



Main Street, Bellevue: a place for people

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We're building a train station in an area that has no pedestrians



- Today's Main Street is filled with one lane of cars waiting to turn onto 112th. Main Street today is an **extended on-ramp** for I-90.
- Main Street has potential to become a vibrant, lively, pedestrian-friendly destination
- Six years of construction provides a **unique opportunity** to change the character of Main Street for the people of Bellevue
- We need to put Main Street on a road diet and encourage street-side retail in order to create a place where **people** want to be

Main Street road diet: three lanes + parking

One lane east, one west, one center turn lane



- **Road diets do not increase traffic congestion.**
 - We studied this extensively for the 116th Avenue NE Corridor Overlay & Rechannelization project
- Decreasing lane width encourages drivers to be more attentive, **increasing safety** for everyone
- Converting the two outside lanes to street parking allows people to **drive into downtown** and move from one business to another
- Having a center turn lane **prevents congestion** from left turns as in Old Bellevue's Main Street

Extend Old Bellevue's retail character from our light rail to our waterfront park



- ▶ “Old” Bellevue isn’t really old anymore. It’s mostly new multifamily housing over street-level retail. But its **pedestrian-friendly character** enables a **valuable retail engine** and makes Bellevue a place people want to be.
- ▶ We’re already extending Old Bellevue eastward, but in an **ad-hoc fashion**.
 - ▶ Masins, Soma, Alamo Manhattan, 10625 Main Street, and Sir Gallahad are all multifamily housing on Main Street east of Bellevue Way. Development won’t stop at Central Main Street.
- ▶ People and businesses are ready for a pedestrian-friendly Main Street. **Is the City ready to plan it**, rather than just letting it happen?

Downtown streets focus on moving cars out of the city

- ▶ Downtown has seven east-west arterials
 - ▶ Four streets (4th through 10th) are already focused on highway access
 - ▶ 2nd Street is planned for highway access
 - ▶ Two are used as a way to bypass traffic
 - ▶ Drivers take 12th Street and neighborhood roads to bypass the 520 westbound traffic
 - ▶ Drivers take Main Street and 112th Avenue to bypass 405 traffic on their way to I-90
- ▶ Can't we have one or two downtown streets focused on **moving people**, not cars?

Bypass to 520 west

On-ramp to 520

On-ramp to 405

HOV 405 access

On-ramp to 405

Proposed to 405

Bypass to I-90



Downtown Bellevue has more to offer than just shopping malls and traffic

- ▶ Downtown Bellevue isn't known for its vibrant, livable streets
 - ▶ Our **only pedestrian corridor** stretches from The Shops at the Bravern to The Bellevue Collection/Bellevue Square.
 - ▶ Most of the discussion about **Downtown Park revitalization is about parking!**
- ▶ We need to encourage business growth both inside and outside of malls
 - ▶ We need to make streets where people can **walk from cafes to shops**.
 - ▶ We need to make streets where people can **bicycle safely**.
 - ▶ We even need to make streets where people can park. Every business has its own "**No Walk Offs**" lot, driving shoppers away from street-level retail browsing.

Let's build a Downtown Bellevue where people want to be!

