



DOWNTOWN ACCESS STRATEGY
PROPOSED DRAFT REVISIONS | 2018

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Downtown Access Strategy - Intro

2011

Improving mobility is a key factor to Downtown Bellevue's success as a thriving retail destination, a center for knowledge workers and innovative companies, and a vibrant residential community.

The Bellevue Downtown Association believes successful transportation and land use plans should be guided by the following strategy.

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Improving mobility is a key factor to Downtown Bellevue's success as a thriving retail destination, a center for knowledge workers and innovative companies, and a vibrant residential community. The BDA supports accelerating the completion of the I-405 Master Plan, the most essential facility providing access to and from Downtown.

The Bellevue Downtown Association believes successful transportation and land use plans should be guided by the following strategy.

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1. **Enable and serve growth (jobs, housing, retail) downtown.** Regional and local plans call for continued growth downtown, resulting in increases to daily trips. A successful transportation network will help stimulate development, attract jobs, residents and visitors. Transportation and land use policies should align with proper funding to maximize efficiencies in the transportation network.

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1. **Enable, accommodate and serve growth (jobs, housing, retail and entertainment) downtown.** Regional and local plans call for continued growth downtown, resulting in significant daily trip and freight delivery increases. A successful transportation network will help stimulate development, attract jobs, residents and visitors by reducing traffic congestion and improving mobility. Transportation and land use policies, as well as capital budgets, should adequately fund necessary transportation network capacity increases, based on City of Bellevue/PSRC forecasted demand volume by mode. This network also supports emerging transportation technologies.

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2. **Optimize traffic flow.** Continue to prioritize strategic roadway capacity and technology investments to address critical chokepoints, improve traffic operations (to, from, within downtown) and minimize delays for all modes.

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2. **Optimize traffic flow. Maximize the overall throughput of people and freight using an objective, data-driven multimodal level of service (MMLOS) approach.** Continue to prioritize strategic roadway capacity and technology investments to address critical chokepoints, **curbside management**, improve traffic operations (to, from, within downtown) and minimize delays **proportionately** for all modes. **Create a more comprehensive transportation database to objectively guide policy, operational and investment decisions, including but not limited to: annual pedestrian, bicycle and vehicle counts, walk/bike-shed, vehicular delay, and safety statistics – easily accessible to the public.**

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- 3. Optimize light rail implementation.** Work affirmatively to implement East Link light rail pursuant to the Bellevue/Sound Transit MOU provisions, with special attention to mitigating impacts and assisting downtown businesses and residents during construction.

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- 3. Optimize bus and light rail implementation.** Work affirmatively to implement and manage East Link light rail pursuant to the Bellevue/Sound Transit MOU provisions, with special attention to mitigating impacts and assisting downtown businesses and residents during and after completion. Ensure timely delivery of all ST3 promised projects and service. Get 100 percent of the transit service we are paying for from Metro and Sound Transit.

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4. **Maintain the safety, quality and capacity of existing facilities.**
Downtown's limited roadways and arterial connections to regional facilities must be preserved.
Maintaining what we have is less expensive than playing catch up.

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4. **Improve the safety, quality and capacity of existing facilities based on demand.** Downtown's limited roadways and arterial connections to regional facilities must be preserved in order to move the greatest number of people.

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- 5. Establish priorities for the pedestrian environment and non-motorized access.** Much of downtown relies on **inadequate** non-motorized access. Design and investments should reinforce a compact, walkable, well-connected downtown.

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- 5. Establish priorities for the pedestrian environment and non-motorized access.** Much of downtown relies on non-motorized access. **Appropriate** design and investments should reinforce a compact, walkable, well-connected downtown **while avoiding negative impacts to alternative modes of travel.**

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6. Achieve mode-share goals.

Downtown roadways are constrained (superblocks, limited ROW) and resources are limited. As congestion levels and drive-alone travel costs grow, demand for reliable options (transit, vanpools, rideshare) will rise. Transit service and infrastructure should anticipate and respond to demand.

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6. **Support mode-share goals consistent with official forecasts.** Downtown roadways are constrained (superblocks, limited ROW) and resources are limited. As congestion levels and **automobile** travel costs grow, demand for **transportation** options (**bicycles, walking, transit, vanpools, ride-share and ride-hailing**) will rise. Service and infrastructure should anticipate and respond to demand **forecasts by mode. Additional transit service should be funded through subarea equity by King County Metro and Sound Transit. Mode share policies should not come at the expense of economic vitality or the city's tax base.**

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- 7. Strive in all cases to reduce costs and environmental impacts.**

Bellevue continues to support this principle by enabling and serving growth downtown.

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- 8. Minimize traffic, property and business impacts due to construction.** Downtown residents, businesses and customers require adequate notice and planning assistance to avoid or minimize disruptions.

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- 8. Minimize traffic, property and business impacts due to construction.** Downtown residents, businesses and customers require adequate notice and planning assistance to avoid or minimize disruptions. **Seek to improve and maintain connectivity during I-405 construction closures through adequate mitigation and projects.**