00 pm). On hourly basis, volume in the peak hour is heavier than the hourly volume of the peak period. This is not a new way of looking at it. It is a typical approach where the hour with the worst case (largest traffic volume) is the focus.*

8. To confirm, the transportation man stated these numbers are only for AFTER ST is finished with the project. Are they also for the finished projects in downtown?
 - a) *These numbers assume the forecasted growth in Downtown and elsewhere. But it didn't assume any transportation projects without currently secured funding. We will analyze what additional transportation projects (i.e., NE 2nd St. widening, and NE 6th St. extension) may have on roadways in the study area as part of the next step.*

9. The man who gave the presentation on noise stated that the noise will 'primarily be SDCC' impacts. How large a project area was this person looking at? Does he understand the hilly nature of the neighborhood and how sound travels uphill? He goes on to state that the train noise is insignificant. This is strange considering how train noise is one of the biggest impacts this alignment presents. Is he the only noise consultant on this project?
 - a) *Mr. Bertolet is not the noise consultant. He was presenting information requested from the noise consultant in response to two issues previously raised by the CAC related to noise from I-405: 1) can buildings effectively reduce noise from I-405 for neighborhoods to the west; and 2) would those same buildings reflect noise such that it could impact the east side of the freeway? Train noise falls under the permit for East Link rather than this station area plan. The presentation stated that, in general, noise travels via line of sight – i.e. if you can see the source you can hear the sound, if you can't see the source the sound is generally attenuated. This applies to any area within sight of the freeway, not just Surrey Downs.*

10. Chair Lampe noted that it won't just be shadows from buildings but also the trees in the neighborhood casting shadows. Will the CAC be making recommendations on tree removal in the neighborhoods?
 - a) *No, the CAC is not interested in removing trees. The issues for the CAC are shadows and privacy from taller buildings on residents. To the extent that trees cast their own shadows or provide privacy for residences might ameliorate the issue for some properties, but doesn't necessarily address the broader issue.*

Location: 108 108TH AVE SE
 Date Range: 3/3/2015 - 3/9/2015
 Site Code: 14

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	3/3/2015			3/4/2015			3/5/2015			3/6/2015			3/7/2015			3/8/2015			3/9/2015					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	6	4	10	5	3	8	2	2	4	2	4	6	6	6	12	5	8	13	2	4	6	4	3	7
1:00 AM	2	1	3	0	2	2	3	0	3	2	0	2	20	8	28	5	4	9	1	9	10	2	1	3
2:00 AM	2	2	4	2	2	4	2	0	2	2	5	7	2	5	7	0	0	0	4	5	9	2	1	3
3:00 AM	7	1	8	2	0	2	1	0	1	2	0	2	2	3	5	6	6	12	1	1	2	3	0	4
4:00 AM	5	2	7	4	2	6	8	3	11	6	4	10	3	1	4	2	3	5	6	1	7	6	2	8
5:00 AM	28	4	32	20	7	27	22	5	27	14	5	19	3	2	5	4	1	5	16	8	24	23	5	29
6:00 AM	80	68	148	90	66	156	77	57	134	80	48	128	12	3	15	6	6	12	83	100	183	82	64	146
7:00 AM	284	325	609	269	357	626	304	323	627	320	303	623	38	27	65	18	14	32	337	414	751	286	335	621
8:00 AM	193	70	263	184	51	235	200	65	265	189	88	277	73	53	126	29	9	38	260	125	385	192	62	254
9:00 AM	159	79	238	169	54	223	176	74	250	167	56	223	81	47	128	60	27	87	175	75	250	168	69	237
10:00 AM	109	70	179	84	68	152	90	66	156	108	78	186	104	65	169	57	58	115	100	96	196	94	68	162
11:00 AM	132	105	237	108	84	192	152	121	273	155	115	270	94	93	187	52	57	109	154	175	329	131	103	234
12:00 PM	131	115	246	270	180	450	116	97	213	132	113	245	107	82	189	100	67	167	118	154	272	172	131	303
1:00 PM	102	89	191	151	140	291	107	96	203	103	71	174	99	82	181	64	77	141	109	127	236	120	108	228
2:00 PM	206	193	399	116	130	246	219	206	425	213	211	424	87	96	183	95	64	159	250	297	547	180	176	357
3:00 PM	190	179	369	142	186	328	188	221	409	170	201	371	95	112	207	85	67	152	194	301	495	173	195	369
4:00 PM	129	277	406	140	244	384	135	306	441	126	290	416	84	112	196	63	100	163	170	393	563	135	276	410
5:00 PM	181	388	569	163	334	497	205	353	558	182	286	468	102	119	221	102	149	251	203	510	713	183	358	541
6:00 PM	171	278	449	126	215	341	140	209	349	99	180	279	72	114	186	98	112	210	154	301	455	146	234	380
7:00 PM	74	118	192	63	78	141	68	102	170	75	79	154	49	58	107	63	84	147	77	127	204	68	99	168
8:00 PM	111	81	192	34	76	110	55	66	121	33	75	108	73	41	114	42	67	109	52	103	155	67	74	141
9:00 PM	73	56	129	53	44	97	74	57	131	45	42	87	64	54	118	28	48	76	69	53	122	67	52	119
10:00 PM	8	22	30	8	15	23	11	18	29	20	21	41	25	36	61	11	18	29	10	30	40	9	18	27
11:00 PM	4	7	11	3	11	14	1	13	14	9	11	20	17	27	44	11	12	23	2	15	17	3	10	13
Total	2,387	2,534	4,921	2,206	2,349	4,555	2,356	2,460	4,816	2,254	2,286	4,540	1,312	1,246	2,558	1,006	1,058	2,064	2,547	3,424	5,971	2,316	2,448	4,764
Percent	49%	51%	-	48%	52%	-	49%	51%	-	50%	50%	-	51%	49%	-	49%	51%	-	43%	57%	-	49%	51%	-

1. Mid-week average includes data between Tuesday and Thursday.

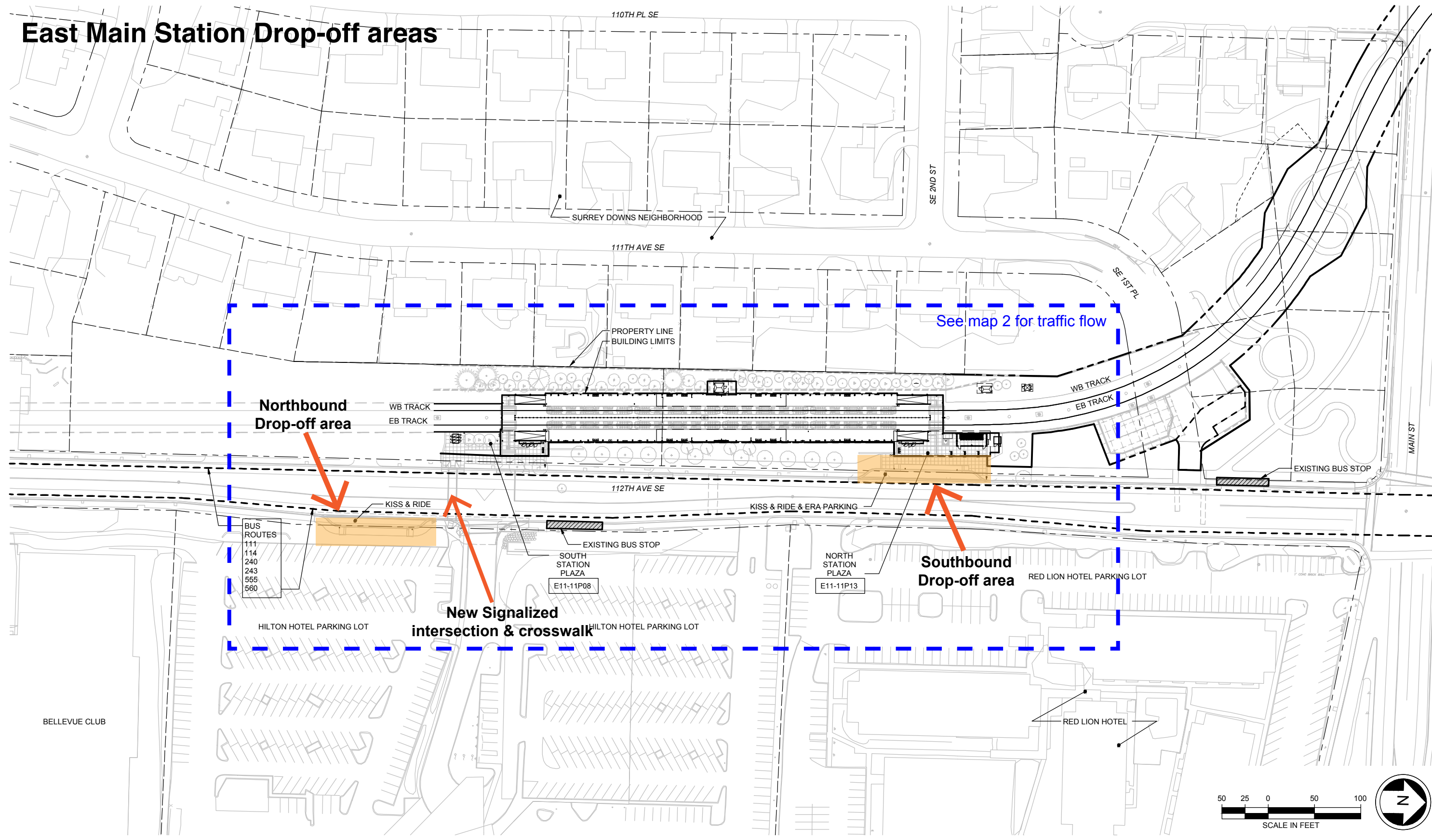
Location: 108TH AVE SE BETWEEN 408 AND 416
 Date Range: 3/3/2015 - 3/9/2015
 Site Code: 15

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	3/3/2015			3/4/2015			3/5/2015			3/6/2015			3/7/2015			3/8/2015			3/9/2015			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	4	9	5	2	7	3	2	5	1	1	2	7	4	11	4	7	11	1	2	3	4	3	7
1:00 AM	2	1	3	0	2	2	2	0	2	2	0	2	4	2	6	3	3	6	0	3	3	1	1	2
2:00 AM	0	0	0	0	0	0	2	0	2	0	2	2	1	2	3	0	0	0	4	4	8	1	0	1
3:00 AM	5	1	6	2	0	2	1	0	1	1	0	1	2	2	4	4	3	7	1	1	2	3	0	3
4:00 AM	5	0	5	4	1	5	8	1	9	6	4	10	2	0	2	2	1	3	4	1	5	6	1	6
5:00 AM	18	7	25	13	8	21	15	7	22	9	7	16	1	1	2	2	2	4	9	5	14	15	7	23
6:00 AM	55	27	82	70	26	96	44	21	65	50	23	73	9	2	11	2	1	3	51	25	76	56	25	81
7:00 AM	144	134	278	133	144	277	163	127	290	144	118	262	19	19	38	8	4	12	130	115	245	147	135	282
8:00 AM	147	44	191	143	28	171	157	46	203	154	43	197	49	29	78	21	3	24	179	45	224	149	39	188
9:00 AM	129	46	175	134	38	172	136	52	188	116	34	150	59	21	80	49	22	71	124	31	155	133	45	178
10:00 AM	72	35	107	52	54	106	69	48	117	75	60	135	70	40	110	40	38	78	62	36	98	64	46	110
11:00 AM	72	56	128	57	52	109	91	69	160	84	67	151	65	66	131	39	30	69	92	65	157	73	59	132
12:00 PM	69	79	148	141	93	234	61	68	129	90	68	158	69	62	131	58	38	96	50	58	108	90	80	170
1:00 PM	77	71	148	91	85	176	72	63	135	62	58	120	75	52	127	43	53	96	74	70	144	80	73	153
2:00 PM	111	98	209	86	82	168	110	90	200	124	105	229	69	76	145	64	42	106	104	93	197	102	90	192
3:00 PM	103	124	227	101	130	231	103	140	243	99	145	244	60	68	128	56	53	109	77	133	210	102	131	234
4:00 PM	79	229	308	95	207	302	93	239	332	87	221	308	58	62	120	49	66	115	97	190	287	89	225	314
5:00 PM	116	274	390	107	259	366	120	275	395	121	233	354	62	54	116	63	64	127	106	252	358	114	269	384
6:00 PM	95	172	267	88	176	264	93	154	247	73	141	214	48	60	108	54	52	106	77	156	233	92	167	259
7:00 PM	62	75	137	45	59	104	44	77	121	40	65	105	26	37	63	47	39	86	38	61	99	50	70	121
8:00 PM	22	59	81	28	53	81	36	44	80	25	51	76	17	30	47	27	32	59	26	50	76	29	52	81
9:00 PM	50	38	88	48	35	83	52	39	91	36	28	64	24	35	59	18	28	46	39	24	63	50	37	87
10:00 PM	8	20	28	8	12	20	7	16	23	11	12	23	14	30	44	10	8	18	8	12	20	8	16	24
11:00 PM	4	5	9	3	7	10	2	9	11	5	11	16	12	16	28	6	6	12	4	6	10	3	7	10
Total	1,450	1,599	3,049	1,454	1,553	3,007	1,484	1,587	3,071	1,415	1,497	2,912	822	770	1,592	669	595	1,264	1,357	1,438	2,795	1,463	1,580	3,042
Percent	48%	52%	-	48%	52%	-	48%	52%	-	49%	51%	-	52%	48%	-	53%	47%	-	49%	51%	-	48%	52%	-

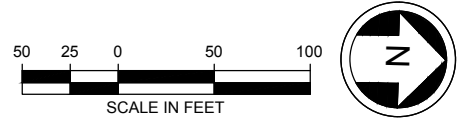
1. Mid-week average includes data between Tuesday and Thursday.

East Main Station Drop-off areas

XREF LIST:
 XEL-0525rx
 XEL-0525sf
 XEL-0528rx
 XEL-0528sf
 XE335-08-TB22x34
 XE335-L86-KAP100
 XE335-L86-KAP100
 XE335-L86-CAP100
 XE335-L86-CAP100
 XE335-E11-LFP100
 XE335-E11-APP100
 XE335-E11-LSP100
 XE335-L86-CRP100
 XE335-L86-CRP100
 XE335-L86-CRP100
 XE335-L86-CRP100
 XE335-L86-SWP100
 XE335-L86-RPP100
 XE335-L86-JOP100
 XE335-L86-JEP100
 GB-SEAL-JFN2241

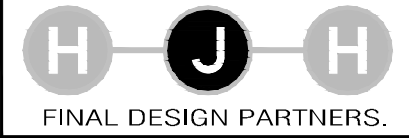
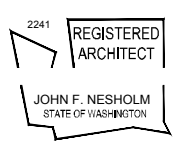


ORIGINATED BY: / DATE: /
 CHECKED BY: / DATE: /
 BACK-CHECKED BY: / DATE: /
 11/19/13 | 3:12 PM | CALDWELL, J
 C:\USERS\PUBLIC\DOCUMENTS\CALDWELL\J\H\T\PS\SHAREPOINT_SOUNDTRANSIT\ORG\443\SITES\CAD\BELLEVUE\335\E11-ASP100.DWG



60% SUBMITTAL

DESIGNED BY:
M. REDDINGTON
 DRAWN BY:
T. SCHAEFFER
 CHECKED BY:
H. FITZPATRICK
 APPROVED BY:
J. SCHUTT



LINE IS 1" AT FULL SCALE



SCALE:
1" = 50'
 FILENAME:
E335-E11-ASP100
 CONTRACT No.:
RTA/LR XXXX-XX
 DATE:
12/20/2013

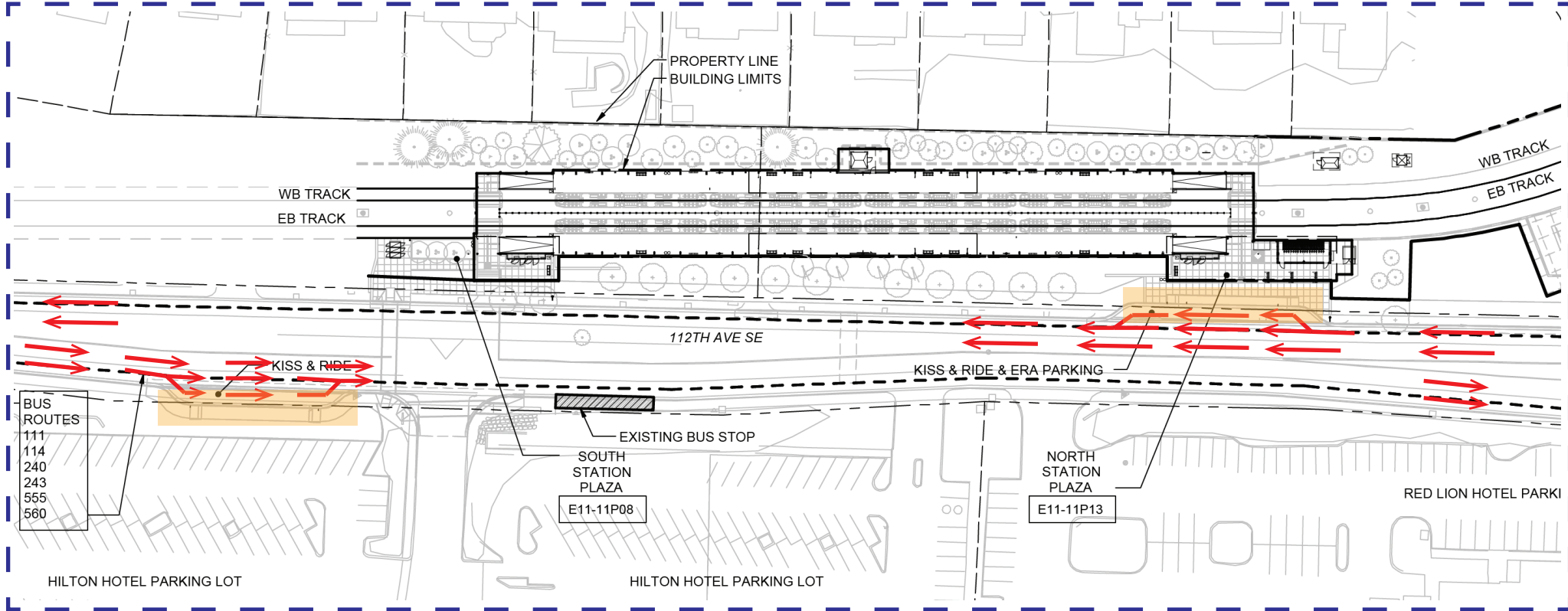
**EAST LINK EXTENSION
 CONTRACT E335**
 DOWNTOWN BELLEVUE TO SPRING DISTRICT
 EAST MAIN STATION - ARCHITECTURAL
 SITE PLAN
 OVERALL

DRAWING No.:
E11-ASP100
 LOCATION ID:
E11
 SHEET No.: 862
 REV: 0

No.	DATE	DSN	CHK	APP	REVISION

East Main Station Drop-off Areas - map 2

Traffic flow near drop off areas



Legend

 Drop-off area

 Traffic flow



MEMORANDUM

DATE: June 4, 2015

TO: East Main Citizen Advisory Committee (CAC) members

FROM: Philip Harris, Senior Planner, 425-452-7680; Shuming Yan, Traffic Forecasting Manager, 425-452-7858
Transportation Department

SUBJECT: Traffic Modeling Analysis

Traffic Forecasting staff have continued to analyze and refine the preliminary traffic analysis numbers presented at the May 26 CAC meeting.

Staff has responded to several questions about the traffic analysis materials presented at May 26 meeting, these can be found in Attachment 2.

At the June 9 CAC meeting, staff will present additional analysis of the traffic impacts of the redevelopment scenarios including analysis of critical intersections in the station area. The presentation will allow time for any additional questions from the May 26 traffic analysis presentation.



MEMORANDUM

DATE: June 9, 2015

TO: East Main Citizen Advisory Committee (CAC) members

FROM: John Murphy, Associate Planner, 425-452-6967, *Transportation Department*

SUBJECT: CAC Information Requests: Collision Data Follow-Up

At the May 26 meeting, collision data along four key corridors were shared with CAC members. The corridors were reviewed for collisions for a three-year time period (May 1, 2012-May 5, 2015) at the following locations:

- Main Street from Bellevue Way to 116th Ave NE (0.7 miles); minor arterial (speed limit 30 mph)
 - 66 collisions
- 108th Ave SE from Main St to Bellevue Way (1.1 miles); collector arterial (speed limit 25 mph)
 - 4 collisions
- 112th Ave SE from Main St to Bellevue Way (1.4 miles); major arterial (speed limit 35 mph)
 - 24 collisions¹
- SE 16th St from Bellevue Way to 108th Ave SE (0.1 miles); residential street (speed limit 25 mph)
 - 6 collisions

There were two questions from CAC members that required follow-up:

1. How many and where were collisions that involved pedestrians?
2. What types of collisions occurred at the 108th Ave/Main St intersection?

There were 100 total collisions reported along the four corridors². Of those 100 collisions, there were two involving pedestrians. One occurred at the southwest corner of the Main St/112th Ave NE intersection and the other on the east side 112th Ave SE between SE 1st Pl and SE 4th St. Both involved turning vehicles colliding with pedestrians who were crossing the street.

¹ In the May 26, 2015 memo titled "CAC Information Request" from John Murphy, it was noted that there were 27 collisions along the 112th Ave SE from Main St to Bellevue Way corridor. Upon further review, it was discovered there were 24 collisions along this corridor due to collisions at the Bellevue Way/112th Ave SE intersection by the South Bellevue Park and Ride being mistakenly counted.

² There were 103 total collisions reported in the May 26, 2015 memo titled "CAC Information Request" from John Murphy. In actuality, there were 100 due to the removal of three erroneously counted Bellevue Way/112th Ave SE collisions.

There was a question about the types of collisions occurred at the 108th Ave NE/Main St intersection. To get a sense of the types of collisions at key intersections in the station area, the following intersections were evaluated for type of collision:

	Right Angle	Approach Turn	Sideswipe	Parked vehicle/fixed object	Rear End	Pedestrian	Total
SE 16 th St and Bellevue Way	3	1	-	-	2	-	6
108 th Ave SE and Bellevue Way	1	1	-	-	-	-	2
108 th Ave NE and Main St	3	1	-	1	1	-	6
112 th Ave SE and Bellevue Way	2	3	-	1	-	-	6
112 th Ave NE and Main St	3	2	1	-	3	1	10

For the 108th Ave NE and Main St collisions, they can be classified as such:

- The three right angle collisions were caused by westbound Main St drivers failing to stop at the red light and striking northbound 108th Ave SE vehicles.
- The approach turn collision was caused by a motorist traveling southbound on 108th Ave NE to eastbound Main St failing to yield to right of way and was struck by a northbound vehicle on 108th Ave SE.
- The parked vehicle/fixed object collision occurred when a motorist turning from eastbound Main St onto southbound 108th Ave SE struck the center median.
- The rear end collision was caused when a motorists struck another vehicle that was stopped at the red light on 108th Ave SE just south of Main St.

Definitions:

Right angle collisions occur when vehicles from non-opposing angular directions collide (e.g. one vehicle traveling east on a roadway struck by vehicle traveling north on roadway)

Approach turn collisions occur when a vehicle moves to a perpendicular or angled travel lane and is struck by a vehicle traveling through in an opposing through travel lane (e.g. one vehicle traveling south and turning east struck by vehicle traveling north)

Sideswipe collisions occur when two vehicles moving alongside each other collide, with at least one of the vehicles being struck on the side. This type would include a collision resulting from one of the vehicles making an improper turn such as a left from the right lane or vice-versa or turning right from the appropriate outside lane and striking a vehicle passing on the right shoulder.

Parked vehicle/fixed object collisions occur when the primary collision involved a single vehicle and a fixed object (e.g. utility pole).

Rear end collisions occur when two vehicles in a position of one behind the other and collide, regardless of what movement(s) either vehicle was in the process of making with the exception of one or both vehicles backing.

Pedestrian collisions involve a vehicle and pedestrian in which the collision between the two is the first event and also took place within the road proper



MEMORANDUM

DATE: June 4, 2015

TO: East Main Citizen Advisory Committee (CAC) members

FROM: Philip Harris, Senior Planner, 425-452-7680
Transportation Department

SUBJECT: Pedestrian and Bicycle Connectivity Analysis

Purpose:

To provide CAC members with an analysis of pedestrian and bicycle access in the station area and how potential improvements to the pedestrian and bicycle network might improve access. This analysis is intended to provide the CAC with context and background information as members develop recommendations for the East Main Station Area Plan.

Background:

At the March 10th CAC meeting staff presented a review of existing transportation facilities and discussed the implications of the East Link light rail project on the vehicular and the pedestrian and bicycle networks in the station area.

At subsequent CAC meetings and at open houses members of the CAC and the public have commented on the impact of light rail on pedestrian and bicycle access to and from the future East Main station as well as to destinations within the station area and surrounding neighborhoods. These concerns are summarized below.

- A lack of access between residential neighborhoods and 112th Ave SE and destinations to the east – light rail will close access at several places along 112th Ave SE resulting in longer journeys for pedestrian and cyclists.
- How to improve connections between the station area and nearby neighborhoods
- How to close gaps in the pedestrian and bicycle network (including gaps in sidewalks or where new crosswalks might be needed).
- How to ensure that the redevelopment area has good pedestrian and bicycle facilities and is well connected to the non-motorized network.
- How to address pedestrian safety concerns within the residential neighborhoods.

Based upon the concerns outlined above, a number of potential improvements have been identified for analysis. The analysis will help CAC members to understand the benefits of the improvements. The improvement concepts listed below and shown on the map have been analyzed based on the ability to reduce the walking or biking distance to provide more direct access to the station for pedestrians and bicyclists. The highlights of this analysis will be presented to the CAC at the June 9 meeting.

The pedestrian network modifications are outlined below:

1. Analyze pedestrian routes in residential areas for safety and connectivity; this includes sidewalks on 110th Ave SE just south of Main St.
2. A pedestrian bridge over the light rail alignment to connect the residential neighborhoods west of 112th Ave SE with areas to the east. The bridge would be located in the area of Surrey Downs Park in the vicinity of SE 6th St, this would shorten the distance to 112th Ave SE and potential redevelopment area.
3. Explore the connection between the Surrey Downs neighborhood and the Bellefield Residential Park neighborhood, this would provide an alternative walk route to 112th Ave SE.
4. Analyze a potential street network in the redevelopment area including an east-west connection as well a north-south connection; this would help to understand the value of a connected pedestrian network.
5. Fill the gaps in the network, including gaps in the sidewalk network on Main St, new sidewalk on the west side of 110th Ave NE between Main St and NE 2nd St, adding crosswalks such as the east leg of the Main St/110th Ave intersection.

Bicycle network modifications:

- A. Main St - providing an off-street multi-purpose path from Bellevue Way to 116th Ave, developing a direct connection between Main St at 116th Ave and the future eastside rail corridor regional trail network.
- B. Leverage planned connections such as the off-street path along 112th Ave SE and Bellevue Way to connect with regional facilities such as the I-90 Mountains to Sound Greenway trail
- C. Develop connections to the city's existing and planned network of bicycle facilities.

Pedestrian & Bicycle Connectivity Analysis



The connectivity analysis of the network modifications described above and shown on the map will provide a better understanding of the value of a well-connected pedestrian and bicycle network.

The final station area planning report will include a full technical description of the methodology used in the connectivity analysis.



DATE: June 9, 2015

TO: East Main CAC Members

FROM: John Murphy, Associate Planner, 425-452-6967
Transportation Department

SUBJECT: Traffic Calming Techniques from Other Municipalities

A key element of the transportation work is to research other municipalities from around the United State to determine if there are traffic calming elements used elsewhere but are not employed—and may be evaluated for implementation—in Bellevue.

To do so, numerous cities were evaluated across the country and compared against Bellevue’s existing Neighborhood Traffic Safety program. The following cities were evaluated based on similar populations, adjacency to larger satellite city, presence of light rail, and/or other commonalities to Bellevue: Redmond, WA; Palo Alto, CA; Salt Lake City, UT; Montgomery County, MD.

A comprehensive look at Bellevue’s existing traffic safety program was evaluated for how it addresses speeding concerns, cut-through traffic, hide-and-ride parking, implementation of sidewalks on local streets, and more. All cities’ programs were then evaluated for their policies, programs, and physical measures that addressed speed, safety, and traffic management. During the June 9 meeting, the results of this analysis will be shared with the CAC.

From the cities analyzed, Bellevue’s traffic safety program had the most comprehensive approach to dealing with speeding, cut-through traffic, and parking. That said, there were a few techniques used by other jurisdictions that may be considered in Bellevue. Those techniques will be shared with the CAC.

A reminder when we talk about traffic calming within the station area that the CAC’s ultimate recommendation will not be to recommend specific treatments at specific locations. The implementation of traffic calming elements is contextual to the specific roadway environment and therefore must be evaluated for appropriateness on a case-by-case basis. Rather, the CAC can identify broader areas (e.g. speeding concerns on a specific corridor) where there are concerns and should be considered for further evaluation for traffic calming.

Additionally, there are inherent tradeoffs when approaching traffic calming on residential streets. For instance, implementing speed humps may slow down traffic but they may also create delay for emergency response vehicles and can create extra vehicle noise as cars travel over the speed humps. To that end, any conversation about implementing traffic calming elements needs to consider the adjacent street network and all tradeoffs associated with each tool.



MEMORANDUM

DATE: June 4, 2015

TO: East Main Citizen Advisory Committee (CAC) members

FROM: Philip Harris, Senior Planner, 425-452-7680
Transportation Department

SUBJECT: Transportation Guiding Principles

Staff has prepared a series of transportation principles aimed at providing some guidance and context to the Citizen Advisory Committee as it considers recommendations for the station area plan. The principles listed below are based on the discussion of transportation issues in the station area by the CAC and comments from the public.

- Balance the potentially conflicting goals of the need to provide vehicular access to residential neighborhoods with the need to address increased traffic and possible traffic safety issues by:
 - Discouraging cut-through traffic
 - Identifying residential streets that may support traffic calming measures
 - Addressing potential “hide and ride” parking concerns in residential areas
 - Recognizing that vehicular access will be reduced by closure of direct access to 112th Ave SE
- Optimize access to the station for people who live and work in the area by:
 - Filling gaps in the pedestrian and bicycle network (including gaps in sidewalk routes or where new crosswalks might be needed).
 - Addressing the lack of access between residential neighborhoods and 112th Ave SE and destinations to the east
 - Addressing pedestrian safety concerns within the residential neighborhoods by considering a range of pedestrian facility improvements and traffic calming measures
- Create a network of streets in the redevelopment area with smaller blocks that support pedestrian and bicycle use and are well connected to the non-motorized network
- Facilitate bicycle access to the station by connecting to the city’s network of bicycle routes
- Connect the station area to adjacent neighborhoods



MEMORANDUM

DATE: June 4, 2015

TO: East Main Citizen Advisory Committee (CAC) members

FROM: Philip Harris, Senior Planner, 425-452-7680
Transportation Department

SUBJECT: Main St Design Study

At the May 26 CAC meeting, Mr. Andrew Pardoe asked that the CAC consider the recommendation to put Main St on a road diet, i.e. to reduce the number of travel lanes and introduce on-street parking. During his presentation, Mr. Pardoe cited an earlier City of Bellevue study that included a proposed design for Main St with a three lane cross section (one travel lane in each direction with a center turn lane) compared to the current configuration of a five lane cross section (two travel lanes in each direction with a center turn lane).

The *Main Street & NE 2nd Street Design Report* cited by Mr. Pardoe was completed in 2009 and followed the recommendations of the 2003 Downtown Implementation Plan to evaluate design concepts for Main St and NE 2nd St corridors. Main St and NE 2nd St between Bellevue Way and 112th Ave were studied together to fully analyze the impact on travel demand on the parallel corridors.

For Main St, the goals of the study included balancing the transportation needs for all users, enhancing the character of the corridor, and improving the pedestrian environment by providing wider sidewalks and improvements to the streetscape. The design study outlined three alternatives:

1. Maintaining the existing five lane configuration (two travel lanes in each direction plus a turn lane) but with narrower travel lanes which would allow bicycle lanes and wider sidewalks on both sides.
2. Narrowing to a three lane configuration (one travel lane in each direction plus a turn lane) between 105th Ave NE and 110th Ave NE. This layout would allow bicycle lanes on both sides, wider sidewalks and wide sidewalk or promenade on the north side of the street with on-street parking also on the north side of the street.
3. Similar to alternative 2 but with wider sidewalks and promenade to accommodate more landscaping.

The three lane configuration of Main St was supported by the traffic analysis that concluded that a three lane layout on Main St would work in 2020, but would need additional improvements for this to work on the adjacent roadways of Bellevue Way and 112th Ave.

- If the planned NE 2nd St/I-405 interchange was **not** constructed, the three lane Main St would work with a three lane NE 2nd St. Main St would have to retain the existing five lane layout westbound between 106th Ave NE and Bellevue Way, and eastbound between 110th and 112th Aves.
- If the NE 2nd St/I-405 interchange was built, NE 2nd St would need five lanes in the PM peak. Main St would need a westbound right turn pocket at Bellevue Way and eastbound share through right turn lane at 112th Ave/Main St. A southbound double left turn would also be needed at 112th Ave NE/NE 2nd St.
- The analysis suggested that, with the timetable for construction of the NE 2nd/I-405 interchange uncertain, three lane roadways could be designed and constructed on Main St and NE 2nd St, allowing the option to widen NE 2nd St to five lanes without too many modifications when the interchange was constructed.

Due to concerns about roadway capacity and the uncertainty of the future light rail alignment that was undecided at that time, the recommendations were not endorsed by City Council.

Since 2009, there have been a number of changes along the Main St corridor; new and ongoing construction of apartment buildings with retail has taken place in Old Bellevue and along Main St, the light rail alignment has been finalized resulting in the future closure of direct access from the residential neighborhoods to 112th Ave SE resulting in potential traffic increases on Main St light rail construction will include on off-street widened path on the south side of Main St between 110th Ave and 112th Ave.

Because of these changes to the environment, there is a need re-evaluate potential changes to the Main St corridor. Later this year, staff will start an updated study of the Main St corridor The final scope of this project has not been finalized at this time but it is possible that any recommendations made by the East Main CAC will inform the new project.