



**CITIZEN ADVISORY COMMITTEE MEETING  
EAST MAIN STATION AREA PLAN  
Tuesday, October 27, 2015  
4:00 P.M. to 6:00 P.M. – Room 1E - 113  
Bellevue City Hall – 450 110<sup>th</sup> Avenue NE**

<u>Time</u>	<u>Item</u>
4:00	1. Call to order, approval of agenda, approval of minutes from July 28 (Attachment 1) – Scott Lampe, Chair
4:05	2. *Public comment
4:10	3. Project Update – view corridor (Attachment 2), next steps and November meeting date – Mike Kattermann
4:25	4. Homework assignment (Attachment 3) – Photos of good examples for station area – CAC
4:40	5. Review draft vision statements and draft strategies from July meeting discussion (Attachment 4) – Mike Kattermann, Phil Harris and John Murphy
5:35	6. Review of transportation memo (Attachment 5) – Phil Harris and John Murphy
5:50	7. *Public comment
6:00	8. Adjourn

**Next meeting: Tuesday, November 24<sup>th</sup> (room 1E-113), or ??**

*\*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).



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**MEMORANDUM**

**DATE:** October 27, 2015

**TO:** East Main CAC Members

**FROM:** Mike Kattermann, Senior Planner, 452-2042  
*Planning & Community Development Department*

**SUBJECT:** Agenda Packet and Project Update

The purpose of this memorandum is to provide an overview of the materials in this meeting packet and to summarize the status of the project since the July 28<sup>th</sup> meeting of the CAC.

**July 28<sup>th</sup> meeting minutes (Attachment 1)**

These minutes are on the agenda for approval and also as a refresher for the CAC about the discussion at your most recent meeting. The discussion from that meeting is the basis for the draft vision statements and draft strategies in Attachment 4.

**Mount Rainier View Corridor (Attachment 2)**

In the course of developing the land use scenarios VIA raised a question about the view corridor of Mount Rainier from the balcony at City Hall. The *Metro 112* development across from City Hall was required to reconfigure the design of the building in order to preserve the view of Mount Rainier from that public space. That corridor extends from the balcony to Mount Rainier and crosses a portion of the redevelopment area for the East Main station area plan. Based on a preliminary, cursory review it appeared that the heights being considered by the East Main CAC for the redevelopment sites would not be affected. However, a technical analysis was conducted to more accurately determine which portion of the redevelopment area is within the view corridor and what the height limitations would be.

As depicted in Attachment 2, the results of the technical analysis indicate that there are significant portions of the redevelopment area within the view corridor with potential implications for maximum building heights. Line A represents the center line of Mount Rainier. The area between the "B" lines represents the width of Mount Rainier visible from the balcony. The area between the "C" lines represents the width of the view corridor, which is wider than the view of the mountain alone in order to provide a view of the setting for the mountain (i.e. context). The diagram at the bottom of the page indicates the potential height of buildings at specific points along the "C" line closest to the western edge of the properties. For example, where the "C" line crosses the northern property line of the Red Lion site, the maximum building height is 123'. At the south property line it is 148'. Between the "C" lines the height would vary because of the topography of the site and the bottom of the view corridor rising at a slight angle going toward the mountain. There would be no height restrictions due to the view corridor outside of the "C" lines.

This is important information for the CAC because the view corridor has implications for the CAC's recommendations regarding the overall development potential. Specifically, it affects the height and placement of buildings which in turn could have implications for the overall floor-area-ratio (FAR). Staff is working with VIA to develop an alternative scenario to test the amount and scale of development for the Red Lion site. We plan to have that information for the November meeting. This is one more piece of information for your consideration and discussion about redevelopment potential – one of the main issues remaining for your recommendations. The owners of the Red Lion site have been provided with this information and they are working with their consultants on developing their own concepts for the site given the new parameters.

Staff will review this information and the implications for previous and future discussion and direction by the CAC at the October meeting.

### **Homework Assignment (Attachment 3)**

At the July meeting the CAC was provided with Attachment 3 and encouraged to photograph examples of public spaces, sidewalks, landscaping, buildings, etc. We hope to share your examples with a brief slide show at the October meeting. So far I have received only two photos so please send me those ahead of the meeting. No need to submit the attached description so long as you will be there to explain what is being shown and why you think it is a good example.

### **CAC Draft Vision and Draft Strategies (Attachment 4)**

The bulk of the October meeting is devoted to reviewing and confirming the discussion and direction of the CAC from the July meeting. The ISSUE/TOPIC headings and related questions and the two left columns of the table are the same information presented at the July meeting. The two right columns are new and based on the discussion and direction from the CAC in July and at previous meetings.

These *CAC Draft Vision* and *CAC Draft Strategies*, along with the remainder issues/topics, will form the basis for the draft CAC recommendations that will be presented for public comment in early 2016.

The additional topics being prepared for a similar discussion at the next meeting include:

- ISSUE/TOPIC: Pedestrian/bicycle connectivity to the station from the wider area.  
What additional improvements to local and regional facilities should be provided?
- ISSUE/TOPIC: Neighborhood access (motorized and non-motorized).  
What changes, if any, should be made to remaining neighborhood access points?
- ISSUE/TOPIC: Future land uses for redevelopment area.  
What mix and scale of uses could best serve and complement the existing and future community?
- ISSUE/TOPIC: Future look and feel of redevelopment area.

What design characteristics are important to include in the “new neighborhood?”

**Transportation memo (Attachment 5)**

The purpose of the attached memo is to provide background information about the traffic modeling work done so far and to provide context to the relationship between land use and the traffic modeling work. Traffic modeling is just one consideration for the CAC in developing its recommendations about the redevelopment for this station area. The memo also provides a brief status update and preview of upcoming work. Finally, there are responses to a number of traffic and transportation questions previously raised by the CAC.

Please contact me if you have any questions about these materials prior to the meeting. Thank you for your time and commitment to this project.

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

July 28, 2015  
4:00 p.m.

Bellevue City Hall  
Room 1E-113

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

MEMBERS ABSENT: Pamela Unger

OTHERS PRESENT: Mike Kattermann, Janet Lewine, Planning and Community Development Department; Phil Harris, John Murphy, Stacy Cannon, Paula Stevens, Department of Transportation

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 4:01 p.m. by Chair Lampe who presided.

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

With regard to the minutes of the June 23, 2015, meeting minutes, Senior Planner Mike Kattermann noted that he had received an email from Mr. Plummer raising a question about what was stated in the minutes, implying that that the Bel-Red steering committee based some of its decisions on the advisory statement from the light rail permitting CAC. He offered some amended language for consideration.

Mr. King pointed out that on the first page of the minutes the arrival of Chair Lampe should be shown as 4:17 p.m. rather than 6:17 p.m.

A motion to approve the minutes as amended was made by Ms. Powell. The motion was seconded by Mr. Breiland and the motion carried unanimously.

2. PUBLIC COMMENT

Ms. Renay Bennett, 826 108th Avenue SE, said none of the minutes of the Committee's meetings to date offer a full and complete picture of traffic in the area, specifically in the Bellecrest and Surrey Downs neighborhoods. She urged the Committee members to ask for and

get the full and complete picture. She also noted that the minutes included no substantial discussion about the neighborhood traffic issues and impacts. Information about that topic should be shared and discussed. When the downtown was rezoned in the 1980s, a promise was made to the neighborhoods that along with the upzone would come protections for the neighborhoods from the impacts. The neighborhoods are looking to be protected from the traffic impacts resulting from development in the downtown.

### 3. PRESENTATION OF HOW PLAN WILL BE IMPLEMENTED

Mr. Kattermann explained that there are three types of recommendations that come out of a station area plan: 1) capital projects such as sidewalks, bicycle facilities or roadway changes; 2) code and policy amendments; and 3) other plans and programs, usually things the city already has under way, like residential parking zones, traffic calming, and the Main Street corridor study that will be done for the area. The recommendations from the Committee will be forwarded directly to the City Council for action. The Council can accept the recommendations as submitted and dole them out to the proper authority for implementation; provide additional direction on specific recommendations; or kick them back to the CAC with direction to do a bit more work in some areas.

Code and policy amendments are required under state statute and city code to be addressed by the Planning Commission. The details of any code changes, such as setbacks, landscape requirements, building height and parking requirements, along with any Comprehensive Plan amendments, map or policy changes, will all be addressed by the Planning Commission which will then make a recommendation to the Council for action. The Council hands off specific work program items to the appropriate city department, and those issues often require additional evaluation before being turned into capital projects, which require Council approval and funding.

Answering a question asked by Mr. Rogers, Mr. Kattermann said it typically takes two or three years to get from a recommendation, through the Planning Commission, to final adoption by the Council. The public is involved throughout the process.

### 4. DISCUSSION AND APPROVAL OF DRAFT VISION STATEMENTS

#### A. Hide-and-Ride Parking in the Neighborhood

Transportation Planner John Murphy said the issue related to hide and ride parking is whether or not the city should evaluate the potential for implementing a residential parking zone (RPZ) in the portion of the study area where an RPZ does not currently exist, which essentially is the area adjacent to Surrey Downs Park. Aside from doing nothing, the options include creating a new RPZ or expanding an existing RPZ.

Ms. Hammond asked if the different RPZs that are in place have different rules associated with them. Mr. Murphy said RPZs have been implemented over time. RPZ-1 was established in the mid-1980s in anticipation of downtown growth spilling over into the neighborhoods. RPZ-3 was created to address spillover parking from Bellevue High School as well as the downtown, and

RPZ-8 is also tied to the downtown. Each RPZ can have slight differences relative to parking time restrictions.

Answering a question asked by Chair Lampe, Mr. Murphy said RPZ-1 could be expanded southward to include the area in question, but that would create quite a large zone that could result in residents who live toward the south to use their permit to park somewhere near the light rail station. Creating a new RPZ for the area would keep that from happening.

Ms. Powell said she would like to see the Committee explore the time restrictions for the RPZs already in place. The trains will run between the hours of 5:00 a.m. and 1:00 a.m. and the RPZs could be the means by which people are kept from seeking hide and ride options during those hours. Mr. Murphy said RPZs are generally implemented to address spillover parking. Restrictions against parking at any time are usually related to safety concerns. There are not currently any “no parking any time” restrictions in place to address spillover parking but that philosophy could change by the time the East Main area is reviewed for an RPZ.

Mr. Breiland suggested the Committee should direct staff to evaluate either a new or extended PRZ, and as the light rail opening nears verify that the hours are going to be effective for the existing RPZs in the area. If things are not working, tweaking the hours will not be a difficult matter. Mr. Murphy reminded the Committee members that there will be a review of what is driving the spillover parking concern, and that review may frame the hours of restriction. Additionally, an approval from the neighborhoods will be required.

Ms. Hammond said her concern is less about the 5:00 a.m. to 1:00 a.m. period and more about making sure the Committee is clear about what it wants to see happen over time. The resources that would be required to conduct a complete review of all that is needed in the short term could be put to better use. She added that unless there is enforcement, it will not matter what the restricted hours are, and said she personally favored creating a new RPZ for the area adjacent to Surrey Downs Park.

Ms. Powell reminded the Committee that the ultimate goal relative to the RPZs is making sure people from outside the neighborhoods do not try to park in the neighborhoods and then ride the train.

Mr. Kattermann said the RPZ issue will have its own process that will involve the neighborhoods. He said the issues raised have been noted and will be raised again as part of the analysis, and those issues are the hours, the process of revisiting existing RPZs in the area, and enforcement.

Mr. Murphy said the other issue related to hide-and-ride parking has to do with the hammerhead area at SE 1st Street and 111th Avenue SE adjacent to the future park. He noted that concerns have been raised about the location being attractive for dropping off and picking up train riders. Drop-off actions could occur quickly, but there is the likelihood of someone arriving early to pick up someone from the train and parking in the area while they wait. The question is whether or not monitoring of pick-up and drop-off patterns there should occur to evaluate possible enhanced enforcement of parking infractions. The area is currently covered by RPZ-1.

Ms. Hammond suggested the monitoring area should include up to where NE 2nd Street joins 111th Avenue SE. Currently many local homeowners park vehicles on 111th Avenue SE and while the streets in Surrey Downs are fairly wide, when there are cars lining both sides of the street it is very difficult for cars to pass each other when driving down the street. Mr. Murphy stressed that the initial focus will be on the conditions at SE 1st Street and 111th Avenue SE. If problems extend beyond that area, evaluations will be done as necessary.

Mr. D'Agnone suggested that the problem will be created in part because of the hammerhead design. A cul-de-sac design would be more user friendly. Another approach would be to create parking stalls and use them as a source of revenue. Mr. Kattermann said the hammerhead design is a requirement of the fire department to facilitate turning trucks around. A cul-de-sac would take more property to construct. The Committee has been clear about wanting to discourage people from using the area for picking up light rail commuters and striped parking would not achieve that goal. The design of the park will be at such a level that people likely will not drive to it to use it. Surrey Downs Park will have some parking associated with it that probably will be used by people from the neighborhood.

Ms. Powell proposed installing bollards to keep cars out of the hammerhead area, and designing them so that they could be removed by the fire department when they need to turn around a truck. Mr. Kattermann said the monitoring will determine how much of a situation exists, after which appropriate measures will be taken. The area will be marked for no parking.

#### B. Pedestrian/Bicycle Improvements Within the Station Area

Senior Planner Phil Harris said over the course of the work of the Committee questions and comments have been raised about the need for ped/bike improvements in the station area. The group has talked about the need for a new crosswalk on the east side of the intersection of Main Street and 110th Avenue SE. There is an existing crosswalk there but only on the west side of the intersection. The Committee has also highlighted the need for a new sidewalk on the west side of 110th Avenue NE between Main Street and NE 2nd Street. Also mentioned by the group is the need for improved pedestrian facilities at neighborhood entrances.

Answering a question asked by Ms. Hammond, Mr. Harris explained that the improvements at neighborhood entrances could take the form of ADA ramps, sidewalks where they do not exist, and neighborhood entrance signs.

Mr. Breiland said he would like to see a sidewalk constructed on 110th Avenue SE between Main Street and SE 1st Street. There was agreement on the part of the other Committee members in favor of including a sidewalk there.

Ms. Hammond pointed out that not all of the neighborhood entrances have sidewalks, but added that not all of them need one.

Mr. D'Agnone asked if the notion of adding a traffic signal at the intersection of Main Street and 110th Avenue SE is to allow eastbound traffic on Main Street to make a left-turn into the



neighborhood. He added that such a facility would help to balance out the fact that some entrances into the neighborhood from 112th Avenue SE will be eliminated. Mr. Harris said options of that sort have not been precluded. It will be up to the Committee to make a recommendation. Chair Lampe added that providing better access to the neighborhood will benefit local residents but at the same time will make it easier for non-residents to seek hide-and-ride locations.

Mr. Harris said the Main Street study called for in the Downtown Transportation Plan does not have a kickoff date but will be happening. The recommendations the Committee makes relative to Main Street will help inform that process.

Ms. Powell pointed out that currently there is no sidewalk from 108th Avenue SE connecting with the high school. Local residents have for many years been asking for a sidewalk to keep students from having to walk in the street.

The Committee members confirmed their support for a new crosswalk on the east side of the intersection of Main Street and 110th Avenue SE; a new sidewalk on the west side of 110th Avenue NE between Main Street and NE 2nd Street; and improvements at neighborhood entrances.

Mr. Harris noted that the Committee had previously discussed calling for a pedestrian bridge over 112th Avenue SE and the light rail tracks roughly in the area of Surrey Downs Park near SE 6th Street. Once the light rail line is constructed, there will be no way for pedestrians to get across 112th Avenue SE unless they walk all the way up to the park near Main Street. Such a facility would improve pedestrian access to the light rail station but would also improve access to places like the Bellevue Club.

Mr. King asked if there would be any downside to having a pedestrian bridge, other than cost. Mr. Harris said a bridge would certainly be expensive to construct. The timing of building the bridge would also be an issue; if not constructed until after the light rail project is completed and operational, Sound Transit likely would raise concerns.

Mr. Long said the bridge is a very good idea. He said there are up to 3500 people working in the area around Bellefield Office Park and the bridge would certainly benefit them.

Ms. Hammond pointed out that there is a bus route serving 112th Avenue SE and many who work at the nearby hotels can be seen daily hopping on buses from the west side of the street. She asked what will happen to the bus service once the light rail project is completed. Mr. Harris said the bus routes will be reconfigured ahead of the light rail opening, but what the reconfiguration will look like is unknown.

Chair Lampe commented that if the pedestrian bridge gets constructed, there will need to be some enforcement carried out to make sure people are not parking at Surrey Downs Park and walking to jobs on the east side of 112th Avenue SE. Given the height of the catenary system, he asked if it would be feasible to look at an undercrossing rather than an overcrossing. Mr. Harris said while an undercrossing would likely be more costly, it is probably feasible. He suggested

what the Committee should do is simply include a recommendation to look at some way for pedestrians to cross the street and the tracks.

Ms. Hammond noted her support for a pedestrian bridge or some other way of getting across the tracks. She said crossing the tracks will simply not be safe unless some provision is made. Mr. Thurston concurred.

Mr. Murphy clarified that there will be crosswalks to facilitate the crossing of 112th Avenue SE. The pedestrian bridge issue is focused on getting across the tracks.

There was general consensus in favor of recommending a pedestrian bridge crossing the tracks in the vicinity of Surrey Downs Park.

Mr. Harris noted that the Downtown Transportation Plan includes ped/bike improvements and other recommendations that involve Main Street, and an upcoming corridor study will also focus on Main Street. Some of the assumptions involved in the previous study conducted in 2009 have changed. For instance, it is now known what the light rail alignment will be, and there has been additional growth.

The Downtown Transportation Plan calls for creating an enhanced crosswalk at 112th Avenue SE and Main Street. It could involve a wider crossing area and a change in paving material. Related to the enhanced crosswalk, the plan calls for enhanced intersection components such as weather protection at the corners. The overall plan generally calls for improving the sidewalk environment.

Ms. Powell said she would like to see a master planning approach taken to ensure coordination of sidewalk and street tree designs for each street.

There was agreement on the part of the Committee members in favor of the general idea of improved sidewalks and planter strips along Main Street in line with the Downtown Transportation Plan.

Mr. Harris asked the Committee to comment as to whether or not facilities should be designed for ease of access by all ages and abilities. He noted that while there are ADA requirements that address access for persons with disabilities, those requirements do not extend to generally designing facilities to be easily used by others, including seniors and children. There was agreement in favor of recommending the practice.

Mr. Harris noted that there will be pedestrian and bicycle routes through the neighborhoods connecting to the light rail station and he asked if safety should be enhanced along those routes by making certain improvements, such as sidewalks or marked pedestrian areas, and signage showing the way to the station. There was agreement to recommend making improvements to enhance safety.

## C. Future Look and Feel of Main Street

Mr. Harris asked whether or not Main Street should have a distinct character difference between each street side. He reminded the Committee that the principles for the study included being complementary to the downtown and reflecting the distinction between the downtown and adjoining areas. That could be interpreted as meaning the downtown side of Main Street could have a different look and feel from the residential side of Main Street relative to urban design.

Mr. Kattermann pointed out that Tully's is located on the downtown side of Main Street. It has a wide sidewalk, a bit more landscaping, and tables on the sidewalk. The storefront is oriented toward the sidewalk to draw pedestrians in. On the other side of the street is Baylis Architecture. The sidewalk there is also wide but there is no street front activity. Further to the west there are taller buildings going in and the character there will be different, so the question is whether or not a distinction should be created between side of the street between 108th Avenue SE and 112th Avenue SE.

Mr. Long said making distinctions for each side of the road would be fine but should not necessarily be required.

Chair Lampe said given that one side has commercial uses and the other butts up against a single family neighborhood, and that calls for treating both sides according to their context. That could play out in a number of different ways.

Ms. Hammond said the area between 108th Avenue SE and 112th Avenue SE fronts a neighborhood and the neighborhood side of the street should be different from the downtown side. The downtown side of the street should reflect the general character of what exists on the Tully's site.

The Committee members were asked if Main Street should be a key ped/bike connection between Old Bellevue and the downtown to the light rail station in terms of sidewalk enhancements and bicycle facilities.

Chair Lampe noted that the Transportation Commission is in the process of updating the Pedestrian/Bicycle Plan for the city, which will include the Main Street area. He suggested the Committee should simply call for good ped/bike connections.

Ms. Powell said when she bikes she likes to choose routes that include options for getting out of the traffic and onto a sidewalk. The Main Street corridor should be a key bicycle friendly place with plenty of safety features.

Mr. Kattermann said Main Street will be used as a ped/bike corridor given that it provides a direct route from Old Bellevue to the East Main station. The question is to what degree the route should be made inviting and friendly to bicyclists.

Ms. Hammond suggested the whole city should be inviting and safe for pedestrians and bicyclists. Mr. Kattermann said while that is true, there are things that can be done above and beyond what has been done in other places to make Main Street a designated bicycle route.

Mr. Harris asked the Committee to comment on the types of design features that should be included on a future Main Street. Ms. Hammond said she would prefer to see wide sidewalks, a landscape strip, street trees, and pedestrian lighting. However, lighting between 108th Avenue SE and where the park will be should be designed to avoid the adjacent single family homes. Mr. Kattermann said pedestrian lighting as a term refers to low-scale lighting options rather than street lights.

Chair Lampe he would be surprised if on-street parking were to be considered for Main Street. Mr. Kattermann said it is possible for some sections. The corridor study will explore that.

Mr. Breiland said he would prefer an Old Bellevue treatment along Main Street rather than the look and feel of Bellevue Way near Lincoln Square. On the south side, there should be wide sidewalks and during part of the day on-street parking. Mr. Thurston concurred.

Ms. Powell said she would like to see taller trees planted along the roadway that will provide adequate shade in the summer months. Ms. Hammond agreed the trees should provide shade for pedestrians on the sidewalk but they should not be so tall as to reduce sunlight on the adjacent single family homes.

Mr. King suggested that outdoor seating and accommodating bicycles on the sidewalks are mutually exclusive. Mr. Breiland agreed and said where the choice has to be made, bicycle safety should trump outdoor seating.

Mr. Kattermann noted that 112th Avenue SE is a very different street and he asked if it should be a key ped/bike connection as well to the light rail station and the redevelopment, and what types of design features should be included.

Ms. Hammond said it should be a given that any street connecting with the station must include ped/bike amenities and safety priorities. She said she would like to see the Main Street feel on the east side of the road but suggested it is too soon to be too specific.

Mr. D'Agnone suggested that 112th Avenue SE is far different from Old Main and will have a different look and feel. There is far more traffic on the road and the speed of the traffic is higher. He said he would like to see a wide planter strip between the road and the sidewalk to buffer pedestrians from the traffic.

Mr. Thurston said the trees planted by the Bellevue Club more than 30 years ago are mature and have been fostered over time. The city came along and planted trees along the sidewalk in addition to the Bellevue Club trees so the area is somewhat overplanted. The roadway needs a consistent approach to landscaping on the east side of the street, offering something like a greenbelt that is pedestrian friendly. Mr. D'Agnone agreed and said the planting strips should be wide enough to accommodate public art.

Ms. Powell commented that wider planter strips may require larger setbacks, all of which could accommodate larger trees.

With regard to the frontage along the east side of 112th Avenue SE beyond the sidewalk, Mr. Kattermann offered some pictorial examples of possible outcomes, including storefronts that are aligned with the back of the sidewalk; a different landscaped setback for residential; building heights that step back on the upper floors; and overall building heights that are lower to a certain distance away from 112th Avenue SE to prevent shadowing of and to preserve privacy for the adjacent residential development.

Ms. Hammond pointed out that the redevelopment area includes opportunities for both residential and commercial. She said she would like to see consistency along the street regardless of land use type to avoid chopping up the redevelopment area into little individual blocks.

Mr. Thurston said the setbacks required for each of the properties in the redevelopment area are distinct from the sidewalk issues. He said his vision for the area is for a beautiful pedestrian friendly commercial neighborhood district. That will require allowing for flexibility to accommodate the geographical difference each property has.

Ms. Hammond said she would like to see any residential development designed to be inviting.

Mr. Kattermann noted that the Committee had previously voiced a preference for reducing building heights closer to the street to create a more pedestrian scale. He reminded the Committee that there currently is a transition zone that applies to the east side of 112th Avenue SE. The transition zone carries with it a requirement to lower building heights and he asked if the restriction should be retained in some fashion.

Mr. Thurston said the information provided in previous meetings to the Committee have made it clear that shadowing is a non-issue even under the worst-case scenarios. Mr. King agreed but said the need to reduce building mass close to the sidewalk should also be considered as an argument for lowering building heights along the street.

Ms. Hammond said those with properties along 111th Avenue SE will be taking the brunt of everything from train noise to visual blight. Everything that can be done should be done to minimize the impacts they will have to deal with. Lower building heights along the street will help in that regard.

## 5. SCHEDULE

Mr. Kattermann briefly reviewed with the Committee the agenda items for the upcoming meetings.

Ms. Hammond said she was still waiting for the Committee to discuss the capacity a collector/arterial is intended to carry in comparison to what 108th Avenue SE is currently carrying. She also stressed the need for the Committee to be given a complete picture with regard to traffic in the area. Mr. Kattermann said those questions will be addressed in a comprehensive fashion. Transportation staff are working to develop a memo addressing the issues; it should be ready later in August for discussion in September.

Ms. Powell highlighted the need to discuss the degree to which all subarea, Sound Transit and specific area planning efforts are integrated and consistent. She also pointed out that as the downtown continues to develop there will be additional traffic impacts by the Surrey Downs and Bellecrest neighborhoods, particularly as the new apartments open at Bellevue Way and Main Street. Traffic is bad and will only grow worse as Sound Transit begins construction and Bellevue Way closes. Mr. Kattermann said that is part of the work being done by transportation staff. The Committee is not tasked with looking specifically at what will happen as a result of the development at Bellevue Way and Main Street, but the data does need to be included in the model.

Mr. Kattermann said there is the possibility that a second meeting will be needed on September 8. As things stand it looks as though the work of the Committee will not be completed until early in 2016. There was consensus to continue with the regular schedule to see what can be done before scheduling additional meetings.

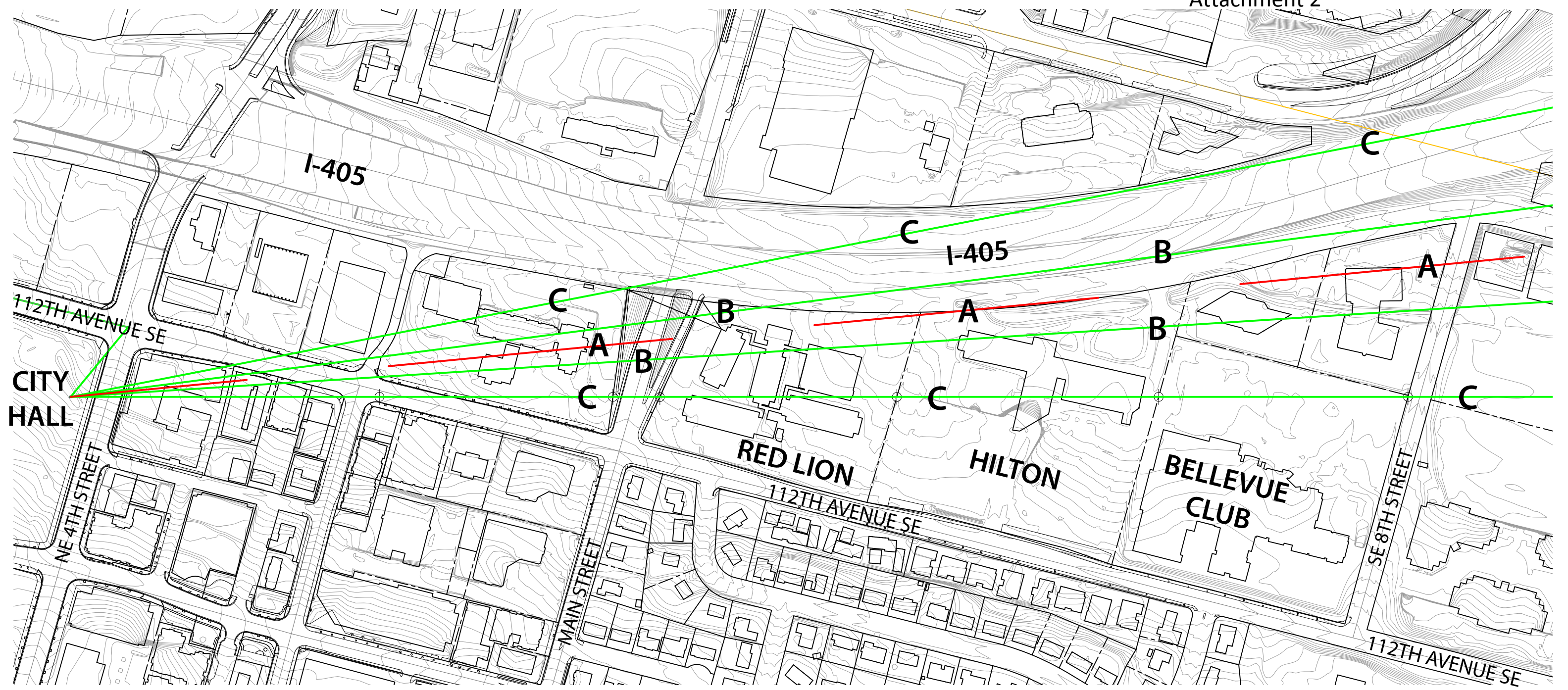
Mr. Kattermann urged the Committee members to take pictures during the August break of things they think would work well in the station area.

#### 6. PUBLIC COMMENT

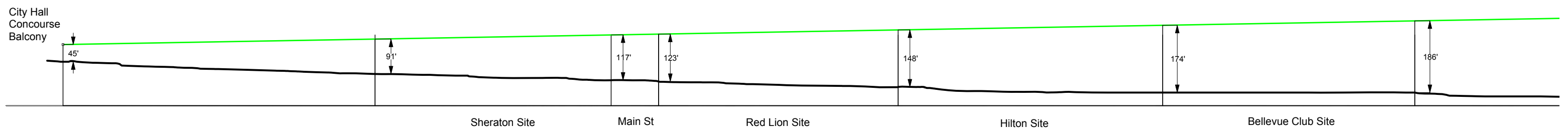
Ms. Renay Bennett, 826 108th Avenue SE, asked if the Main Street corridor and Downtown Transportation Plan studies were completed. Assistant Transportation Director Paula Stevens noted that only the Downtown Transportation Plan has been completed and has been folded into the Downtown Livability study which has been approved by the Planning Commission and the Council. Ms. Bennett stressed the need to expand the kiss and ride area in light of the fact that people will be dropping off people on 108th Avenue SE. Signage in the neighborhoods directing people to the light rail station could draw even more people into the area; those living in the neighborhood will not need signs showing them how to get there. The Main Street corridor study has not yet been done, and the Downtown Transportation Plan is not yet adopted, so it would not be right to ask the Committee to make a recommendation before seeing those documents completed.

#### 7. ADJOURN

Chair Lampe adjourned the meeting at 6:12 p.m.



- A** - Center line of Mount Rainier
- B** - Extent of base of Mount Rainier on horizon
- C** - Extent of view corridor, width equal to three times the extent of base of Mount Rainier on horizon



## EAST MAIN CAC Summer Break Assignment!

Take a picture of something you would like to see in the station area and describe why you like it, where it should happen, and why you think it should be done. Examples include but are not limited to:

- Sidewalk treatments
- Cross-walks
- Landscaping
- Building facades
- Traffic calming
- Signage

Where was the picture taken? \_\_\_\_\_

When was the picture taken (date, time of day)? \_\_\_\_\_

What is the subject of the picture? \_\_\_\_\_

What do you like about the subject? \_\_\_\_\_

\_\_\_\_\_

Where would you like to see this done in the station area? \_\_\_\_\_

\_\_\_\_\_

Why do you think this should be done? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Other comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Have fun! Send the picture and your responses to the above questions to [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov) to be compiled for the next CAC meeting or bring your idea to the meeting. Thank you.



**EAST MAIN STATION AREA PLAN**  
**CAC DRAFT VISION & DRAFT STRATEGIES – Part 1**  
 October 27, 2015

A. ISSUE/TOPIC: Hide-and-ride parking in the neighborhood. Should the area subject to residential parking zone (RPZ) permit be increased?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
Balance vehicular access needs with traffic issues by addressing potential “hide-and-ride” parking concerns in residential areas.	<ol style="list-style-type: none"> <li>1. Review parking to determine potential for extending existing (or creating new) Residential Parking Zone (RPZ) restriction south to cover a larger portion of the residential neighborhood to discourage “hide and ride” parking and increased traffic.</li> <li>2. Monitor pick-up/drop-off patterns at SE 1<sup>st</sup> Pl near 111<sup>th</sup> Ave SE to evaluate for possible enhanced enforcement of parking infractions related to light rail operation.</li> </ol>	<p><i>Concerns about additional traffic and safety are addressed by ensuring residential streets serve access and parking needs of residents. Non-residents (e.g. transit riders, downtown employees) are effectively discouraged from using neighborhood streets for parking, pick-up and drop-off for the light rail station.</i></p>	<ol style="list-style-type: none"> <li>a. Evaluate whether existing RPZ areas should be expanded or if a new RPZ should be created to cover more of the neighborhoods to the south.</li> <li>b. Evaluate day and hour restrictions of all RPZ areas in the neighborhood to determine if they should be expanded.</li> <li>c. Monitor pick-up/drop-off activity in the residential area once light rail is operational and implement restrictions as needed/supported by the neighborhood.</li> <li>d. Enforce RPZ and other restrictions to ensure they are effective.</li> </ol>

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B. ISSUE/TOPIC: Pedestrian/bicycle improvements within the station area. What improvements are important for circulation and station access?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>Connect the station area to adjacent neighborhoods.</p> <p>Optimize access to the station by people who live and work in the area:</p> <ul style="list-style-type: none"> <li>• and apply the principles of universal design to street and sidewalks providing access to the station.</li> <li>• by filling gaps in the pedestrian and bicycle network (including gaps in sidewalk routes or where new crosswalks might be needed).</li> <li>• by addressing the lack of access between residential neighborhoods and 112<sup>th</sup> Avenue SE and destinations to the east.</li> </ul>	<ol style="list-style-type: none"> <li>1. Improve pedestrian and bicycle facilities within the station area, including:                             <ol style="list-style-type: none"> <li>a. a new crosswalk on east side of Main St and 110<sup>th</sup> Ave NE intersection;</li> <li>b. a new sidewalk on west side of 110<sup>th</sup> Ave NE between Main St and NE 2<sup>nd</sup> Ave; and</li> <li>c. at neighborhood entrances.</li> </ol> </li> <li>2. Construct a pedestrian bridge over light rail in the area of Surrey Downs Park and SE 6<sup>th</sup> St.</li> <li>3. <i>Implement recommendations of Downtown Transportation Plan and Main Street Corridor Study.</i></li> <li>4. <i>Design facilities within walk area for ease of access by all ages and abilities.</i></li> <li>5. <i>Enhance safety with improvements on pedestrian and bicycle routes to the station</i></li> </ol>	<p><i>Pedestrian and bicycle access to the East Main Station is a safe and pleasant experience for all ages and abilities. Gaps in the network have been filled and the pedestrian environment in the neighborhood reflects the same level of planning and quality of design and materials described in the Downtown Transportation Plan.</i></p> <p><i>An accessible and attractive grade-separated crossing of the light rail tracks provides a way for pedestrians and bicyclists to move safely and easily between Surrey Downs Park and 112<sup>th</sup> Avenue SE near the intersection with SE 6<sup>th</sup> Street.</i></p>	<ol style="list-style-type: none"> <li>a. <i>Install sidewalks to fill gaps and improve safety on:</i> <ul style="list-style-type: none"> <li>• <i>110<sup>th</sup> Avenue NE from Main Street to NE 2<sup>nd</sup> Street</i></li> <li>• <i>110<sup>th</sup> Avenue SE from Main Street to SE 1<sup>st</sup> Street</i></li> <li>• <i>SE 10<sup>th</sup> Street from 108<sup>th</sup> Avenue SE to Bellevue High School.</i></li> </ul> </li> <li>b. <i>Install a crosswalk on Main Street for the east side of the intersection with 110<sup>th</sup> Avenue NE.</i></li> <li>c. <i>Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail from the</i></li> </ol>

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<ul style="list-style-type: none"> <li>• by addressing pedestrian safety concerns within the residential neighborhoods by considering a range of pedestrian facility improvements and traffic calming measures.</li> </ul> <p><i>*Encourage development that is integrated into the station and/or neighborhood.</i></p>	<p><i>(e.g. well-defined and illuminated walkways/bikeways, directional signage, and traffic calming measures).</i></p>	<p style="text-align: center; font-size: 48px; opacity: 0.3; transform: rotate(-45deg);">DRAFT</p>	<p><i>residential neighborhood to 112<sup>th</sup> Avenue SE in the vicinity of Surrey Downs Park and SE 6<sup>th</sup> Street. Follow-up with stakeholders on both sides of 112<sup>th</sup> Avenue SE to determine if there is sufficient support to include in the City’s future capital projects budget.</i></p> <p><i>d. Develop and implement a design for the pedestrian and bicycle networks serving the East Main Station to provide a safe, attractive and consistent look and feel within the station area.</i></p>
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C. ISSUE/TOPIC: Future look and feel for Main Street. Should Main Street be more pedestrian-oriented?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>Be complementary to the Downtown by continuing to reflect the distinction between Downtown and adjoining areas.</p>	<ol style="list-style-type: none"> <li>1. <i>Create a distinctive look and feel for Main Street that helps to delineate the differences between the north and south sides of Main Street.</i></li> <li>2. <i>Make Main Street a key pedestrian and bicycle corridor for people living, working or visiting the area linking the station, Downtown, and Old Bellevue.</i></li> <li>3. <i>Include wide sidewalks, a landscape strip, street trees, and pedestrian lighting.</i></li> </ol>	<p><i>The Main Street corridor is designed to be a safe and inviting east-west connection allowing pedestrians and bicyclists of all ages and abilities access to the East Main Station.</i></p> <p><i>The newly updated street has wider sidewalks, a landscape strip between the sidewalk and street with mature shade street trees and pedestrian-scale lighting. It emulates the feel of Old Bellevue to a degree, but it places a priority on safety improvements for pedestrians and bicyclists.</i></p> <p><i>The north and south sides of the street reflect the different character and function of the adjoining land uses with the south side being sensitive to its residential neighborhood context.</i></p>	<ol style="list-style-type: none"> <li>a. <i>Develop and implement a design for Main Street that emphasizes safety and incorporates aspects of the look and feel of Old Bellevue along with wider sidewalks, planting strips, shade trees and lighting that reinforce the distinct land use context on each side of the street from Old Bellevue to 116<sup>th</sup> Avenue SE.</i></li> <li>b. <i>Develop and implement pedestrian and bicycle safety improvements along the entire corridor from Old Bellevue to 116<sup>th</sup> Avenue SE.</i></li> </ol>

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<b>D. ISSUE/TOPIC: Future look and feel for 112<sup>th</sup> Avenue.</b> Should 112 <sup>th</sup> Avenue be more pedestrian-oriented?			
<b>PRINCIPLES</b>	<b>DISCUSSION DRAFT VISION STATEMENTS</b>	<b>CAC DRAFT VISION</b>	<b>CAC DRAFT STRATEGIES</b>
<p>Be complementary to the community by creating an engaging, pedestrian-oriented street frontage along the east side of 112<sup>th</sup> Avenue SE.</p> <p><i>*Encourage development that is pedestrian-oriented.</i></p>	<p>1. <i>Make 112<sup>th</sup> a key pedestrian corridor for people living, working or visiting the area linking the station, downtown, and redevelopment area.</i></p> <p>2. <i>Include wide sidewalks, a landscape strip, street trees, and pedestrian lighting.</i></p>	<p><i>112<sup>th</sup> Avenue SE is characterized by a wide landscape buffer between the street and sidewalk. The corridor retains its green, vegetated feel and it is safe and inviting for pedestrians and bicyclists of all ages and abilities to access the East Main Station.</i></p>	<p><i>a. Develop and implement a design for 112<sup>th</sup> Avenue SE from Main Street to SE 8<sup>th</sup> Street that preserves the current “green boulevard” look and feel and creates a safe and inviting environment for pedestrians and bicyclists. This should be done in conjunction with strategy E.a.</i></p>

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E. ISSUE/TOPIC: Redevelopment fronting along east side of 112 <sup>th</sup> Avenue SE. How should new development fronting on east side of 112 <sup>th</sup> Avenue SE relate to the rest of the area?			
PRINCIPLES	DISCUSSION DRAFT VISION STATEMENTS	CAC DRAFT VISION	CAC DRAFT STRATEGIES
<p>Be complementary to the community by creating an engaging, pedestrian-oriented street frontage along the east side of 112<sup>th</sup> Avenue SE.</p> <p><i>*Encourage development that is pedestrian-oriented.</i></p> <p>Retaining to the extent practicable sunlight exposure and privacy of residential neighborhoods on the west side of 112<sup>th</sup> Avenue SE.</p> <p><i>*Encourage development with density that tapers</i></p>	<ol style="list-style-type: none"> <li>1. <i>Place storefronts at back of sidewalk</i></li> <li>2. <i>Add landscaped setbacks for street-level residential.</i></li> <li>3. Reduce height of buildings closest to 112<sup>th</sup> to create a more pedestrian scale (e.g. stepped back on upper floors like buildings along south side of Main Street).</li> <li>4. Reduce height of buildings closest to 112<sup>th</sup> to minimize shadows, reduce privacy concerns.</li> </ol>	<p><i>New commercial development along the east side of 112<sup>th</sup> Avenue SE is set at the back of a wide sidewalk to create space for a landscape strip with large shade trees and businesses that cater to pedestrians. There are sidewalk cafes that generate pedestrian activity and allow ample room for circulation.</i></p> <p><i>New residential development is especially welcoming with similar landscape strips along the street and front stoops or building entryways that extend the setback of the building façade from the sidewalk and possibly create additional pockets of landscaping.</i></p> <p><i>Taller buildings, especially offices, are sited closer to the freeway,</i></p>	<ol style="list-style-type: none"> <li>a. <i>Develop and implement design guidelines for street frontage along 112<sup>th</sup> Avenue SE that allow and encourage an active pedestrian environment including:</i> <ul style="list-style-type: none"> <li>• <i>Wide sidewalks</i></li> <li>• <i>Landscape strips separating traffic from sidewalks</i></li> <li>• <i>Large shade trees</i></li> <li>• <i>Pedestrian-oriented storefronts and activities</i></li> </ul> </li> <li>b. <i>Develop and implement development regulations for new development with frontage along 112<sup>th</sup> Avenue SE that:</i></li> </ol>

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<p><i>down to adjacent lower density communities.</i></p>		<p><i>while shorter, pedestrian-scale buildings front the east side of 112<sup>th</sup> Avenue SE. There are no massive, blocky buildings fronting on 112<sup>th</sup> Avenue SE.</i></p>	<ul style="list-style-type: none"> <li>• <i>Establishes building setbacks at back of sidewalks</i></li> <li>• <i>Encourages front stoops for individual residential units fronting on the sidewalk</i></li> <li>• <i>Creates attractive, well-defined entrances serving multiple residential units</i></li> <li>• <i>Requires additional setbacks for upper floors above three stories</i></li> <li>• <i>Requires taller buildings be located closer to I-405 and/or a minimum distance from 112<sup>th</sup> Avenue SE.</i></li> </ul> <p><i>These should be done in conjunction with strategy D.a.</i></p>
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City of  
Bellevue



# MEMORANDUM

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DATE: October 19, 2015  
TO: East Main Citizen Advisory Committee (CAC) Members  
FROM: Philip Harris, Senior Planner, 425-452-7680 [psharris@bellevuewa.gov](mailto:psharris@bellevuewa.gov)  
Transportation Department  
SUBJECT: Transportation Update

**Purpose:**

To provide background information about the traffic modeling work done so far and to provide context to the relationship between land use and the traffic modeling work. The memo also provides a brief status update and preview of upcoming work. Finally, there are responses to a number of traffic and transportation questions previously raised by the CAC.

**Context:**

The East Link Extension light rail project will connect Bellevue to downtown Seattle and to the Overlake Transit Center in Redmond. The East Link project will include a new station, East Main, south of the intersection of Main Street and 112<sup>th</sup> Avenue SE. The station is expected to attract patrons who will arrive by foot, bicycle and transit as well as those who will be dropped off by car. The station is also expected to be a catalyst for redevelopment on the east side of 112<sup>th</sup> Avenue SE.

At the March 24, 2015 CAC meeting, the project team presented four land use redevelopment scenarios for the properties on the east side of 112<sup>th</sup> Avenue SE between Main Street and SE 6<sup>th</sup> Street. The scenarios presented a range of options from potential development with existing zoning to the most intense development that would require significant zoning changes. The redevelopment scenarios were developed to demonstrate different levels and mixes of land uses and to conduct an initial, comparative analysis of the relative land use and transportation implications. The redevelopment scenarios were presented to the public at an open house on April 28, 2015. The CAC and several community members were concerned about how the four redevelopment scenarios would impact traffic in the surrounding area.

Analysis of the traffic impacts of redevelopment is an important part of the overall station area planning project. However, traffic is just one consideration in the wider context of potential land use changes, urban design, pedestrian and bicycle access to light rail, transportation, and economic development in the station area.

**Traffic Modeling:**

To assess the potential changes in traffic volumes for the four scenarios, staff used traffic modeling software, which estimates relative changes in traffic volumes and patterns. The model is not definitive or a prediction of what will happen, rather, it is a “what if ...” tool to test



the relative differences in the redevelopment scenarios. The traffic model looks at potential future redevelopment scenarios after light rail construction occurs. The model does not address light rail construction, which is outside the purview of the CAC, nor does it address high school traffic which is also an important, but separate issue. Downtown development is a factor built into the model's assumptions but the model itself will not address issues citywide.

Staff used the Bellevue/Kirkland/Redmond (BKR) model to forecast the year 2035 PM peak hour (5:00pm to 6:00pm) traffic volumes for the East Main Light Rail Station Redevelopment Area scenarios. The PM peak hour is typically the hour of the worst or heaviest traffic. The model has been used by the city for more than 20 years and factors in citywide growth, including downtown, in employment and population. The model is very good at demonstrating the relative difference between scenarios and is constantly being updated to reflect growth and transportation improvement projects.

The model uses the same 2035 planning year as the city's Comprehensive Plan, the forecast of 180,000 jobs and just over 70,000 households is consistent with the Puget Sound Regional Council (PSRC) forecast. The model used the 2035 planning year as a starting point for comparison with the four development scenarios.

The transportation network assumptions for the preliminary analysis included currently funded projects in or near the study area of the East Main Station Area Plan that would be completed and in operation by the 2035 planning year.

Traffic modeling is an iterative process. The initial model analysis presented at the May 26, 2015 CAC meeting was considered preliminary because it was simply testing the relative differences between the four land use scenarios to reveal potential traffic issues. Subsequent model analyses will add improvements such as traffic lights and turn lanes to test their effect on the issues identified in the early model analyses. Finally, a model analysis based on the CAC recommendations will test potential transportation improvements to address traffic issues that could arise with that scenario.

#### **Preliminary Findings:**

Findings from the preliminary analysis were presented at the May 26, 2015 CAC meeting. The model, not surprisingly, showed that Scenario 1 generated the least traffic and scenario 4 the most traffic when compared to the 2035 planning year. In general, the largest increases in traffic volume for all scenarios were on the streets closest to the redevelopment area, 112<sup>th</sup> Avenue SE, 114<sup>th</sup> Avenue SE, SE 6<sup>th</sup> Street, SE 8<sup>th</sup> Street as well as portions of Main Street. The model also showed that the proportion of the population using buses and light rail increased from an existing 6% to 10% for scenario 1 and 12% for scenario 4.

#### **Refinements to the Preliminary Analysis:**

The next round of analysis focused on comparing two of the land use redevelopment scenarios to the 2035 planning year, scenarios 2 and 4, representing the mid-level and most extensive redevelopment options respectively.

The results of that analysis were presented at the June 9, 2015 CAC meeting. The analysis continued to show that the increase in traffic volume was in locations close to the redevelopment area for both scenarios. Associated with increased traffic volumes on 112<sup>th</sup>

Avenue SE, 114<sup>th</sup> Avenue SE, SE 6<sup>th</sup> Street and SE 8<sup>th</sup> Street, the analysis also showed the level of congestion and delay for the major intersections in the study area. The model showed increasing congestion at intersections along 112<sup>th</sup> Avenue NE/SE as well as 114<sup>th</sup> Avenue SE.

#### **Next Steps:**

Project staff are continuing to refine the redevelopment scenario for the area east of 112<sup>th</sup> Avenue SE. Whereas all four land use redevelopment scenarios previously modeled in the preliminary analysis assumed a full build out of the redevelopment site, staff are developing a scenario which assumes that redevelopment is more likely to be phased over time, beginning on some sites around the time light rail is scheduled to become operational in 2023 and also assumes that portions of redevelopment will occur after 2035. The refined redevelopment scenario will be informed by additional inputs including:

- Economic development analysis
- Discussion with property owners of the redevelopment area
- The amount and land use mix of the redevelopment
- City wide growth

A new traffic model will test the updated land use redevelopment scenario. Traffic will be just one of the factors, along with land use, urban design, integration of the station with the surrounding neighborhoods, pedestrian and bicycle access from the neighborhoods, and economic development that the CAC will consider in preparing its recommendations.

#### **CAC Questions:**

**Does the traffic modeling shown also consider the downtown traffic forecast?** Yes, downtown development and traffic are built into the assumptions of the model.

**What is factored into the 2035 planning year condition?** In the preliminary analysis, the transportation network included funded transportation projects and planned growth elsewhere in the city and the region. Subsequent land use redevelopment traffic analyses will include economic development data and additional transportation network projects including “reasonably foreseeable” transportation projects, i.e. projects that are currently unfunded but are expected to be completed by 2035.

**Can we include modeling for Bellevue High School (AM and PM) in the analysis? The neighborhood has concerns about traffic for Bellevue High School having an impact on traffic volumes on 108<sup>th</sup> Avenue SE. Peak traffic demand for the school is around 2:30pm but there is also heavy school related traffic in the mornings.** This item is one of some concern but is a separate issue because it is not related to the redevelopment area traffic being modeled. Any solutions to address school-related traffic would require the involvement of the Bellevue School District as well as city staff. The CAC may want to recommend working with the school district to address the impact of high school traffic.

**What is the standard for traffic volume on collector arterials such as 108<sup>th</sup> Avenue SE?** City streets are not classified based solely on the number of vehicles they carry. “Bellevue has

classified city streets according to their function, and has established development standards upon which street improvements are based.” (Bellevue *Comprehensive Plan*<sup>1</sup>)

Bellevue’s functional classification system defines the following arterial street types:

Collector arterials (e.g. 108<sup>th</sup> Avenue SE, 108<sup>th</sup> Avenue NE north of downtown, 140<sup>th</sup> Avenue NE south of NE 8<sup>th</sup> Street) are two or three-lane streets that collect (or distribute) traffic within a neighborhood and provide the connections to minor or major arterials. Collectors serve neighborhood traffic, and also provide access to abutting land uses. They do not carry much through traffic, and are designated to be compatible with residential neighborhoods and local commercial areas.

Minor arterials (e.g. Main Street, Factoria Boulevard SE, NE 8<sup>th</sup> Street east of 148<sup>th</sup> Avenue NE) provide connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less than major arterials, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets such as collector arterials.

Major arterials (e.g. Bellevue Way, 112<sup>th</sup> Avenue, NE Bel-Red Road) provide efficient direct routes for long-distance auto travel within the region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials. Traffic on major arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic.

Collector arterial traffic volumes (average daily midweek volume) vary from a low of 1,000 (108<sup>th</sup> Avenue NE north of downtown Bellevue) to a high of 17,500 (140<sup>th</sup> Avenue NE south of NE 8<sup>th</sup> Street). 108<sup>th</sup> Avenue SE in the East Main station area is a collector arterial. The average daily midweek volume is 4,700.

**What was the number of new trips that would be generated by redevelopment at the Bellevue Club?** The model showed that about a quarter of the new trips associated with each scenario, as compared to the 2035 planning year can be attributed to the Bellevue Club site redevelopment, specifically, Scenario 2: 24%, Scenario 3: 27%, and Scenario 4: 23%. Each of these scenarios assumed significant additions to existing square footage but without a specific time period for development to occur.

**What is causing the condition at the 108<sup>th</sup> Avenue SE/Bellevue Way intersection where it seems to be worse than adjacent intersections?** There are a few explanations for this: 1) 108<sup>th</sup> Avenue SE serves more traffic than the SE 8<sup>th</sup> Street and SE 16<sup>th</sup> Street intersections with Bellevue Way and this traffic takes more green time from Bellevue Way meaning that Bellevue Way traffic will experience a longer delay: 2) Bellevue Way/112<sup>th</sup> Avenue SE is a 3-leg intersection, which typically operates more efficiently than a 4-leg intersection like Bellevue Way/112<sup>th</sup> Avenue SE because there are less conflicting movements.

**Can we model what would happen along Main Street with a different configuration such as a signalized left turn phase for westbound to southbound traffic from Main Street to 108<sup>th</sup>**

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<sup>1</sup> [http://www.ci.bellevue.wa.us/pdf/PCD/07.Trans\\_2010.pdf](http://www.ci.bellevue.wa.us/pdf/PCD/07.Trans_2010.pdf)

**Avenue SE?** Yes, future traffic modeling will assume that this turn, which currently does not have a left turn signal, will have a left turn signal phase.

**Can we model what would happen if a westbound to southbound left turn from NE 4<sup>th</sup> Street to 112<sup>th</sup> Avenue NE was allowed?** Yes, staff reviewed this intersection and noted a number of issues that would make this idea difficult to implement:

1. **Right Of Way:** There is no space to accommodate a left turn lane. Acquisition of right-of-way and construction of this turn lane could be very costly because the location is on the freeway overpass.
2. **Alignment:** It would be difficult to align such a turn lane with the eastbound to northbound left turn lane from NE 4<sup>th</sup> Street to 112<sup>th</sup> Avenue NE. It would also impact the alignment of eastbound through lanes and the general purpose and high-occupancy vehicle (HOV) left turn lanes entering northbound I-405 from NE 4<sup>th</sup> Street.
3. **Traffic Efficiency:** The westbound to southbound left turn movement would take green time from the congested eastbound NE 4<sup>th</sup> Street approach, creating a longer delay for the eastbound through movement. This would reduce the efficiency of the intersection.