BELLEVUE CORRIDOR COMMUNITY PLAN
Community Advisory Committee
November 1, 2012

lisa wise consulting, inc.

SARGENT TOWN PLANNING
NELSON NYGAARD
TPA
EPS

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MOBILITY BACKGROUND REPORT

TRANSIT PRIORITY PROJECT CORRIDORS

PUBLIC RIGHT-OF-WAY

TRANSIT PRIORITY PROJECT (TPP) CORRIDORS

TRANSIT PRIORITY PROJECT

CEQA Exemption for development projects if:

At least 50% residential use

Minimum net density of 20 dwelling units per acre

Non-residential FAR of at least 0.75 (if between 26% to 49% non-residential use)

Located within one-half mile of major transit stop with 15-minute peak frequencies

MIXED-USE TOD

STRUCTURE OF A TRANSIT-ORIENTED CITY

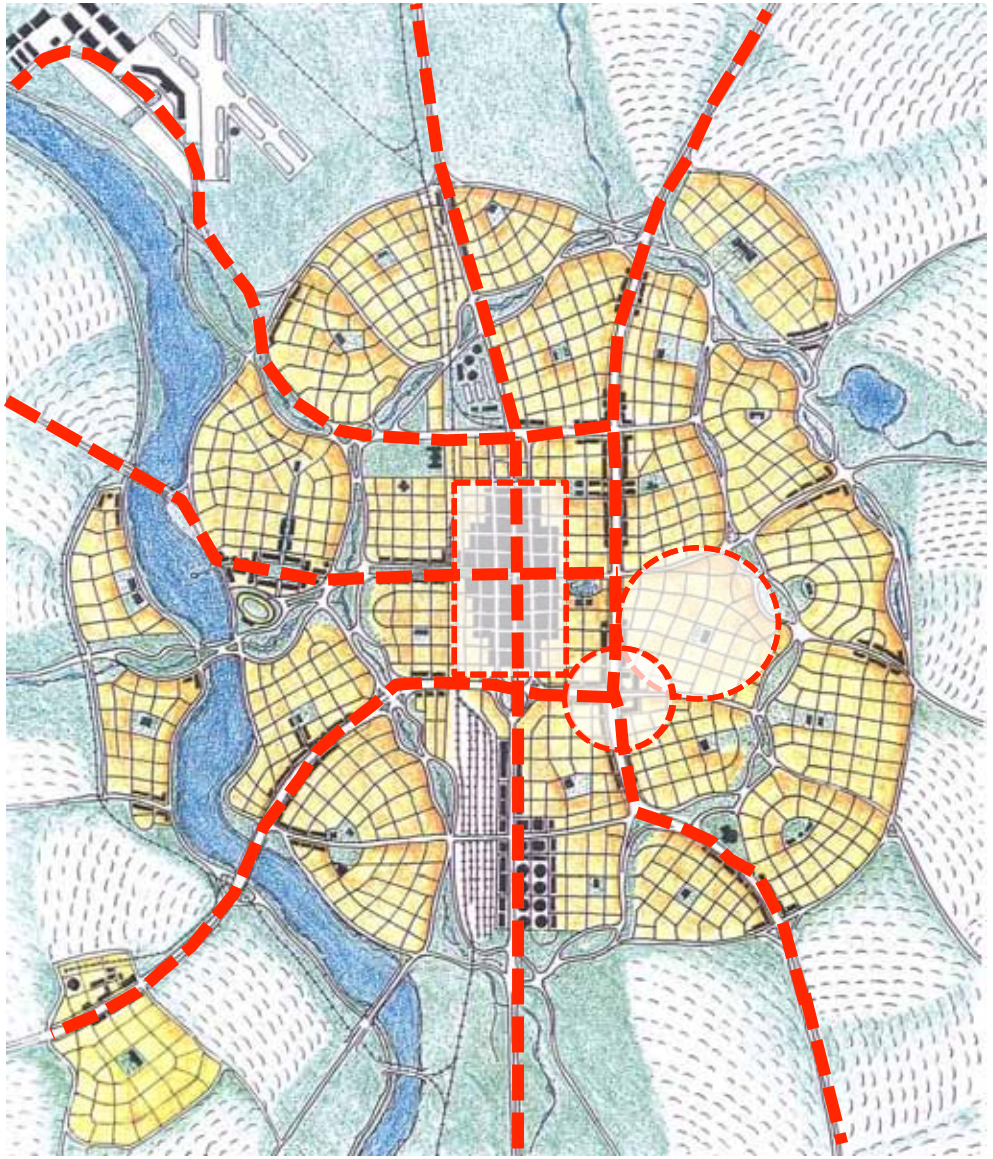
Urban Villages…
served by Cores

Districts…

serve the entire city,
and the region

Corridors…

connect all the parts
together



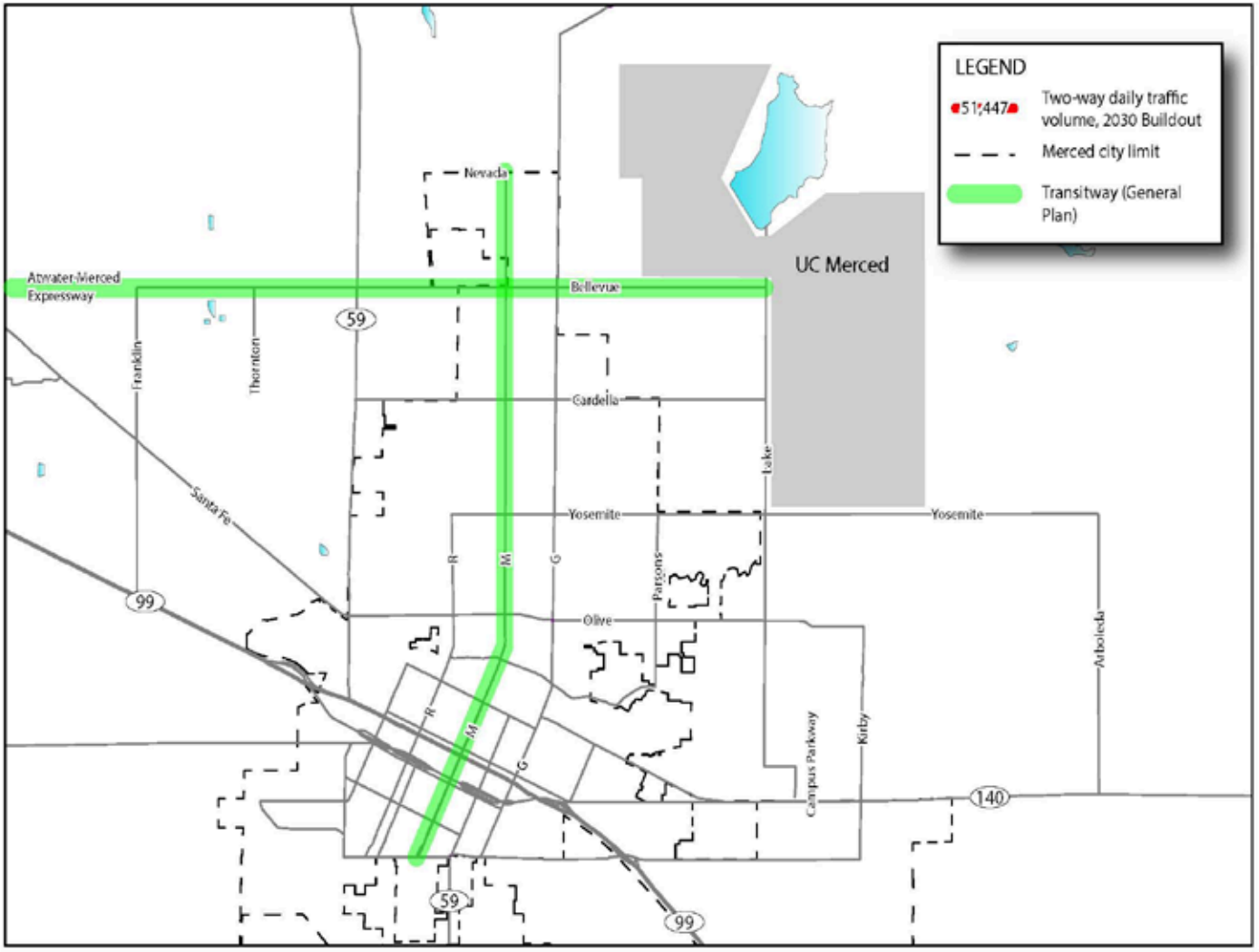
EVOLUTION TO TRANSIT

Bee Ridge Corridor BRT, Sarasota

TRANSIT PRIORITY PROJECTS

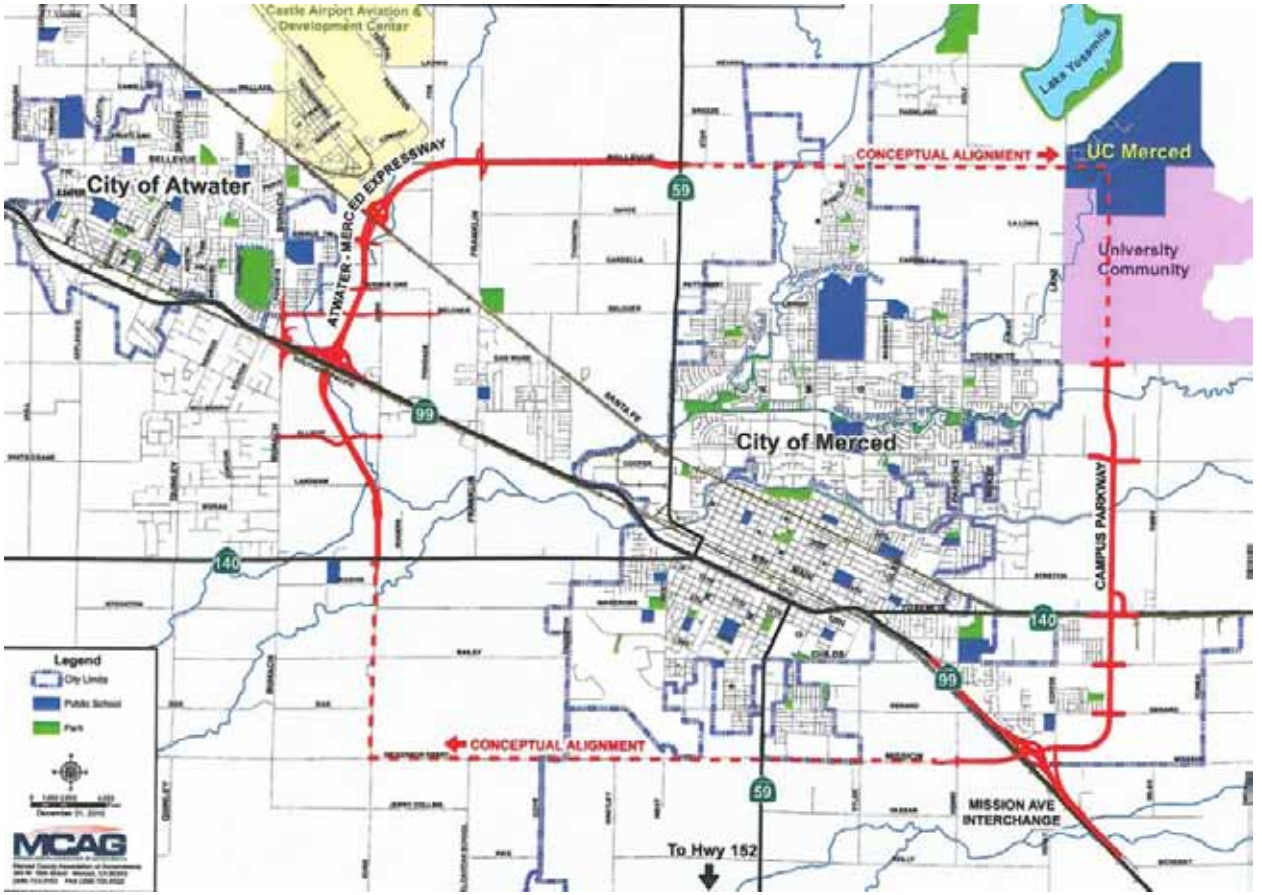
- ***Types of Transit Service Options***
- ***Viability of Adjacent Land Uses***
- ***Cost of Implementation & Operations***
- ***Long-term viability***

PLANNED TRANSITWAYS (GENERAL PLAN)

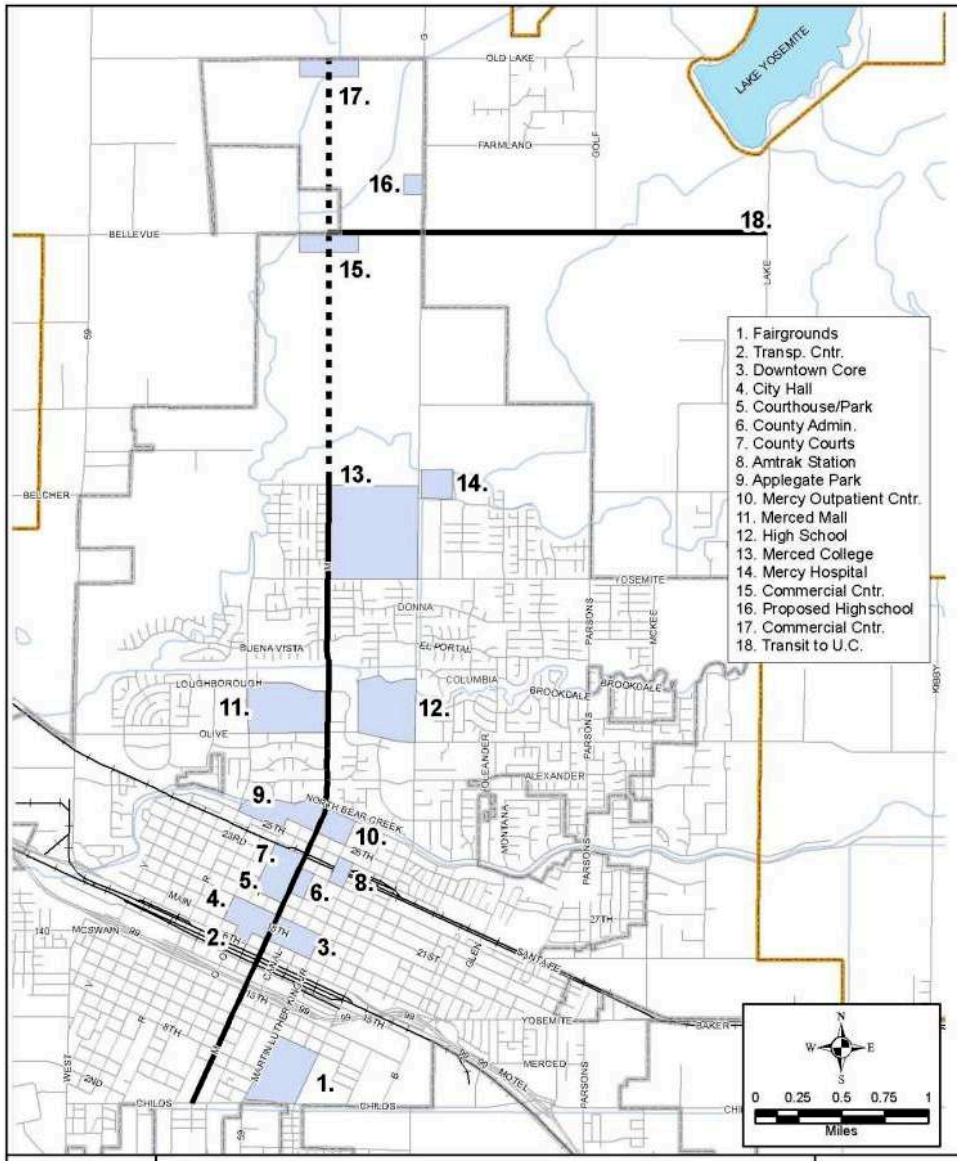


PROXIMITY TO UC & DOWNTOWN

PROPOSED LOOP EXPRESSWAY SYSTEM



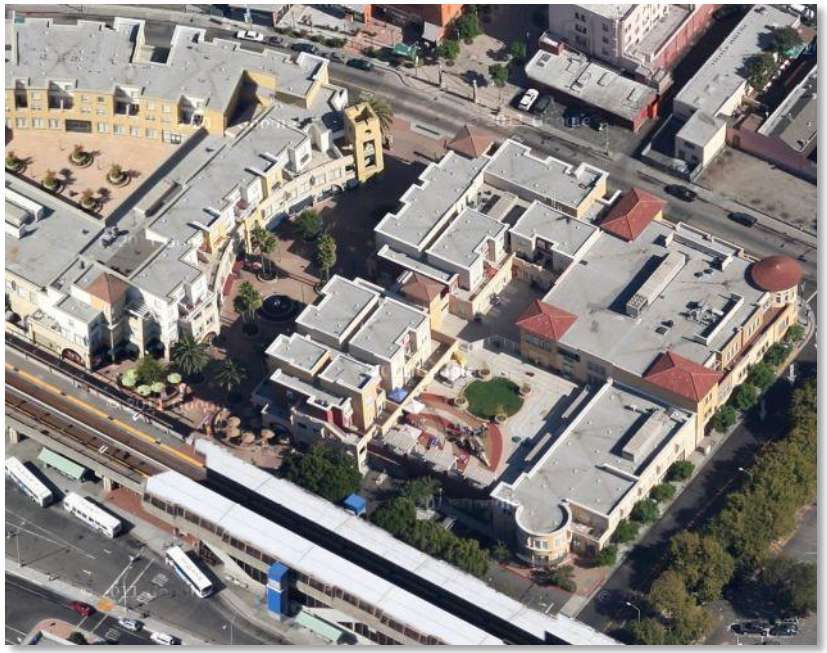
LAND USES

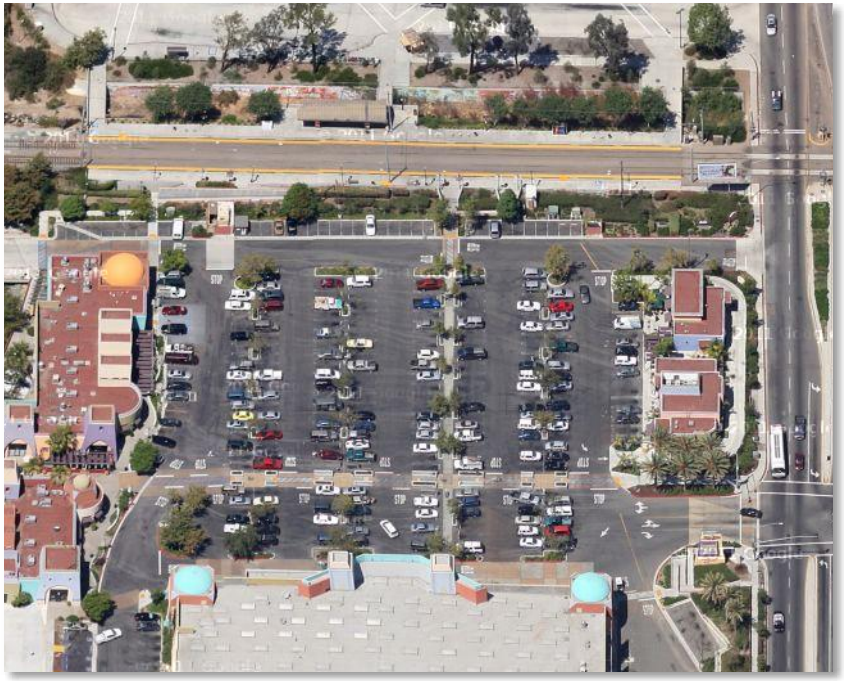

1. Fairgrounds
2. Transp. Cntr.
3. Downtown Core
4. City Hall
5. Courthouse/Park
6. County Admin.
7. County Courts
8. Amtrak Station
9. Applegate Park
10. Mercy Outpatient Cntr.
11. Merced Mall
12. High School
13. Merced College
14. Mercy Hospital
15. Commercial Cntr.
16. Proposed Highschool
17. Commercial Cntr.
18. Transit to U.C.
LAKE YOSEMITE
OLD LAKE
FARMLAND
BELLEVUE
BUENA VISTA
LOUGHBOROUGH
OLIVE
DONNA
EL PORTAL
COLUMBIA
BROOKDALE
ALEXANDER
NORTH BEAR CREEK
MCSWAIN
CHILDS
MERCED
YOSEMITE
SANTA FE
MOTEL
N
W
E
S
0 0.25 0.5 0.75 1
Miles

TAD VS TOD

Characteristics of Station Area Development Patterns	
TAD (Transit-Adjacent Development)	**TOD (Transit-Oriented Development)**
Suburban street pattern	Grid street pattern
Low densities	High densities
Dominance of surface parking	Mostly underground or structured parking
Limited or no pedestrian access	Pedestrian-focused design
Limited or no bicycle access/parking	Bicycle access/parking
Single-family homes	Multi-family homes
Industrial land uses	Office and retail land uses, especially along main streets
Segregated land uses	Vertically and horizontally mixed land uses
Gas stations, car dealerships, drive-thru stores and other auto-focused land uses	Stores and local-serving land uses designed for pedestrian access

TAD VS TOD





TAD VERSUS TOD

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TYPES OF TRANSIT SERVICE: BUS RAPID TRANSIT (BRT)

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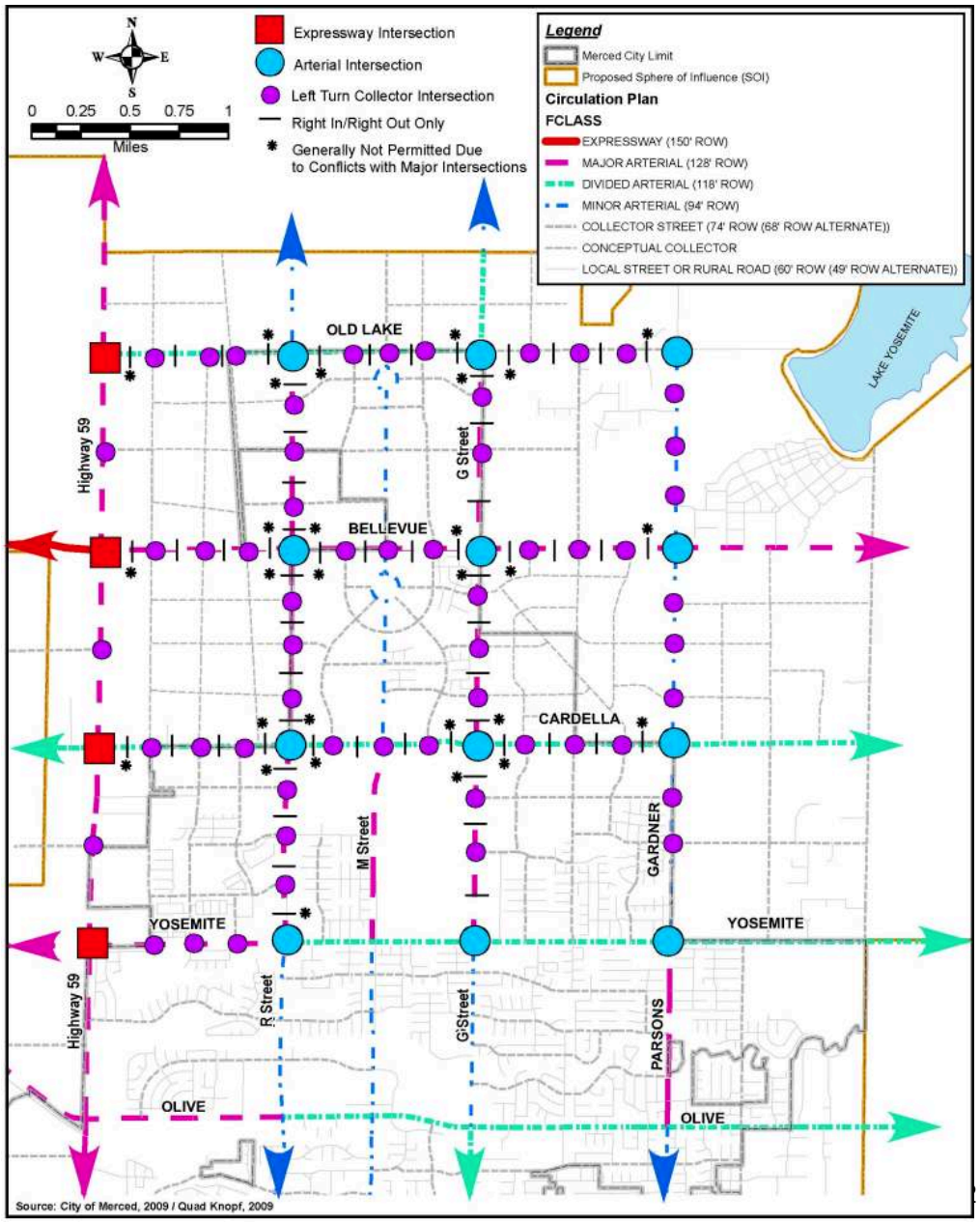
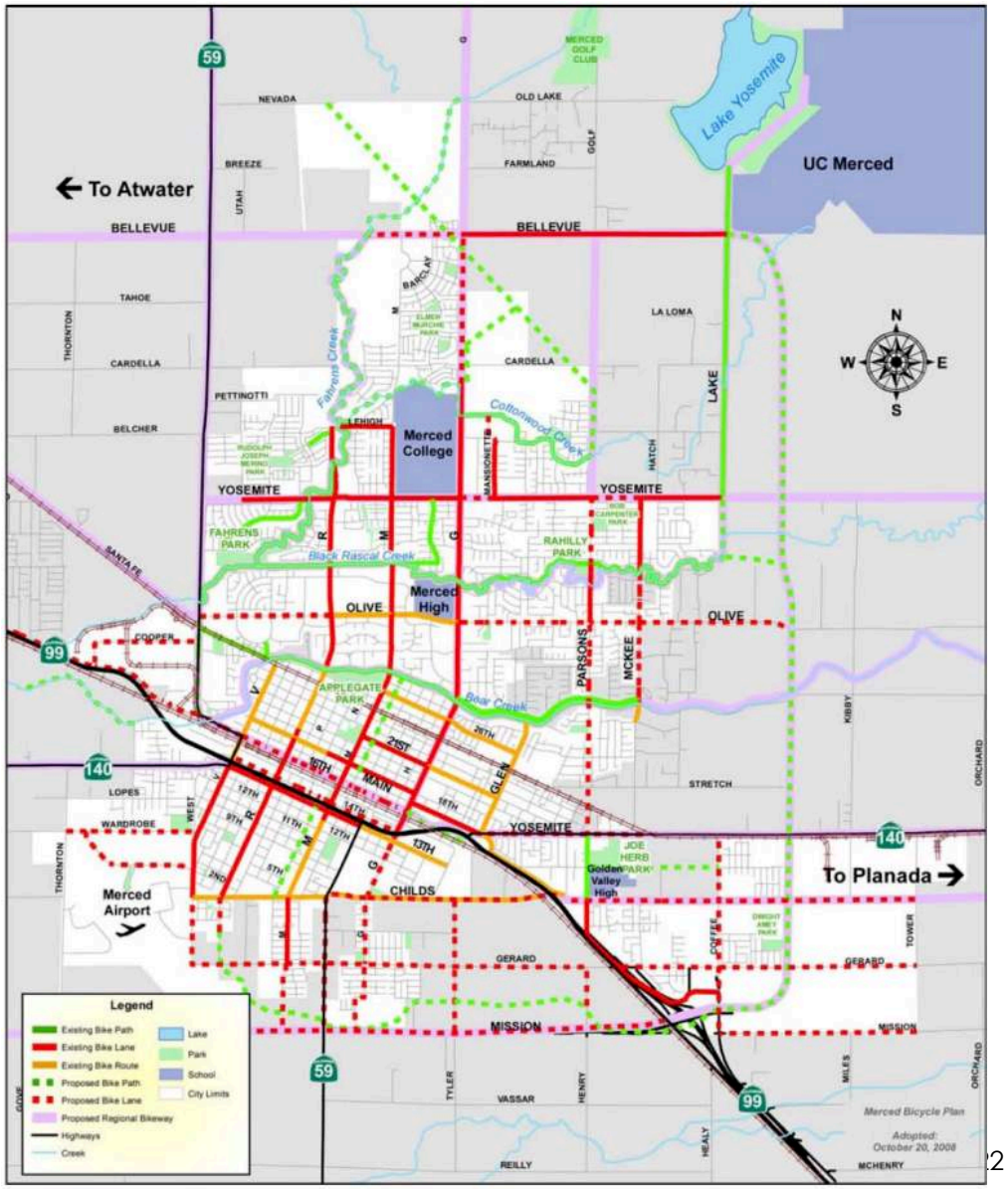
TYPES OF TRANSIT SERVICE: RAPID BUS SERVICE (RBS)

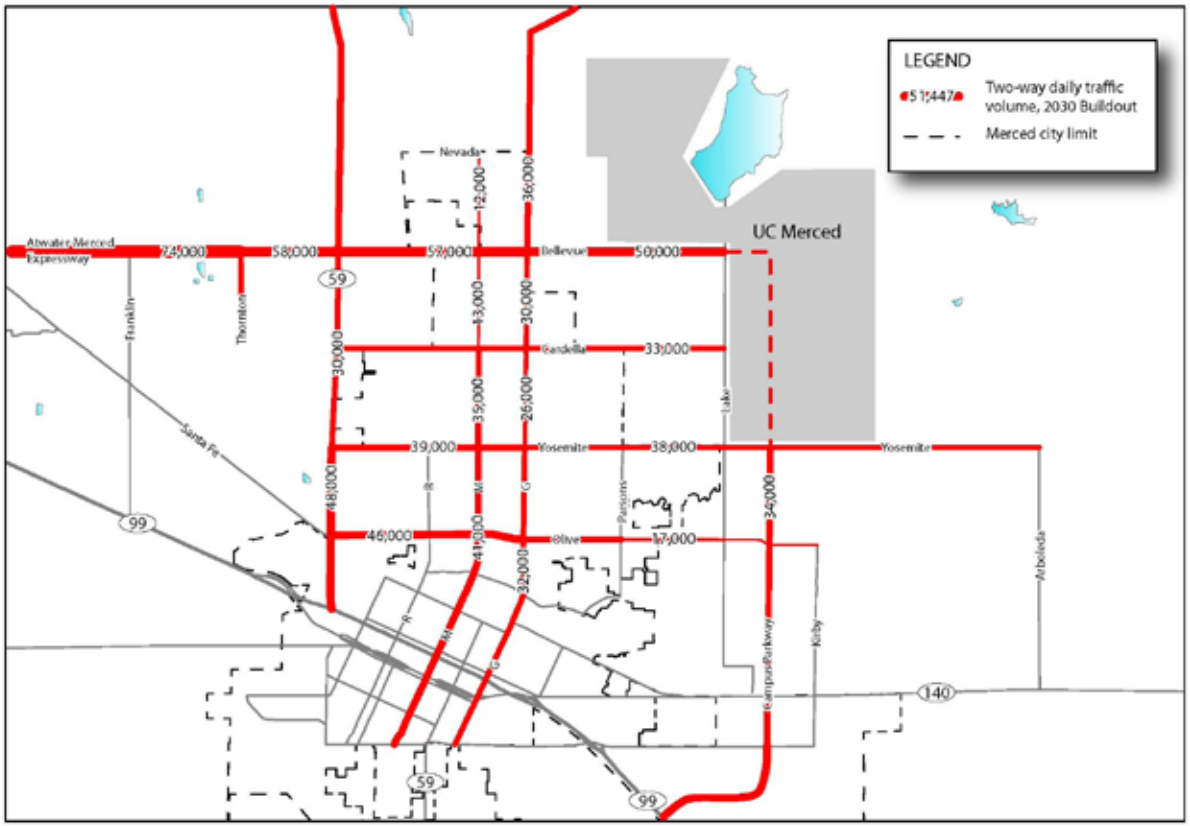
PLANNED STREET NETWORK



PLANNED BIKEWAY NETWORK



FUTURE TRAFFIC PATTERN (WITH PLANNED STREET NETWORK)



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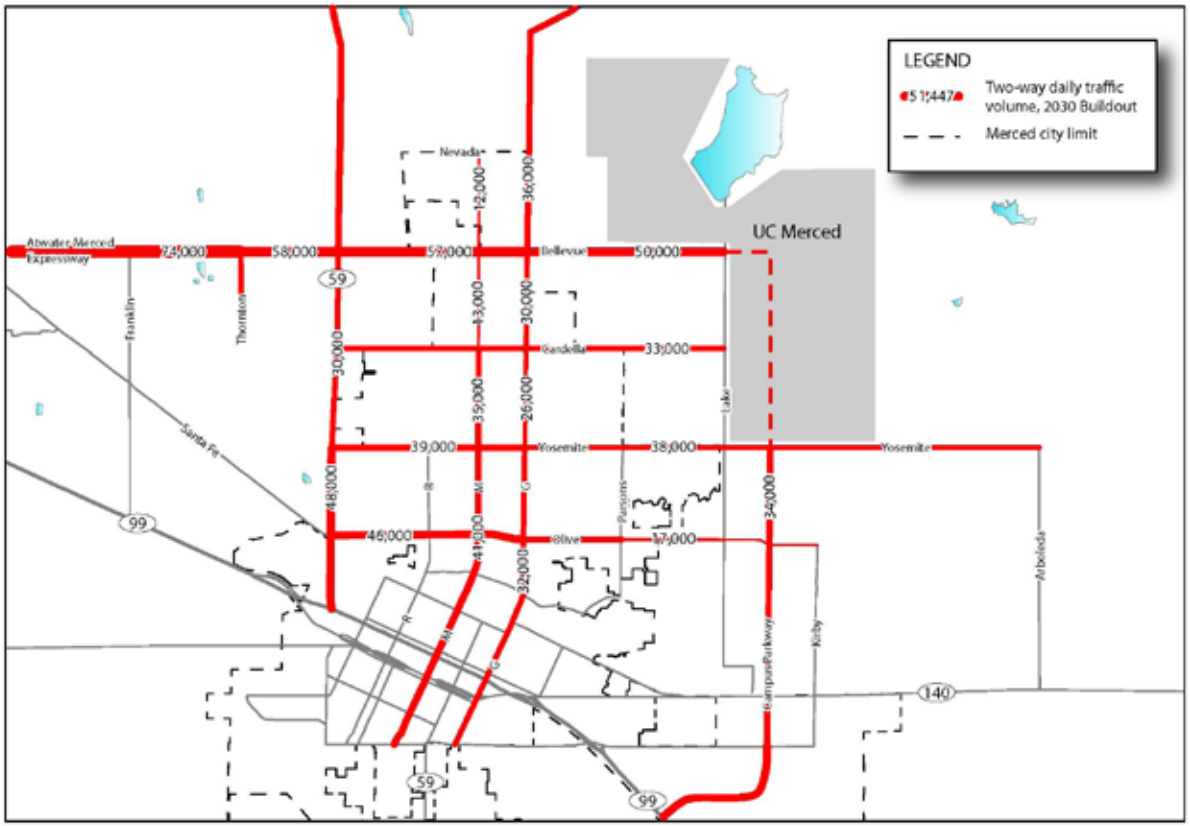
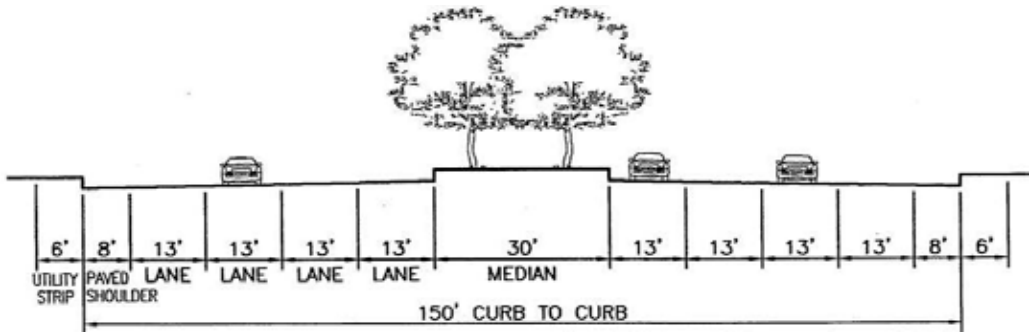
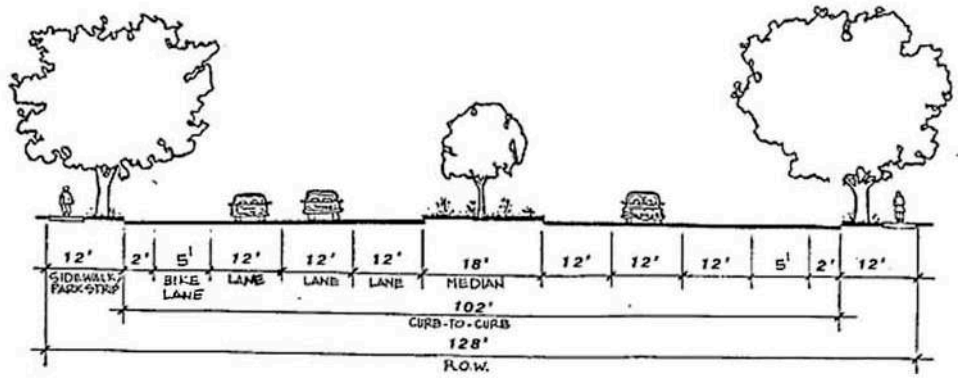


DESIGN OF PRIMARY STREETS (GENERAL PLAN DRAWINGS)





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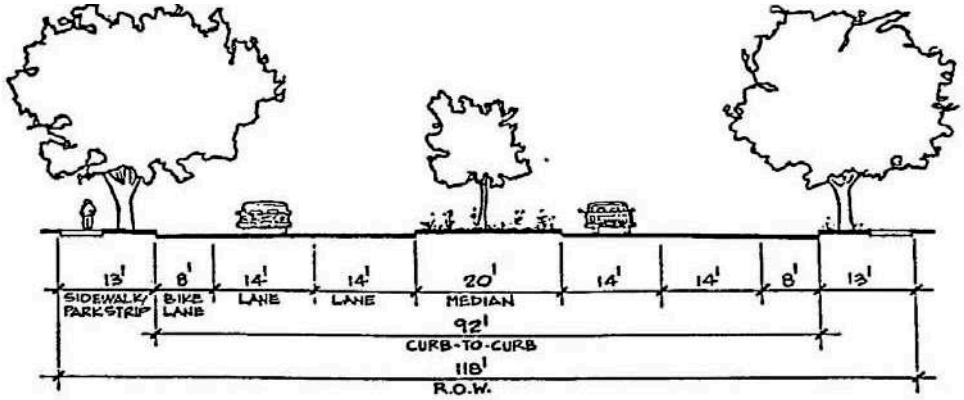

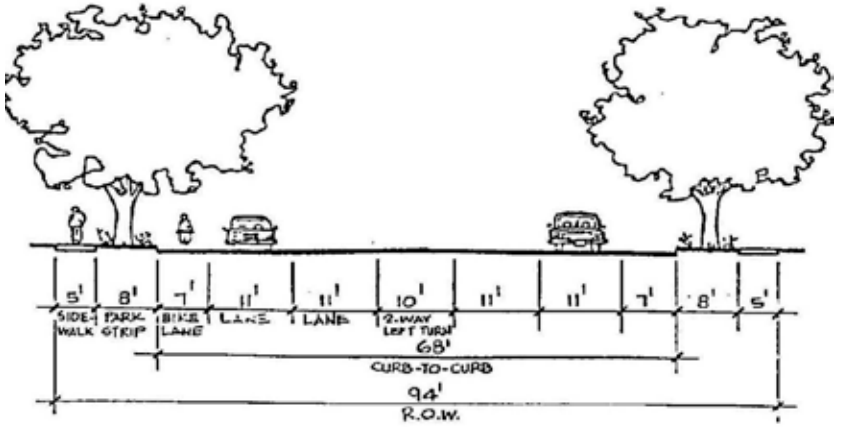

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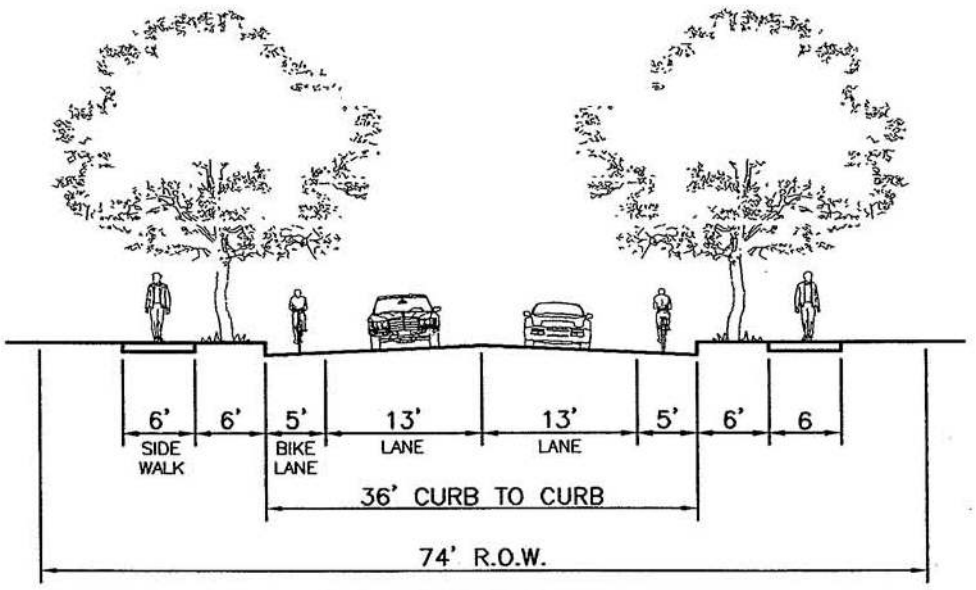
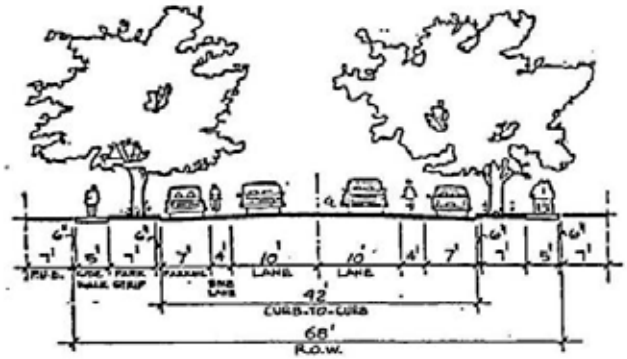


"Transit Only" Segment

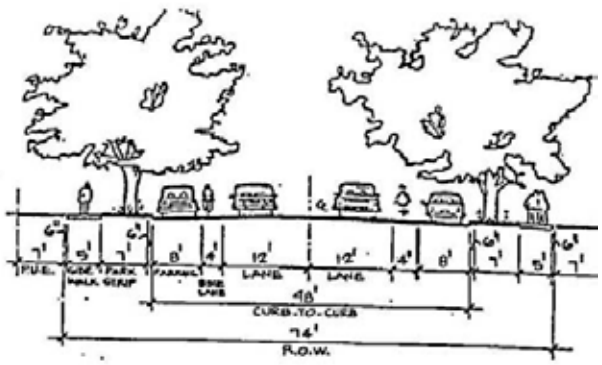
DESIGN OF PRIMARY STREETS (GENERAL PLAN DRAWINGS)



Collector Street Alternate

NOTES FOR ALTERNATE COLLECTOR:

1) 68 feet of right-of-way may be permitted where supported by a traffic analysis to assure that the narrower street would not be overloaded. Analysis would include trip generation and distribution based on existing and future land use and circulation system. Additional width may be necessary at intersection where analysis shows need for turn lane(s).
2) Fronting lots would be permitted on collectors where a traffic analysis shows daily traffic volumes will not exceed 1,500 vehicles under ultimate conditions.
3) On-street parking may be deleted if adequate, convenient off-street parking is provided in a subdivision design.
4) A subdivision design with deletion of on-street bike lanes may be permitted if adequate, convenient Class I bikepath is available.



Collector

DESIGN OF PRIMARY STREETS (GENERAL PLAN)

Road Classification	*Right-of-Way*	*# of Lanes*	*Driveway Access Restrictions*	*Street Intersection Spacing*	*Parking*
Expressway (Atwater-Merced & Campus Parkway)	150	4-6	Full	1/2 – 1 mile	No
Major Arterial	128 feet	4-6	Full	1/4 - 1/2 mile	No
Arterial	128 feet	4-6	[1]Partial	1/4 - 1/2 mile	No
Divided Arterial	118 feet	4-6	[1]Partial	1/4 - 1/2 mile	No
Minor Arterial	94 feet	2-4	[1]Partial	1/8 - 1/4 mile	Generally Not Permitted
Major Collector	[2]68-74 ft	2-4	[3]Partial	As needed	[3]Permitted in Selected Areas
Collector	68 ft	2	[4]Partial	As needed	[4]Permitted in Selected Areas
Local	[5]51-62 ft	2	No	As needed	Permitted
Transitway	[6]Varies	2-6	[6]Varies	[6]Varies	[6]Varies

HIGH-VOLUME STREETS: TYPICAL EXPRESSWAY

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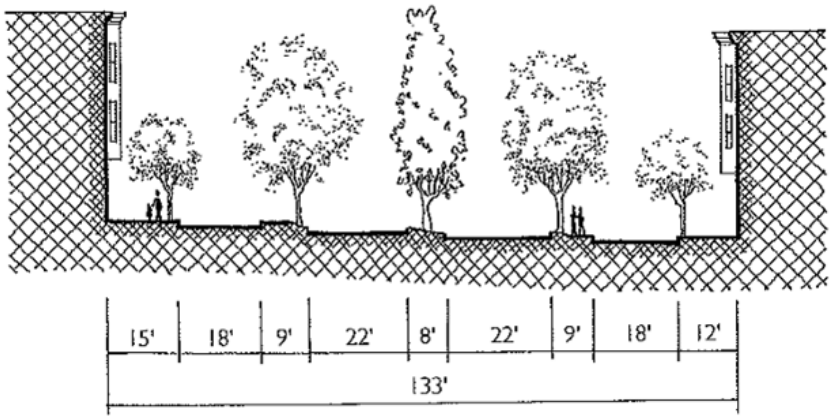
HIGH-VOLUME STREETS: BOULEVARD EXAMPLE



HIGH-VOLUME STREETS: BOULEVARD EXAMPLE

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WHICH STREET TYPE WOULD YOU WANT TO LIVE NEAR?

DISPERSAL STRATEGY: PROVIDE MIXED-USE COLLECTOR STREETS AT HALF-MILE INTERVALS

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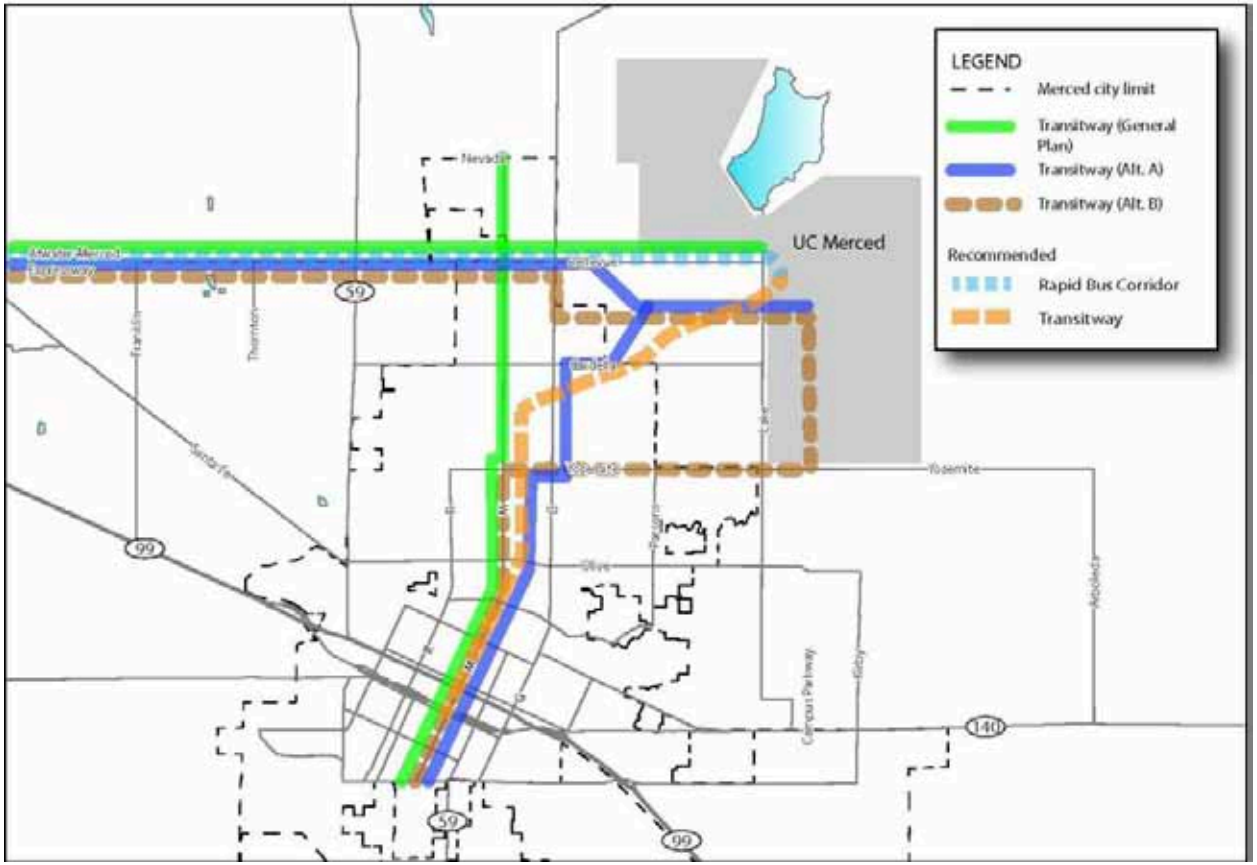
TRANSIT CORRIDOR OPTIONS: ALTERNATIVE ROUTE OPTIONS



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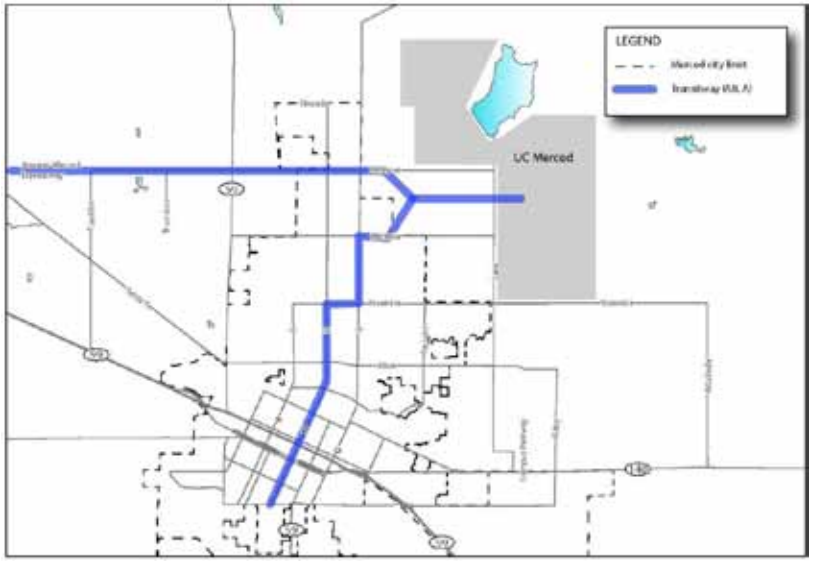

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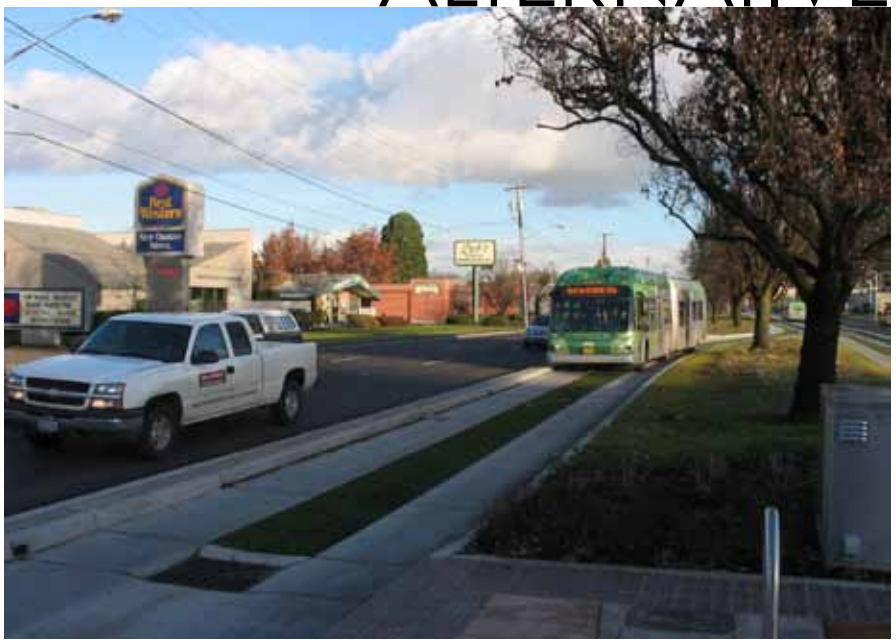

DISCUSSION