

Welcome

Thank you for joining us!

Thank you for attending the City of Bellevue's open house regarding the Bellevue Way SE Southbound HOV Lane. The project team looks forward to sharing information and hearing your input and questions.



All meeting materials presented tonight are also available online at:
BellevueWayHOVOpenHouse.participate.online

Throughout tonight's open house, if you have questions about the project or how to submit comments, please ask any of the staff wearing name tags.

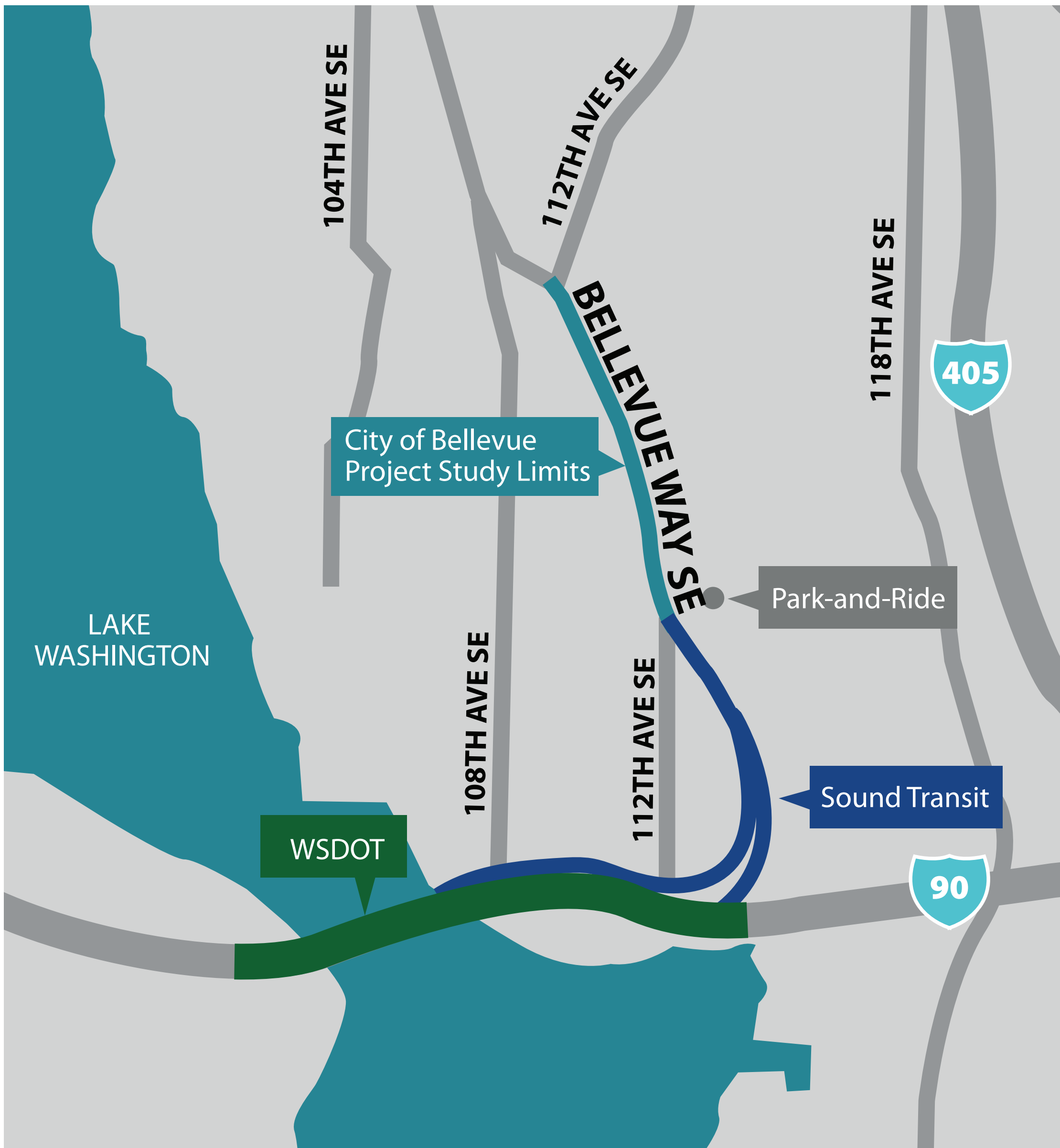
Through this open house, we aim to:

- Provide project information
- Present draft criteria we'll use to evaluate project options and collect feedback
- Review preliminary project scenarios and design features, and hear public preferences



Design Options Overview

What is the design options analysis?



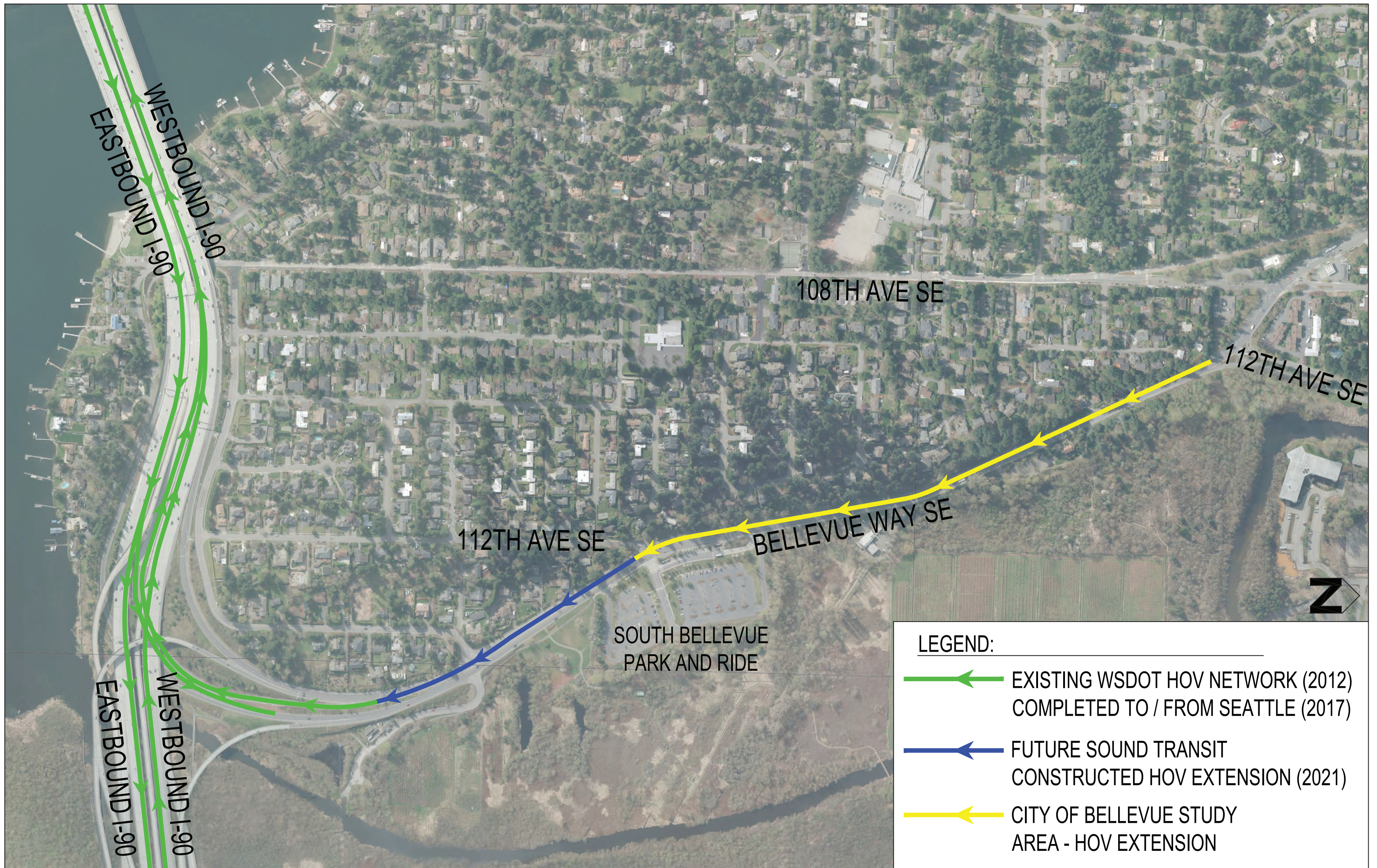
- Exploring design options for a southbound HOV lane extension on Bellevue Way between the “Y” intersection with 112th Ave SE and the South Bellevue Park-and-Ride
- Only funded for design option analysis (not funded for right-of-way acquisition or construction)

Why this project?

- As Bellevue has grown, traffic has increased along Bellevue Way, creating congestion between I-90 and the “Y” intersection with 112th Ave SE
- Adjacent regional projects by WSDOT and Sound Transit present an opportunity to improve:
 - Transit speed and reliability heading to I-90
 - Traffic flow for all users of Bellevue Way SE
- Bellevue City Council directed staff to explore options for a southbound HOV extension

Design Options Overview

Project area context



Corridor and regional projects make this an opportune time to explore whether extending the HOV lane on Bellevue Way SE could provide additional benefit. This map shows other future HOV improvements in and near the corridor:

- **I-90 HOV lane extension to Seattle:** The existing westbound I-90 HOV lane (shown in green) currently extends to the middle of Mercer Island (off the map). WSDOT is expanding this HOV lane from Mercer Island to Seattle (to be completed in 2017).
- **Bellevue Way HOV connection to I-90:** Sound Transit will construct an HOV lane on Bellevue Way from the South Bellevue Park-and-Ride (future light rail station and parking garage) to the I-90 onramps (to be completed by 2021).
- **Bellevue Way HOV extension to the north (this project):** Would extending the southbound HOV lane from the South Bellevue Park-and-Ride to 112th Ave SE provide additional capacity and transit reliability?

Process and Schedule

Throughout 2016, the project team will be sharing information with the public, listening to community ideas and feedback, and crafting design options. This iterative process will lead to the development of a preferred option that Bellevue City Council will consider for approval in fall 2016.

	Winter/Spring	Spring	Summer	Fall		Winter
Public	<ul style="list-style-type: none">Attend small group briefingsShare values, preferences, concerns, and questions	Open House (in-person and online) <ul style="list-style-type: none">Review and shape evaluation criteriaReview design options; share feedback/preferences		Bellevue Transportation Commission and City Council consider preferred design option	Open House (in-person and online) <ul style="list-style-type: none">Review evaluation process and preferred optionProvide additional feedback	
Project Team	<ul style="list-style-type: none">Gather dataBegin analysisPrepare menu of scenarios and design features		<ul style="list-style-type: none">Advance analysisPrepare range of optionsApply evaluation criteria to optionsNarrow options		<div>Use feedback to refine preferred option</div>	<div>Complete preliminary engineering for the preferred option</div>

Feedback to Date



In recent months, city staff have been meeting with groups individually to hear their concerns, ideas, and perspectives. Here are common themes:

- Construction traffic impacts in neighborhoods is a big concern
- Lengthy construction in the area is a burden
- There are potential benefits for commuters, downtown, and neighborhoods
- Traffic modeling data and maximizing congestion relief should drive decisions
- Protect historic and natural surroundings and minimize property impacts
- Interagency construction coordination is crucial

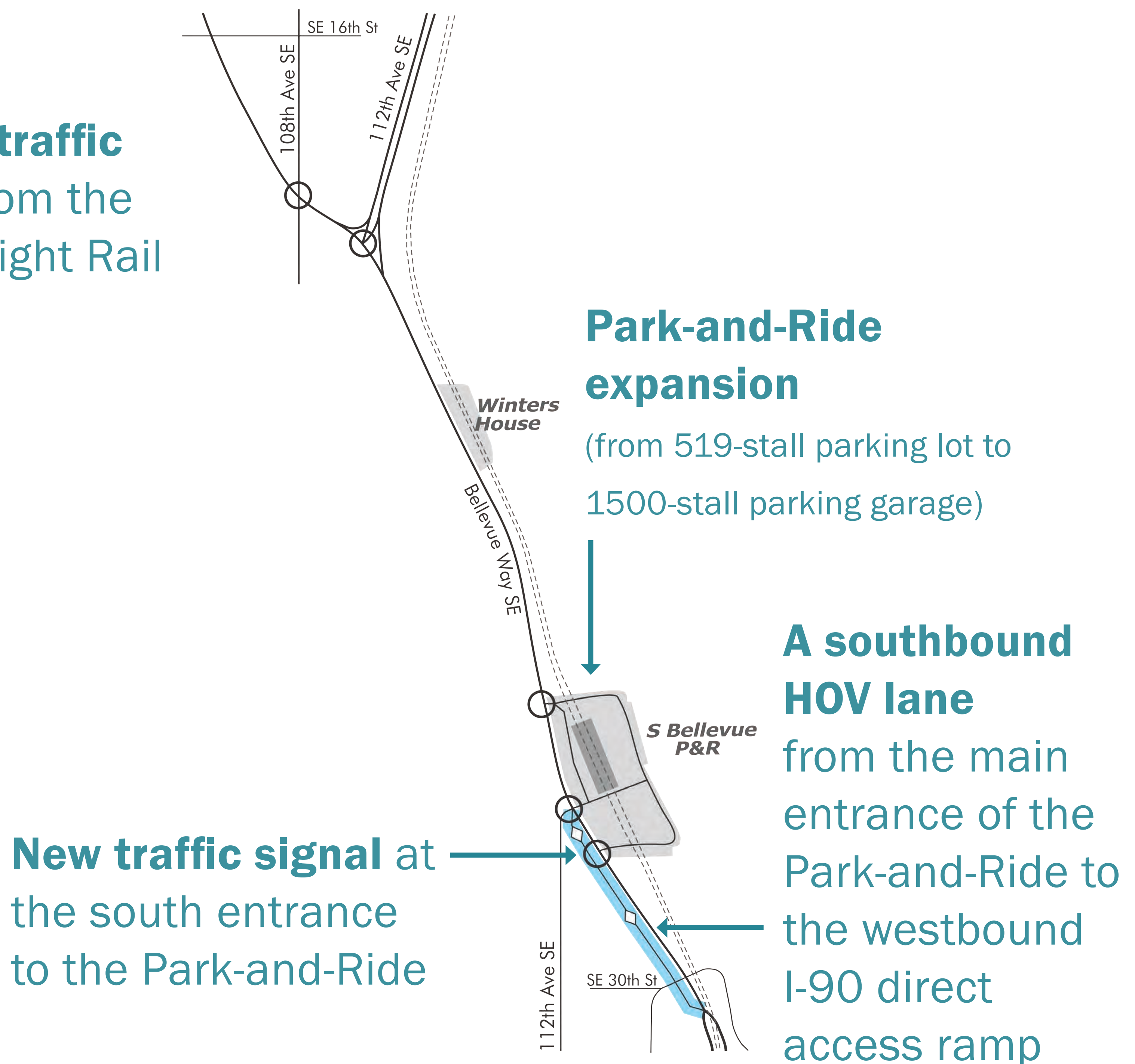
See handout for frequently asked questions and answers.

Traffic Operations: Options Modeled

Traffic Model Assumptions

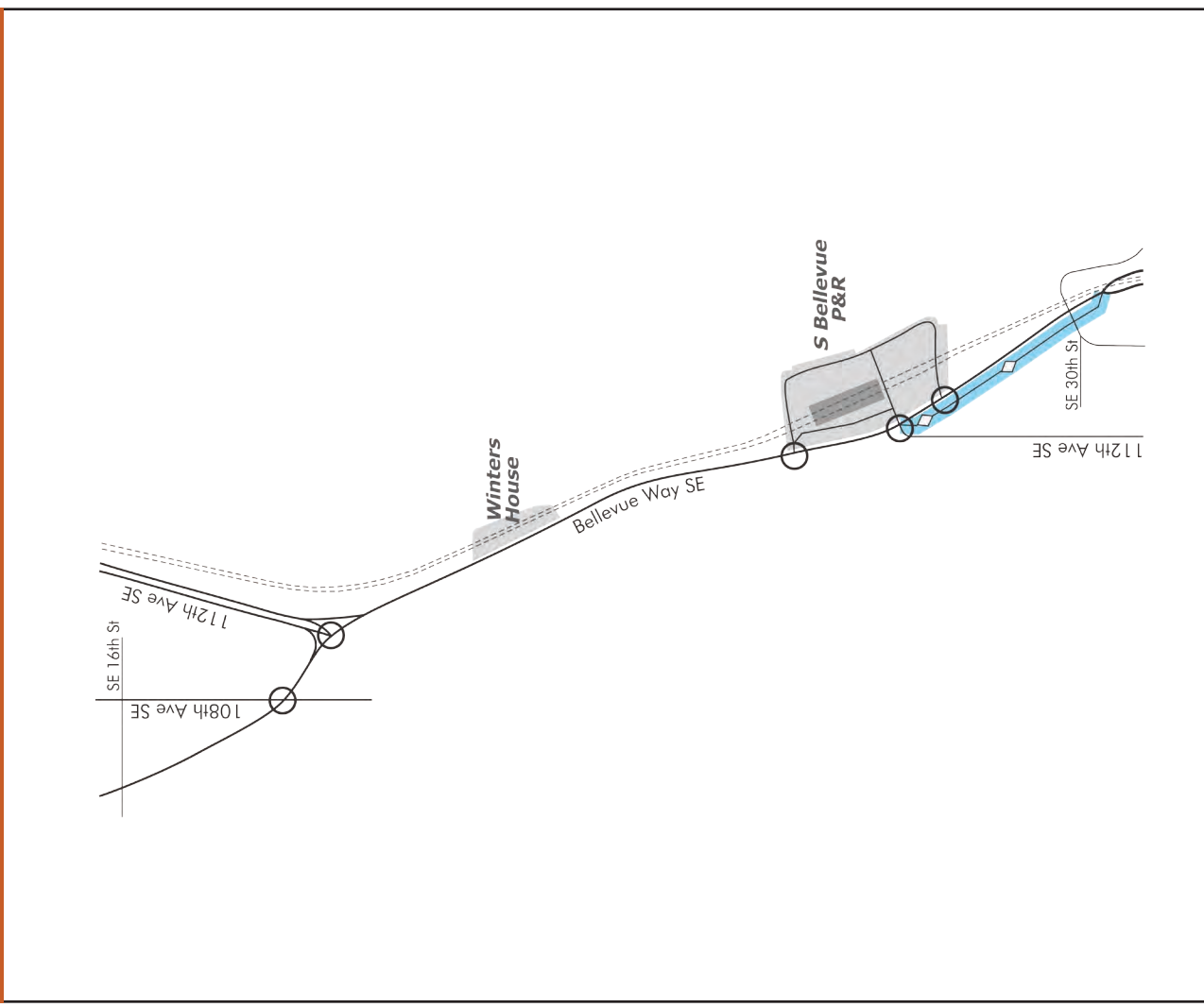
- The project team conducted a PM peak hour traffic operations analysis for the 2030 no build condition and four design options within the Bellevue Way SE corridor.
- The traffic analysis establishes how each of the proposed design options would perform in terms of person throughput (the number of people who can travel the corridor per hour) and vehicle travel time through the corridor.
- The traffic model limits are between the ramp meter at the westbound I-90 onramp at the south end of the corridor and extend north to SE 16th Street on Bellevue Way and to SE 15th Street on 112th Avenue SE.
- All options assume the completion of the East Link Light Rail project including:

Increased traffic volumes from the East Link Light Rail project



Traffic Operations: Options Modeled

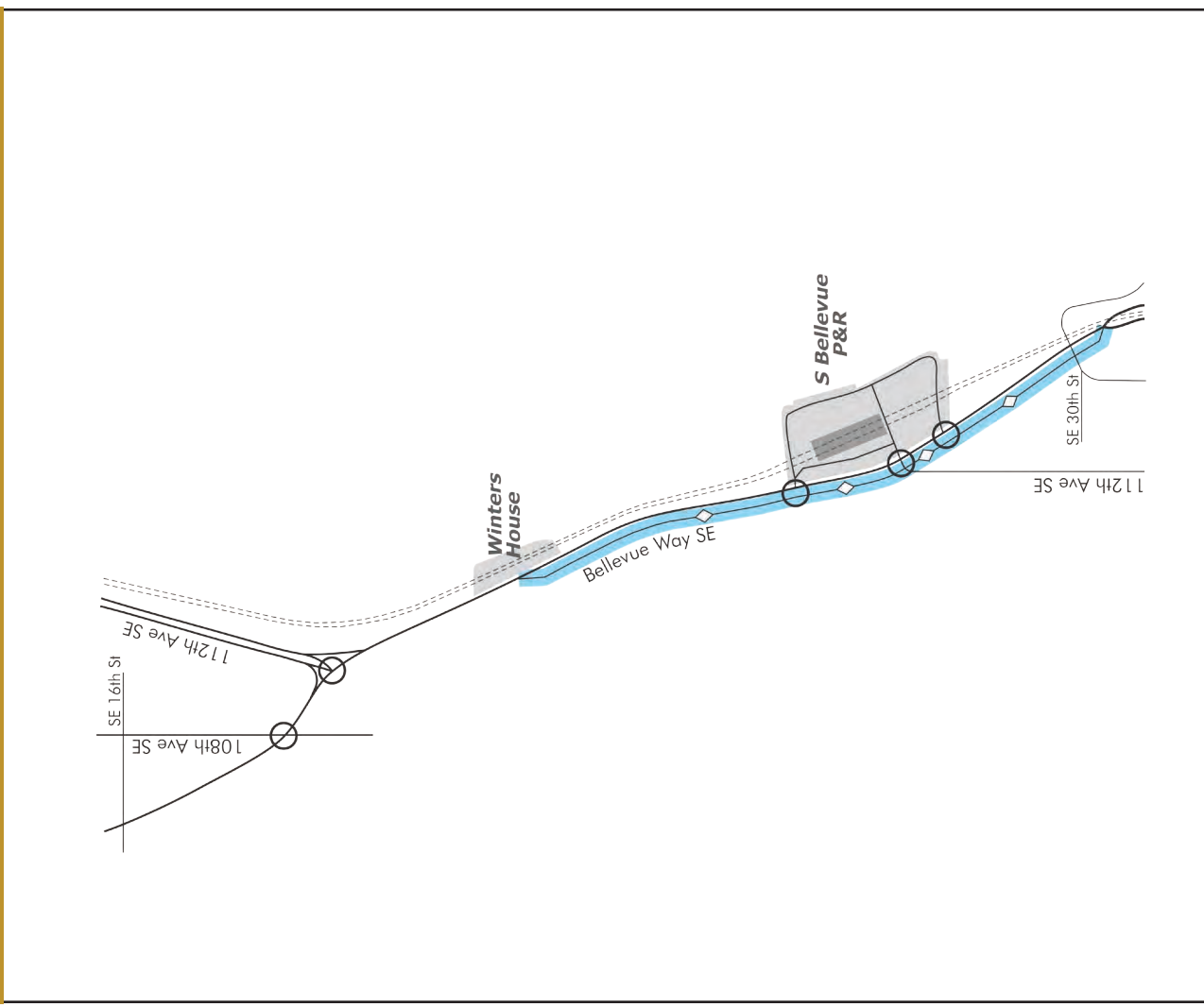
2030 Future Conditions with East Link



PM Peak Hour Southbound Traffic Demand*			
	Vehicles	People	
Single Occupancy	2,498	2,498	
High Occupancy	272	571+	
Buses	10	200+	
TOTAL	2,780	3269+	

- No extension of the HOV lane, only includes East Link Light Rail project

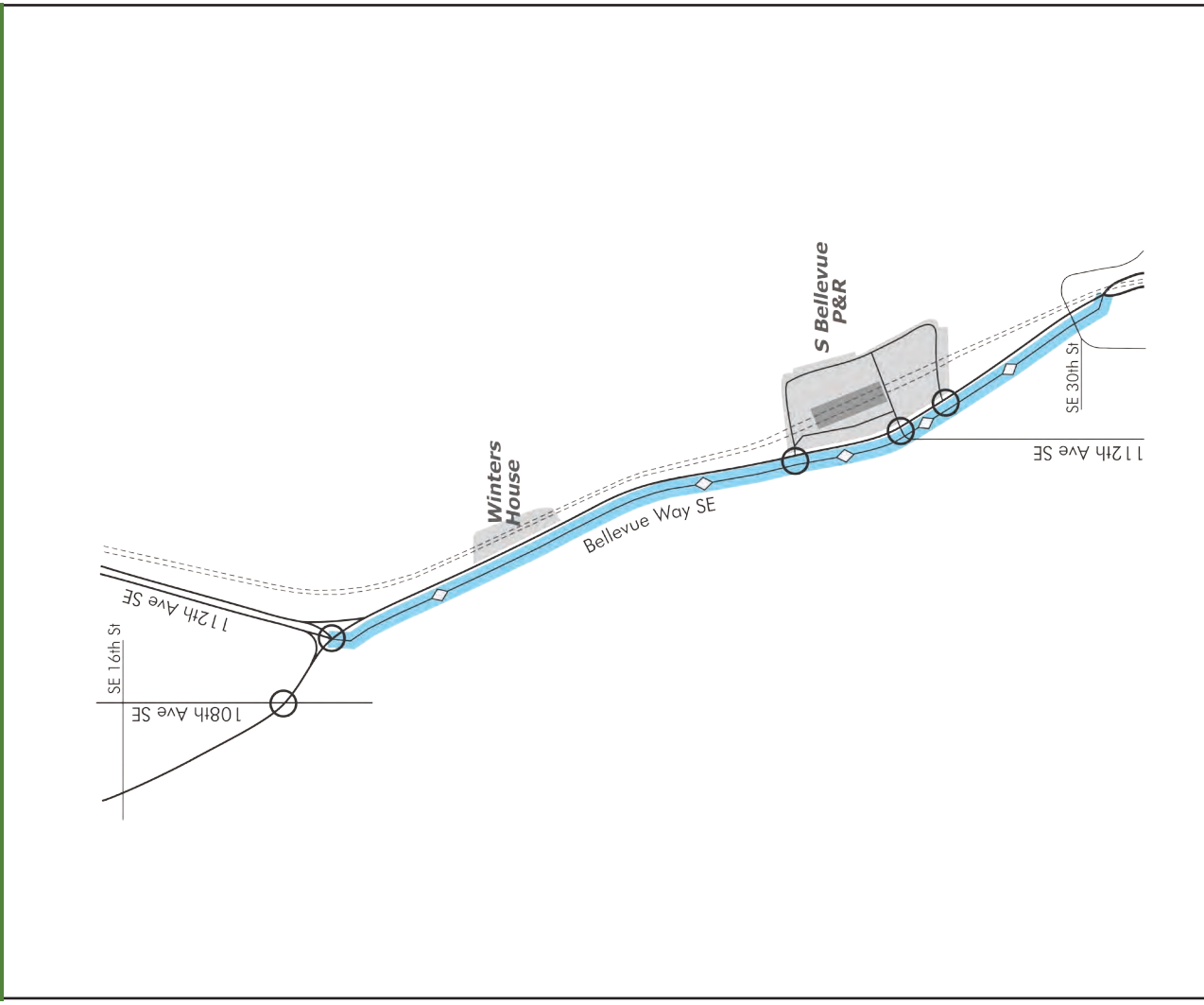
Option 1: HOV to Winters House



PM Peak Hour Southbound Traffic Demand*			
	Vehicles	People	
Single Occupancy	2,471	2,471	
High Occupancy	511	1,073+	
Buses	10	200+	
TOTAL	2,992	3744+	

- Extends the HOV lane from the Park-and-Ride main entrance north to approximately the Winters House
- Added capacity attracts more users to the corridor

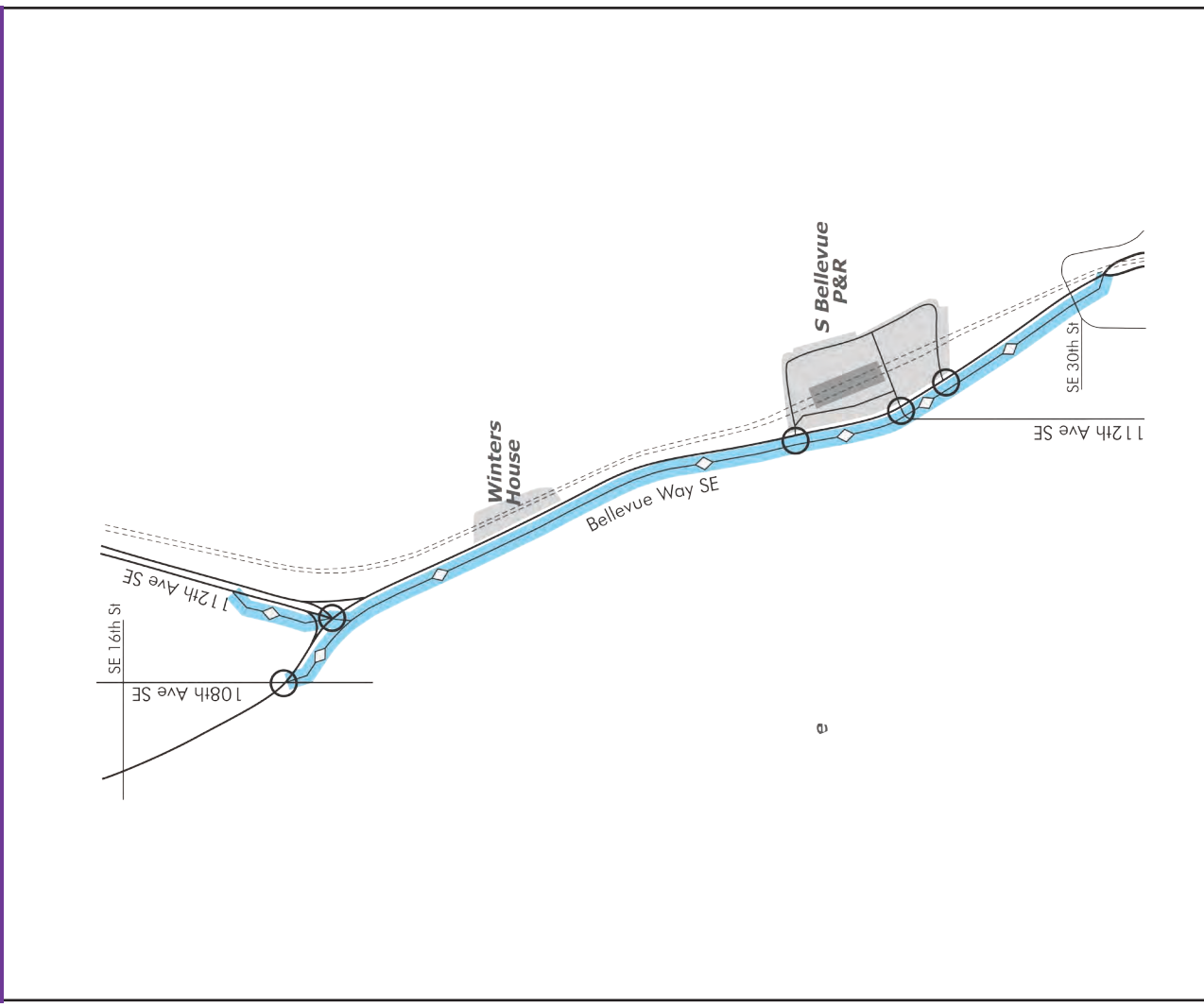
Option 2: HOV to “Y”



PM Peak Hour Southbound Traffic Demand*			
	Vehicles	People	
Single Occupancy	2,576	2,576	
High Occupancy	588	1,235+	
Buses	10	200+	
TOTAL	3,174	4011+	

- Extends the HOV lane from the Park-and-Ride main entrance north to just south of the intersection of Bellevue Way SE/112th Ave SE
- Added capacity attracts more users to the corridor

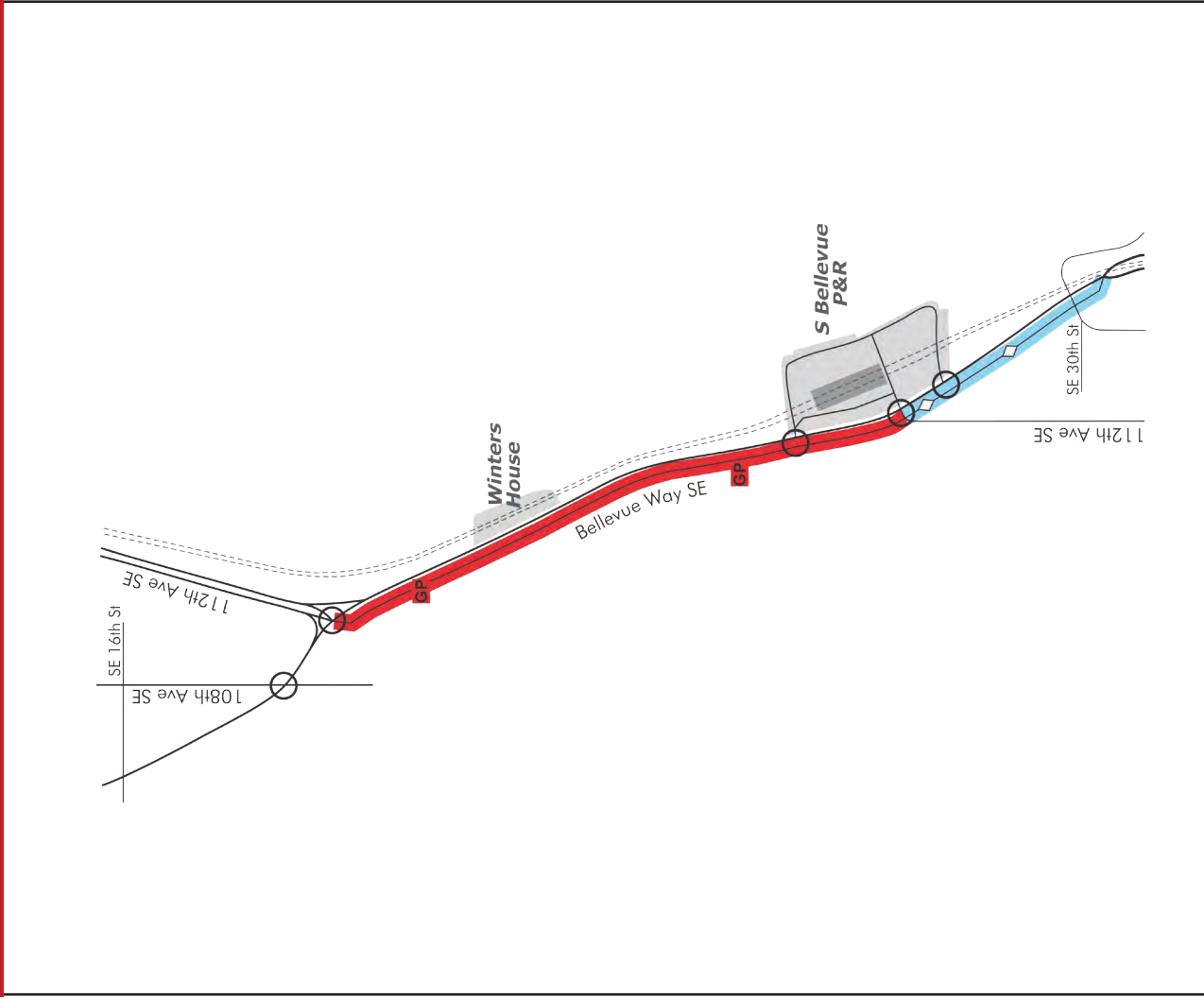
Option 3: HOV through “Y”



PM Peak Hour Southbound Traffic Demand*			
	Vehicles	People	
Single Occupancy	2,594	2,594	
High Occupancy	602	1,264+	
Buses	10	200+	
TOTAL	3,206	4058+	

- Extends the HOV lane from the Park-and-Ride main entrance north through the intersection of Bellevue Way SE/112th Ave SE
- Adds a center HOV lane on Bellevue Way SE between 112th Ave NE and 108th Ave NE and adds a center HOV turn pocket (285-ft long) on 112th Ave NE

Option 4: Third General Purpose Lane to “Y”



PM Peak Hour Southbound Traffic Demand*			
	Vehicles	People	
Single Occupancy	2,847	2,847	
High Occupancy	290	609+	
Buses	10	200+	
TOTAL	3,147	3656+	

- Adds a third general purpose lane instead of an HOV lane from the Park-and-Ride main entrance north to the intersection of Bellevue Way SE/112th Ave SE
- HOV lane constructed by Sound Transit south of the main Park-and-Ride entrance would remain
- Adds similar capacity as Option 2 and attracts similar demand to Option 2 but by different users

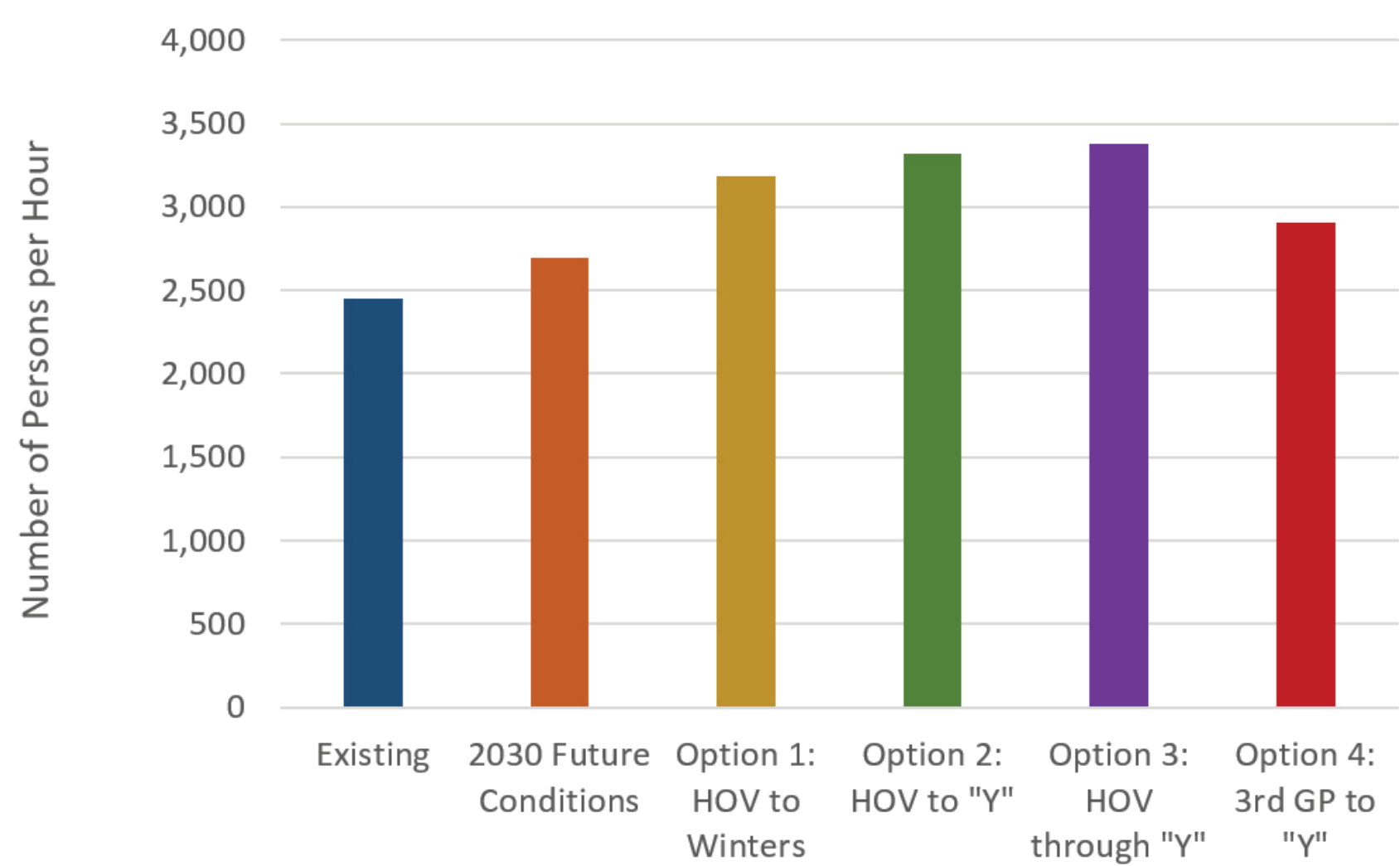
*number of vehicles trying to travel south of the “Y”



Traffic Operations: Model Results

Throughput

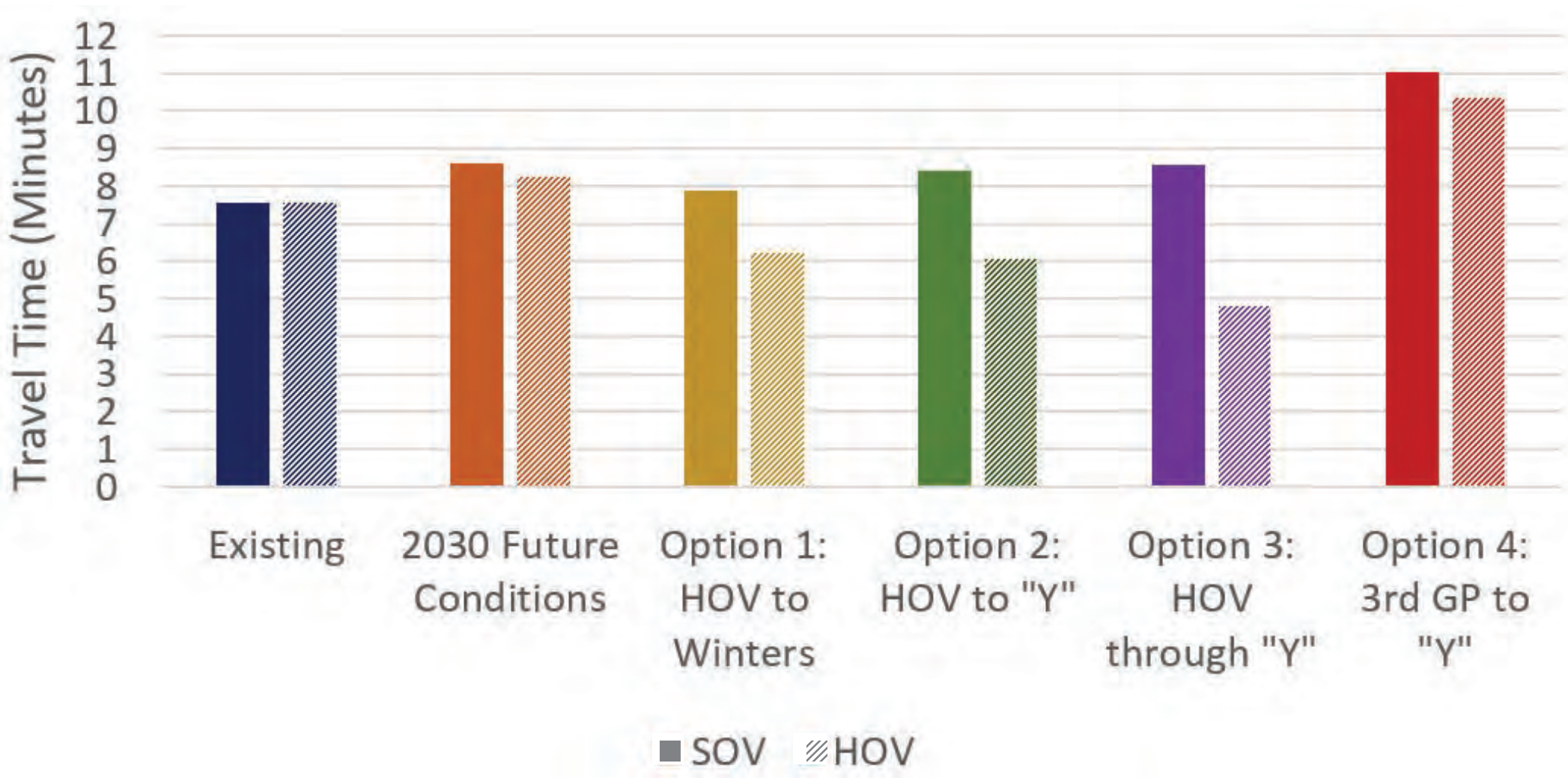
The graph below shows the number of people who can travel southbound through the corridor during the PM peak hour



- All four options add southbound capacity to the roadway and increase throughput
- Option 3 provides the most throughput

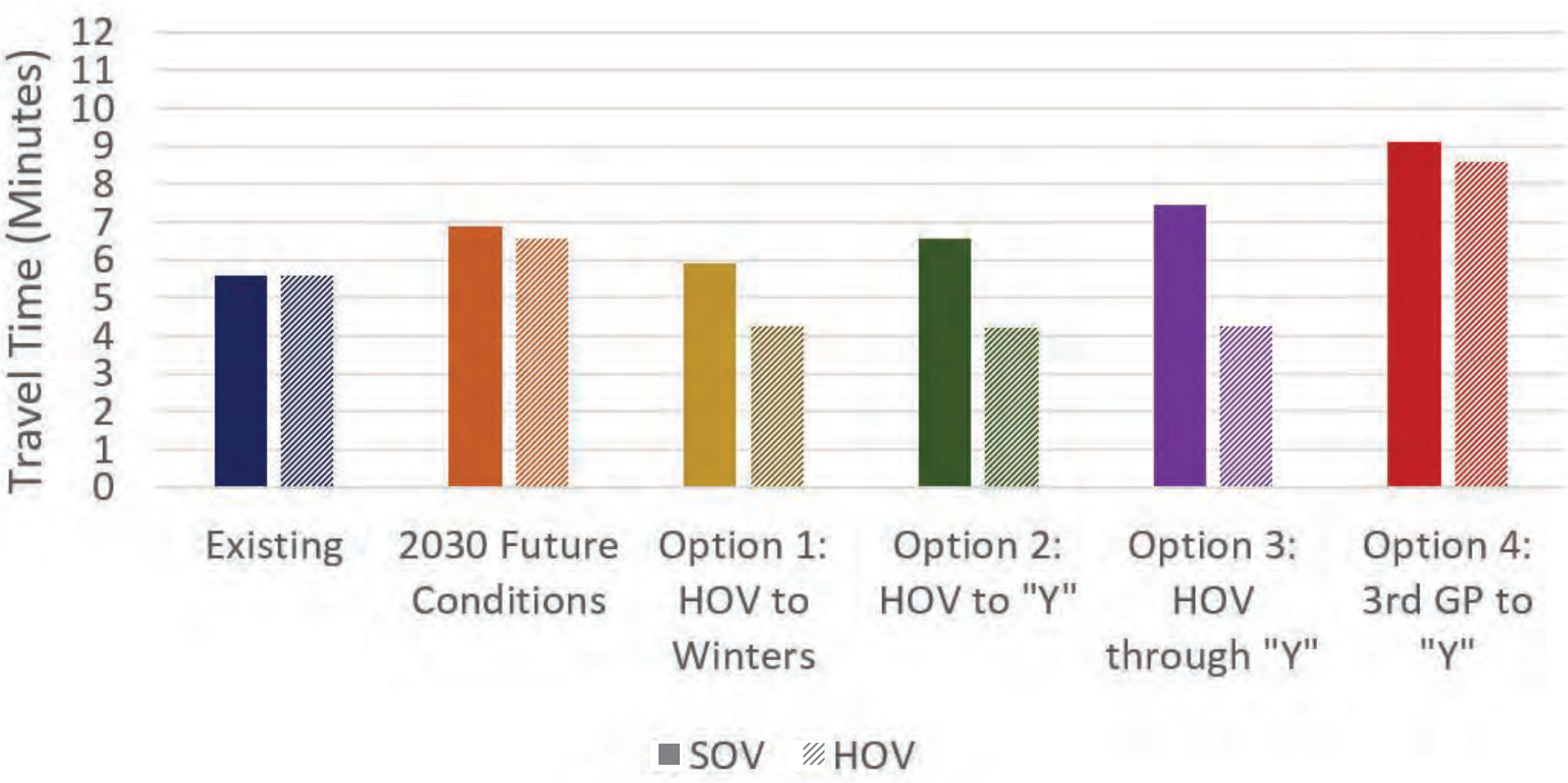
Travel Times from 112th Ave SE

The graph below shows the amount of time it takes vehicles entering the corridor from 112th Ave SE to travel southbound during the PM Peak Hour. The graph compares the travel times for Single-Occupant Vehicles (SOV) and High-Occupant Vehicles (HOV) for each option.



Travel Times from Bellevue Way SE

The graph below shows the amount of time it takes vehicles entering the corridor from Bellevue Way SE to travel southbound during the PM Peak Hour. The graph compares the travel times for Single-Occupant Vehicles (SOV) and High-Occupant Vehicles (HOV) for each option.



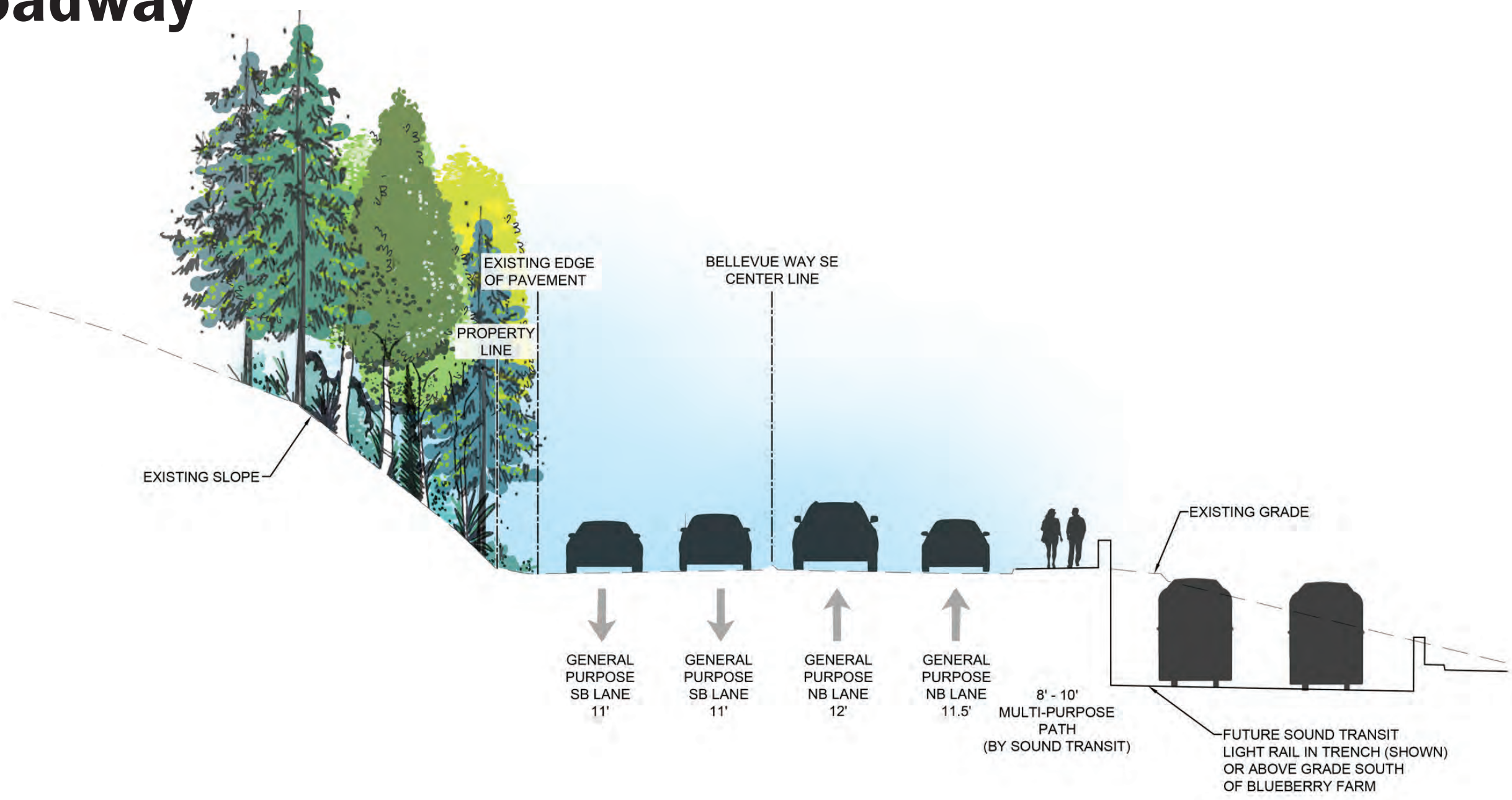
Corridor Widening Options

The project team is considering a variety of configurations for the west side of Bellevue Way SE. Each layout requires a different amount of road widening to accomodate features such as sidewalks, planters, and shoulders.

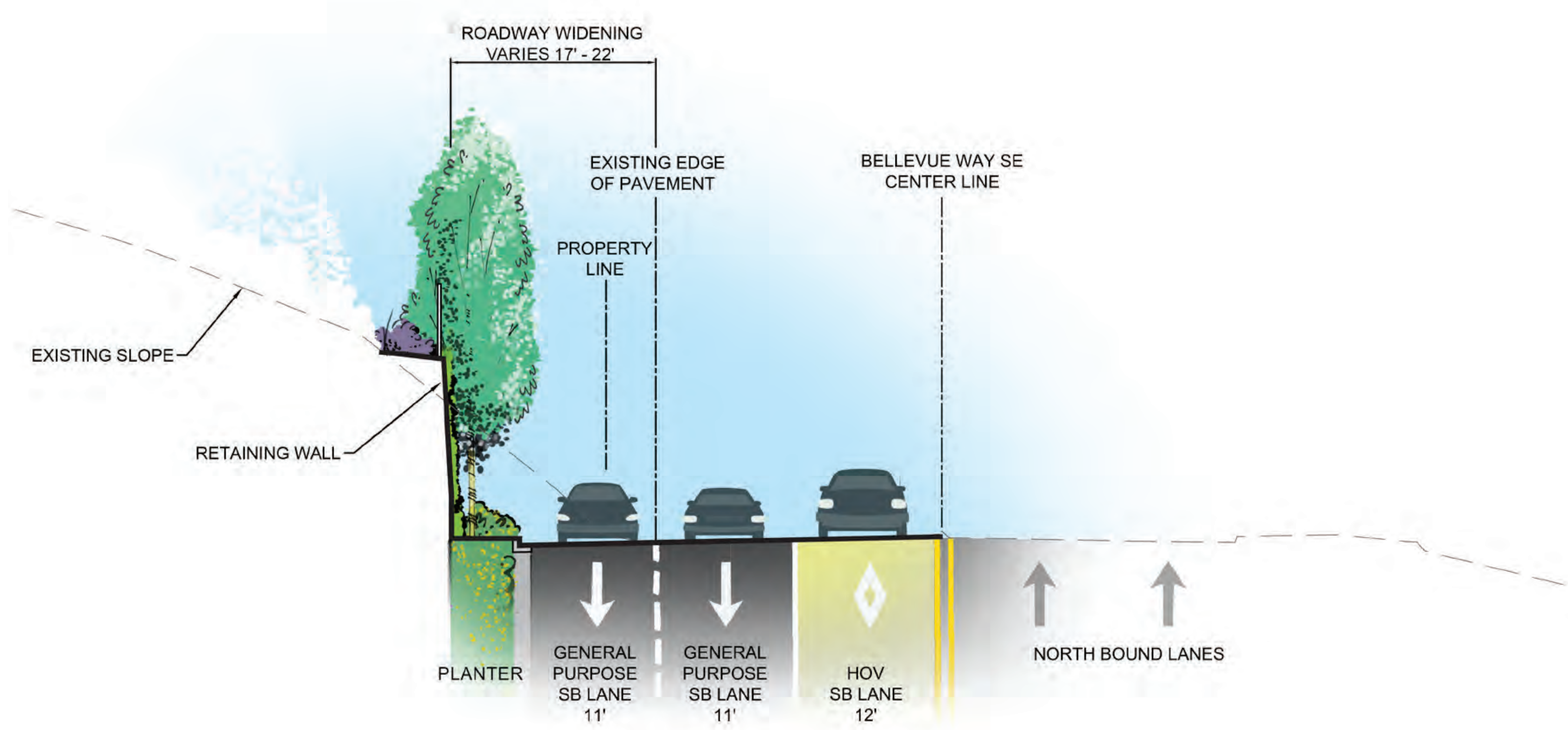
FEEDBACK OPPORTUNITY

After reviewing these sections, please rate the importance of including a sidewalk, shoulder, or planter. Write your feedback on your comment form.

Existing Roadway



Section A – Planter, No Sidewalk and No Shoulder



- Pros:

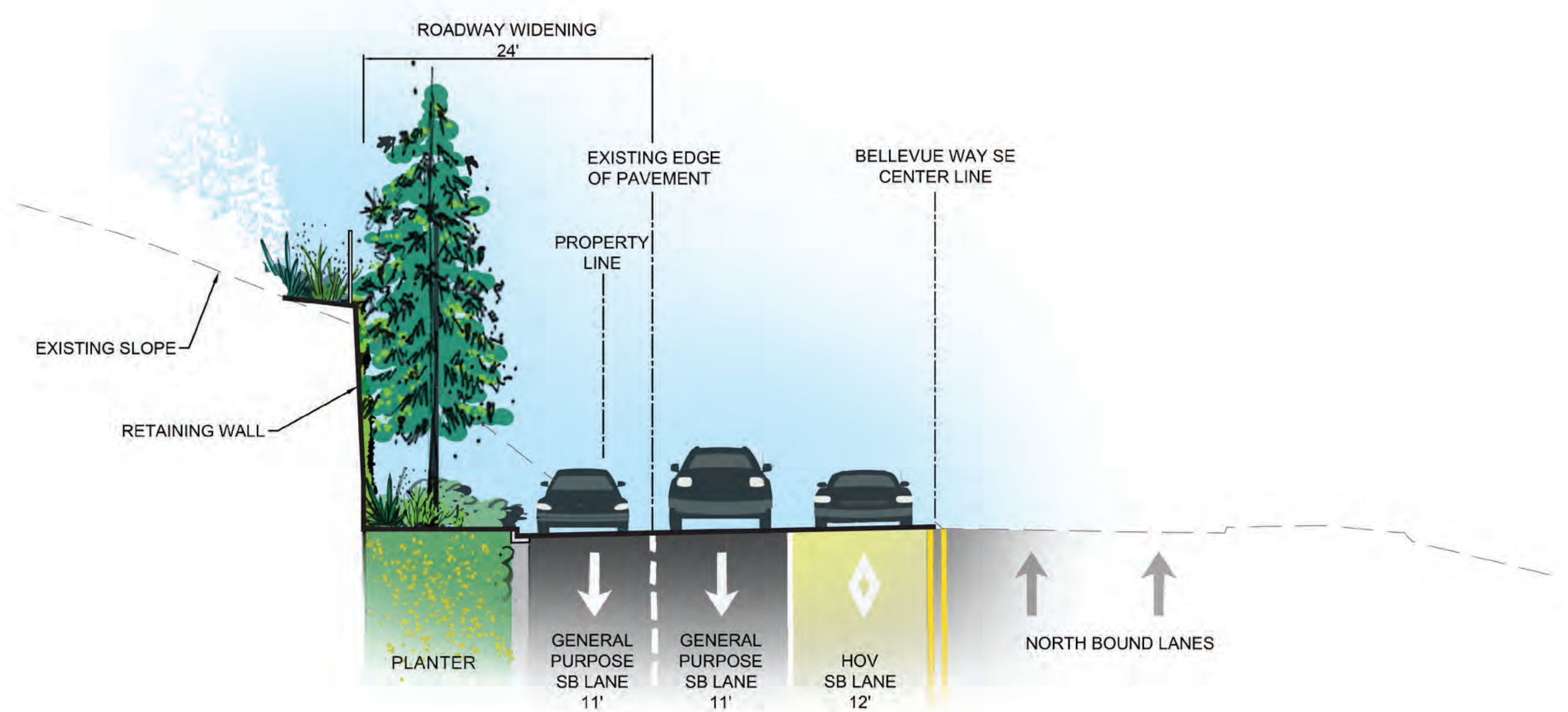
 - Minimum width planter allows planting of smaller trees at base of wall
 - Smallest level of private property impacts
- Cons:

 - Not wide enough for large conifer tree plantings
 - No pedestrian or bicycle accommodations
 - No traffic operations benefit from a shoulder (such as bicycle accommodation, emergency storage, increased safety)



Corridor Widening Options

Section B – Wide Planter, No Sidewalk, and No Shoulder



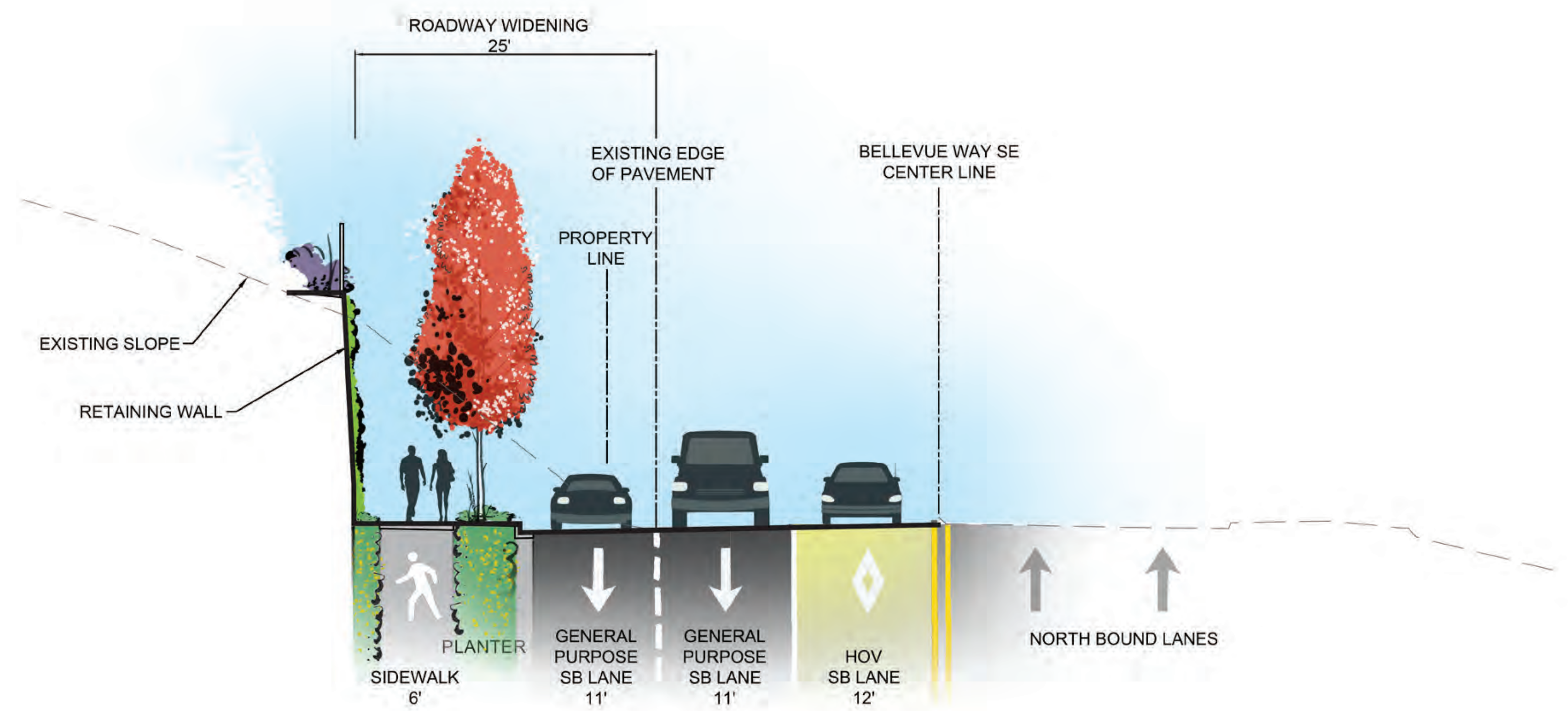
Pros:

- Wider planter allows for larger conifer tree plantings

Cons:

- No pedestrian or bicycle accommodations
- No traffic operations benefit from a shoulder (such as bicycle accommodation, emergency storage, increased safety)
- Moderate level of property impacts

Section C – Planter, Sidewalk and No Shoulder



Pros:

- Accommodates pedestrians on the west side of Bellevue Way
- Minimum width planter allows planting of smaller trees and provides a buffer

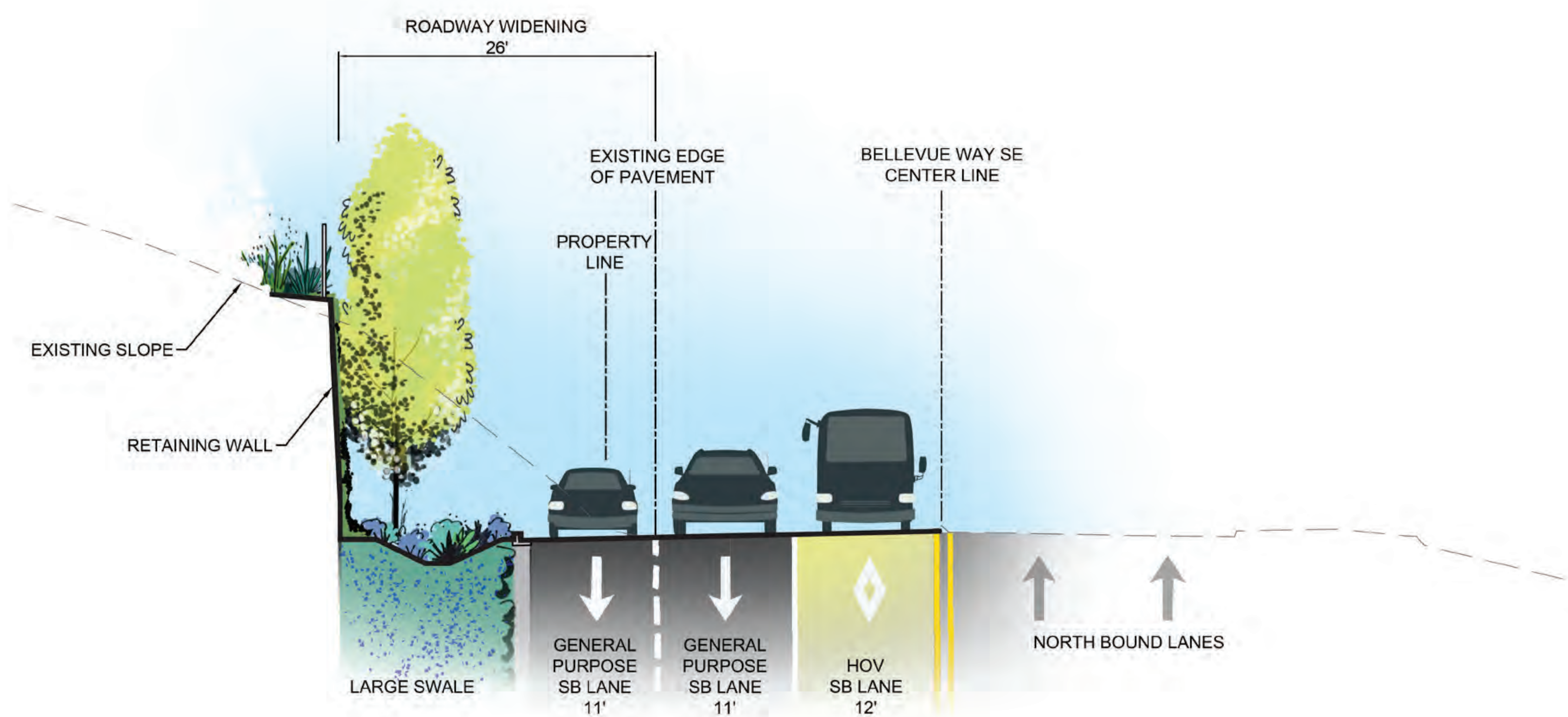
Cons:

- No traffic operations benefit from a shoulder (such as bicycle accommodation, emergency storage, increased safety)
- Not expected to be a high use sidewalk
- Moderate level of property impacts



Corridor Widening Options

Section D – Large Swale, No Sidewalk and No Shoulder



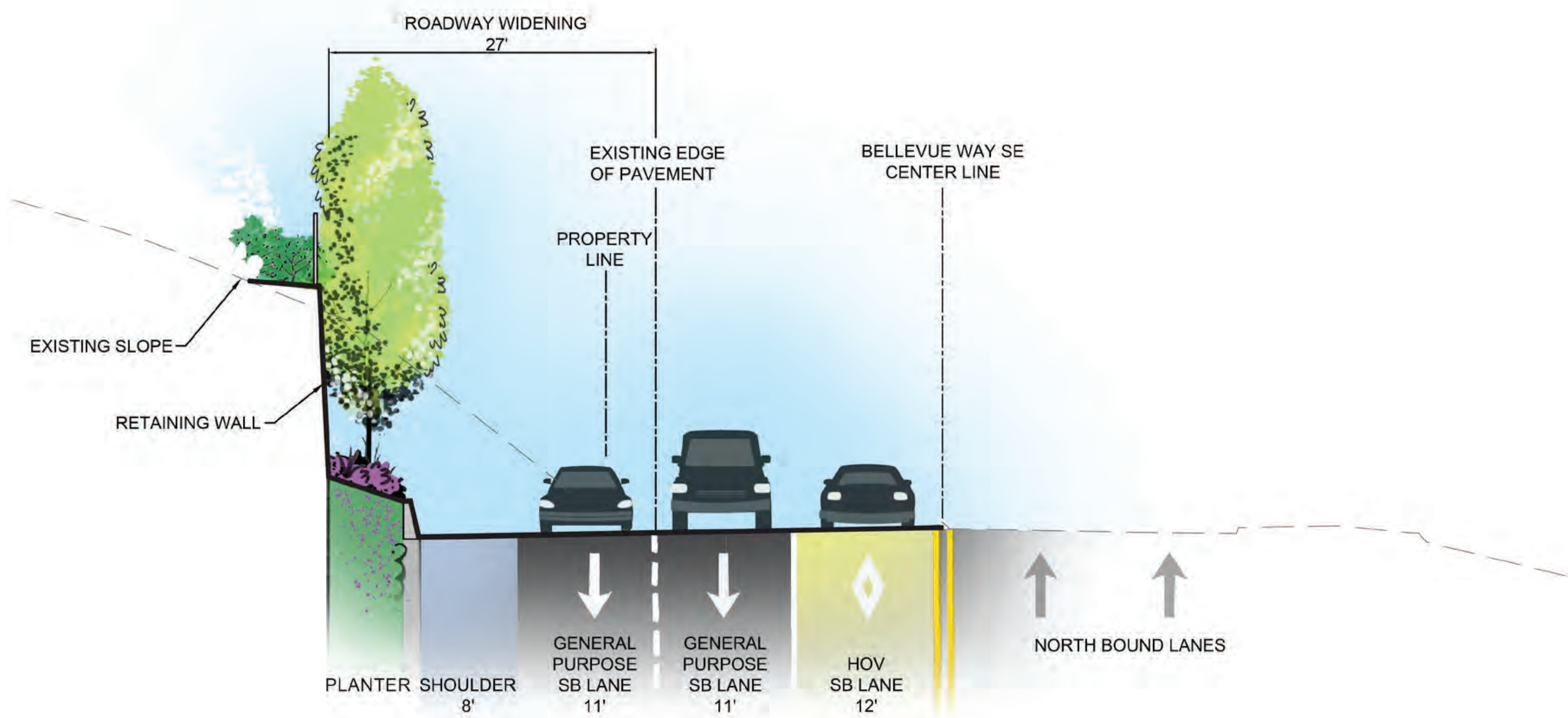
Pros:

- Vegetated swale provides a natural stormwater runoff treatment alternative to underground facilities
- Swale section includes enough space for planting of smaller trees at base of wall

Cons:

- No pedestrian or bicycle accommodations
- No traffic operations benefit from a shoulder (such as bicycle accommodation, emergency storage, increased safety)
- Moderate level of property impacts

Section E – Planter, Shoulder and No Sidewalk



Pros:

- Minimum width planter allows planting of smaller trees at base of wall
- Traffic operations benefit from a shoulder (such as bicycle accommodation, emergency storage, increased safety)

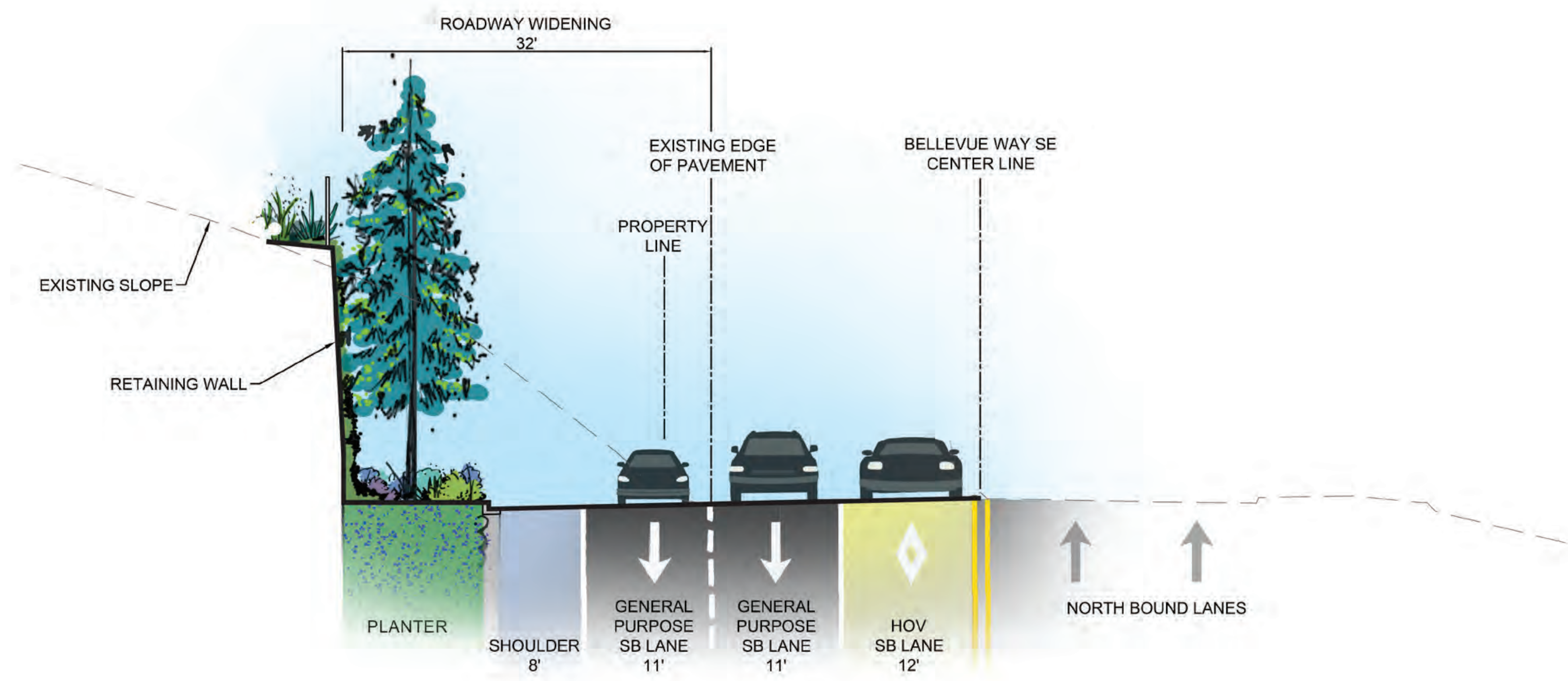
Cons:

- No pedestrian accommodations
- Moderate level of property impacts



Corridor Widening Options

Section F – Wide Planter, Shoulder and No Sidewalk



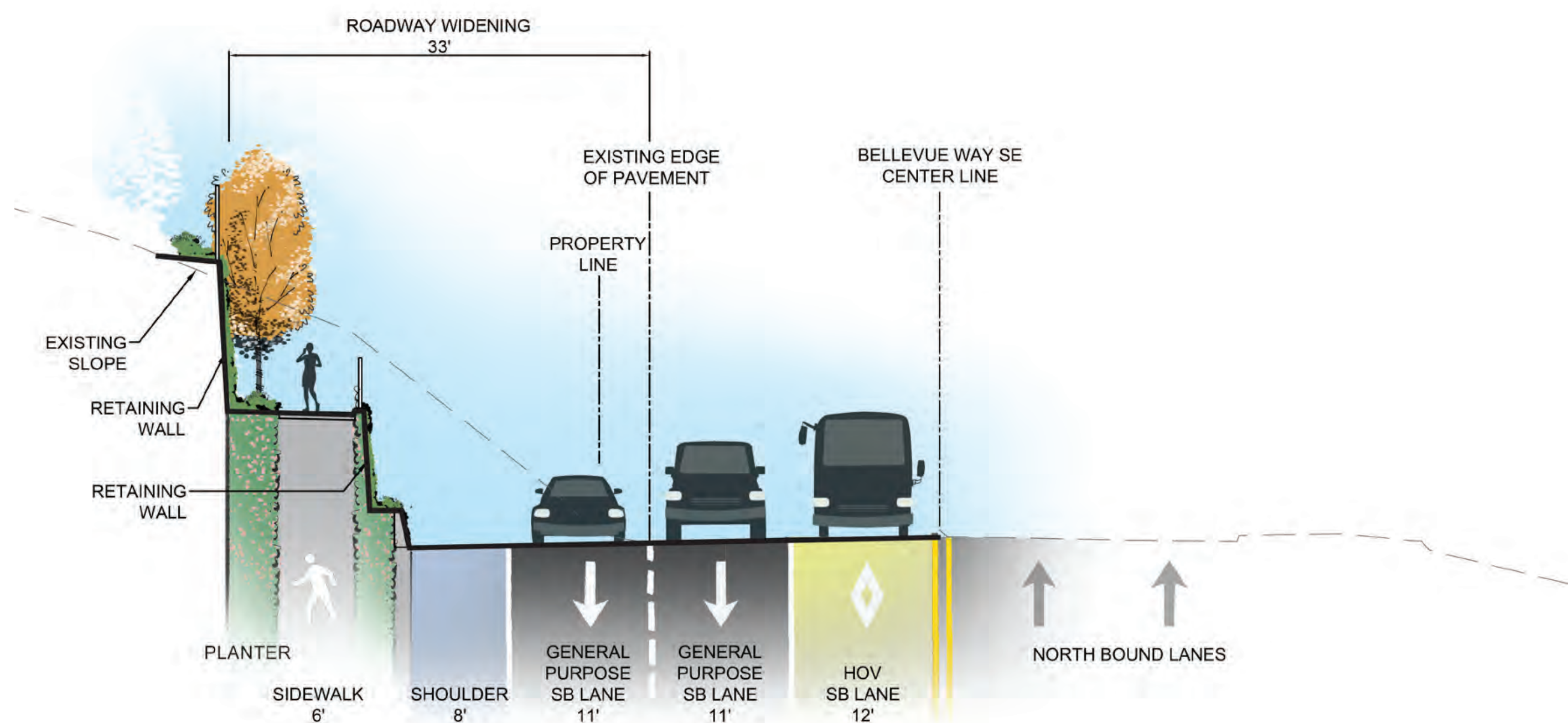
Pros:

- Wider planter allows for larger conifer tree plantings
- Traffic operations benefit from a shoulder (such as bicycle accommodation, emergency storage, increased safety)

Cons:

- Largest level of property impacts
- No pedestrian accommodation

Section G – Planter, Elevated Sidewalk, and Shoulder



Pros:

- Accommodates pedestrians on the west side of Bellevue Way
- Raised sidewalk would be an enhanced pedestrian experience above traffic and with views of the Mercer Slough Nature Park
- The minimum planter still allows for planting of smaller trees at base of wall
- Traffic operations benefit from a shoulder (such as bicycle accommodation, emergency storage, increased safety)

Cons:

- Largest level of private property impacts
- Not expected to be a high-use sidewalk
- Sidewalk will meander up and down due to varying topography along the corridor

Design Feature: A Gateway to Bellevue

Bellevue Way SE can act as a gateway to downtown and the city. The gateway experience can be created by spreading design features along the entire corridor (Linear Elements) and clustering them in one or more focused areas (Place Elements).

Linear Elements



Place Elements



Design Feature: Linear Elements

The following images show Linear Elements, such as retaining wall treatments, screening, public art and lighting.

FEEDBACK OPPORTUNITY
What type of treatment do you think should be included along the corridor? Why? Write your feedback on your comment form.

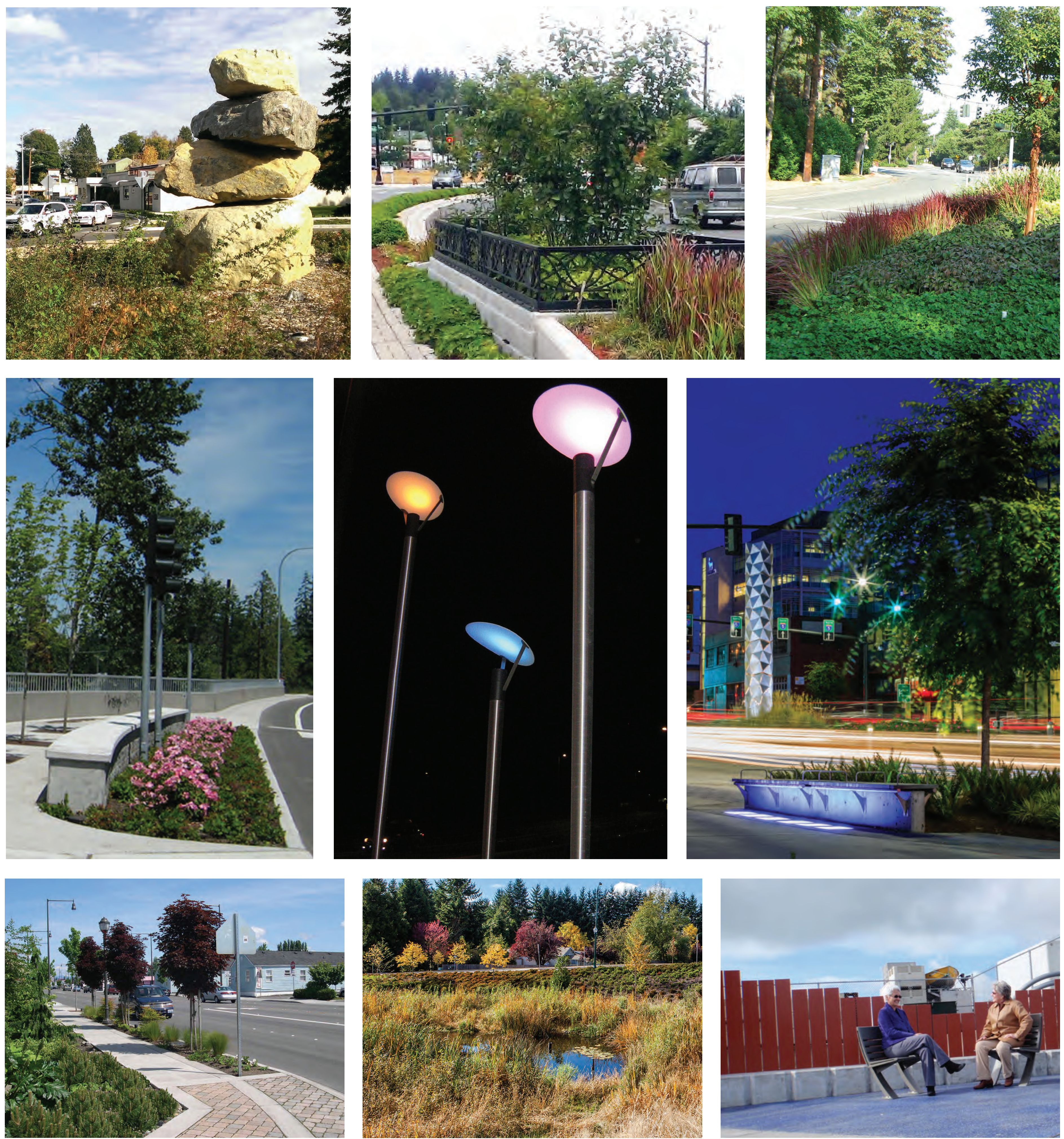


Design Feature: Place Elements

The following images show Place Elements, such as accent planting and lighting, public art, plazas and seating.

FEEDBACK OPPORTUNITY

What type of treatment do you think should be included along the corridor? Why? Write your feedback on your comment form.



Criteria

We've developed the following draft criteria to evaluate design options based on professional expertise and public feedback to date.

FEEDBACK OPPORTUNITY

How would you rate the importance of these criteria in selecting a preferred option? Would you add criteria to the list?

Use your comment form to rate these criteria

Traffic flow improvements

Ability to maintain traffic flow during construction

Accommodations for pedestrians and bicycles on the west side
of Bellevue Way

Private property impacts

Corridor landscaping opportunities

Vegetation and tree impacts

Wildlife or animal impacts

Critical area impacts, like steep slopes

Neighborhood noise impacts

Construction duration

Impacts to utility infrastructure

Construction cost

Ongoing maintenance cost



Noise



Example of noise metering equipment

- We will collect noise data this spring from public streets and private properties adjacent to Bellevue Way
- We will use these data to create an existing noise model
- We will then use the noise model to predict changes in noise levels for the HOV widening options being studied
- We will also use the model to study mitigation measures such as noise walls to determine their effectiveness at reducing noise levels

Next Steps

We are using your concerns, ideas, and perspectives to develop a preferred option. Future feedback will help us refine the preferred option.

