Circulation and Public Access

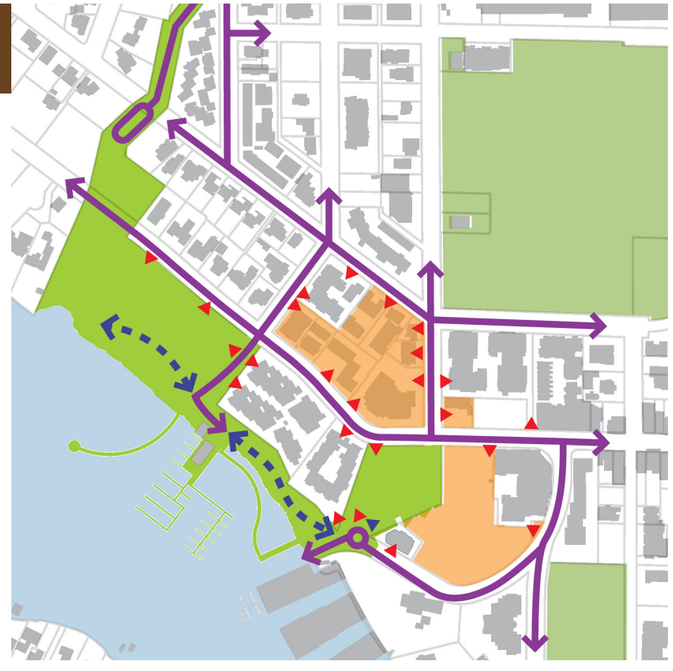
CHAPTER 4: CIRCULATION AND PUBLIC ACCESS

A *Figure 4.0-1: Park Connections (Sasaki 2008)*

The waterfront park will be a pedestrian place that encourages contemplation, socializing, and recreation. It will welcome visitors who arrive by boat, car, bus, and bicycle or on foot.

Park and street design should encourage people to travel to the park on foot, bicycle, and buses. Transit stops should be covered, comfortable, and safe to encourage year-round use. Accommodations for visitors arriving in vehicles will be designed to be unobtrusive, accessible, and as convenient as possible without interfering with the character, function, or enjoyment of the park. Vehicle accommodations will include emergency access, on-street parking, underground structured parking, drop-off and loading zones, and accessible designated spaces to accommodate park use by all. Streets shared by vehicles and people will be designed to include pedestrian amenities. Vehicle turn-arounds and corridors for emergency vehicles will be designed as pedestrian places that accommodate vehicles. The detailed design of the street and facilities will be informed by ecological design principles incorporating low impact drainage, permeable pavements to encourage infiltration, and drainage practices that cleanse water prior to discharge into the bay.

A



B

4.1 Vehicular Circulation

Emergency Access

Travel time for emergency vehicles, especially from the nearest fire station, is an important design consideration for emergency access. New park and private development within the study area is designed to maintain timely and unobstructed access to surrounding properties.

Emergency vehicle access will be provided along the shoreline promenade between 99th Avenue NE and Meydenbauer Way SE to service the marina and the Vue Condominium site. To discourage non-emergency vehicular use in this area, opticon-operated bollards, which can be controlled by the Fire and Public Safety Departments, will be installed at the junction of Meydenbauer Way SE and the shoreline promenade as well as south of the short-term marina parking lot. Emergency access to the ravine will continue to be provided by 98th Place NE, which has a turn-around at the street terminus. Access to other parts of the study area will continue to be provided by 99th Avenue NE, Meydenbauer Way SE, Main Street, and Lake Washington Boulevard NE. To improve access to properties along Meydenbauer Way SE, overhead utilities along the south edge of the Meydenbauer Apartments site will be under-grounded to allow ladder truck clearance and separation from electrical lines. Emergency access to the west side of Ten Thousand Meydenbauer Condominiums will be enabled by opticon-operated bollards allowing emergency vehicles to drive on the pedestrian walkway while discouraging non-emergency access.

A *Figure 4.1-1: Vehicular Circulation Diagram*

- Public Vehicular Access
- Emergency Access
- Park Parcels
- Upland Parcels
- Driveways and Garage Access Points
- Emergency Vehicle Access Point

B *Figure 4.1-2: Parking Diagram*

- Parking Areas
- Park Parcels

Parking

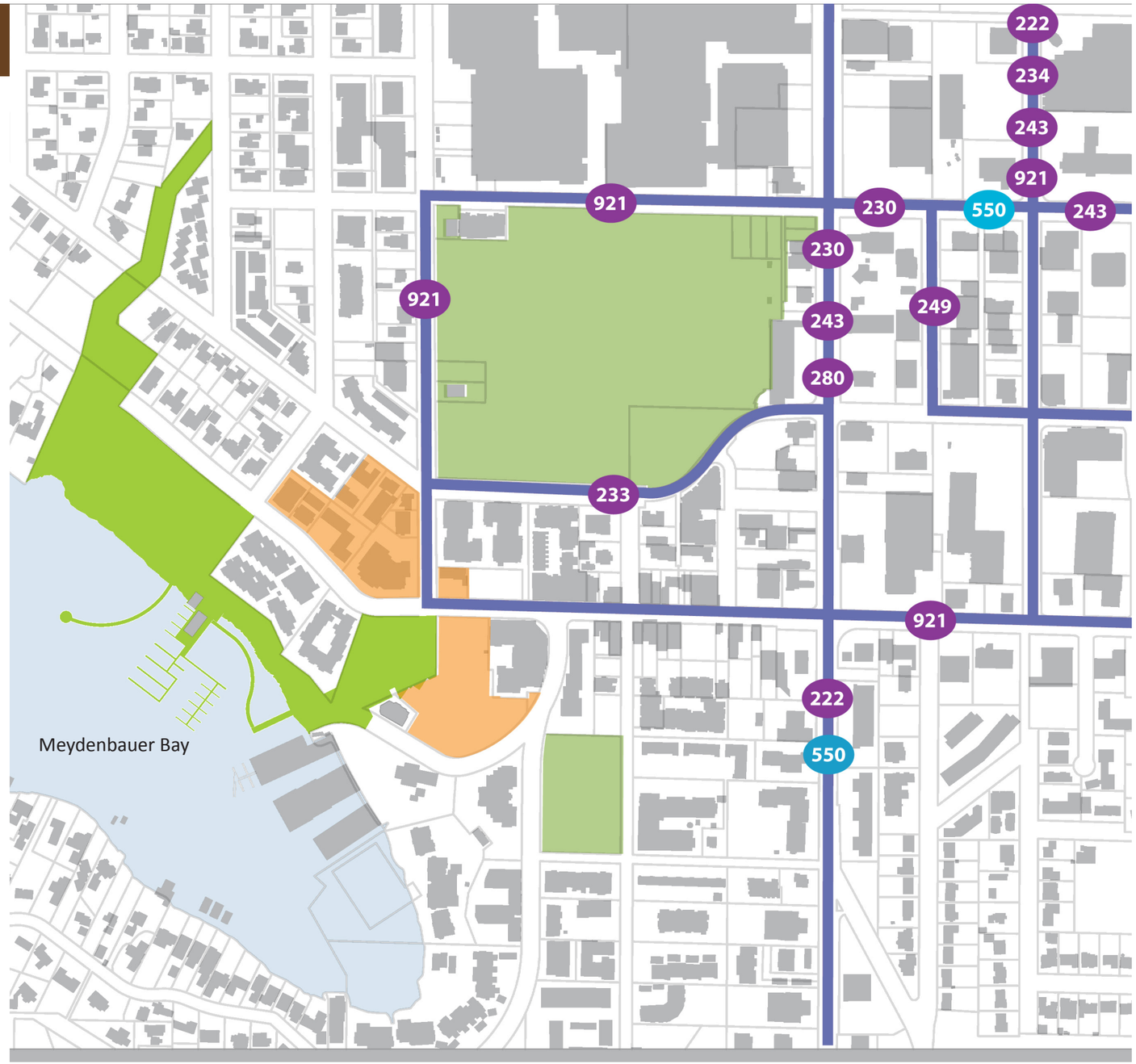
The Plan calls for enough parking to meet or exceed the amount needed to serve the park on a typical day. A total of approximately 156 public parking spaces will be provided inside the park. The park's on-site parking facilities will include a 10-space surface lot at the short-term pull-off of Lake Washington Boulevard, a 70-stall below-grade parking garage as part of the community activity building accessed from the west side of 99th Avenue NE, a 40-stall below-grade public parking garage accessed from Lake Washington Boulevard and Meydenbauer Way SE, and eight short-term parking spaces at the marina. The existing 28-stall parking lot at the south terminus of 98th Place NE would remain.

Outside of the park, there would be some changes to public on-street parking. Nine public on-street parking spaces on the east side of Bellevue Place/100th Avenue SE would be removed because the street would be closed to vehicles. In addition, nine existing on-street parking spaces along the east side of 99th Avenue NE, south of Lake Washington Boulevard, would be relocated to the west side of 99th Avenue NE. If special events are proposed that would exceed the on-site parking supply, a parking management plan could be developed to minimize parking overflow on neighborhood streets. Such a plan could use remote or satellite parking lots and transit shuttles.

Transit Service

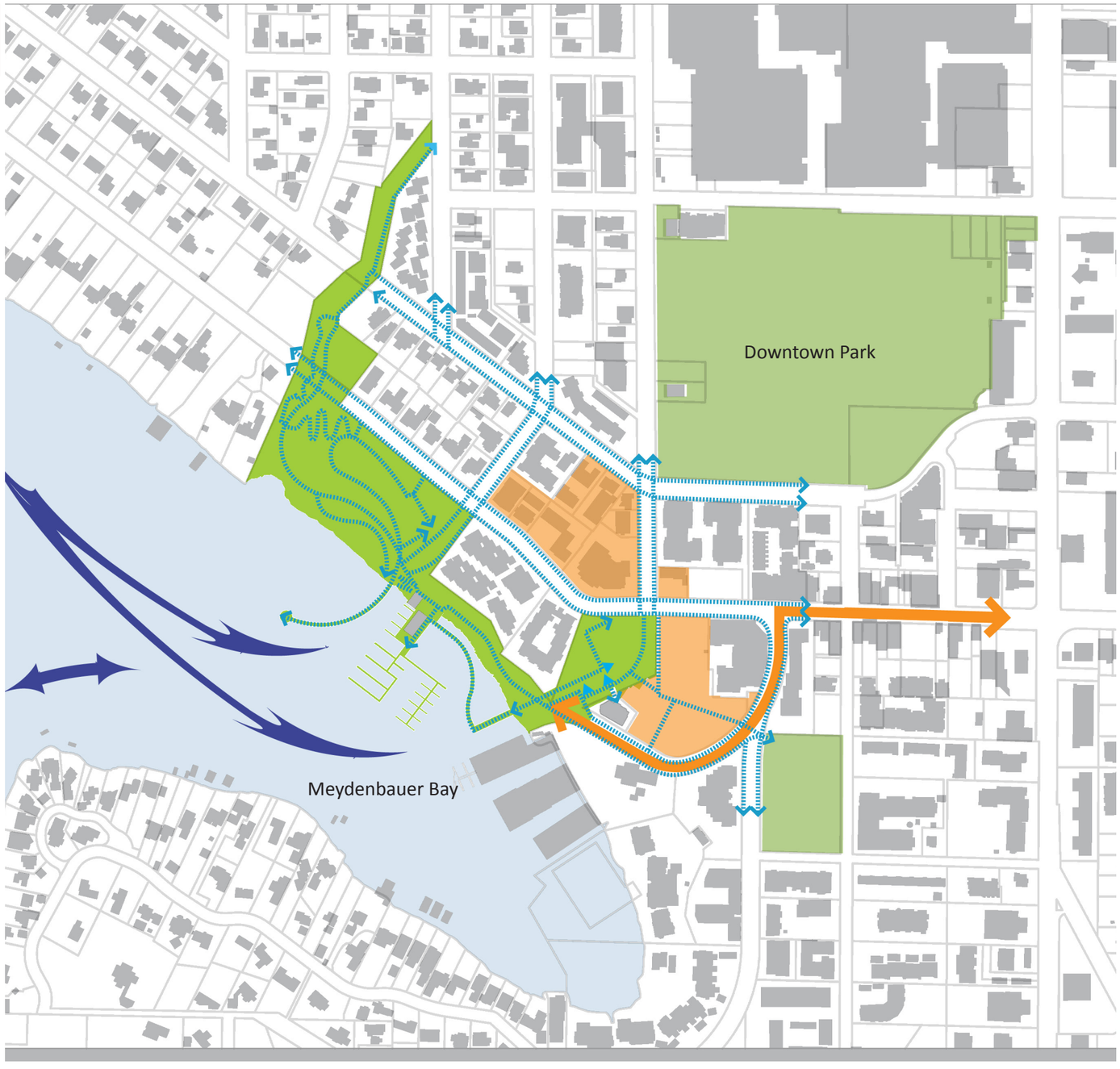
Future park access is envisioned to be supported by a more robust transit service providing a viable alternative to driving, with stops located within a ¼ mile of the park. Public transportation service within the study area and larger vicinity is currently provided by King County Metro Transit and Sound Transit. Both providers operate most of their service through the Bellevue Transit Center (BTC), located about 1 mile from the study area.

The City is in the process of implementing a downtown circulator that would operate on 10-minute headways, with connections to major activity centers and the BTC. The circulator is anticipated to begin service in September 2010 under a partnership between the City and King County Metro Transit. The nearest planned stop (Bellevue Way at Main Street) is approximately ¼ mile from the study area.



A *Figure 4.1-3: Local Area Bus Routes*

A



4.2 Pedestrian and Bicycle Circulation

A hierarchy of pedestrian pathways is proposed, with the shoreline promenade providing a continuous accessible pedestrian and emergency pathway from the daylighted stream to Meydenbauer Way SE. The lower entry plaza near the intersection of 100th Avenue SE and Meydenbauer Way SE offers visitors a choice of traveling north toward Main Street along the proposed grand staircase, or west toward the marina either along the shoreline promenade or on the floating boardwalk, or east along Meydenbauer Bay SE. For ease of accessibility, travelers may ride an elevator to the elevated boardwalk and overlook and travel north to the entry plaza at the intersection of 100th Avenue and Main Street. The continuity of primary pathways will be reinforced through continuity of paving materials. The detailing of areas shared by vehicles and pedestrians will be designed with the pedestrian as a priority.

The availability of a sidewalk, paved shoulder, or other hard-surfaced pathway that provides barrier-free pedestrian access to public facilities is a critical element of transportation mobility. Pedestrian facilities currently exist on most of the roadways within the study area. These include sidewalks on one or both sides of the street and signalized crosswalks at intersections. Many of the existing narrow sidewalks located directly adjacent to traffic lanes will be redesigned to provide a safe and more comfortable passage.

A *Figure 4.2-1: Non-motorized Circulation*

Lake-to-Lake Trail
Pedestrian Circulation
In-water Circulation
Park Parcels
Upland Parcels

Within the new park, trails connect the parking area to the beach. In addition, trails and stairways connect the park to sidewalks on the north and south sides of both Lake Washington Boulevard NE and NE 1st Street. Meydenbauer Bay Park also provides connections to the Lake-to-Lake Trail, Bellevue's primary east-west non-motorized trail connection linking Lake Sammamish with Lake Washington. The park will be an important destination point along this route that connects parks, schools, neighborhoods, and urban areas.

The City completed its 2009 Pedestrian and Bicycle Transportation Plan in February 2009 (City of Bellevue 2009). The projects, policies, and maps have been adopted into the City's Comprehensive Plan. The transportation plan identifies a pedestrian system throughout the city.

No existing bicycle lanes currently provide access to the study area. There are bike lanes on the Lake Washington Boulevard NE Bridge over Meydenbauer Beach Park. Bicyclists may share the road with vehicles on all roadways within the transportation study network.

The 2009 Pedestrian and Bicycle Transportation Plan identifies a bicycle system throughout the city. Several streets within the study area (Lake Washington Boulevard/Main Street, 100th Avenue NE, 100th Avenue SE/SE Bellevue Place, 101st Avenue SE, and NE 1st Street east of 100th Avenue NE) are part of the bicycle network, and the plan recommends bicycle-related improvements along some of these streets. The Plan recommends that the shoreline promenade be designed to accommodate both pedestrian and bicycle traffic.

4.3 Personal Watercraft

Safe and convenient access for personal watercraft users is a high priority. Reconfiguration of the marina and separation of in-water park activities are intended to lessen the conflicts between swimmers, boaters, and people powered vessels (PPV). A new PPV launch, located between Pier 1 and the curved pedestrian pier, provides users an opportunity to launch directly from the shoreline. The new PPV launch is located near the underground parking at the activity building as well as the loading zone near the historic Ice House to provide additional convenience for PPV users. Launching off the floating boardwalk, the new pedestrian pier near the lower entry plaza, or Pier 1 is discouraged because of potential conflicts with pedestrian traffic and larger boats.

A *Figure 4.2-2: Bicycle Circulation*

Primary Bicycle Circulation Routes
Park Parcels
Upland Parcels

B *Figure 4.2-3: Personal Watercraft*