

Bel-Red Corridor Project

WSDOT Transportation Planning Symposium

November 13, 2007



Bel-Red Corridor Project

- Long-range plan update for Bel-Red Corridor (launched by City Council in August, 2005)
- Coordinated land use/transportation planning
- Identify preferred routing and station locations for light rail (now being incorporated in East Link project)

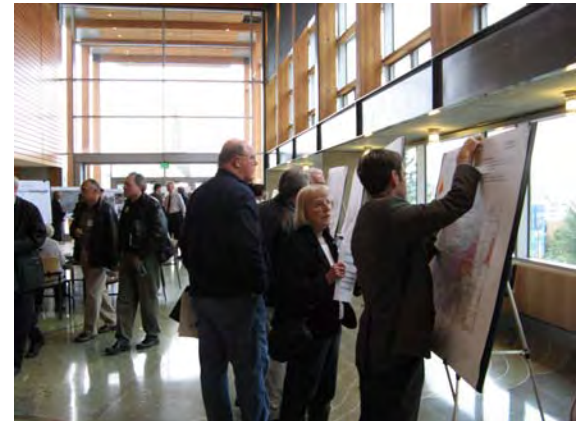


Study Area Context

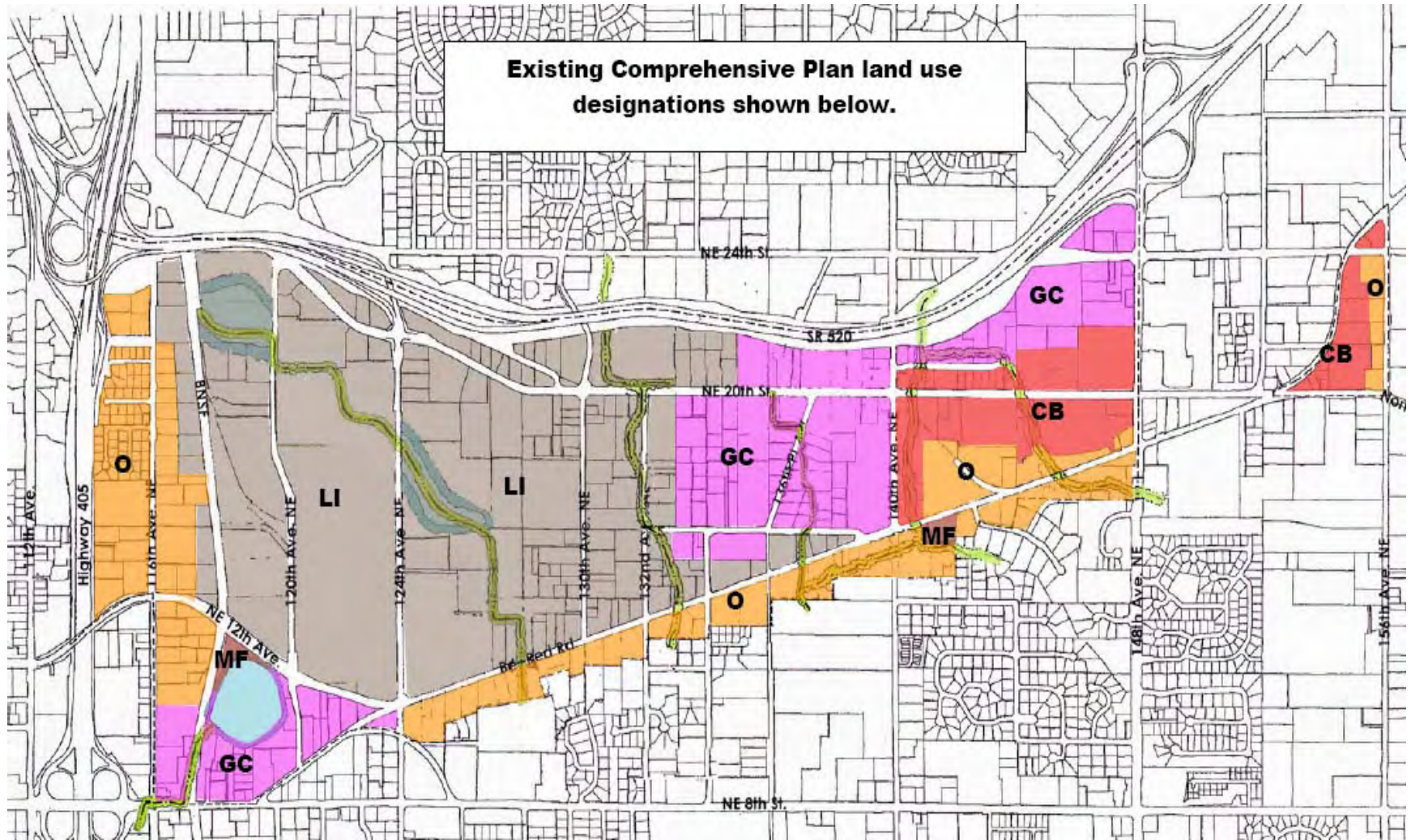


Public Process

- Two-year planning process with Council-appointed Steering Committee (October, 2005 to September, 2007)
 - Final committee recommendation on September 6
- Preparation of Draft EIS and Final EIS; analysis of a range of alternatives
- Broader public involvement
 - 5 Community Meetings
 - 10 Outreach events with business community and property owners
 - 25 Meetings/updates/briefings with City Council and boards/commissions

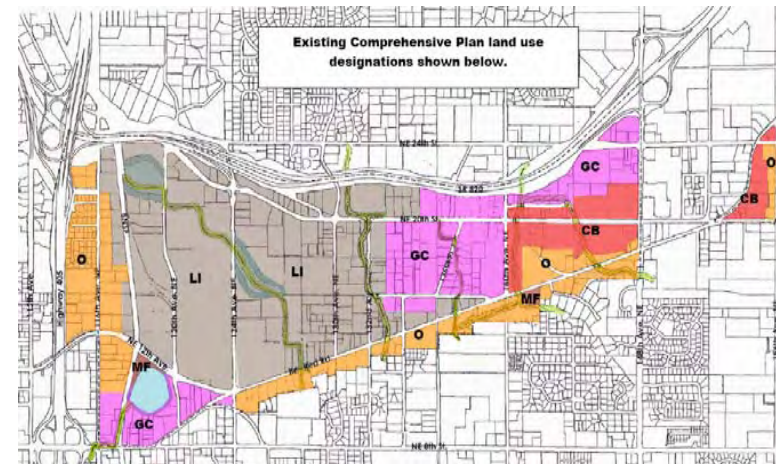


Existing Land Use



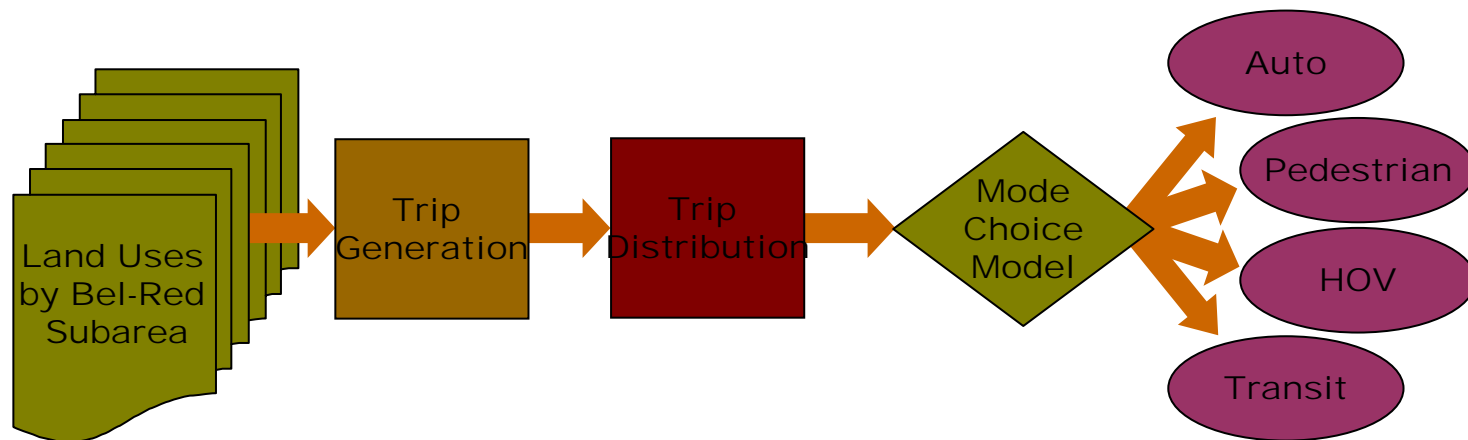
Characteristics of the Area: Transportation

- Bel-Red area is highly accessible to regional facilities
 - SR 520 at 124th Ave NE (to/from West) and 148th Ave NE
 - I-405 at NE 8th St
- Internal system “immature”
 - Circulation provided primarily by Northrup and Bel-Red Road, 124th Ave and 148th
 - Internal street grid lacking
 - Transit service sparse
 - Pedestrian and bicycle facilities limited and unconnected to rest of city



Transportation: Modeling

- How we linked land use to transportation
 - Assigned No Action and Action land uses to about 30 subareas of the Bel-Red Corridor
 - Model assigns multimodal trips to each land use
 - Trips are assigned to modes and routes based on travel times, out of pocket costs, and mode attractiveness
 - Integration of land uses helps reduce vehicle trips
 - End result is a prediction of vehicle demand on roads and trip demand for other modes



Transportation DEIS: Roadway Network

Transportation Improvement	Alternative			
	No-Action	1	2	3
130th Avenue NE, widen to four lanes with turnpockets between NE 16th Street and NE 20th Street	■	■	■	■
NE 16th Street				
Five-lane roadway, linking to Downtown Bellevue via NE 12th Street		■		■
Three-lane roadway, west terminus at 116th Avenue NE			■	
NE 16th Street east end treatment with terminus at NE 20th Street.				
Five-lane to three-lane reduction following along 136th Avenue NE		■	■	■
Continue three-lane section to NE 20th Street along 136th Avenue NE		■	■	■
Two-lane nonarterial connection between 136th Avenue NE and Bel-Red Road		■	■	■
NE 10th Street I-405 overcrossing	■	■	■	■
NE 10th Street extension, 116th to 124th Avenues NE				
Three-lane roadway		■	■	
Four-lane roadway				■

Transportation DEIS: LRT Ridership

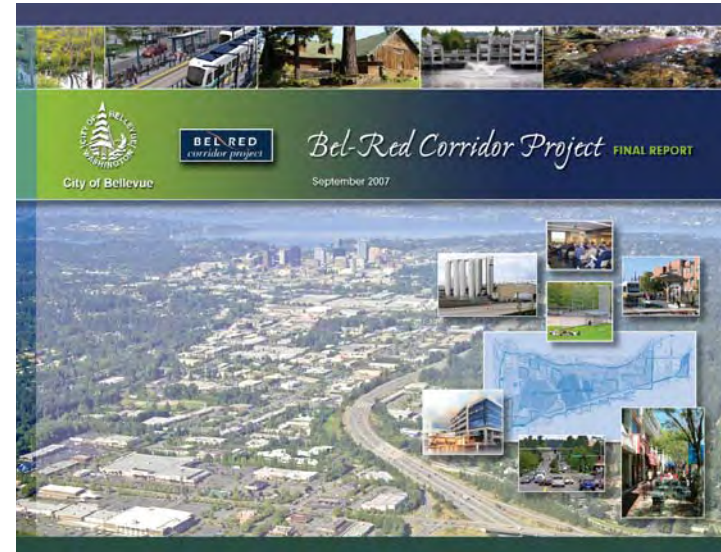
- All Action alternatives show at least 3 times the daily ridership in the Bel-Red corridor than No Action
- Alt. 2 has lowest LRT ridership
- Alt. 3 has highest LRT ridership

	Alternative			
	No-Action	1	2	3
New households	0	3,500	5,000	5,000
New employment	2,367	6,339	4,740	9,249
Daily boardings in Bel-Red Corridor (from new and preexisting households and employers)	1,939	6,650	6,100	7,800
Daily boardings in Downtown Bellevue	15,900	17,550	16,900	17,500
Daily boardings in Overlake	5,850	4,950	5,700	5,000
Total ridership	23,689	29,150	28,700	30,300

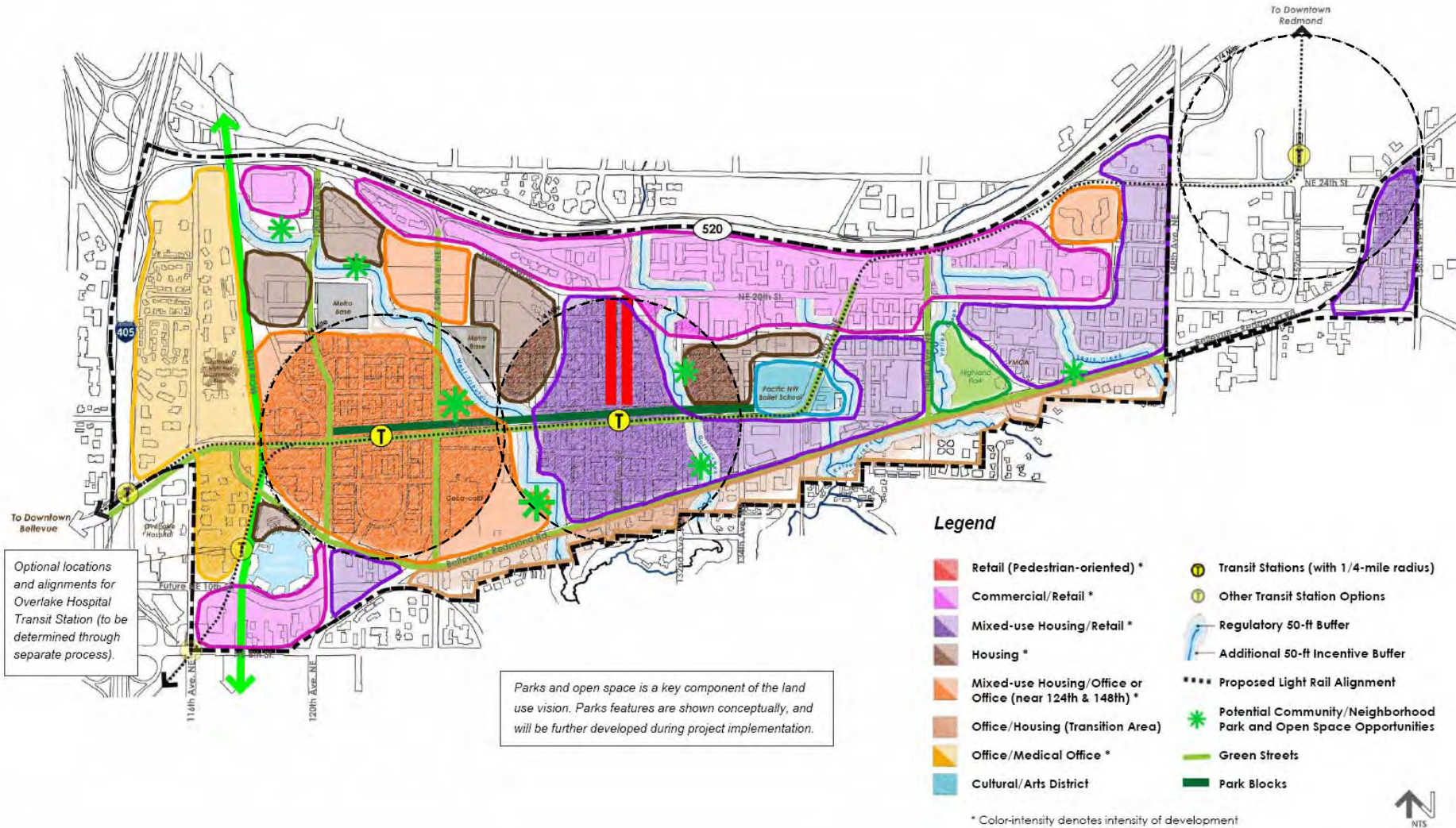
Source: City of Bellevue and BKR forecasting model, 2006.

Steering Committee Recommendation

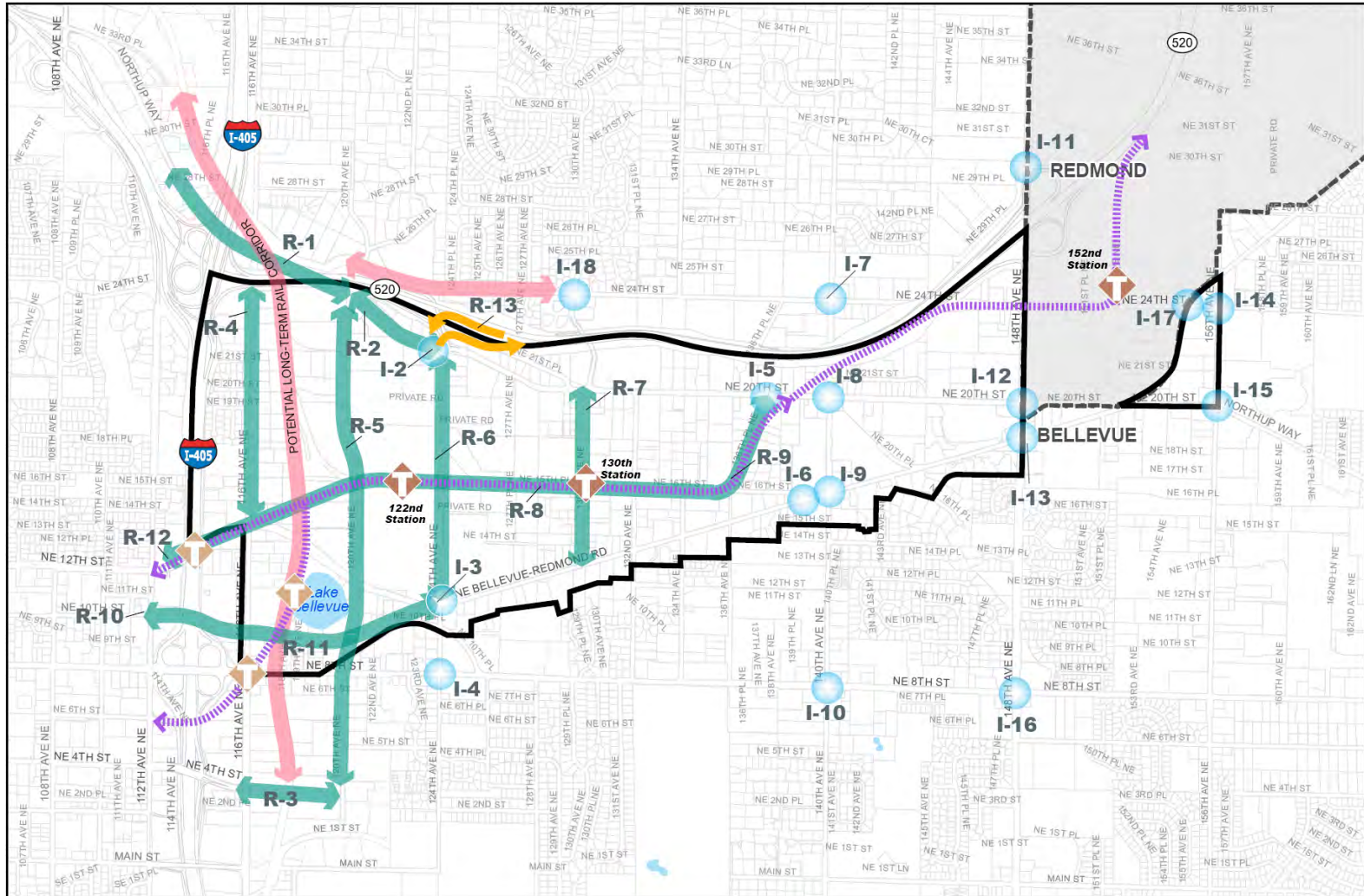
- Bel-Red area should be extraordinary and unique
- Bel-Red redevelopment and change should have citywide benefit
- Bel-Red should be a model of environmental sustainability (riparian corridor improvements)
- Preferred land use vision
- Transportation components to serve land use vision



Preferred Alternative Map

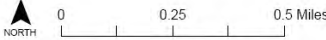


Transportation Components Map



LEGEND

-  Bel-Red Corridor
-  Intersection improvements
-  New freeway access
-  Arterial improvements
-  Nonmotorized improvements
-  Potential LRT alignments
-  Potential LRT station locations; number of and specific locations will require additional analysis by others.



**Preferred Alternative
Transportation Improvements**
Bel-Red Corridor Final EIS

Transportation Components

- Additional transportation infrastructure of all modes to support the development program:
 - Roadways
 - New/expanded arterials
 - Connection to SR 520 at 124th Avenue NE
 - Light Rail
 - LRT corridor/stations along NE 16th Street alignment
 - Support for station near OHMC, no specific location (depends on alignment from downtown)
 - Pedestrian/Bicycle
 - Roadways, stream corridors, BNSF (preserving rail options in the BNSF corridor)
 - Neighborhood Traffic Calming
 - Plan to mitigate potential impacts

Implementation Strategy: Key Components

- Comprehensive Plan amendments
- Land Use Code amendments
- Conceptual engineering
- Street development standards
- Capital needs list and cost estimates
- Phasing plan
- Capital financing plan
- BROTS successor agreement

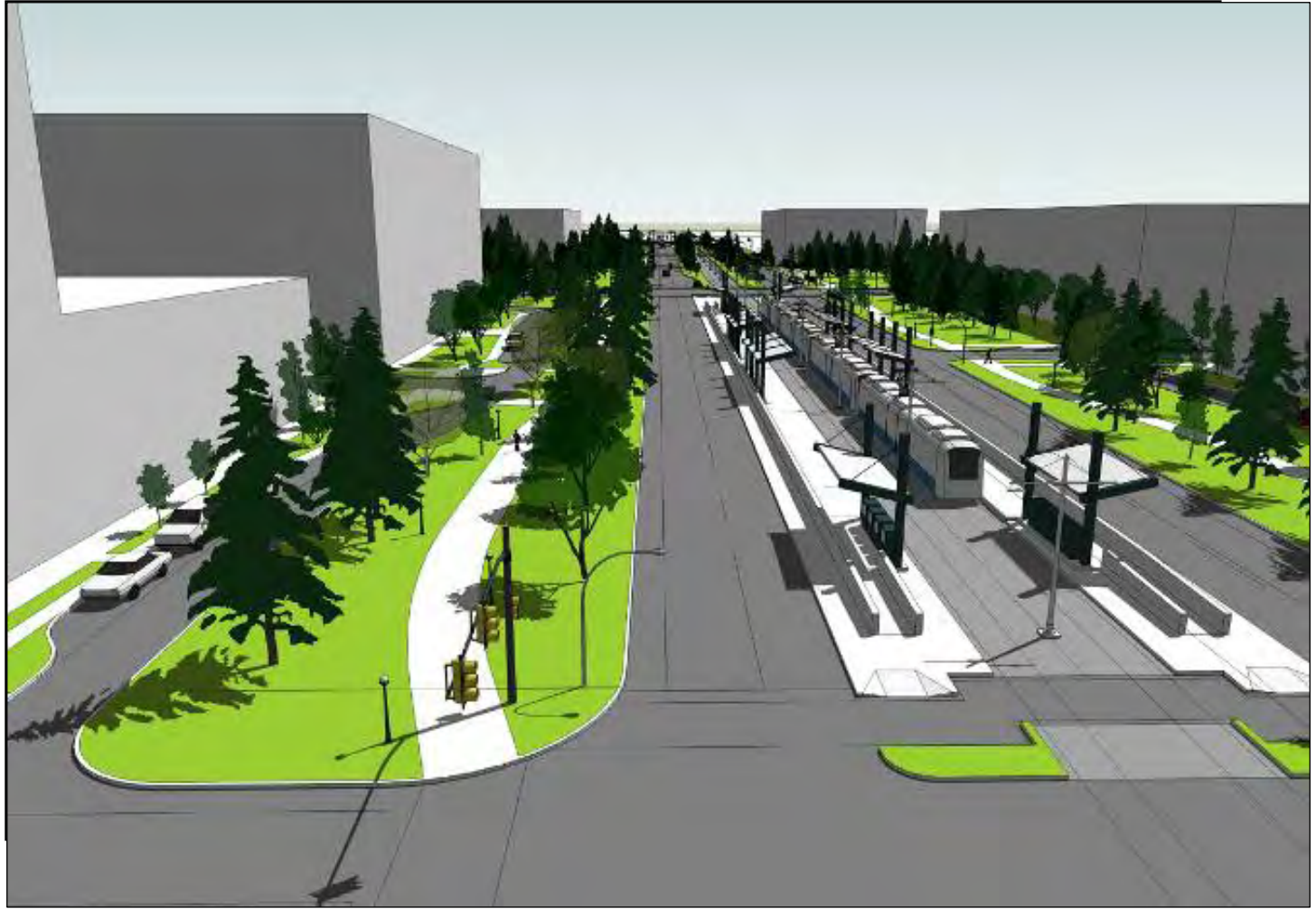
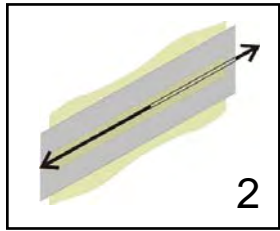
Concept Plan



- Parks and Open Space
 - BNSF Corridor
 - Retail (Pedestrian-oriented) *
 - Commercial *
 - Mixed-use Housing/Retail *
 - Housing *
 - Office *
 - Office/Housing (Transition Area) *
 - Office/Medical Office *
 - Cultural/Arts District
 - Transit Stations (With 1/4-mile radius)
 - Other Transit Station Options
 - Regulatory 50-ft Buffer
 - Additional 50-ft Incentive Buffer
 - Proposed Light Rail Alignment
 - Potential BNSF Trailhead
- * Color-intensity denotes intensity of development

1" = 300'-0"

At-Grade Treatment









Views near the East Station

Lessons Learned/Challenges

- Political challenges—lots of divergent stakeholders; business community involvement
- Sustainability—overall project was framed by environmental sustainability, but no standard way that is understood
- Transportation—a number of technical complexities that needed to be explained to the public; role of state and regional facilities
- Neighboring jurisdictions—Coordination with Redmond



Bel-Red Implementation Schedule

Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
Technical products <ul style="list-style-type: none"> Streetscape design Conceptual engineering Cost estimates Phasing analysis BROTS modeling Financial analysis and modeling 										
Commissions develop strategies, draft policies and priorities; recommendations to Planning Commission					Continue if needed					
		Public event 		Draft CPA and LUCA 	Planning Commission review of draft amendments; recommendation to Council	Continued review if needed				
				Public event 						
					Public hearing 					
						Council considers recommended CPA and LUCA	Continued review if needed			
Council considers financial strategy principles and alternatives						Council considers initial set of financial tools	Continued review if needed			
Council considers BROTS principles and agreement									Continued review if needed	
		Joint B-R meeting 				Joint B-R meeting 				
Ongoing public involvement and stakeholder outreach								Continued as appropriate		

Questions/Discussion

