

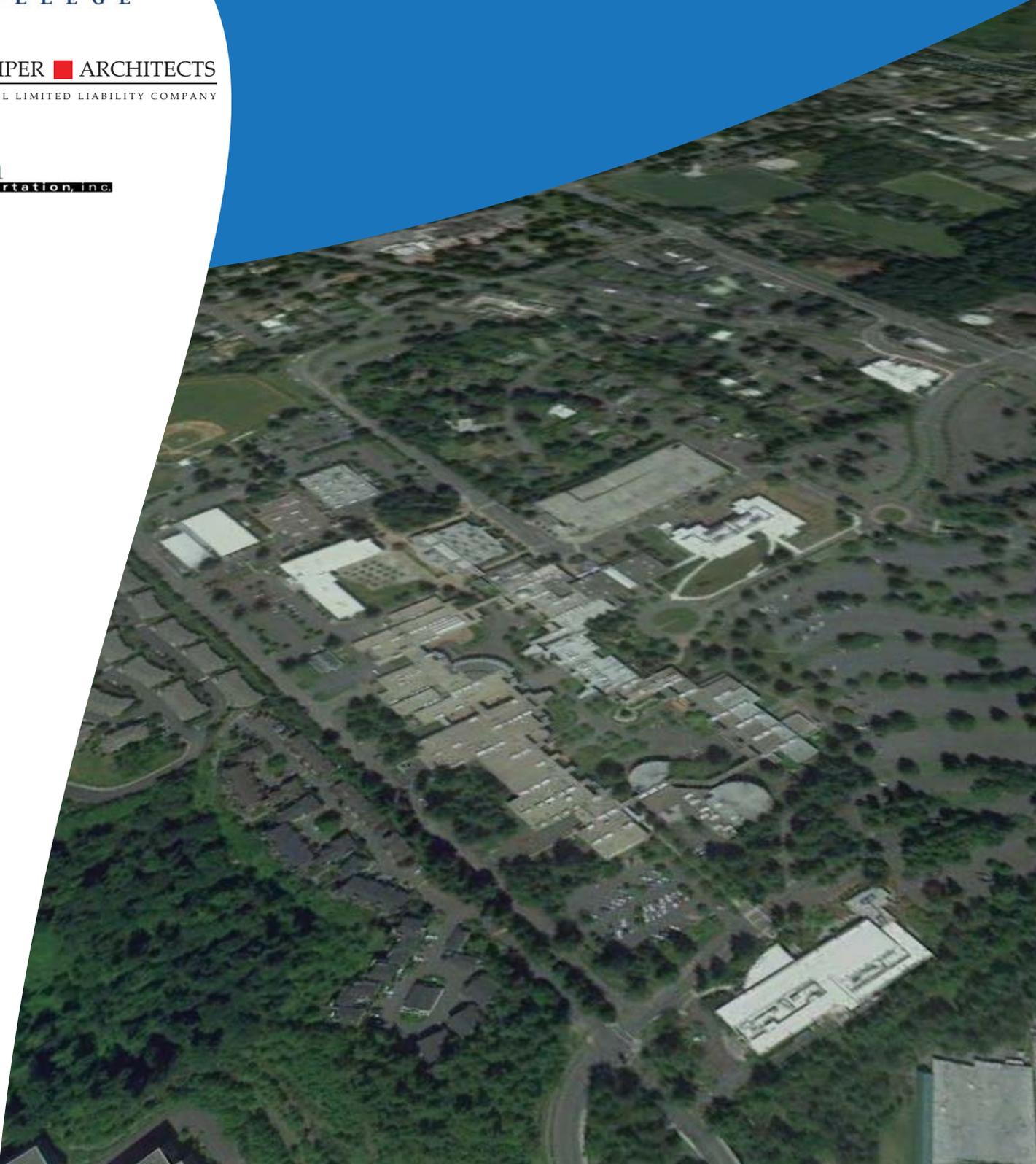
BELLEVUE COLLEGE TRANSPORTATION PLANNING STUDY

JULY 2011



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TECHNICAL MEMORANDUM

Project: Bellevue College – Campus Master Plan
Subject: Transportation Planning Study
Date: July 11, 2011
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This transportation planning study was prepared jointly by Heffron Transportation, Inc. and S.M. Stemper Architects, PLLC on behalf of Bellevue College.

The *Bellevue College Master Plan*¹ describes the basic transportation facilities on the campus and identifies the broad range of needs and deficiencies at Bellevue College. Primarily due to the status of the State Budget, the College will not be making any formal updates to the Campus Master Plan—the 2008 Campus Master Plan will remain the current Master Plan for the foreseeable future. However, the college continues to update portions of the plan including the transportation management, circulation and safety, residential program, and alignment with institutional goals. This memorandum represents a Transportation Planning Study to provide specific strategic direction for the college to address and integrate the range of transportation needs at the college. The purpose of the Transportation Planning Study is to more clearly define the existing and future transportation deficiencies in order to support the priorities of a strategic transportation improvement program for Bellevue College. The following sections first present a summary of existing transportation needs and deficiencies followed by a summary of options considered and concluding with the recommended schematic plans.

1. Transportation Needs and Deficiencies

1.1. General Traffic Circulation and Safety

Vehicular circulation consists of several campus controlled roadways. Roadway deficiencies are interconnected with parking and pedestrian circulation. The majority of parking is located on the eastern side of most campus buildings. With 77%² of students driving to campus (67% drive alone, 11% carpool), pedestrian circulation from the parking area across campus roadways is a concern at numerous locations. In particular, the parking structure with over 1,000 spaces also generates substantial pedestrian activity across Kelsey Creek Road and at the location of the primary on-campus bus stop. Vehicular circulation and safety issues are listed below and specific issues are also identified on Figure 0 (attached).

¹ *Bellevue College Master Plan*, 2008-2018

² Source: *Bellevue College Transportation Management Plan*, Transportation Management Task Force, Feb. 3, 2011.

- A. The South Entrance (at the SE 32nd Street and 142nd Place SE/Snoqualmie River Road intersection) was developed as a secondary access to Bellevue College, but with the overcrossing of I-90 and the recent addition of the Eastgate Freeway Transit Station, general traffic, bus, pedestrian, and bicycle volumes have increased. The intersection is all-way stop sign controlled. There are two crosswalks; one on the south leg, and one to the median formed by the condominium driveway and Snoqualmie River Road. This intersection no longer functions well for the mix of modes and travel demand. The awkward locations of the adjacent north legs are undesirable.
- B. The intersection of Kelsey Creek Road and Snoqualmie River Road adjacent to Building G (gymnasium) needs realignment to eliminate two right-angled turns to improve traffic flow for both transit and private vehicles. This segment of Kelsey Creek Road is too narrow to accommodate the vehicular and pedestrian movements that regularly occur.
- C. Adjacent neighborhoods have expressed increasing concern about traffic volume and related issues as Bellevue College has contemplated expansions and improvements to buildings and campus roadways. In particular, speeding on Snoqualmie River Road, combined with slowing for speed bumps, has been identified by neighbors as a noise concern. Neighbors have also noted that fences along the west side of Snoqualmie River Road have been hit by parking vehicles.
- D. Internal circulation, parking, and pedestrian access to buildings can be confusing for visitors. Drivers who are confused or unsure of travel routes can cause unnecessary congestion with extra circulation and turn movements and can be more likely to make unsafe movements.
- E. Pedestrian-vehicle conflicts can occur as a result of the relative locations of parking lots, campus roadways, and pedestrian access routes.
- F. There are no clearly defining features or roadways that identify primary or secondary campus entrances. The Main Entrance (at the SE 28th Street/148th Avenue SE intersection) serves approximately 5,350 arriving cars and 6,050 exiting cars per day. The South Entrance serves approximately 4,600 arriving cars and 3,050 exiting cars per day. The North Entrance (at the SE 24th Street/145th Place SE intersection) serves approximately 2,960 arriving cars and 2,900 exiting cars per day.³
- G. Access and wayfinding for Carlson Theater (building E) could be improved to enhance its use as a community theater asset.

1.2. Transit Service and Facilities

The campus is served by four King County Metro routes and two Sound Transit routes. The primary location for transit access occurs on Kelsey Creek Road just west of the parking garage and north of the 90-degree turn from Tyee River Road. This area is centrally located, yet there are conflicts between vehicles passing through the area, vehicles entering and exiting the parking garage, and pedestrians crossing from the garage and/or the transit stops on both sides of the street.

Approximately 1,400 students and 14% of employees rely on transit for commuting to and/from campus.⁴ Increasing bus ridership is viewed as a desirable and effective way to reduce future needs for parking and to meet the college's goal to reduce emissions.

³ Source: 48 hour traffic count data, Traffic Count Consultants, Inc. , Tues., Nov. 2, and Wed., Nov. 3, 2010

⁴ Source: *Bellevue College Transportation Management Plan*, Transportation Management Task Force, Feb. 3, 2011.

- A. Parking is currently free and does not provide a disincentive to driving and parking on campus. Extensive research has shown that parking costs are the most effective means to increase transit ridership and to reduce reliance on single-occupant-vehicle travel.
- B. Currently students pay 50% of the cost of their ORCA pass. The cost of bus passes and fares is expected to increase. The college currently does not have a defined program to limit or manage transit costs and keep them affordable for students.
- C. Prior study⁵ has indicated needs for the following:
 - o Increased transit service from areas south of I-90 (Forest Drive, Lakemont Boulevard) to Bellevue College.
 - o Additional mid-day and/or off-peak transit service;
 - o Transit access to Bellevue College from Renton and I-405 transit at 112th Avenue SE to Bellevue College;
 - o Removal of the modal conflicts at the primary campus transit stop on Kelsey Creek Road between the parking garage and Building L;
 - o Improved campus transit accessibility to the regional transit service at Sound Transit's Eastgate Freeway Station (it is estimated that approximately half of Bellevue College students arrive via I-90 and/or from locations south of the campus.); and
 - o Consideration for the fact that Campus roadways were not built to meet the structural demands of heavy transit buses.

1.3. Pedestrian Access, Circulation, Safety, and Security

Pedestrian circulation at Bellevue College is linked to the needs of all other transportation modal needs on campus. College facilities and security staff have noted frequent complaints of close calls from vehicular and pedestrian conflicts. College campuses require safe and secure walk routes from parking lots to campus buildings and from the transit facilities (on- and off-campus) to campus buildings. The following lists some key areas of concern; specific issues are also shown on Figure 1 (attached).

- A. Many pedestrian walking routes from surface parking lots to campus buildings have numerous conflict points with vehicular traffic flows.
- B. There are not enough walk routes that provide the desired level of security and safety from vehicular conflicts.
- C. Pedestrian facilities do not always serve the most direct route to campus buildings, and pedestrians tend to walk the most direct route regardless of the facilities that are provided.
- D. The walk route from the Eastgate Freeway Transit Station to central campus buildings is approximately one-half mile, but lacks a direct route with the desired level of security and safety from vehicular conflicts. The walkway is too narrow for the volume of pedestrians.

⁵ *Enhanced Transit Circulation Patterns on the Bellevue Community College Campus; A Summary of Discussion in 2004 between College, City & Transit, January 3, 2005*

- E. Through traffic on Kelsey Creek Road conflicts with a high volume pedestrians crossing from the parking garage and/or transit stops to campus.
- F. The large volume of pedestrians that cross Coal Creek Road to access the Computer Lab in Building N results in pedestrian/vehicle conflicts throughout much of the day and cause congestion for the South Entrance.
- G. The segment of Kelsey Creek Road north of the garage approaching Snoqualmie River Road is missing sidewalk on the east side. Pedestrians often walk along the roadway or eastern ditch in this segment.
- H. The International Student Programs Building “House 6” generates pedestrian traffic across Kelsey Creek Road and conflicts occur due to lack of pedestrian facilities.
- I. Students using the Gymnasium (Building G) park in lots 9A, 9B, and 9C, and there is a lack of pedestrian facilities along Kelsey Creek Road to serve those students.
- J. Access to campus buildings, and return access to parking areas can be confusing for visitors due to lack of signage and wayfinding support.
- K. Snoqualmie River Road does not have pedestrian facilities and pedestrians often walk in the vehicle travel lanes.

1.4. Bicycle access, circulation, and safety

Bicycles are allowed on all campus roadways and bicycle parking is provided near buildings. The use of bicycles is expected to increase with future incentives to reduce emissions and with increasing transit ridership.

- A. There will be a need to address bicycle mobility with each infrastructure project.
- B. With increasing bicycle use, there is a need for ancillary bicycle facilities such as bicycle racks, bicycle storage, and bicycle maintenance services.

1.5. Deliveries, Drop-off/pick-up, Dial-a-Ride Transit (DART)

A variety of other transportation needs occur on a daily basis on the campus, all of which have individual access and facilities for their function. The following describes those elements.

- A. Most campus deliveries occur from driveways along Snoqualmie River Road. The primary warehouse receiving dock is located toward the north end near Lot 19E where there is the receiving dock and warehouse. Other major delivery destinations from Snoqualmie River Road include the cafeteria, and print services. Other locations that have notable delivery activity include the bookstore (from Tyee River Road) and the computer lab (from Coal Creek Road).
- B. Student drop-off/pick-up activity occurs at the traffic circle at the end Landerholm Circle SE in the center of campus near the Student Services building. This is the arrival and departure location

for disabled students, younger students (Running Start), students without cars, carpools where the driver continues to another destination, school buses, and transportation for students with performances at Carlson Theater.

- C. Dial-a-Ride Transit (DART) uses the traffic circle at the end of Landerholm Circle SE as well, but also drops off passengers in other locations throughout the campus.

1.6. Parking

A comprehensive parking study was prepared by Bellevue College in 2010. Existing conditions, parking supply and demand, future demand and supply needs, and strategies to address future parking demand were included in the analysis. The parking management analysis recognized the relationship between parking demand and the need for a Transportation Management Plan to reduce future parking demand. The following presents text that outlines key findings identified in the *Parking Management Analysis*.⁶

- A. Bellevue College faces the common campus dilemma of deficient parking availability. This lack of availability however, is not synonymous with a lack of parking supply. The baseline analysis showed that even with pending the construction of the Health Sciences Building and the closure of certain parking lots, there will continue to be more parking spaces than needed to meet projected demand.
- B. Parking lots near the campus center are completely occupied and lots at the campus perimeter remain mostly or partly vacant.
- C. Currently, there is no incentive for motorists to use lots that are further from campus buildings which leads to lots 1, 3, and 5 being underutilized.

1.7. Transportation Management

Bellevue College currently supports student and employee commuting through the provision of parking that is free to the user, subsidized ORCA bus passes, bicycle racks, and a guaranteed-ride-home program for employees. Historically, the Bellevue College transportation program has been limited in comparison to similar-sized institutions. However, Bellevue College is subject to RCW 70.235.050 which establishes statewide greenhouse gas emission limits for state agencies.

- A. The current management program includes limited incentives and disincentives to use transportation alternatives other than the single-occupant vehicle. Student transportation fees support both ORCA passes and parking costs, but parking costs are not tied directly to the user.
- B. Transportation is responsible for more than 75% of Bellevue College carbon emissions. Bellevue College's target for emissions reduction is 10% over the next five years and will be impossible to achieve without a revenue source or a financial commitment.⁷

⁶ *Parking Management Analysis*, Final Report, Nelson Nygaard, January 2011.

⁷ Source: *Bellevue College Transportation Management Plan*, Transportation Management Task Force, February 3, 2011.

- C. Increasing bus ridership is viewed as an effective resource to reduce parking demand and reduce emissions.
- D. There is a need to support all other options to commuting to campus by the single-occupant vehicle including telecommuting, resident students, vanpools, carpools, and bicycles. Currently, 77% of employees and 67% of students drive alone as their primary mode of commuting to the College.⁷

1.8. Funding and Phasing

Transportation infrastructure improvements for the College are typically paid for through direct allocation from the State Legislature’s capital budget for higher education. Parking facilities, management, and ORCA bus passes are paid for through the student transportation fee, ORCA purchases, and the student comprehensive fee. The following lists key considerations for transportation funding:

- A. Transportation expenses include payments on the parking garage loan, maintenance and operation’s expenses for existing parking lots and ORCA pass programs. The current transportation finance model for parking is very expensive and not sustainable.⁸
- B. The draft *Bellevue College Transportation Management Plan* presents options for the transportation finance program that are options to align the transportation finance program with the College’s long term needs and goals.
- C. There is not a clear program or strategy for transportation infrastructure needs, investments, and priorities.

2. Future Planning Framework and Goals

Bellevue College and the City of Bellevue are looking to establish a transportation plan with a sunset of 2030 that would become part of the Eastgate/I-90 Land Use and Transportation Project currently underway and being guided by the Eastgate/I-90 Citizen Advisory Committee (CAC). The College is currently seeking land use approval for the proposed new Health and Science Building planned on the south of Landerholm Circle SE near central campus. The College is not planning to add parking with this new building, but is undertaking its due diligence that ensures current parking capacity will sufficiently meet the needs of the campus with this building. In the longer term, the College is planning for on-site student housing as part of its expanded residential services. The time horizon for the new housing has not been established. A likely location for future student housing is on property located north of the existing parking and east of Kelsey Creek Road. Housing tenants are anticipated to be primarily International Students; students opting to use live in on-site housing will likely have limited access to personal vehicles and will rely on public transit.

The goals for future transportation planning are to develop and refine transportation strategies and improvement options that benefit Bellevue College and that enhance King County Metro’s ability to serve the campus with bus transit. Specifically, Bellevue College’s goals for the transportation plan are to:

- a) Improve pedestrian and vehicular safety,
- b) Improve transportation efficiency on campus (make it easier and faster for students, staff, and visitors to access and egress the College campus, and
- c) Promote the College’s commitment to sustainability with less reliance on single-occupant vehicle use and increased “multi-modal” transportation options.

Criteria were established for reviewing and ranking the various options as follows (no “criteria weight and/or hierarchy of importance was been established).

- a) Ensures pedestrian safety,
- b) Ensures driver and vehicular safety,
- c) Improves efficiency and accessibility for Metro and the College population,
- d) Considers economic and operational viability,
- e) Supports community needs,
- f) Provides phasing ability,
- g) Reduces non-college-bound traffic (cut-through traffic), and
- h) Maintains service vehicle access.

3. Improvement Concepts Considered

Numerous transportation improvement concepts were considered to address the needs and deficiencies described in the previous sections and to meet the goals set by the College. The following provides a brief summary of the major concepts that were contemplated; they are also shown on Figure 2 (attached).

1. **Connect 145th Avenue SE to Kelsey Creek Road.** This new connection would occur on roadway that exists to the north of the campus parking garage. Two options for connecting to Kelsey Creek Road could be considered—a 90-degree intersection opposite of Snoqualmie River Road or an angled connection very near the existing terminus of 145th Avenue SE.
2. **New westbound roadway segment extension from Main Entrance to the southeast corner of parking garage.** This new segment could provide an option for vehicles to circulate around the east side of the campus via 145th Avenue SE if it is connected to Kelsey Creek Road (see #1 above). The new segment would provide an option for vehicles destined to the parking garage or Snoqualmie River Road/Kelsey Creek Road to avoid the Landerholm Circle roundabout, thus reducing the volume of traffic in the roundabout.

This segment (with the 145th Avenue SE connection to Kelsey Creek Road) could provide an option remove general purpose traffic from the southwest corner of the parking garage and maintain that area for transit buses only. Buses would travel westbound via the new roadway, and eastbound via the roundabout.

The new roadway segment could also provide a wide pedestrian corridor that would create a direct connection to the Main Entrance (at SE 28th Street and 148th Avenue SE).

3. **Parking lot access and circulation revisions.** This concept considered providing a circulating roadway around lots 5, 3B, 3A, and 1A. This roadway was envisioned to reduce the conflicts of vehicular traffic with pedestrian walking between parking lots and central campus buildings. This concept could also include limits to turning movements and consolidates driveways. Crosswalks would also be re-examined for best placement.
4. **Establish a new east-west connection** on the south edge of campus. This concept examined a new east-west roadway connection between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus boundary. Challenges with this option include the large grade difference between the southeast corner of campus and the arterial network (SE Eastgate Way and 148th Avenue SE) as well as the geometric constraints of the I-90 ramps and 148th Avenue SE.
5. **Establish a new pedestrian corridor from Eastgate Freeway Transit Station to central campus.** This concept would provide a pedestrian facility in front of Building N, cross Coal Creek Road (with an improved crossing), and provide a pedestrian corridor to the east of Carlson Theater. It would connect central campus to the major regional transportation facility and park-and-ride immediately south of campus.
6. **Reconfigure the South Entrance intersection.** Options considered included a traditional 4-way stop controlled intersection and a roundabout. All options would need to address the private driveway that serves the residential development immediately west of Snoqualmie River Road.

In addition to the above elements, a key component of the planning effort focused on the potential improvements for transit. Working with the City of Bellevue and King County Metro Transit, Bellevue College examined several potential options for revising transit routes that serve its campus. As part of this effort, King County Metro Transit identified the following three goals for improved service:

- a. Improve pedestrian safety,
- b. Improve operational safety, and
- c. Reduce “running” time for transit buses serving the campus.

The key options examined in this effort are listed below; some consisted of interchangeable elements that could be considered for interim phasing and/or constructability benefits.

7. **Snoqualmie River Road Option.** Consider creating a new transit access route along Snoqualmie River Road that would connect the Eastgate Freeway Station to Central campus and to possibly offer shorter travel times for buses.
8. **Coal Creek Road Option.** Consider circulating buses through campus along Coal Creek Road with improvements envisioned to reduce pedestrian and vehicular conflicts.
9. **145th Avenue SE Option.** Consider the creation of a new transit route along the east side of the parking garage on an improved 145th Avenue SE alignment.
10. **New Westbound-only Segment of SE 28th Street.** Expand on the concept described previously (number 2 above) that suggested a westbound-only segment at SE 28th Street from the Main Entrance (at SE 28th Street and 148th Avenue SE) to the southeast corner of the parking garage.

4. Selected Plan Concepts

After review and consideration of the concepts described in the previous section, several plan concepts were selected by Bellevue College to be carried forward as part of the Transportation Plan. The concepts to be carried forward are presented in two primary categories—1) transit and vehicular circulation, and 2) pedestrian and safety elements.

4.1. Transit and Vehicular Circulation,

Two options will be considered for implementation; Option A is presented with two phases.

Option A Phase 1 is shown on Figure 3 (attached) and would develop the new westbound roadway segment extension of SE 28th Street from Landerholm Circle SE to the southeast corner of the parking garage. This segment could be constructed when funding is available and could be used by King County Metro Buses as an interim route in two possible ways:

- 1) Metro could continue to circulate through campus with routes operating on similar travel patterns; however, buses arriving on westbound SE 28th Street from the Main Entrance (at SE 28th Street and 148th Avenue SE) would use the new roadway segment to access the existing transit hub west of the parking garage. This new connection would reduce some travel time through campus for those buses since they would not be required to travel through the Landerholm Circle SE roundabout.
- 2) Alternatively, Option A Phase 1 could include a new transit hub east of the Science and Technology Building where Metro could serve central campus directly on a counterclockwise loop from 148th Avenue SE and back. This would shorten Metro Transit trips through campus and would allow the college to re-configure the existing transit hub west of the parking garage to provide a better pedestrian-safety environment.

Option A with Phases 1 and 2 is shown on Figure 4 (attached) and would develop the extension of 145th Avenue SE from the existing parking garage to Kelsey Creek Road. When combined with Phase 1, this new extension could provide for a transit hub at the center of the future student housing facilities. The combined Phase 1 and Phase 2 segments are intended to be used by King County Metro Buses as a replacement for the existing route. This option would allow the College to eliminate vehicular traffic on the segment of Tyee River Road/Kelsey Creek Road that bends around the southwest corner of the parking garage. This area would become a pedestrian only zone with bollards allowing emergency and delivery vehicle traffic when necessary. Removal of general purpose and transit vehicles would greatly enhance the pedestrian safety environment for those walking between the parking garage and central campus. Access to the parking garage would remain at the existing locations.

Option B is shown on Figure 5 (attached) and would develop a new transit corridor that would utilize Snoqualmie River Road along the west boundary of the Bellevue College campus. This new transit corridor could be acceptable to the College provided several key challenges identified for this option can be addressed. The key challenges noted with this option include:

- a. Loss of College parking along Snoqualmie River Road (assumed at about 100 stalls),
- b. Conflicts with campus delivery vehicles and parking access driveways,
- c. Requires improvement to South Entrance intersection and possible revisions to adjacent residential community access,

- d. Requires upgrade to pavement structure to support transit buses,
- e. Requires ADA accessible (8 feet wide) boarding/alighting platforms on both sides of Snoqualmie River Road,
- f. Increase in vehicular-generated noise affecting neighborhood condominium developments,
- g. Increase in non-campus vehicles “cutting through” campus, and
- h. Requires pedestrian walkway along the east side of roadway.

The College recognizes this option could result in benefits that meet both Metro and College goals. Benefits would include:

- Proximity of the transit hub to central campus,
- An opportunity to improve pedestrian facilities along the west side of campus,
- Improved transit service and opportunity for increased college transit ridership,
- Fewer student cars operating on the west side of campus, and
- Improved Metro “running times” for buses serving campus, and
- A better connection to the Eastgate Freeway Transit Station and the Eastgate Park-and-Ride facility.

This option would also allow the College to eliminate vehicular traffic on the segment of Tye River Road/Kelsey Creek Road around the southwest corner of the parking garage. This area would become a pedestrian only zone.

4.2. Pedestrian and Safety Elements

With either of the transit and vehicular circulation options described in the previous section, a range of pedestrian and safety elements could be provided. These elements are shown on the attached figure and would consist of the following.

Create and enhance pedestrian corridors. As mentioned above segments of Tye River Road (south of Snoqualmie River Road) and Kelsey Creek Road (west of the parking garage access) would be designated as pedestrian-only corridors. These roadways would be modified to create a pedestrian friendly environment with removable bollards that would allow for occasional delivery vehicle access and emergency access. An enhanced east-west pedestrian corridor would link the Main Entrance (at SE 28th Street and 148th Avenue SE) to the new pedestrian-only segment of Tye River Road. At the north end of campus, parking lots 9A, 9B, and the planned future student house area would be linked with improved pedestrian connections to the pedestrian-only segment of Tye River Road. An enhanced pedestrian path would also be provided directly to the Gymnasium. Several of the existing pedestrian crossings would be improved with signage, pavement striping, and or other warning systems.

At the South Entrance to campus, a new pedestrian corridor would provide a more direct path for pedestrians walking from the Eastgate Freeway Transit Station to campus. Several pedestrian crossing improvements would also be included.

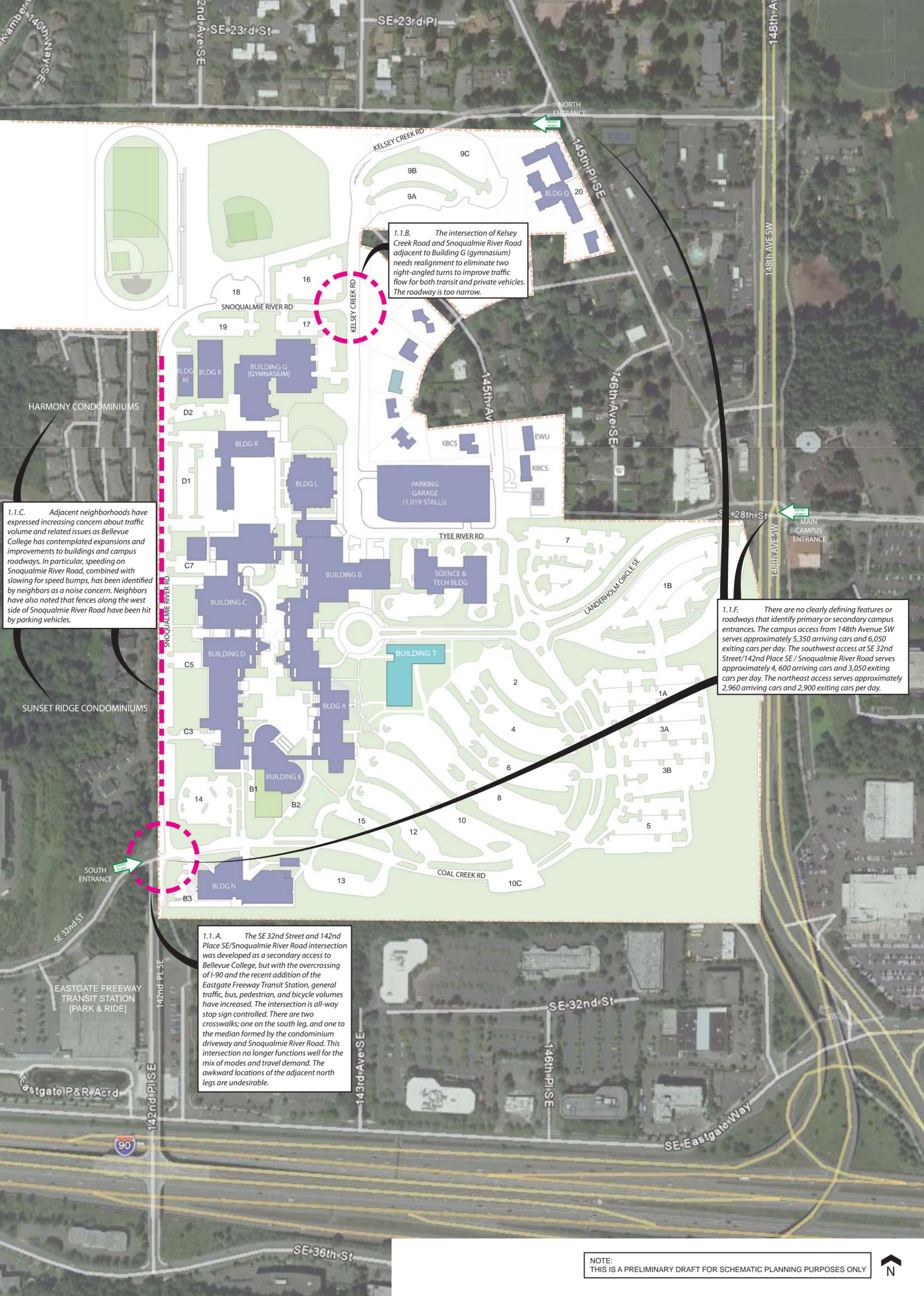
The College may consider relocating the existing Computer Lab out of Building N into a building located within or nearer central campus. This could reduce high volume and steady flow of pedestrians that cross Coal Creek Road throughout the day. These crossings result in vehicular conflicts and congestion at the South Entrance and could be reduced with this relocation.

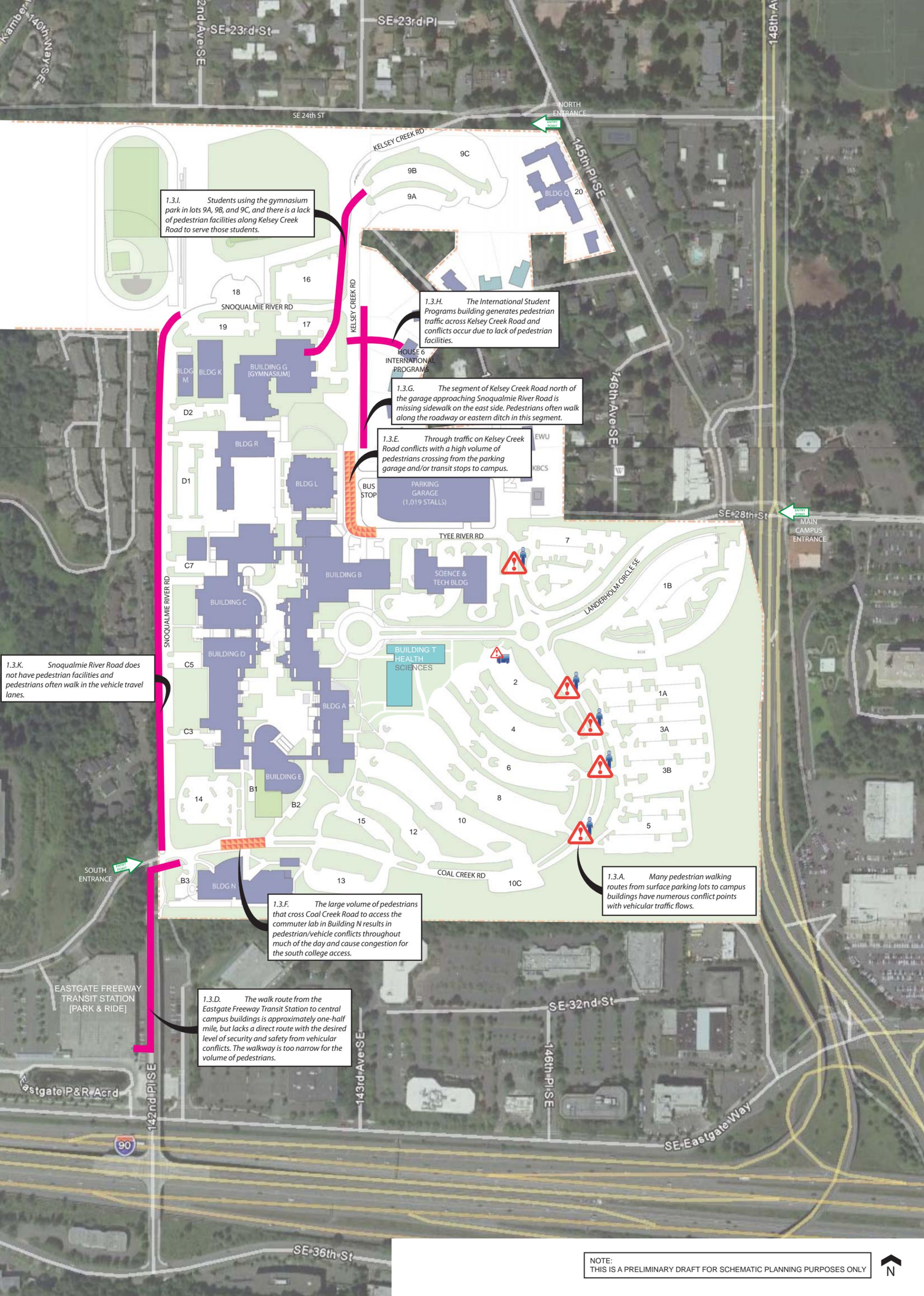
Intersection re-configuration. This element would realign and improve the intersection at the South Entrance. The roadway/driveway to the condominiums (immediately adjacent to and west of Snoqualmie River Road) could be removed, which would enable redesign of a more functional, safe, and standard four-way intersection at the South Entrance. The driveway closure could be made possible with a new connection between the two condominium developments to the north. An emergency access connection could be provided from Snoqualmie River Road to the south end of the residential community.

Parking lot access consolidation and control. This element is intended to examine the large number of parking lot access points along Coal Creek Road. If driveways or turning movement can be eliminated or consolidated along this segment, both the pedestrian and vehicular conflicts can be reduced. The existing parking lot configuration can result in unnecessary additional traffic movements along Coal Creek Road and increases the exposure to pedestrians crossing Coal Creek Road from the remote parking in the southeast portion of campus.

Attachments: Figure 0: General Traffic Circulation & Safety
Figure 1: Pedestrian Access, Circulation, Safety, & Security
Figure 2: Improvement Concepts Considered
Figure 3: Option A: Phase 1
Figure 4: Option A: Phase 2
Figure 5: Option B

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1.3.I. Students using the gymnasium park in lots 9A, 9B, and 9C, and there is a lack of pedestrian facilities along Kelsey Creek Road to serve those students.

1.3.H. The International Student Programs building generates pedestrian traffic across Kelsey Creek Road and conflicts occur due to lack of pedestrian facilities.

1.3.G. The segment of Kelsey Creek Road north of the garage approaching Snoqualmie River Road is missing sidewalk on the east side. Pedestrians often walk along the roadway or eastern ditch in this segment.

1.3.E. Through traffic on Kelsey Creek Road conflicts with a high volume of pedestrians crossing from the parking garage and/or transit stops to campus.

1.3.K. Snoqualmie River Road does not have pedestrian facilities and pedestrians often walk in the vehicle travel lanes.

1.3.A. Many pedestrian walking routes from surface parking lots to campus buildings have numerous conflict points with vehicular traffic flows.

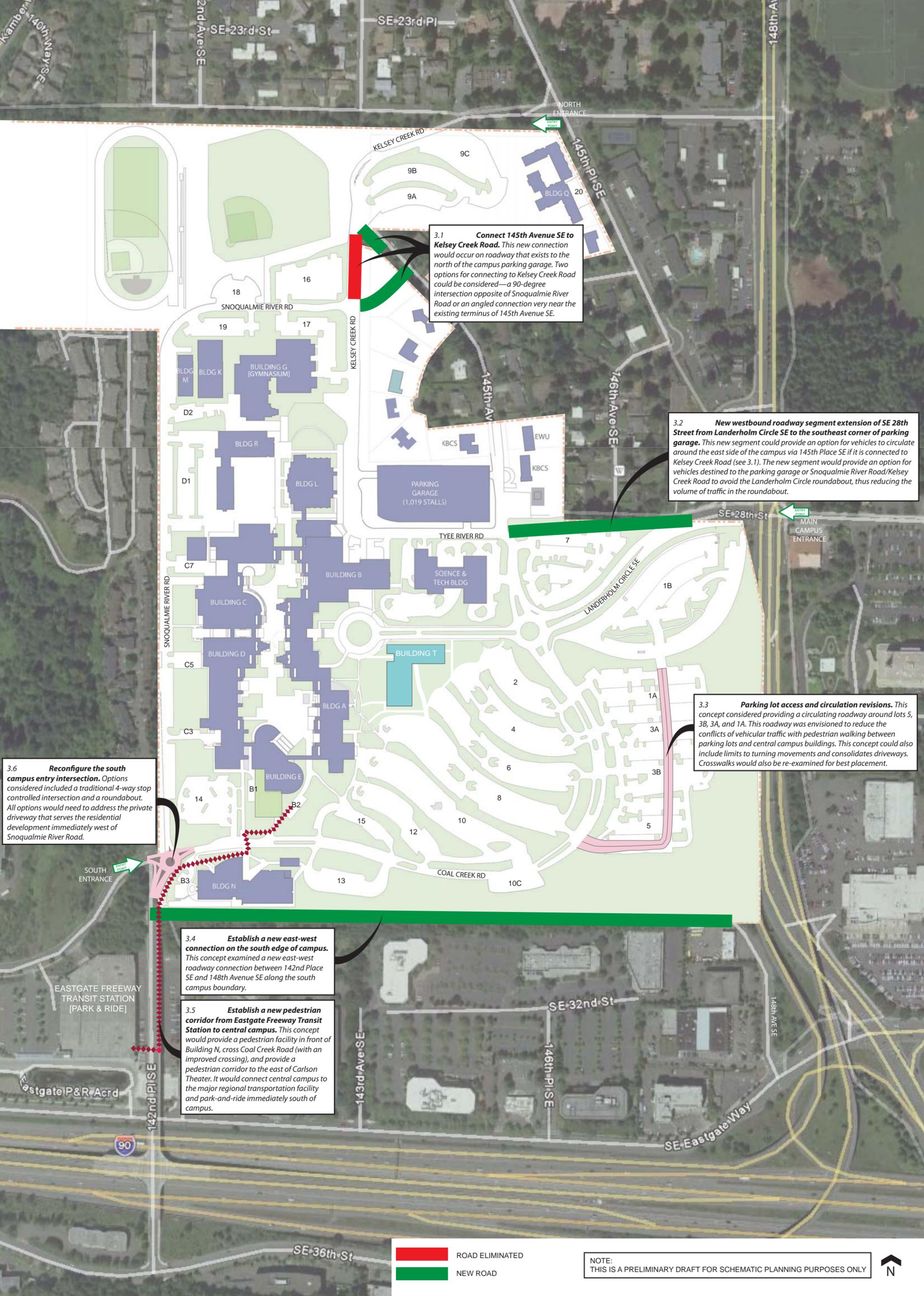
1.3.F. The large volume of pedestrians that cross Coal Creek Road to access the commuter lab in Building N results in pedestrian/vehicle conflicts throughout much of the day and cause congestion for the south college access.

1.3.D. The walk route from the Eastgate Freeway Transit Station to central campus buildings is approximately one-half mile, but lacks a direct route with the desired level of security and safety from vehicular conflicts. The walkway is too narrow for the volume of pedestrians.

NOTE: THIS IS A PRELIMINARY DRAFT FOR SCHEMATIC PLANNING PURPOSES ONLY



FIGURE 1:
PEDESTRIAN ACCESS,
CIRCULATION,
SAFETY, & SECURITY



3.1 Connect 145th Avenue SE to Kelsey Creek Road. This new connection would occur on roadway that exists to the north of the campus parking garage. Two options for connecting to Kelsey Creek Road could be considered—a 90-degree intersection opposite of Snoqualmie River Road or an angled connection very near the existing terminus of 145th Avenue SE.

3.2 New westbound roadway segment extension of SE 28th Street from Landerholm Circle SE to the southeast corner of parking garage. This new segment could provide an option for vehicles to circulate around the east side of the campus via 145th Place SE if it is connected to Kelsey Creek Road (see 3.1). The new segment would provide an option for vehicles destined to the parking garage or Snoqualmie River Road/Kelsey Creek Road to avoid the Landerholm Circle roundabout, thus reducing the volume of traffic in the roundabout.

3.3 Parking lot access and circulation revisions. This concept considered providing a circulating roadway around lots 5, 3B, 3A, and 1A. This roadway was envisioned to reduce the conflicts of vehicular traffic with pedestrian walking between parking lots and central campus buildings. This concept could also include limits to turning movements and consolidates driveways. Crosswalks would also be re-examined for best placement.

3.6 Reconfigure the south campus entry intersection. Options considered included a traditional 4-way stop controlled intersection and a roundabout. All options would need to address the private driveway that serves the residential development immediately west of Snoqualmie River Road.

3.4 Establish a new east-west connection on the south edge of campus. This concept examined a new east-west roadway connection between 142nd Place SE and 148th Avenue SE along the south campus boundary.

3.5 Establish a new pedestrian corridor from Eastgate Freeway Transit Station to central campus. This concept would provide a pedestrian facility in front of Building N, cross Coal Creek Road (with an improved crossing), and provide a pedestrian corridor to the east of Carlson Theater. It would connect central campus to the major regional transportation facility and park-and-ride immediately south of campus.

ROAD ELIMINATED
NEW ROAD

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