

What We Heard: October 2013 Workshop



Concern about bus service on Bellevue Way when #550 bus is replaced by light rail

Add pedestrian overpass

Gateway aesthetics - no banners or ads

Safe pedestrian & bicycle access and crossings along Bellevue Way

Winters House Access to Winters House and blueberry farm for southbound Bellevue Way; add wayfinding signage

Traffic noise from Bellevue Way, I-405

Green buffer: - dont cut down mature trees - if retaining walls are needed, terrace them and add greenery

Mercer Slough Nature Park Maintain protection, identity and visibility of the park; Add more programs

Enatai Elementary School
Enatai Neighborhood Park
Add traffic signal

Monitor parking to stop commuter parking in residential areas; consider residential parking zone

Station
Better signage for pedestrian path & stairway, add lighting, bike rail to stairway, ADA access

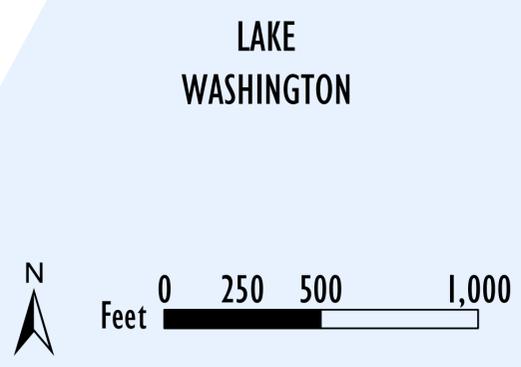
Add pedestrian/bicycle bridge

Dangerous intersection needs to be studied

Gateway aesthetics - no banners or ads

Add sidewalks, especially on through streets leading to the station

Add true designated bicycle lanes along 108th Avenue SE



LEGEND	
	Half Mile Radius from Station
	Station
	Light Rail Alignment
	Install neighborhood entrance signs
	Congestion on Bellevue Way, getting into and out of neighborhood, additional I-90 traffic on Bellevue Way, tolling
	Cut-through traffic

character, parks & public facilities

What we heard:

Preserve/reinforce the existing character of the area



What's proposed:

Strengthen policies in the Southwest Subarea Plan to encourage tree retention in the neighborhood.

✓ Monitor tree canopy coverage as a way to gauge changes in amount of wooded area.

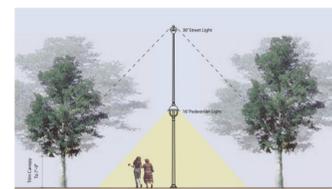
Develop educational materials and a tree planting program to enhance existing character, especially where trees can screen the highway and light rail facilities.

Prepare design scheme for Bellevue Way (e.g. landscaping, art, signage, wall treatments) that reflect natural features and enhance appearance of the corridor.

Implement restoration and habitat enhancement projects in the Mercer Slough Nature Park Master Plan.

What we heard:

Concern about Neighborhood Safety and Crime



What's proposed:

Continue coordination between neighborhood and Police to explore ways to improve security through potential actions such as:

Continue to strengthen community ties through events and communication.

- ✓ monitoring crime statistics
- increasing police patrols
- working with property owners to increase visibility in pedestrian areas
- expanding participation in crime prevention programs like Block Watch and National Night Out

Evaluate need and potential locations for “emergency call boxes”.

What we heard:

Maintain identity and visibility of Mercer Slough Nature Park



What's proposed:

Work with Sound Transit to install informational signage about Mercer Slough Nature Park and Environmental Education Center at station.

Conduct special events at station to promote park facilities and programs.

Place information about history, facilities and programs of Mercer Slough Nature Park on busses and trains serving the South Bellevue Station.

✓ The check mark indicates that this item has either been completed or is in progress.

Transportation: traffic & safety

What we heard:

Address cut-through traffic and pedestrian/bicyclist safety concerns



What's proposed:

✓ Install “residential neighborhood” signage at key entrances to discourage non-neighborhood traffic.

Explore additional traffic-calming measures to discourage and/or slow traffic.

✓ Assess benefits and implications of adding an HOV lane to Bellevue Way south of the “Y”.

What we heard:

Address neighborhood access issues from Bellevue Way



What's proposed:

Conduct comprehensive traffic study of neighborhood access issues during peak commute hours.

Based on traffic study, develop plan for improving resident access.



What we heard:

Reduce traffic noise from increased traffic on Bellevue Way

What's proposed:

✓ Assess noise walls and other sound attenuation techniques along the west side of Bellevue Way.

Evaluate the feasibility and cost of constructing sound attenuation along the west side of Bellevue Way as part of an additional HOV lane study.

✓ The check mark indicates that this item has either been completed or is in progress.

← transportation: parking and station access

What we heard:

Prevent park-and-ride overflow parking in the neighborhood

What's proposed:

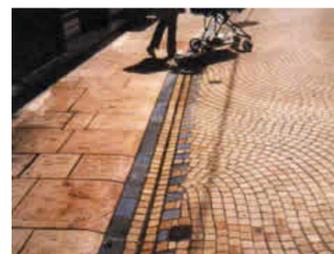
Pending neighborhood support, institute residential parking zone prior to light rail operation.

Coordinate with Metro and Sound Transit to inform commuters about no-parking areas.

Work with WSDOT, Sound Transit and Metro to install real-time information, message boards and online tools to direct commuters to alternative parking areas.

What we heard:

Provide safe, convenient routes for pedestrians and bicyclists to access station and Mercer Slough Nature Park



What's proposed:

Designate walk (including ADA) and bike routes to station in City's Pedestrian/Bicycle Master plan.

Design and install a wayfinding system to clearly mark designated routes to the station.

Install pedestrian-level lighting for designated routes to the station, including additional lighting on existing stairs.

Evaluate feasibility and cost of pedestrian/bicycle walkway over Bellevue Way at the station.

What we heard:

Loss of ST Express route 550 on Bellevue Way north of the "Y"

What's proposed:

✓ Include continued bus transit service on Bellevue Way north of the "Y" in the city's Transit Master Plan Update.

Work with transit providers to retain service north of the "Y".

Based on comments from the October 2013 open house and other community and stakeholder groups, several goals emerged as high priorities to address in the South Bellevue Station Area Plan.

Strategies in the plan needed to address:

- Neighborhood Character and Crime**
- Traffic, Safety and Noise**
- Station Access and Parking**

Potential pedestrian strategies for the Station Area include:

- Designate the best walk routes to the station and include in future city plans
- Conceptually design and estimate cost for pedestrian/bicycle overpasses on Bellevue Way
- Design and construct an ADA-accessible route
- Improve lighting on stairs
- Develop wayfinding system plan integrating multiple techniques to delineate the best routes to the station and coordinate with the city-wide plan

The orange-colored areas indicate where these strategies would improve pedestrian access to the future light rail station.

Analysis evaluated how each strategy would:

- (1) improve the quality of access,
- (2) reduce the walking distance, and
- (3) improve the directness of walking to the station.

Factors in the analysis included existing sidewalks and crosswalks, sidewalk width, ADA (Americans with Disabilities Act) accessibility, vehicle traffic volumes and slope.

LEGEND

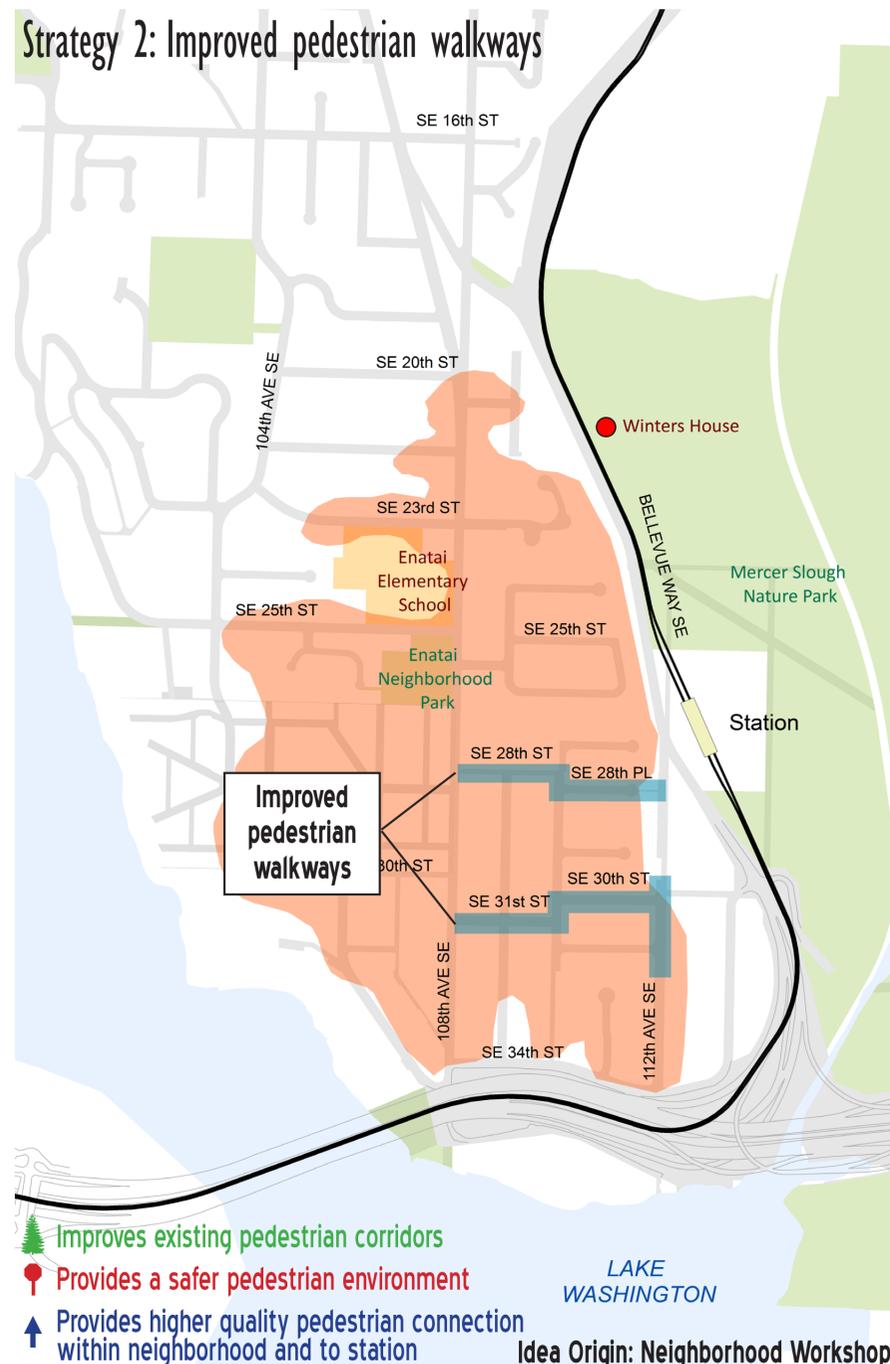
- Station
- Light Rail Alignment
- New Sidewalks
- Pedestrian Bridge
- Strategy 1 Areas of Improved Access
- New Crosswalk & Sidewalk (Sound Transit)

Feet
0 250 500 1,000

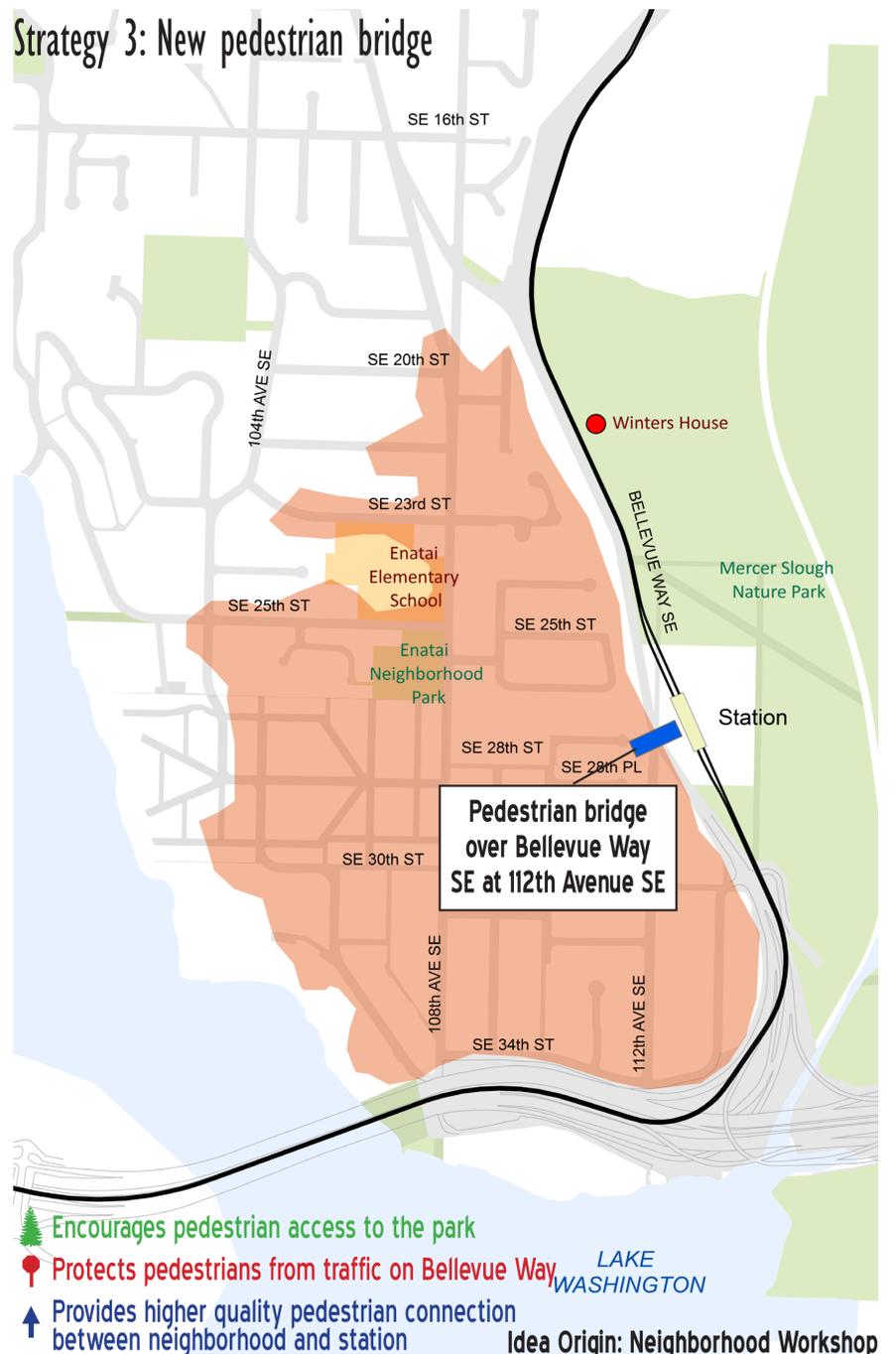
Strategy 1: New sidewalks and pedestrian bridge

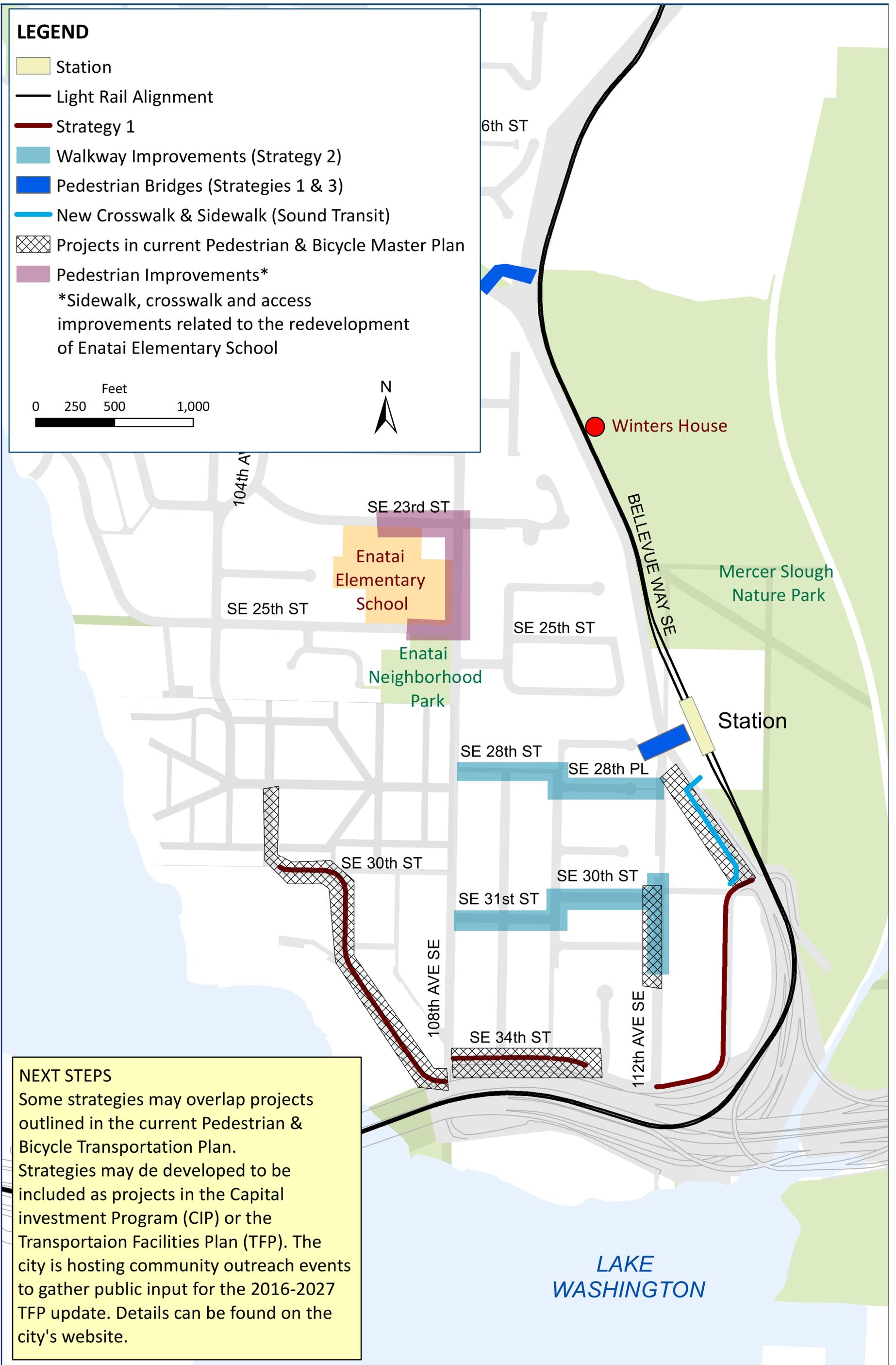


Strategy 2: Improved pedestrian walkways



Strategy 3: New pedestrian bridge





NEXT STEPS
Some strategies may overlap projects outlined in the current Pedestrian & Bicycle Transportation Plan. Strategies may be developed to be included as projects in the Capital Investment Program (CIP) or the Transportation Facilities Plan (TFP). The city is hosting community outreach events to gather public input for the 2016-2027 TFP update. Details can be found on the city's website.

BICYCLE NETWORK: Existing bicycle facilities

*Bike lanes and other bicycle facilities may be complete on only one side of the street

**Other bicycle facilities include bicycle shoulders, wide outside lanes and sharrows



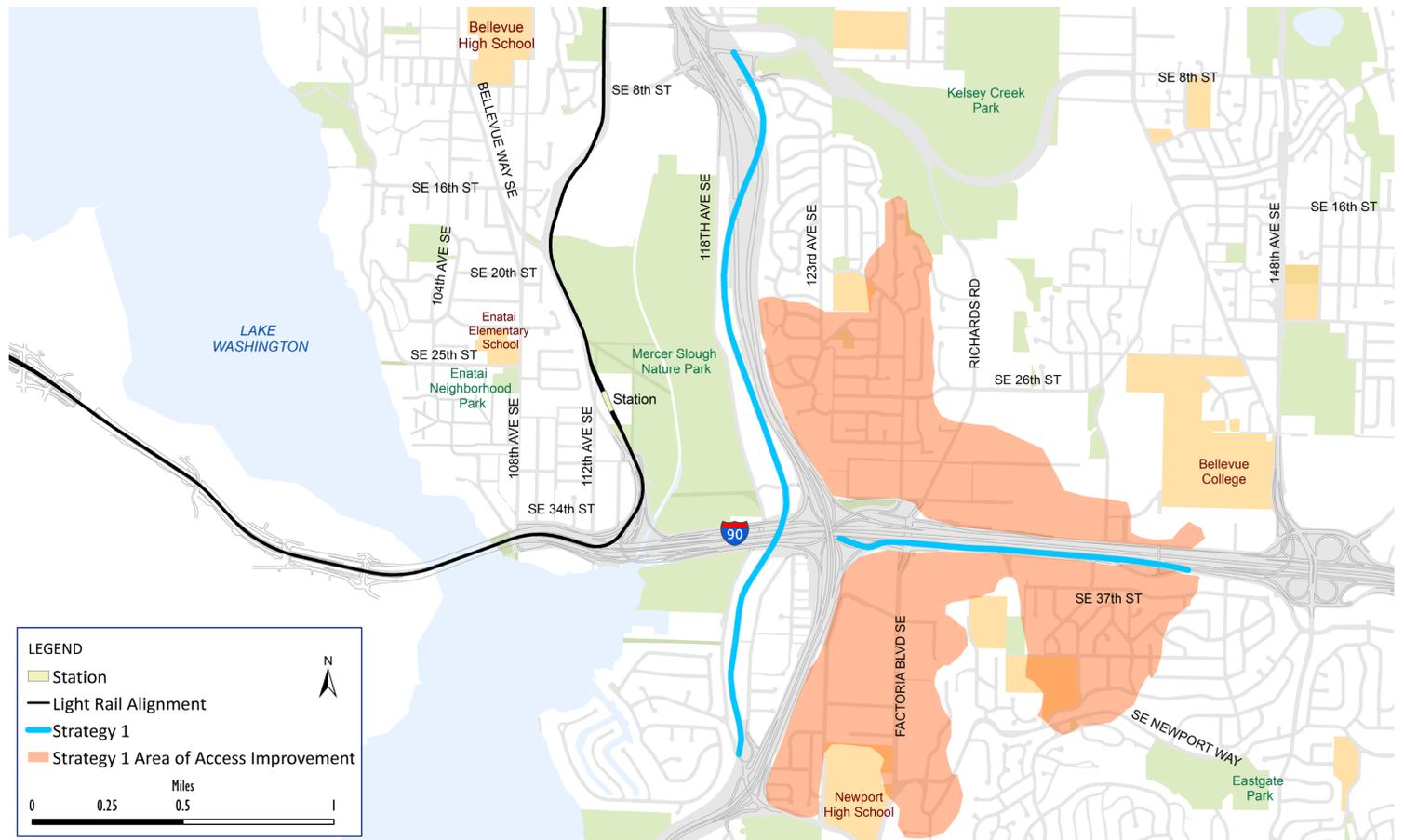
STRATEGY 1: Eastside Rail Corridor and Mountains to Sound Greenway Trail. Both projects are progressing independently of this station area planning work.

Encourages non-motorized access to park and station, trail system

Addresses bicycle safety

Provides better local and regional connections to station

Project Origin: Pedestrian and Bicycle Master Plan



STRATEGY 2: Adding bike lanes along 124th Ave SE and SE 38th St

Encourages non-motorized access near Mountains to Sound Trail

Addresses bicycle safety

Provides better local and regional connections

Project Origin: Pedestrian and Bicycle Master Plan



STRATEGY 3: Adding a wide shoulder to 112th Ave SE from Bellevue Way SE to SE 34th St

- Encourages non-motorized access to park and station
- Addresses bicycle safety
- Provides better local and regional connections to station

Project Origin: Pedestrian and Bicycle Master Plan



STRATEGY 4: Adding marked shoulders from Main St to SE 16th St along a north-south route

- Encourages non-motorized access to park
- Addresses bicycle safety
- Provides better connection to neighborhood

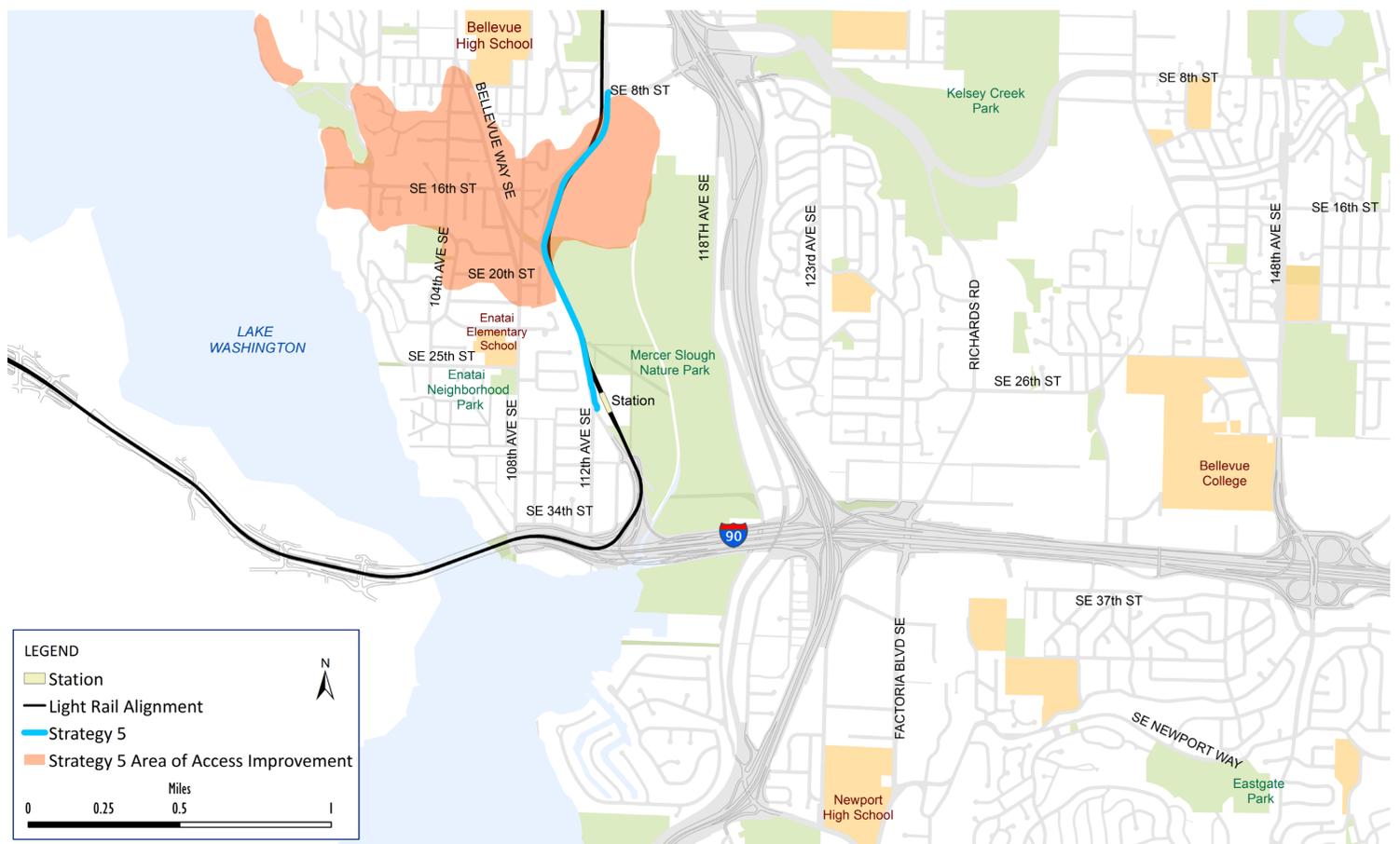
Project Origin: Pedestrian and Bicycle Master Plan



STRATEGY 5: Regional facility extending along Bellevue Way from the South Bellevue Park&Ride to SE 8th Street. This project is already funded and will be constructed as part of East Link.

- Encourages non-motorized access to park and station
- Addresses bicycle safety
- Provides better local and regional connections to station

Project Origin: Pedestrian and Bicycle Master Plan



Capital Investment Program (CIP)

funded projects, seven-year horizon, updated every two years
www.bellevuewa.gov/cip.htm

Transportation Facilities Plan (TFP)

candidate projects for funding, twelve-year horizon; being updated now
www.bellevuewa.gov/transportation-facilities-plan.htm

Neighborhood Traffic Safety Services Program

manages the impact that vehicles, both moving and parked, have on Bellevue neighborhoods
www.bellevuewa.gov/traffic_services.htm

Southwest Subarea Plan

subarea plan in the Comprehensive Plan
www.bellevuewa.gov/comp-plan-update-drafts.htm

Urban Boulevards Program

a boulevard and greenway system reinforcing the image of Bellevue as a “city in a park”
www.bellevuewa.gov/urban-boulevards.htm

Pedestrian/Bicycle Master Plan

projects that would make biking and walking in Bellevue safer and easier when funded
<http://www.bellevuewa.gov/pedbikeplan.htm>

Pedestrian/Bicycle Implementation Initiative

action-oriented efforts to advance designs/programs from the ped-bike plan, beginning now
www.bellevuewa.gov/pedbike-plan.htm

Transit Master Plan

short- and long-term strategies to meet Bellevue’s needs through 2030, adopted July 2014
www.bellevuewa.gov/transit-master-plan.htm

Environmental Stewardship Initiative

focus to preserve the “city in a park”; efforts include tree canopy, recycling efforts, drainage practices, green buildings, energy efficiency, upgrades community outreach
www.bellevuewa.gov/environmental.htm

Mercer Slough Environmental Education Center Programs

a collaboration between the City of Bellevue and the Pacific Science Center to provide environmental education and interpretation programs
www.bellevuewa.gov/mseec.htm

Neighborhood Outreach

works with residents to encourage and protect healthy, vibrant neighborhoods
www.bellevuewa.gov/neighborhood-outreach.htm

Neighborhood Enhancement Program

a new program in the recently adopted budget that will provide residents with the opportunity to select small city-funded improvements in their neighborhoods

Block Watch Program

www.bellevuewa.gov/building-blocks-manual.htm

National Night Out Program

an annual event to promote involvement in crime prevention activities, police community partnerships and neighborhood camaraderie
<http://natw.org/about>