

# Main Street Multipurpose Path and Intersection Improvements



Transportation

# Agenda

1. Welcome and introductions
2. Project background
3. Project details
4. Addressing concerns
5. How to stay in touch
6. Q&A
  - Input your questions into the chat as we go. Questions will all be answered at the end of the presentation.

# Welcome!



Please use the chat function for questions



Recording will be available after at [BellevueWA.gov/main-st-path](https://BellevueWA.gov/main-st-path)

# Introductions

**Gillian Hagstrom**

Public Information Officer

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**Sara Haile**

Design Engineer/  
Project Manager

Project Manager

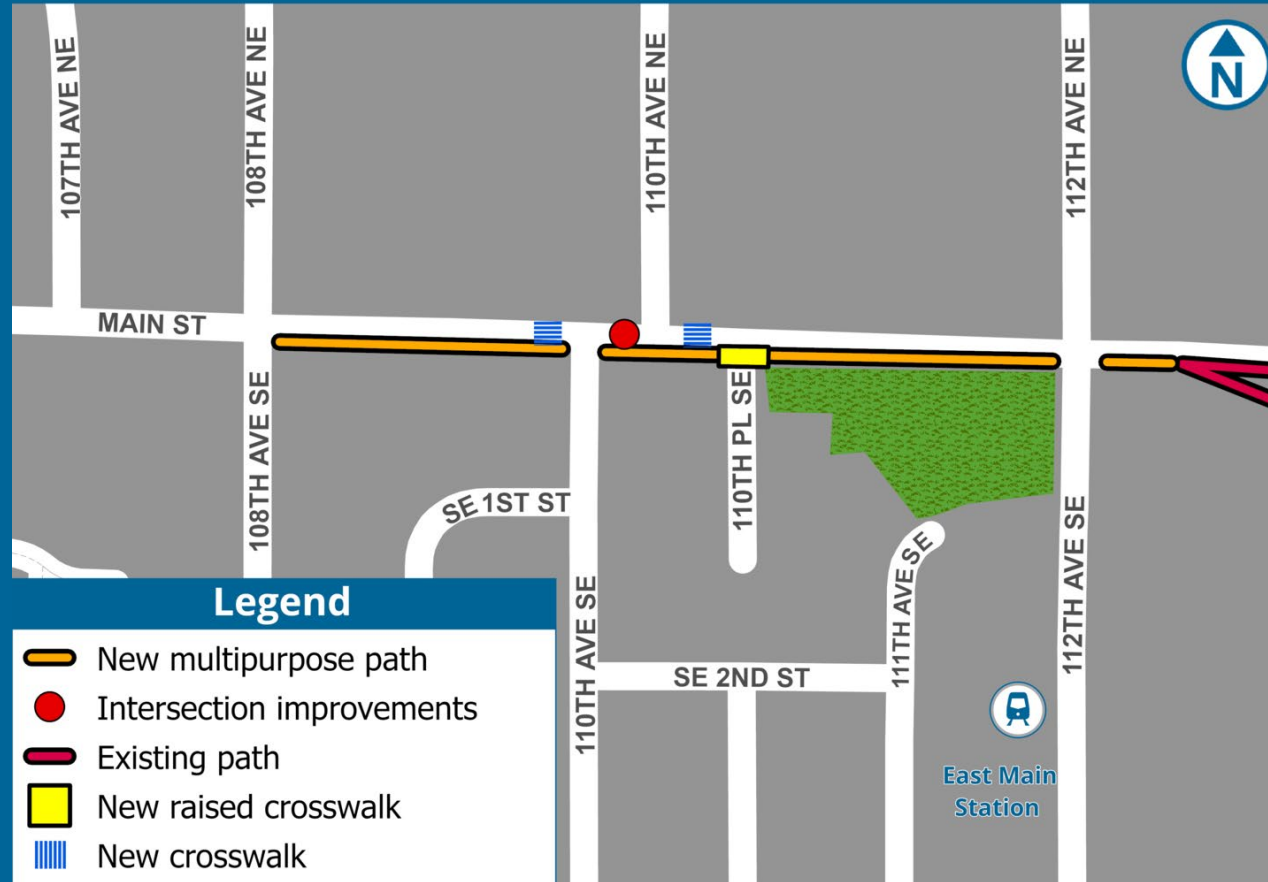
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Senior Planner

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# Main Street Multipurpose Path and Intersection Improvements



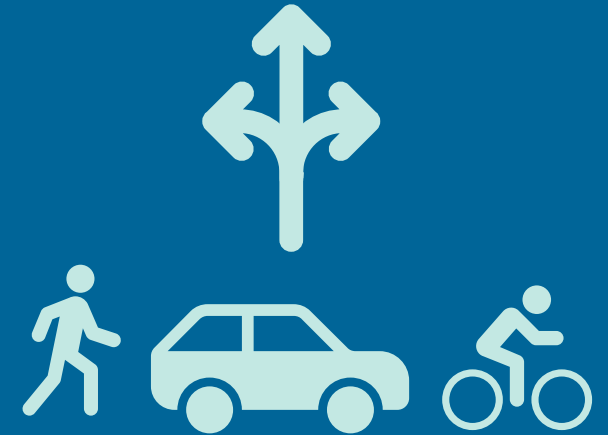
# Benefits



safety



connectivity



access

# Project background

- East Main Station Area Plan
- Priority bicycle corridor
- Part of Lake-to Lake Trail
- Ped-bike plan
- Future connectivity to Eastrail

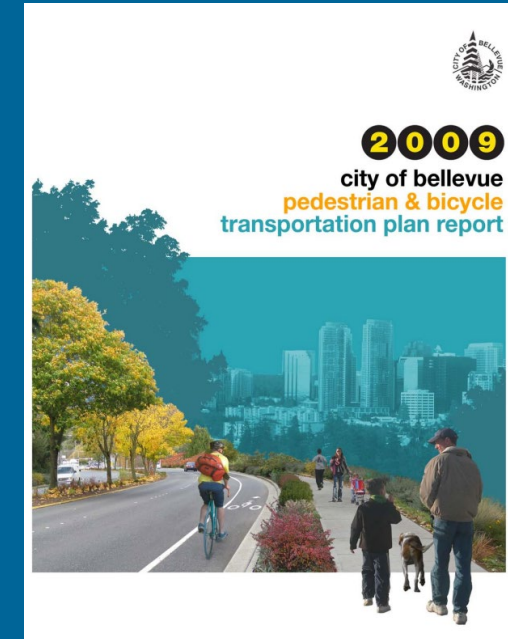
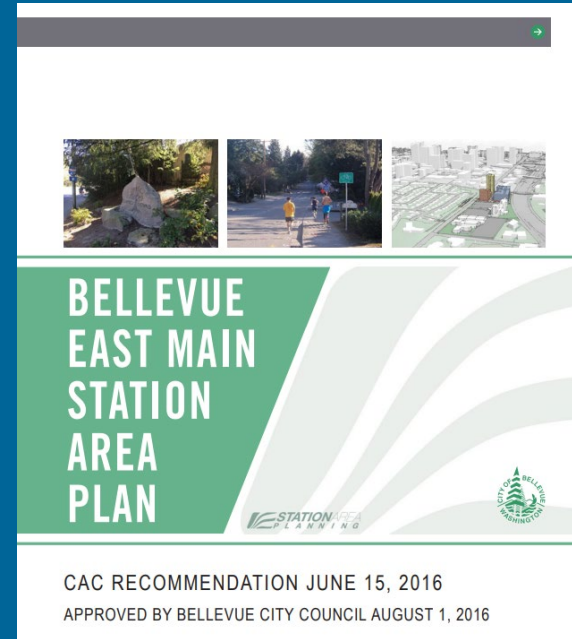
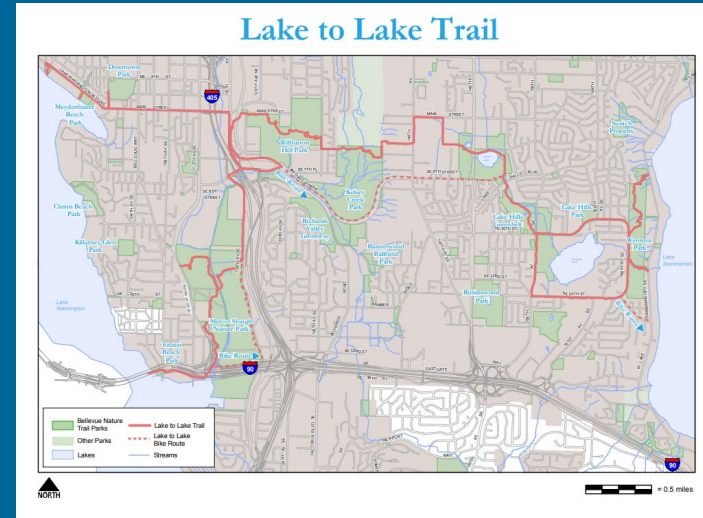
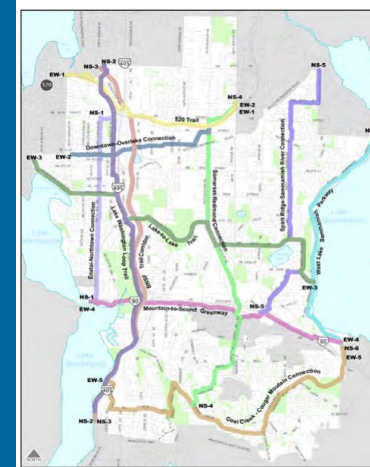


Figure 1. Bellevue's Priority Bicycle Corridors, as identified in the 2009 Ped-Bike Plan.



# East Main Station Area Plan

- Strategies around:
  - Traffic
  - Pedestrian/Bicycle Access
  - Character
  - Land Use/Redevelopment

Traffic			
STRATEGIES	Capital Improvements	Code & Policy Amendments	Other Plans & Programs
1 Evaluate whether existing residential parking zone (RPZ) areas should be expanded or if a new RPZ should be created to cover the remainder of the Bellecrest and Surrey Downs neighborhoods to the south.			✓
2 Evaluate day and hour restrictions of all RPZ areas in the Bellecrest and Surrey Downs neighborhoods to determine if they should be expanded.			✓
			✓
			✓
		✓	
			✓
	✓		✓
	✓		✓
	✓		✓
			✓
	✓		✓
	✓		✓
			✓
	✓	✓	✓

Pedestrian/Bicycle Access			
STRATEGIES	Capital Improvements	Code & Policy Amendments	Other Plans & Programs
1 Complete projects identified as high priority in Pedestrian and Bicycle Plan in and near the station area, including: <ul style="list-style-type: none"> <li>• 114<sup>th</sup> Avenue SE bike lanes (*B-127 E&amp;W)</li> <li>• SE 8<sup>th</sup> Street (114<sup>th</sup> Avenue SE to east of I-405) bike lanes (*B-135 N)</li> <li>• Main Street off-street path on south side, Bellevue Way to 116<sup>th</sup> Avenue (*O-121 S)</li> <li>• Lake Hills Connector off-street path (*O-123 N)</li> <li>• SE 8<sup>th</sup> Street (112<sup>th</sup> to 114<sup>th</sup> Avenues SE) off-street path on south side (*O-130 S).</li> </ul>	✓		
2 Install wayfinding—with travel times and distance—for people walking and biking to the stations and other major destinations.	✓		
3 Coordinate with Sound Transit to ensure multi-use path that connects the South Bellevue station to the East Main station includes wayfinding.			✓
4 Evaluate the potential for marked crosswalks or other treatments to better highlight pedestrian crossings at SE 2 <sup>nd</sup> Street and SE 11 <sup>th</sup> Street from existing sidewalk that leads out of these streets to the existing sidewalk on the west side of 108 <sup>th</sup> Avenue SE.	✓		✓
5 Develop and implement pedestrian and bicycle safety improvements along the entire Main Street corridor between Bellevue Way and 116 <sup>th</sup> Avenue.	✓		✓
6 Install sidewalk on at least one side of SE 16 <sup>th</sup> Street from Bellevue Way to 108 <sup>th</sup> Avenue SE.	✓		
7 Install sidewalks to fill gaps and improve safety on: <ul style="list-style-type: none"> <li>• 110<sup>th</sup> Avenue NE from Main Street to NE 2<sup>nd</sup> Street</li> <li>• 110<sup>th</sup> Avenue SE from Main Street to SE 1<sup>st</sup> Street</li> <li>• SE 10<sup>th</sup> Street from 108<sup>th</sup> Avenue SE to Bellevue High School.</li> </ul>	✓		
8 Install a crosswalk on Main Street for the east side of the intersection with 110 <sup>th</sup> Avenue NE.	✓		
9 Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail from the 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.			✓
10 Provide designated routes (e.g. walkways, sidewalks, and/or signage) through the Surrey Downs neighborhood along 109 <sup>th</sup> Avenue SE, 111 <sup>th</sup> Avenue SE, SE 2 <sup>nd</sup> , 4 <sup>th</sup> and 6 <sup>th</sup> Streets that are safe, well-lighted, and attractive routes for pedestrians.	✓	✓	✓

\*2008 Pedestrian-Bicycle Plan, Project List





# East Main Station Area Plan

- 1 Complete projects identified as high priority in Pedestrian and Bicycle Plan in and near the station area, including:
  - 114<sup>th</sup> Avenue SE bike lanes (\*B-127 E&W)
  - SE 8<sup>th</sup> Street (114<sup>th</sup> Avenue SE to east of I-405) bike lanes (\*B-135 N)
  - Main Street off-street path on south side, Bellevue Way to 116<sup>th</sup> Avenue (\*O-121 S)
  - Lake Hills Connector off-street path (\*O-123 N)
  - SE 8<sup>th</sup> Street (112<sup>th</sup> to 114<sup>th</sup> Avenues SE) off-street path on south side (\*O-130 S).

Pedestrian/Bicycle Access			
STRATEGIES	Capital	Code & Policy	Other Plans & Programs
			✓
			✓
			✓
			✓
			✓
through the Surrey Downs neighborhood along 105th Avenue SE, 111th Avenue SE, SE 2nd, 4th and 6th Streets that are safe, well-lighted, and attractive routes for pedestrians.			

\*2009 Pedestrian-Bicycle Plan, Project List



# East Main Station Area Plan

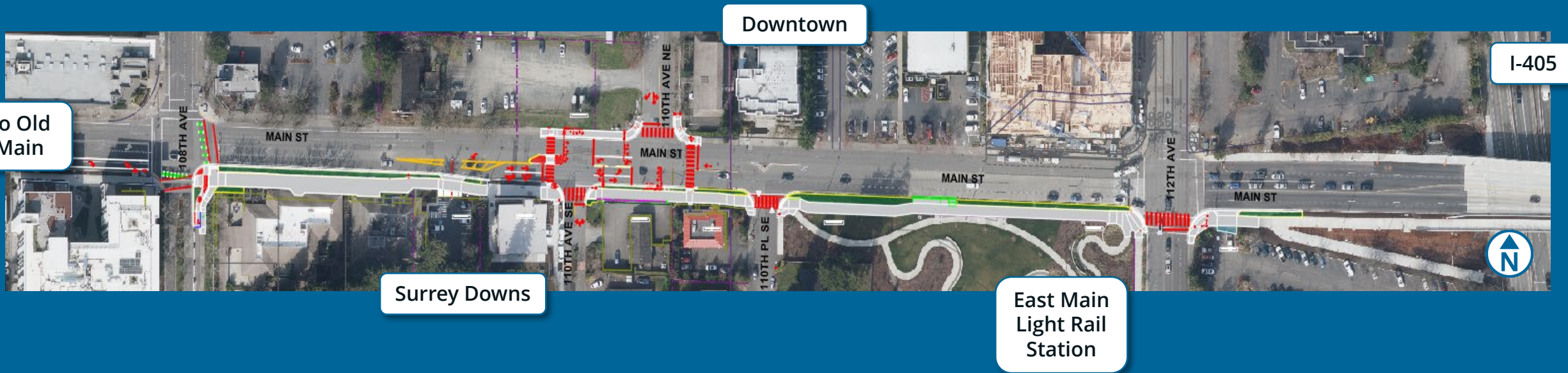
Traffic	Capital	Code & Policy	Other Plans &
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9 Evaluate the feasibility and trade-offs of modifications to the intersection of Main Street and 110th Avenue for the purposes of providing additional neighborhood access for residents, improving pedestrian safety, and discouraging non-residential traffic. Modifications to be evaluated may include, but are not limited to, realignment of 110th Avenue, a traffic signal with protected left turn movements, additional sidewalks, crosswalks and pedestrian signals.

10 Add a protected left turn signal phase for all legs of the Main Street and 108th Avenue SE intersection to facilitate residential neighborhood access while improving safety for people walking across Main Street and 108th Avenue SE. Evaluate concurrently with street traffic mitigation.	✓		✓
11 Implement a 20 mph school zone around Bellevue High School.	✓		✓

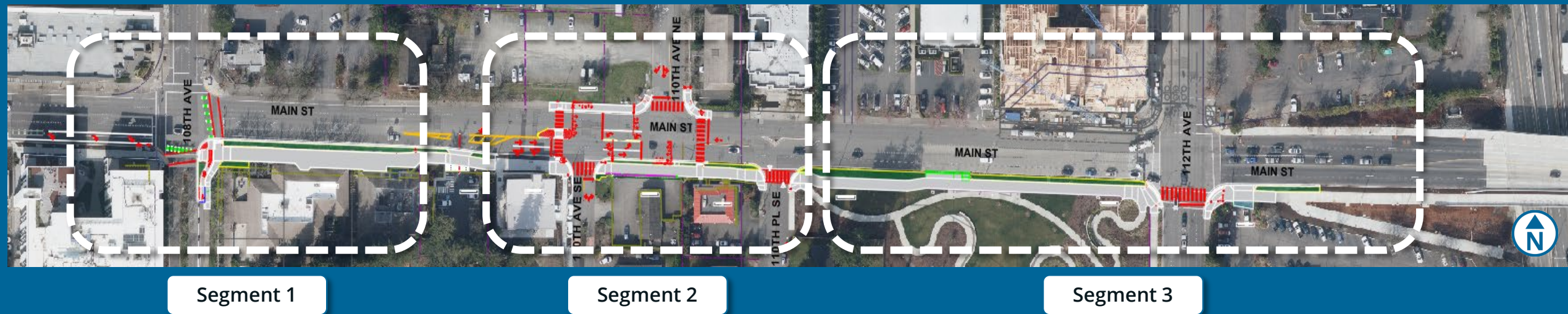
# Project Description

- Construct a new protected 12-foot-wide multipurpose path along Main Street from 108<sup>th</sup> Avenue to 112<sup>th</sup> Avenue
- Adjust traffic signals at the intersection of Main St and 110<sup>th</sup> Avenue



# Project Description

- Construct a new protected 12-foot-wide multipurpose path along Main Street from 108<sup>th</sup> Avenue to 112<sup>th</sup> Avenue
- Adjust traffic signals at the intersection of Main St and 110<sup>th</sup> Avenue



# Main Street and 108<sup>th</sup> Ave - Before

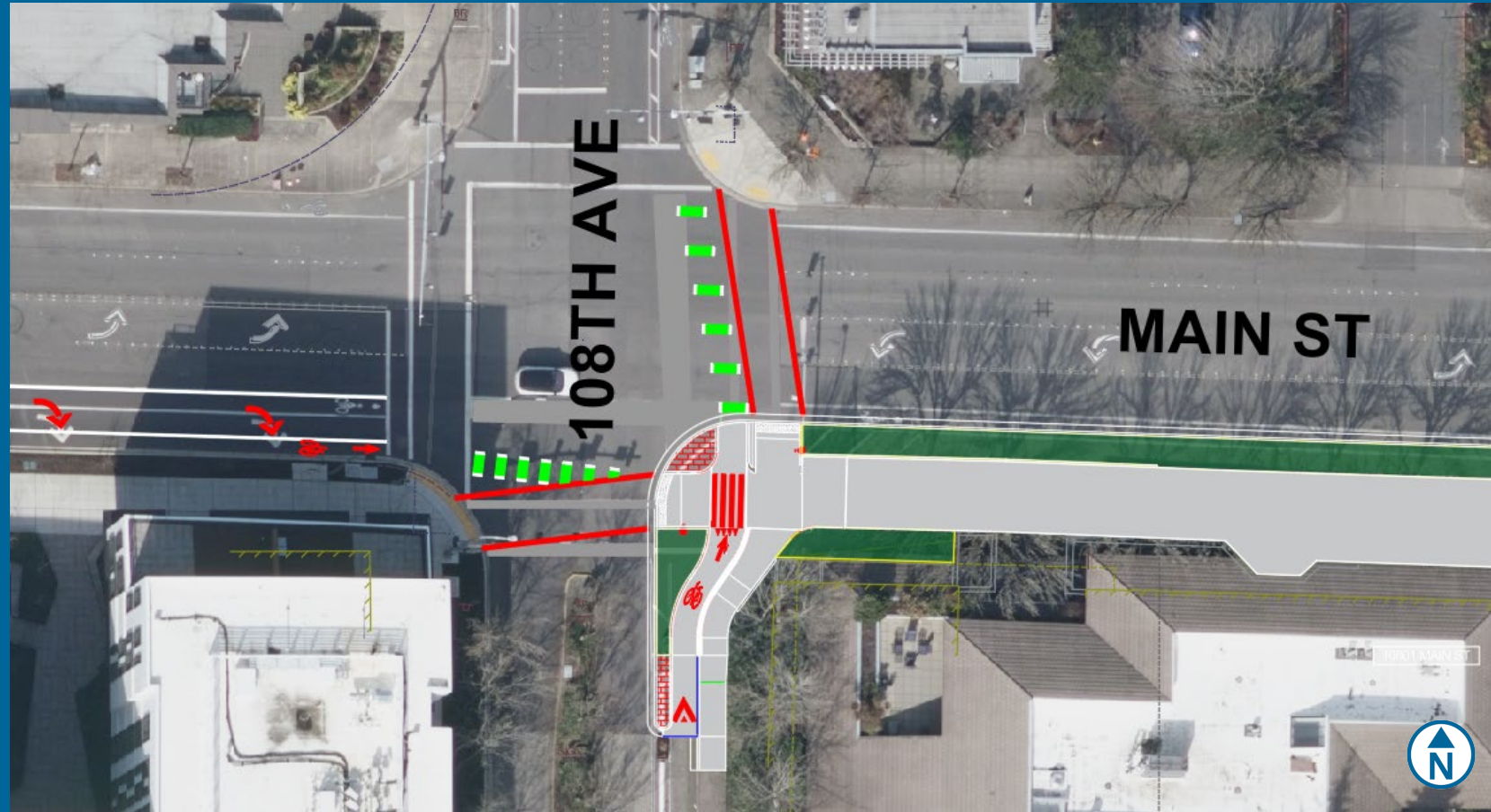
Existing  
condition Main  
St & 108<sup>th</sup> Ave  
intersection



Segment 1

# Main Street and 108<sup>th</sup> Ave - After

Proposed condition Main St & 108<sup>th</sup> Ave intersection



Segment 1

# Main Street and 110<sup>th</sup> Ave - Before

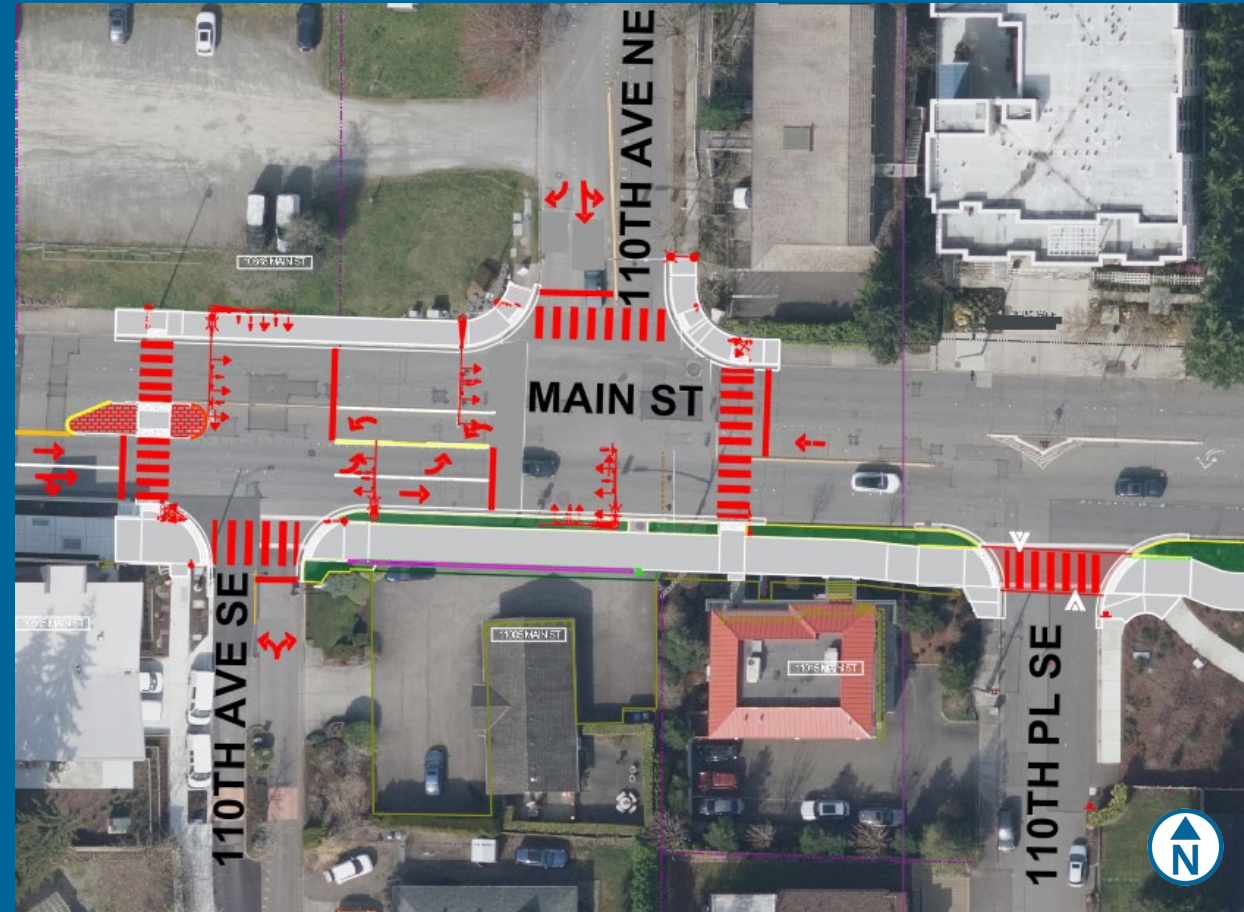
Existing condition  
Main St & 110<sup>th</sup> Ave  
intersection



Segment 2

# Main Street and 110<sup>th</sup> Ave - After

- Install new traffic signal and upgrade operation
- Install new refuge median island
- Install new marked crosswalks
- Install new raised crosswalk at Main St and 110<sup>th</sup> PI SE
- Upgrade existing curb ramps to meet ADA requirements



Segment 2



# Main Street and 112<sup>th</sup> Ave - Current

Existing condition Main St & 112<sup>th</sup> Ave intersection



Segment 3

# Main Street and 112<sup>th</sup> Ave - After

Proposed condition Main St & 112<sup>th</sup> Ave intersection



Segment 3

# Project Funding and Schedule

- Project is funded by a federal grant, the Transportation Department Capital Improvement Program and the Neighborhood Safety, Connectivity and Congestion Levy.
- Design to be completed early 2025
- Construction to start spring 2025
  - A mailer will be sent out prior to construction starting with more information
- Project expected to be finished at the end of 2025

# Neighborhood Traffic

- City has worked with Surrey Downs in the past on parking, transportation projects.
- More recent concerns about traffic cutting-through Surrey Downs.
- We will go over: traffic patterns, recent studies, and how the city measures cut-through traffic.



# Past work in Surrey Downs

Long-history working with the Surrey Downs community.

Past projects include:  
Lower speed limit,  
pavement marking legends, entry treatments, crosswalks, sidewalk, residential parking zone, radar dolly



# Traffic volumes over time

Entrance	2015	2017	2024
Main St and 110 Ave SE	408 (15%)	710 (32%)	870 (35%)
SE 1 Pl and 112 Ave SE	311 (12%)	CLOSED	CLOSED
SE 4 St and 112 Ave SE	719 (27%)	CLOSED	CLOSED
SE 2 St and 108 Ave SE	724 (27%)	970 (44%)	1120 (45%)
SE 11 St and 108 Ave SE	502 (19%)	518 (24%)	526 (21%)
<b>Total</b>	<b>2,664 (100%)</b>	<b>2,200 (100%)</b>	<b>2,516 (100%)</b>

- Since SE 1 Pl and SE 4 St closed, remaining entrances have remained steady in terms of percent serving neighborhood
- 110 Ave SE entrance has absorbed more volume since closures

*% refers to that entrances total share of daily volume in/out of Surrey Downs*



# What is cut-through traffic?

## What is cut-through traffic?

- Cut-through traffic is defined as drivers not having an origin or destination in the area. Motorists stopping at a location in the area, even briefly, are not considered to be cutting through

## How is it measured (30-30-300 rule)?

- At least 30 vehicles in one direction is cut-through (peak 2-hour period)
- 30% of one-direction peak-period volume is cut-through (peak 2-hour period)
- Average daily volume is at least 300 vehicles per day

Example	A	B
Peak period volume	100	50
Number cutting-through	40 ✓	20 ✗
% cut-through	40% ✓	40% ✓
Total volume	550 ✓	475 ✓
Qualifies?	Yes ✓	No ✗

# The Study

- Thursday, September 19 (Thursday = heaviest travel day)
- Measured during peak-hour periods
  - 7-9 am
  - 3-7 pm (extended PM period)
- Vehicles counted coming in/out of each entrance
  - Location 1: Main St and 110 Ave SE
  - Location 2: SE 2 St and 108 Ave SE
  - Location 3: SE 11 St and 108 Ave SE





# The Results

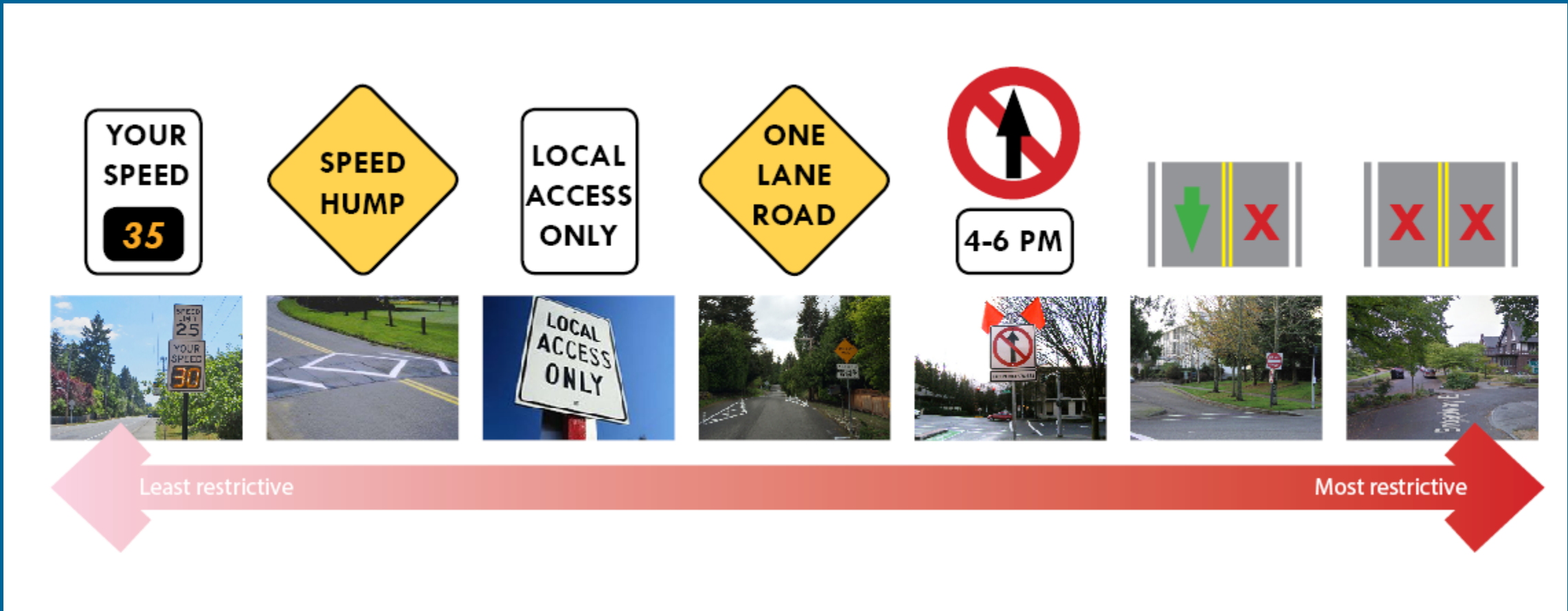
## Cut-through threshold met at:

- 1 7-9 am and 3-5 pm, primarily originating from location 2

- During peak 2-hour period, 30% of one-direction peak-period volume is cut-through 39% (AM), 42% (3-5 pm) ✓
- During peak 2-hour period, at least 30 vehicles in one direction is cut-through 56 (AM), 44 (3-5 pm) ✓
- Average daily volume is at least 300 vehicles/day 870 vehicles/day ✓



# Addressing cut-through traffic



# Next Steps for Traffic Concerns

- Following project construction:
  - Follow-on study
  - Minor signal timing adjustments if appropriate
  - Allow traffic to normalize to three points of ingress/egress
  - Expected three to six months after construction has completed
  - Updates will be available on the project website
- If cut-through still prevalent, address with community

# Questions?

For this meeting: input into the chat function



[BellevueWA.gov/main-st-path](http://BellevueWA.gov/main-st-path)



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