

Bel-Red/Overlake Transportation Facility Plan

PREFERRED VISION STATEMENTS

The vision statements describe the transportation system of the Study Area in the year 2010/2012 to show how the Bellevue – Redmond – Overlake Transportation Study (BROTS) Update and the BROTS North-South Corridor Study help achieve Bellevue and Redmond goals.

This vision for the future of the Study Area guides transportation analysis and the development of the facilities plan.

General

- A. The Bel-Red/Overlake area is recognized as a vibrant commercial and residential area with a mix of activities and uses.
- B. Alternatives to single occupant vehicles are very popular, including bicycles, carpools, electric mini-cars and transit shuttles.
- C. Congestion is used as a method to accomplish goals in some areas by encouraging walking, bicycling and busing, rather than driving alone.
- D. Mobility management is practiced as described in the Transportation Element.
- E. The BROTS vision meets or exceeds mode split targets in the Comprehensive Plan.

Regional Facilities

- A. Peak commute trips are effectively drawn to and from the regional system without adverse effects to the neighborhoods.
- B. SR-520, an important component of our regional transportation system, is enhanced by means that may include grade separation to ensure its efficiency.
- C. A transit system is well developed with urban service levels. The system provides access to rapid transit and other regional facilities. High frequencies and wide coverage are provided. Facilities support efficient transit circulation through residential and commercial neighborhoods.

Residential Neighborhoods

- A. Transportation facilities in neighborhoods provide excellent pedestrian access. This includes pedestrian facilities that are separated by grade. The transportation facilities add to the attractiveness of neighborhoods.

- B. Neighborhoods are protected from adverse traffic by using various traffic calming techniques and design elements to discourage cut-through traffic. These elements include, but are not limited to: road narrowing, speed control devices, stop signs and traffic circles.
- C. Residents have good access to transit services and facilities and essential services such as shopping, schools, hospitals, etc.
- D. Neighborhoods are designed such that non-local traffic is impeded from entering into residential areas.

Business and Commercial Neighborhoods

- A. Effective transportation demand measures are used to reduce automobile trips including parking management and pricing techniques, encouraging flex-scheduling, and flexible work days for employees. Many employees use telecommuting.
- B. Retail and commercial areas have a good arterial network. This includes a workable grid with connections over SR-520.
- C. Retail traffic circulates efficiently through the commercial neighborhoods. Good local access to businesses is provided.
- D. A well-developed pedestrian facility network is in place that includes wide sidewalks and attractive landscaping. The network also provides a safe environment for pedestrians.
- E. A well-developed bicycle facility network is constructed for both commuting and recreational purposes. The network also provides a safe environment for bicyclists.

Funding for Transportation Facilities

- A. As a regional employment center, federal, state and local resources are devoted to this area in order to support the area's activities which bring major benefits to the region.
- B. Economic development is an important means for funding transportation improvements.

POLICIES

POLICY 1. Provide over the long term an area wide multi-modal transportation system accommodating all forms of travel. This includes but is not limited to automobiles, HOV lanes, transit and transit shuttles, pedestrians and bicycles. Cross-reference Policies S-BR-24 and S-BT-32.

POLICY 2. Provide adequate and timely funding to ensure the implementation of transportation facilities identified in this Plan. In addition, funding should be consistent with the level and timing of development. This policy recognizes the critical linkages among development, facilities, and funding. Cross-reference Policy TR-107.

POLICY 3. Implement the projects included in this Plan in addition to the 18 baseline projects currently funded in the Bellevue and Redmond Capital Investment Programs. (These projects were carefully screened to minimize adverse impacts to residential neighborhoods. Projects considered to have many adverse neighborhood impacts were deleted).

POLICY 4. Design projects to maintain reasonable circulation within residential neighborhoods while discouraging cut-through traffic in those neighborhoods. This policy reinforces transportation conditions as a major determinant of neighborhood quality of life. Cross-reference Policies TR-48, TR-113, TR-116, and S-CR-31 and S-NE-5.

POLICY 5. Decide the location of a new interchange on SR-520 after the Bel-Red Improved Access Study is completed.

POLICY 6. Implement most of this Plan's projects as groups to achieve level of service concurrency. Complete projects by 2010 for Bellevue and 2012 for Redmond, to allow non-residential capacity in the Redmond Overlake area, not to exceed 15.4 million square feet.

POLICY 7. Make every effort to secure stable and adequate funding. However, if existing sources prove inadequate, give further consideration using the following funding guidelines:

1. Users of facilities should pay costs;
2. New growth should pay for additional facilities associated with that growth.

POLICY 8. Actively work with WSDOT and other jurisdictions to examine expansion of SR-520, I-405, and SR-520 Access. The cities should work together and with other interests to promote construction of capacity improvements on SR-520 and I-405 as soon as possible.

POLICY 9. Improve the transit system serving the Bel-Red/Overlake area. The cities of Redmond and Bellevue shall:

1. Continue to work with King County Metro and Sound Transit to enhance and modify transit services;

2. Evaluate each proposed roadway improvement for, and take advantage of, opportunities to increase the speed and reliability of transit;
3. Provide transit signal priority and/or HOV queue bypass on all of the priority [level one] transit corridors for priority movements, and to and from transit hubs;
4. Provide pedestrian access within one-quarter mile of transit priority corridors; and
5. Consider prioritizing roadway projects which increase the speed and reliability of transit on transit priority corridors.

POLICY 10. Improve the pedestrian and bicycle systems serving the Bel-Red/Overlake area by funding and implementing projects identified in each city's pedestrian and bicycle transportation plans. Cross-reference Policy TR-77, TR-78.

POLICY 11. Develop an interlocal agreement between Bellevue and Redmond implementing the policies and facilities in this Plan. The agreement shall include funding, and the relationship between the two cities for constructing facilities, and mechanisms by which the cities will comment on and monitor development activity. Cross-reference Policies TR-9, S-BR-24, and S-BT-32.

POLICY 12. Continue cooperative planning to address transportation problems and to capitalize on economic development opportunities for Bellevue and Redmond. The two cities should work together to implement jointly agreed upon plans and strategies. Cross-reference Policies TR-9 and TR-36.

Table 1 Bel-Red/Overlake Transportation Facility Plan

Transportation Project List

See Map A for Project Locations

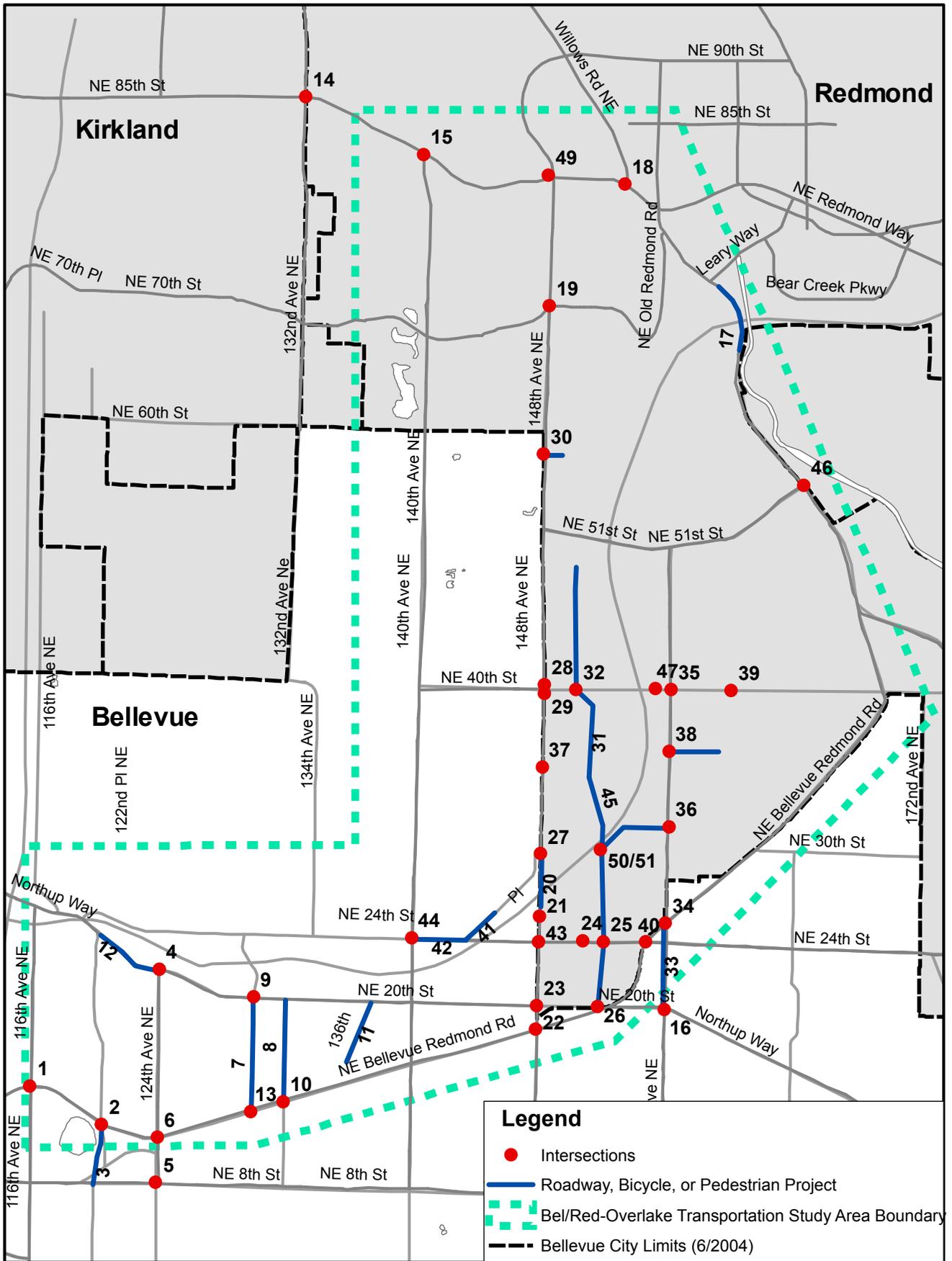
Project Number	Project Location and Description
1	At 116th Avenue NE/NE 12th Street add a northbound right turn lane; and on 116th Ave NE provide 5-lanes between NE 12th Street and the northern property line of the site addressed as 1500 116th Ave NE.
2	At 120th Avenue NE/NE 12th Street: Add a southbound right turn lane.
3	Extend 120th Avenue NE from NE 8th Street to Old Bel-Red Road and widen 120th Avenue NE to three lanes between Old Bel-Red Road and NE 12th Street.
4	At 124th Avenue NE/Northup Way: Add northbound right turn, eastbound right turn, and eastbound through lanes and convert the westbound right turn lane to westbound right turn/through lane.
5	At 124th Avenue NE/NE 8th Street: Add a northbound right turn lane. Traffic Operations will assess for warrants as needed for additional turn lanes.
6	At 124th Avenue NE/Bel-Red Road: Add a southbound right turn lane.
7	Widen 130th Avenue NE to three lanes between Bel-Red Road and NE 20th Street.
8	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.
9	At 130th Avenue NE/NE 20th Street: Add southbound right turn and westbound right turn lanes.
10	At 132nd Avenue NE/Bel-Red Road: Add southbound right turn lane.
11	Upgrade 136th Place NE to 2-lane urban standards between NE 16th and NE 20th Streets.
12	Add a second eastbound lane to Northup Way between 120th and 124th Avenues NE.
13	At 130th Avenue NE/Bel-Red Road: Add a second southbound right turn lane and a westbound right turn lane.
14	At 132nd Avenue NE/Redmond Way: Add a westbound right turn lane.
15	At 140th Avenue NE/Redmond Way: Add an eastbound right turn lane and a second northbound left turn lane.
16	At 156th Avenue NE/NE 20th Street: Add second northbound left turn lane and a second eastbound through lane. Extend the eastbound through lane 800 feet (plus transition) east of 156th Avenue NE.
17	Construct a new 4-lane connector between Town Center and West Lake Sammamish Parkway NE. Provide a signal on West Lake Sammamish Parkway NE.

- 18** At Willows Road/Redmond Way: Convert southbound lanes to provide left turn and left/thru/right turn lanes, and add a westbound right turn lane.
- 19** At 148th Avenue NE/Old Redmond Road: Improve the eastbound right turn lane by increasing the length and by channelization.
- 20** On 148th Avenue NE: Add a northbound through lane between the SR-520 eastbound off ramp and the SR-520 westbound on ramp. Modify channelization and signals.
- 21** 148th Avenue NE at SR-520 Eastbound to Southbound Ramp. Streamline the southbound lanes on 148th Avenue to reduce friction and improve the southbound flow. This project must be coordinated with the planned BROTS project 68.0 to widen 148th Avenue NE over SR-520 for an additional northbound lane between loop ramps.
- 22** At 148th Avenue NE/Bel-Red Road: Add eastbound right turn and second westbound left turn lanes.
- 23** At 148th Avenue NE/NE 20th Street: Add 2nd westbound left turn and second eastbound left turn lanes.
- 24** At 151st Place NE/NE 24th Street: Add a westbound right turn lane
- 25** At 152nd Avenue NE/NE 24th Street: Add northbound and southbound approach lanes. Make northbound lanes left/thru/thru-right. Make southbound lanes left/thru/right
- 26** At Bel-Red Road/NE 20th Street: Add a southbound right turn lane and convert westbound lanes to provide left/left-thru/thru-right lanes.
- 27** At 148th Avenue NE/NE 29th Place: Add southbound through and second westbound left turn lanes. Channelize for westbound right turn yield. Convert eastbound right turn lane to shared right turn/left turn lane.
- 28** At 148th Avenue NE/NE 40th Street: Add second southbound left turn and northbound right turn lanes.
- 29** At 148th Avenue NE/NE 40th Street: Add a second westbound right turn lane.
- 30** At 148th Avenue NE/NE 56th Street: Add northbound right turn lane.
- 31** On 150th Avenue NE between NE 36th and NE 40th Streets: Construct a two-lane collector and realign the north end to form a four-leg intersection at NE 40th Street.
- 32** At 150th Avenue NE/NE 40th Street: Add northbound right turn lane
- 33** On 156th Avenue NE, between Bel-Red Road and NE 20th Street: Add a third southbound through lane. Require additional study on this project before it is funded; involve adjacent business and property owners in the study.
- 34** At 156th Avenue NE/Bel-Red Road: Add a southbound right turn lane.
- 35** At 156th Avenue NE/NE 40th Street: Add northbound right turn and second southbound left turn lanes.
- 36** At 156th Avenue NE/NE 31st Street: Add a southbound right turn lane.

- 37 At 148th Avenue NE/NE 36th Street: Add a second southbound left turn lane and a second westbound left turn lane.
- 38 At 156th Avenue NE/NE 36th Street: Add an eastbound right turn lane and a second westbound right turn lane.
- 39 At 159th Avenue NE/NE 40th Street: Revise lanes to provide northbound left turn and shared northbound left turn/right turn lanes.
- 40 At Bel-Red Road/NE 24th Street: Add southbound right turn lane and a northbound left turn lane. Provide protected phasing for northbound left turns. Prohibit southbound left turns.
- 41 Extend NE 29th Place as a 2/3-lane road between NE 24th Street and 145th Avenue NE. Provide a traffic signal at NE 24th Street. Provide two southbound right turn lanes at NE 24th Street. Prohibit southbound left turns at NE 24th Street.
- 42 Widen NE 24th Street to four lanes from east of NE 29th Place to 140th Avenue NE. Provide two westbound lanes, one eastbound lane, and a two-way left turn lane.
- 43 NE 24th Street /148th Avenue NE. Widen NE 24th Street for a second westbound left-turn lane and lengthen the westbound right turn lane on NE 24th Street. In addition, widen NE 24th Street to allow for wide curb lanes for bicycles.
- 44 At 140th Avenue NE/NE 24th Street: Add second westbound left turn lane
- 45 Extend 152nd Avenue NE over SR-520 to the intersection of 150th Avenue NE/NE 36th Street. Provide connection from overcrossing to NE 31st Street east of SR-520.
- 46 At West Lake Sammamish Parkway NE/NE 51st Street: Convert the eastbound lanes to provide left turn and shared left turn/right turn lanes. Add a northbound through lane for 500 feet south of NE 51st Street and convert the southbound lanes to provide through and thru/right turn lanes. Widen West Lake Sammamish Parkway NE by one lane for 500 feet south of NE 51st Street (plus transition).
- 47 At SR-520 Eastbound Ramps/NE 40th Street: Add a second eastbound right turn lane.
- 48 148th Ave NE between Bel-Red Rd and NE 29th Place: Complete a multi-modal improvement study.
- 49 At 148th Ave NE/Redmond Way: add second eastbound and westbound left-turn lane

**Longer Term Recommended Improvements from the 2003 BROT
North-South Corridor Study – for implementation beyond 2012**

- 50** 152nd Avenue Extension over SR-520. Extend 152nd Avenue to the north and follow the eastern edge of SR-520, crossing over SR-520 at NE 36th Street. Continue westward, and link with 150th Avenue NE to the north.
- 51** Eastbound Slip Ramp to 152nd Avenue. Provide eastbound slip ramp from SR-520 to 152nd Avenue. The ramp would traverse east, and tunnel under 148th Avenue NE and continue toward 152nd Avenue NE in the vicinity of the Overlake Park and Ride/Transit Center.



**Map A
Facilities Project Map List**



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