

Downtown Transportation Summary



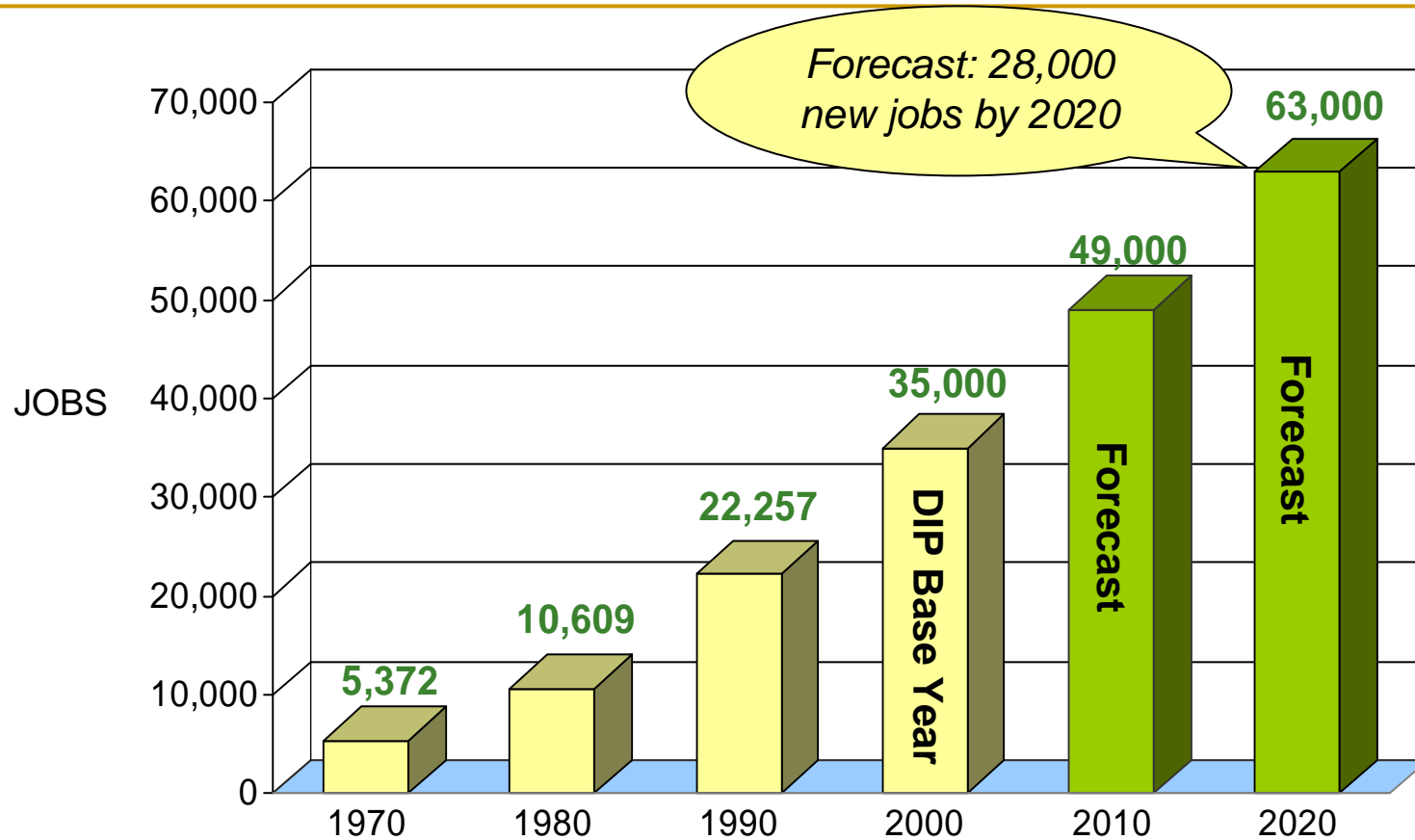
Eastside Transportation Association
May 20, 2008

Downtown Land Use Forecasting

- Downtown Subarea Plan (DIP) updated in 2003
- DIP forecast prepared for 2000-2020 timeframe
 - Links to State Office of Financial Management (OFM), Puget Sound Regional Council (PSRC), City-wide Adopted Forecasts
- Key input to transportation modeling, and programmatic EIS done by City during DIP process



DIP Jobs Forecast



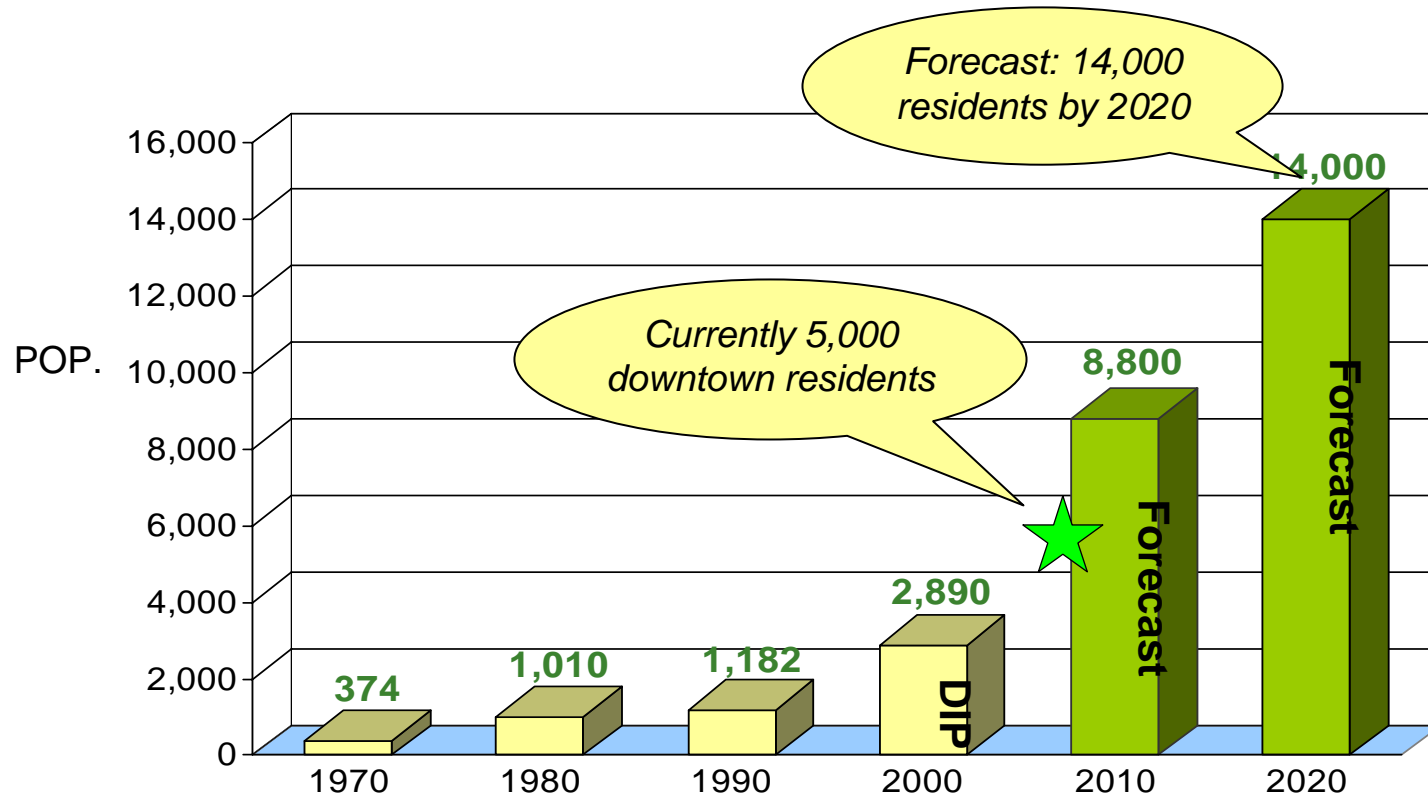
DIP forecast of 28,000 new jobs was separated into growth sectors:

Office = 7.2 mil new sq ft (*avg. 362,000 per year*)

Retail = 1.5 mil new sq ft (*avg. 76,200 per year*)

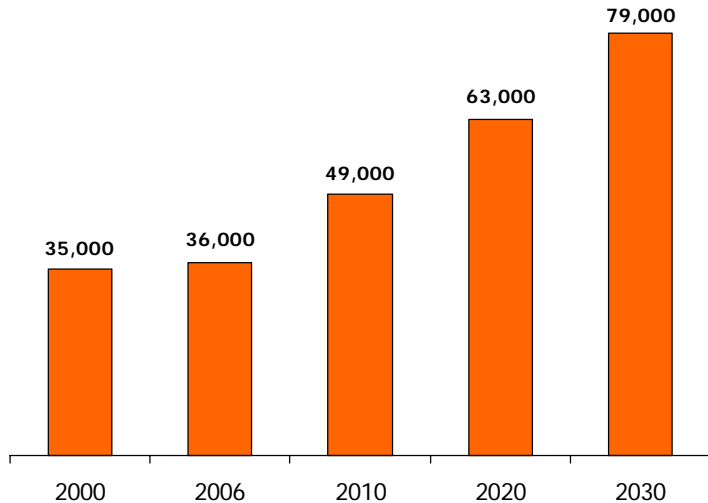
Hotel = 1,589 new rooms Other = 465,000 new square feet

DIP Population Forecast

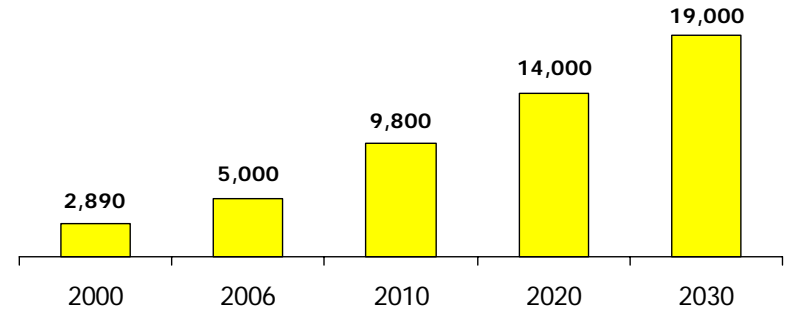


DIP forecast equates to approximately 9,000 new housing units over 20 years, or about an average of 452 per year.

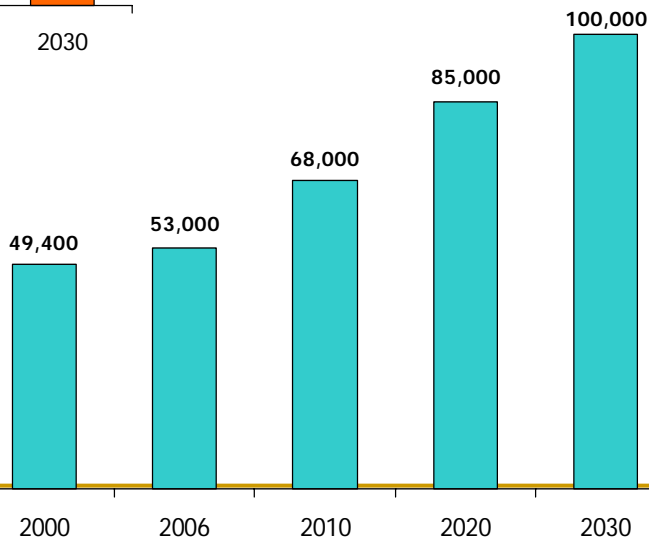
Longer Term Forecasts



Downtown Jobs



Downtown Residents



“Daytime Population”

How is Growth Tracking with Projections?

- DIP forecast was ambitious; actual growth is playing out reasonably in synch.
 - Accounting for all projects under construction, in review or in pipeline/watch list, there remains “excess” capacity within 2020 DIP forecast.
 - Housing growth is slightly ahead of the 2010 forecast midpoint
 - City will continue to closely monitor both construction and absorption rates (with a focus on office and multifamily sectors).
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Unprecedented Amount and Pace of Development

UNDER CONSTRUCTION

1. Lincoln Square Office



2. City Center Plaza



3. Tower 333



4. The Brevens



5. Washington Square



6. Overlake Hospital/Group Health Medical Center



7. Bellevue Towers



8. Avalon Meydenbauer



9. Ashwood Commons II



10. Bellelini Senior Housing



11. 1020 Residential Tower



12. Vue Hanover Apts



13. Bellevue Way Townhomes



14. Meydenbauer Inn Apts



To Issue in 2007

15. Belcarre Apts



16. The Summit Building C



17. Bellevue Way at Main St



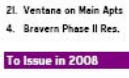
18. Euro Tower I



19. Main Street Mixed Use



20. 112th Avenue Mixed Use



21. Ventana on Main Apts



4. Brevens Phase II Res.

To Issue in 2008

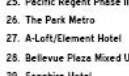
22. Bellevue Hyatt Expansion



23. 8th Street Gateway Apts



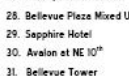
24. Odegard Bellevue Apts



25. Pacific Regent Phase II



26. The Park Metro



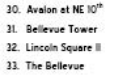
27. A-Loft/Element Hotel



28. Bellevue Pleze Mixed Use



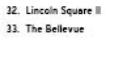
29. Sapphire Hotel



30. Avalon at NE 10th



31. Bellevue Tower



32. Lincoln Square II



33. The Bellevue

Downtown Bellevue Development Activity

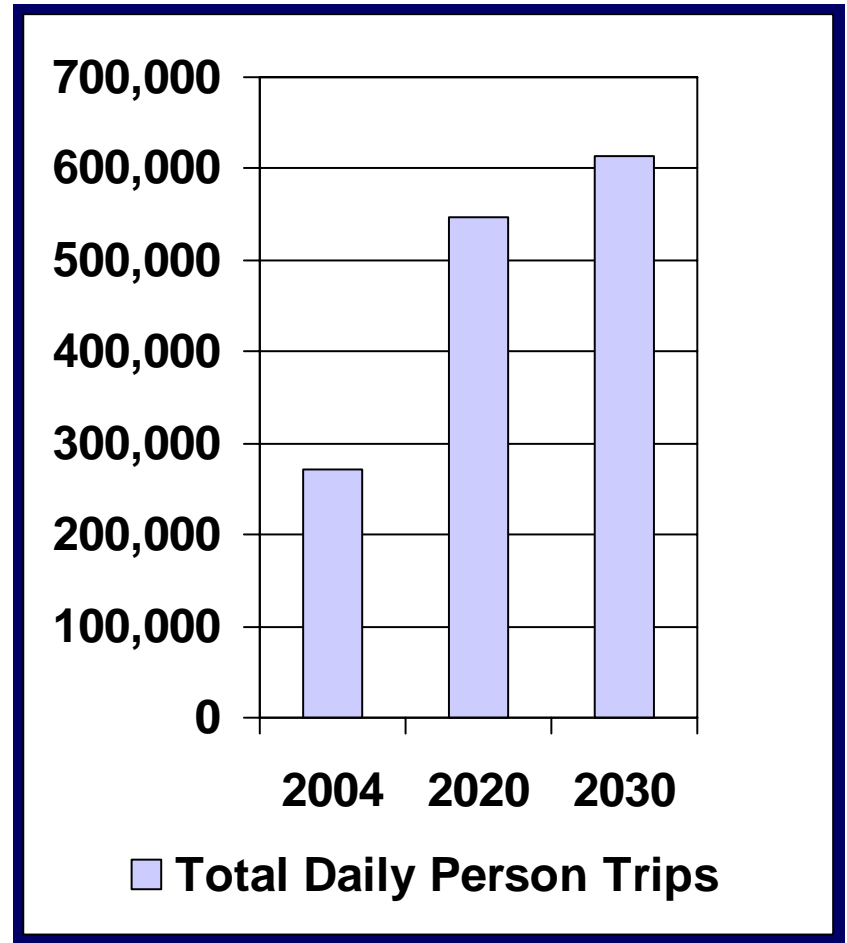


Pace of Growth



Forecasted Downtown Travel Growth

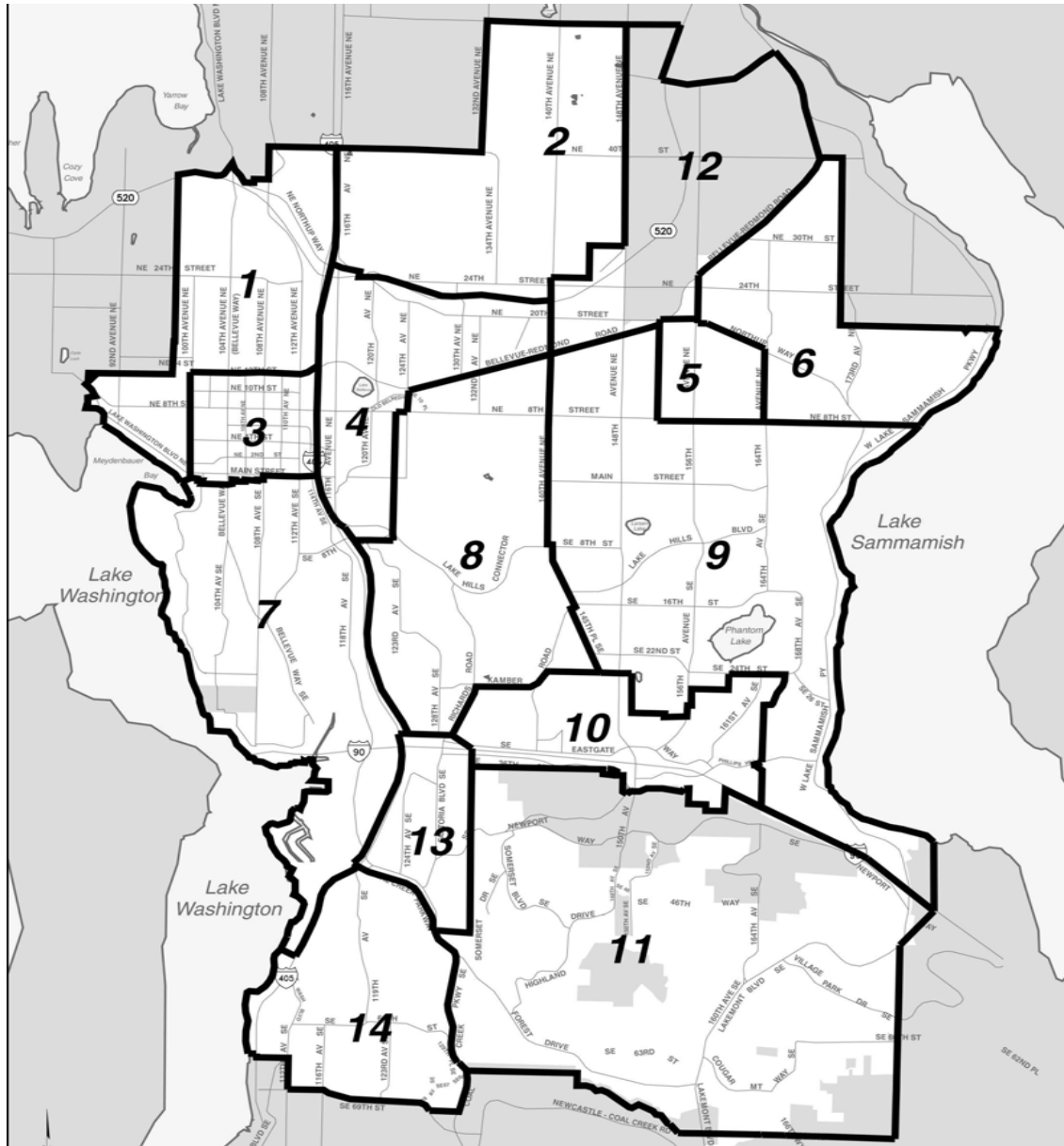
- Continued development will cause total daily person trips to grow by 102% by 2020 & 126% by 2030
- Increase assumes transit mode share grows to 44% by 2030



Concurrency Analysis—Short Term Monitoring

- Concurrency – A tool to balance land development with funded transportation capacity (a Growth Management Act (GMA) requirement)
 - Starts with Analysis of Existing Conditions:
 - Intersection v/c ratios and Level of Service (LOS) using 2006 traffic counts
 - Future (6-year) LOS for all Mobility Mgt Areas (MMAs), given:
 - Existing and permitted developments as of 9/15/07 and
 - Existing roadway system *without* 2007-2013 CIP
 - *Concurrency* LOS for all MMAs, given:
 - Permitted developments as of 9/15/07 and
 - *Adding in* CIP funded roadway capacity projects
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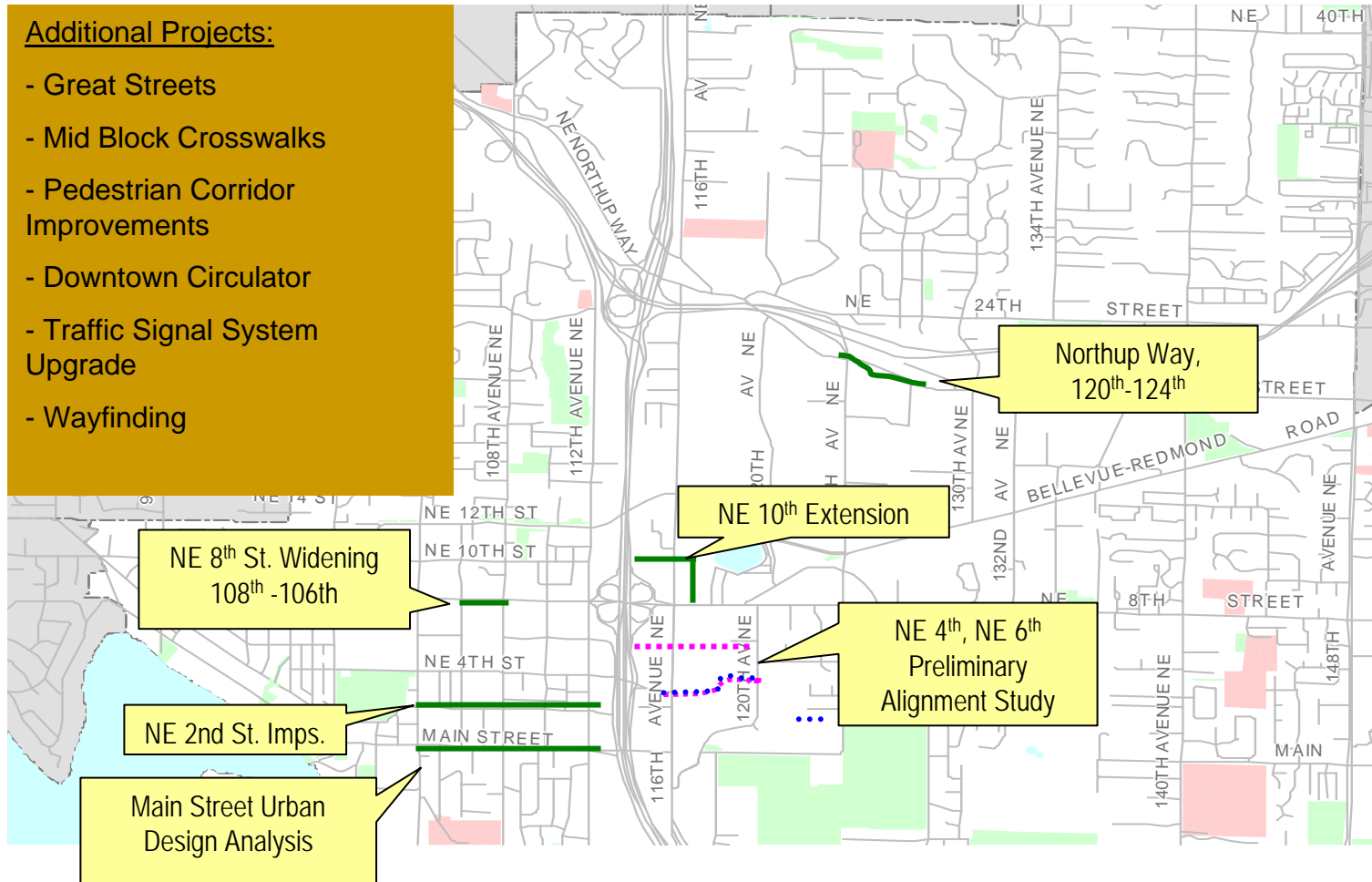
Bellevue Mobility Management Areas



Short-Term Downtown-Area Transportation Improvements

Additional Projects:

- Great Streets
- Mid Block Crosswalks
- Pedestrian Corridor Improvements
- Downtown Circulator
- Traffic Signal System Upgrade
- Wayfinding



Comparison of Concurrency System Intersection LOS Snapshots 2013

--- 2000 Highway Capacity Manual (HCM) 209/Two-Hour Method

Concurrency Model Platform Standards				2013 w/o CIP			2013 w/ CIP				
MMA #	MMA Name	LOS	No of	V/C	% Capacity Available	No of	V/C	% Capacity Available	No of	Delta	
1	North Bellevue	0.85	3	0.660	22%	0	0.651	23%	0	-0.009	
2	Bridle Trails	0.80	2	0.537	33%	0	0.522	35%	0	-0.015	
3	<u>Downtown</u>	0.95	9	0.762	20%	1	0.730	23%	1	-0.032	
4	Bel-Red/Northup	0.90	10	0.720	20%	0	0.685	24%	0	-0.035	
5	Crossroads	0.90	2	0.677	25%	0	0.685	24%	0	0.008	
6	North-East Bellevue	0.80	2	0.649	19%	0	0.639	20%	0	-0.010	
7	South Bellevue	0.85	4	0.643	24%	0	0.629	26%	0	-0.014	
8	Richards Valley	0.85	5	0.637	25%	1	0.632	26%	1	-0.005	
9	East Bellevue	0.85	5	0.771	9%	3	0.763	10%	2	-0.008	
10	Eastgate	0.90	4	0.665	26%	1	0.616	32%	0	-0.049	
11	Newcastle	0.80	3	0.769	4%	0	0.771	4%	0	0.002	
12	Overlake	0.95	9	0.677	29%	0	0.661	30%	0	-0.016	
13	Factoria	0.95	5	0.817	14%	1	0.815	14%	1	-0.002	
TOTAL			63				7				-0.014

Concurrency Analysis Findings & Conclusions

Summary of Results:

- All MMAs, including Downtown, meet LOS standards
 - All MMAs: 4%-35% reserve capacity (Downtown 23% reserve capacity with CIP)

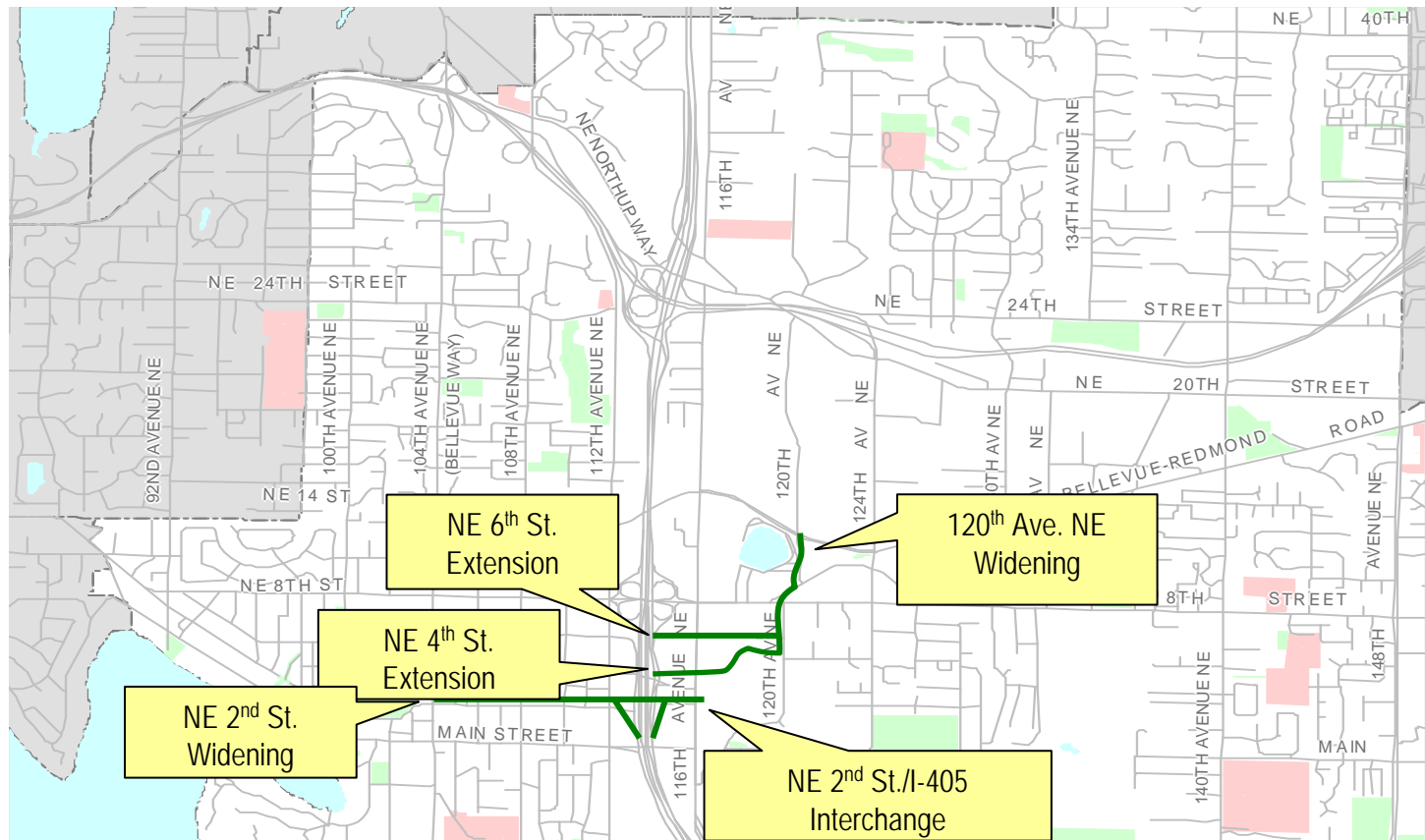
 - Additional analysis done adding development that was *not* permitted by September, 2007, but *is* in the pipeline
 - Added an additional 3 million square feet of office development, 700,000 square feet of retail, 2,400 housing units to Downtown area by 2013
 - All MMAs, including Downtown, still met LOS standards
 - Downtown MMA had 13% reserve capacity in this scenario
 - Despite rapid growth, downtown MMA currently has reserve capacity, at least in the near-term
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Additional Transportation Planning and Analysis Completed or Underway

- Downtown Implementation Plan (2003)
 - Overlake Hospital Master Plan/NE 10th Extension (2005)
 - Transportation Facilities Plan (2006)—Currently being updated
 - Wilburton/NE 8th Corridor Study (2006-2007)
 - Downtown Comprehensive Plan Amendments (Intersection improvements) (2007-2008)
 - Bel-Red Corridor Project (2005-2008)
 - *Bellevue Mobility Initiative (2008-?)*
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Downtown Area Longer-Term Transportation Projects

- Other projects contemplated in Bel-Red area



Need for Transit

- PM peak hour trips expected to double between 2000 and 2020, based on forecasted land use growth
 - DIP assumed that a *doubling* of overall transit service frequency would be required by 2020 to ensure mobility
 - This increase in service was assumed to result in a *quadrupling* (400%) of transit ridership
 - Very few ways to increase road capacity in the future
 - Non-motorized improvements (mid-block crossings, bicycle improvements) also important as downtown grows
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Questions?
