

1. Welcome!

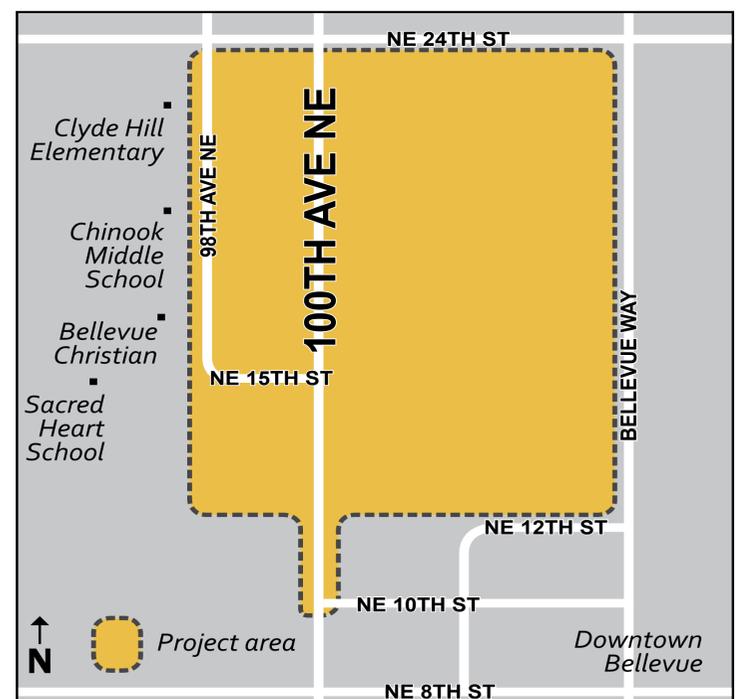


100th Ave NE & Vicinity Complete Streets Project Open House

**NEIGHBORHOOD
LEVY PROJECT**



The City of Bellevue is developing a traffic safety improvement strategy for 100th Avenue NE, between NE 10th Street and NE 24th Street and selected side streets between 98th Ave NE and Bellevue Way NE. This strategy will focus on the need for safe walking and bicycling facilities in the neighborhood and address concerns about traffic speeds.



100th Avenue Northeast and Vicinity Complete Streets Project

What you can do at tonight's event:

- » Learn what we've heard from the community to date
- » View and provide feedback on draft concepts
- » Plan your own Complete Street at our "Street Mix" station
- » Get your picture taken at our photo booth
- » Follow the numbers on the project boards and share your comments with the project team or on the comment cards



2. Project Goals, Schedule and Funding



Project goals

- » Increase traffic safety along 100th Ave NE and selected side streets
- » Identify improvements for designated pedestrian and bicycling facilities to create Complete Streets that work better for all modes of travel, especially children walking to local schools
- » Identify traffic calming improvements

“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.”

National Complete Streets Coalition

Project schedule

- ✓ **Fall 2017:** Online survey and stakeholder meetings
- » **Winter 2017/2018:** Concept development and project open house
- » **Spring 2018:** Finalize concept and begin design
- » **Fall 2018:** Begin construction of priority elements

Funding

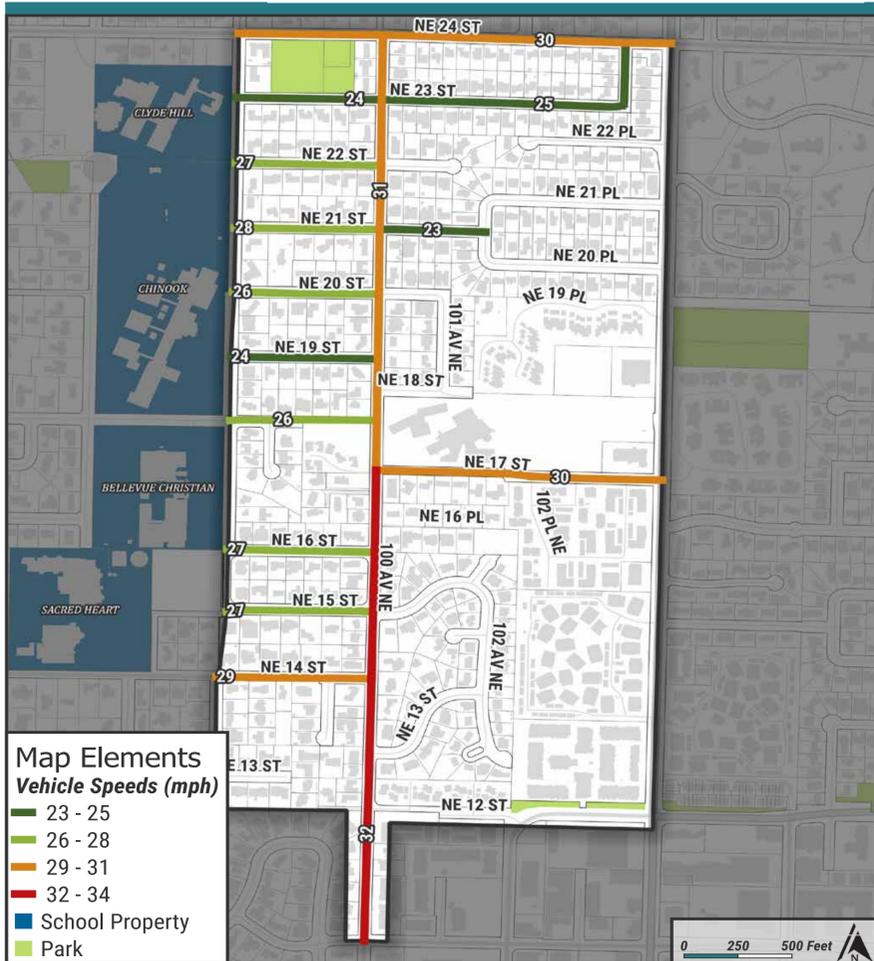
The project is funded by the Neighborhood Safety, Connectivity, and Congestion Levy and currently has a budget of \$1 million. The project will be built as resources allow.



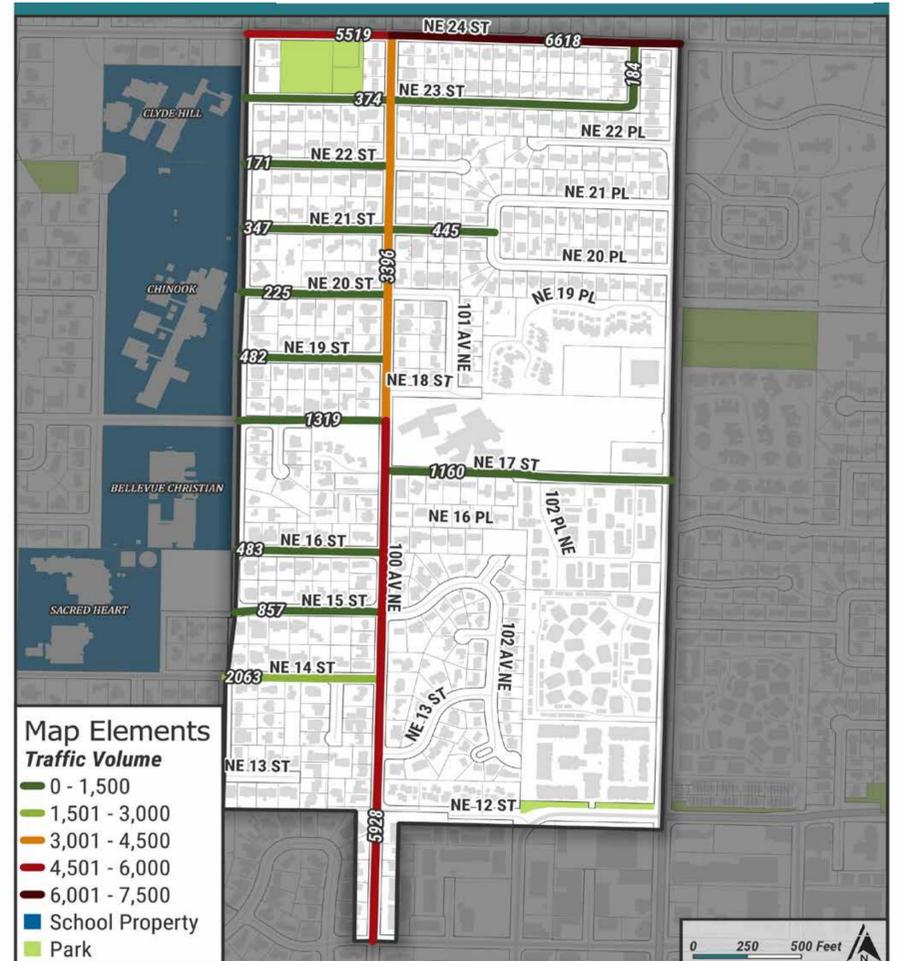
3. Existing Conditions



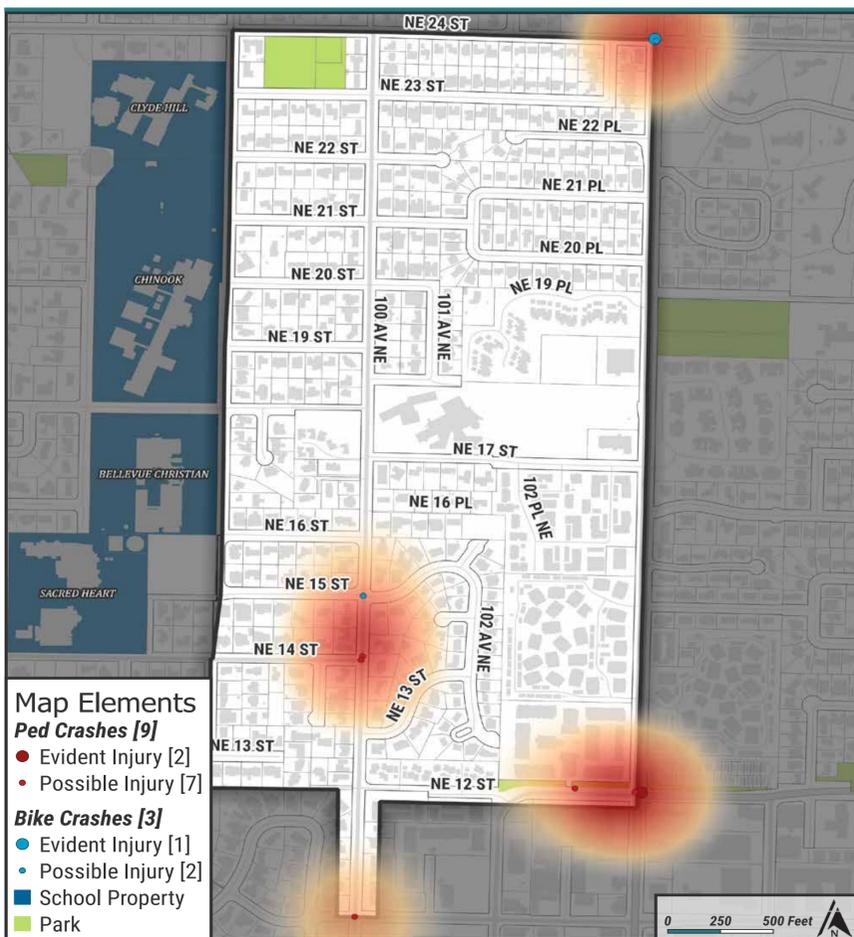
Vehicle Speeds



Traffic Volumes



Collisions



What else do we need to know?

Provide input on the large project plans on the tables



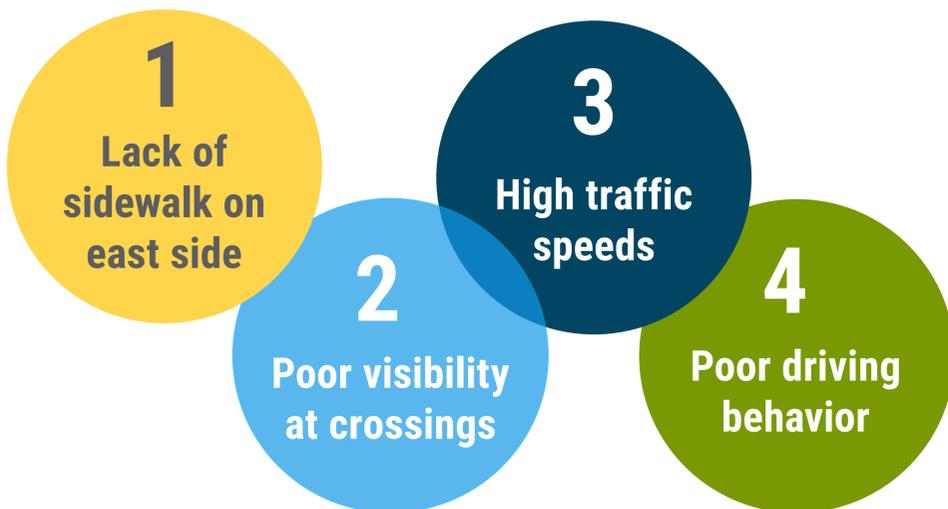
4. What We Heard from the Community



We solicited input and received comments at community events. We also conducted an online survey from January 12- February 5, 2018. Here's what we learned.

What are the main challenges to walking, biking, and taking transit?

On 100th Ave NE



On Side Streets



What are the top improvements that would improve traffic safety?

On 100th Ave NE

- 1 Making it easier to walk along street
- 2 Making it easier to cross the street
- 3 School zone improvements
- 4 Traffic calming



Top priority intersections

- 1 100th Ave NE at NE 18th St
- 2 100th Ave NE at NE 17th St
- 3 100th Ave NE at NE 24rd St
- 4 100th Ave NE at NE 14th St
- 5 100th Ave NE at NE 15th St

On Side Streets

- 1 Making it easier to walk along street
- 2 Making it easier to cross the street
- 3 Traffic calming
- 4 School zone improvements



Top priority side streets

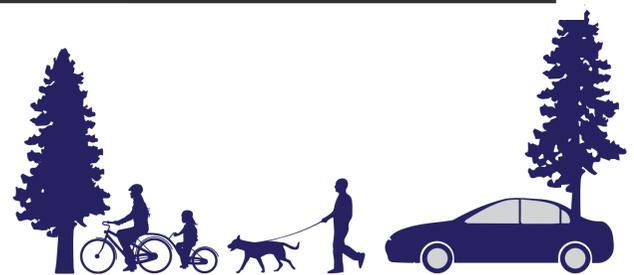
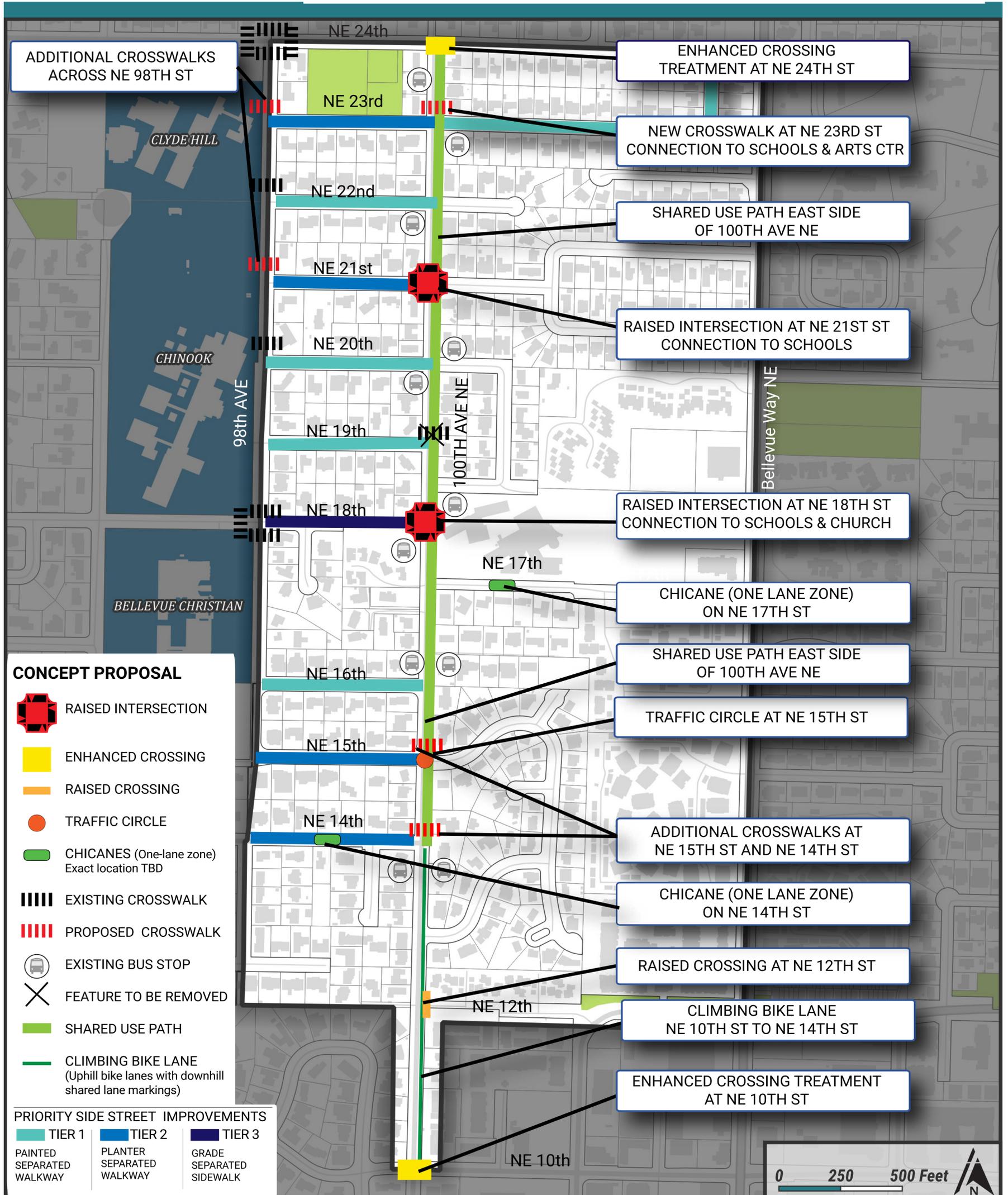
- 1 NE 18th Street (west of 100th)
- 2 NE 23rd Street (west of 100th)
- 3 NE 14th Street (west of 100th)
- 4 NE 17th Street (east of 100th)
- 5 NE 15th Street (west of 100th)



5. Complete Streets Plan



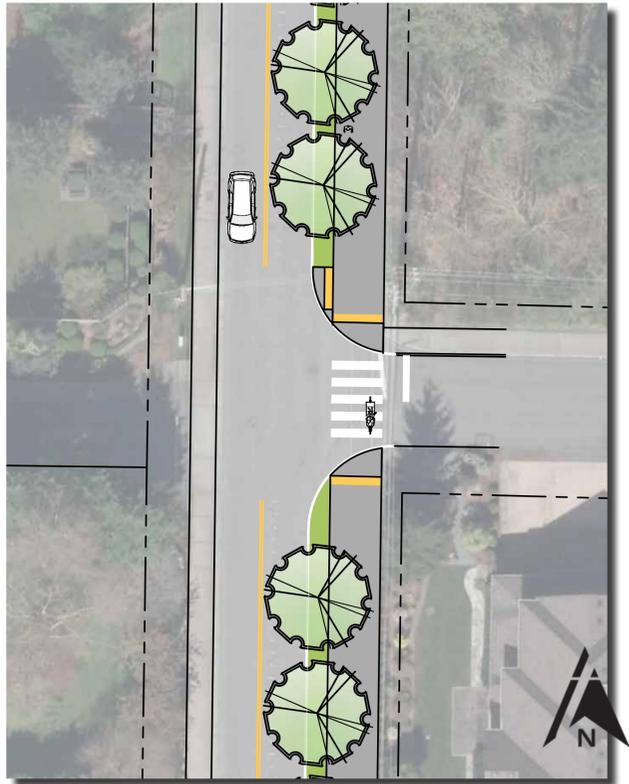
We heard you! Making it easier to walk along and across 100th Ave NE and the side streets are your biggest priorities. We also heard that calming traffic and school zone improvements are important. Here are our ideas for making these Complete Streets.



6. 100th Avenue NE Concepts



Shared Use Path



Plan view of shared use path

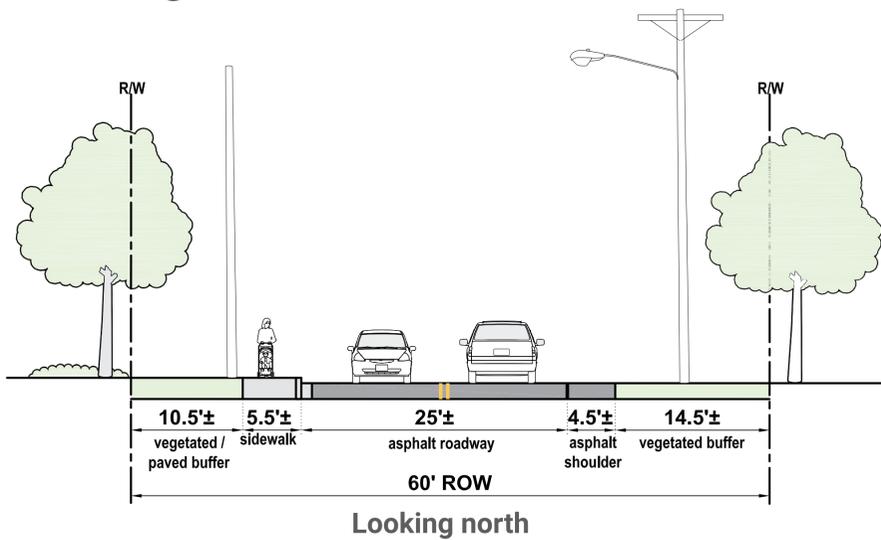
Making it more comfortable to walk and bike along the street

To create a safe place for people of all ages and abilities to walk and bike:

- » Narrow travel lanes to 10 feet wide in either direction to reduce vehicle speeds
- » Add a 12-foot wide shared use path on east side of street
- » Separate path from travel lanes with street trees and vegetation, or raised barriers in constrained areas

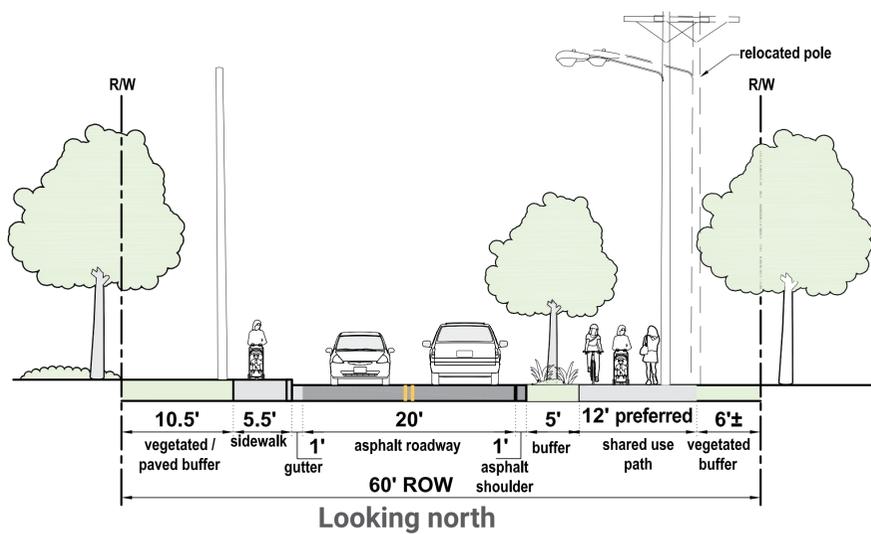
Cost range: \$2.5M to \$3M: 12' wide shared use path with crossing and traffic calming treatments (see Board 7)

Existing 100th Cross Section



Visual simulation of shared use path and raised intersection at 100th Ave NE and NE 18th St, looking north with church driveway on the right

Proposed 100th Cross Section



Shared use path on 100th Ave NE, next to Bellevue Downtown Park



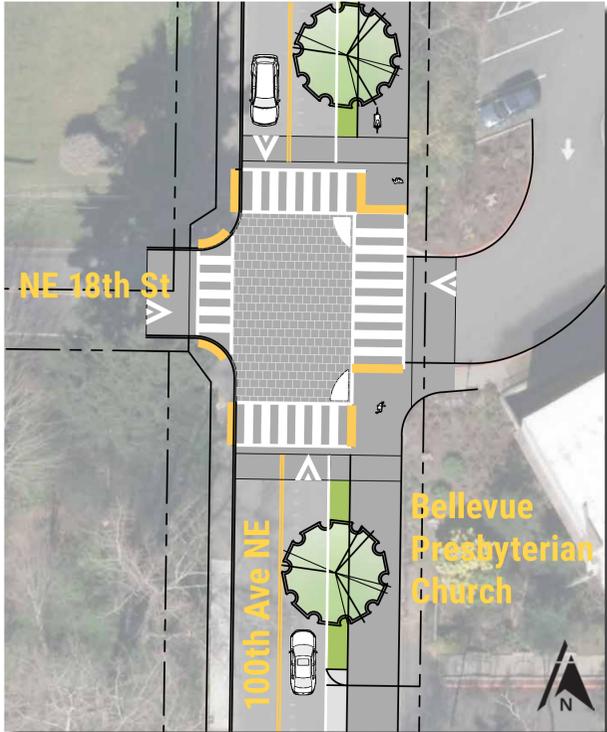
Shared use path on arterial street



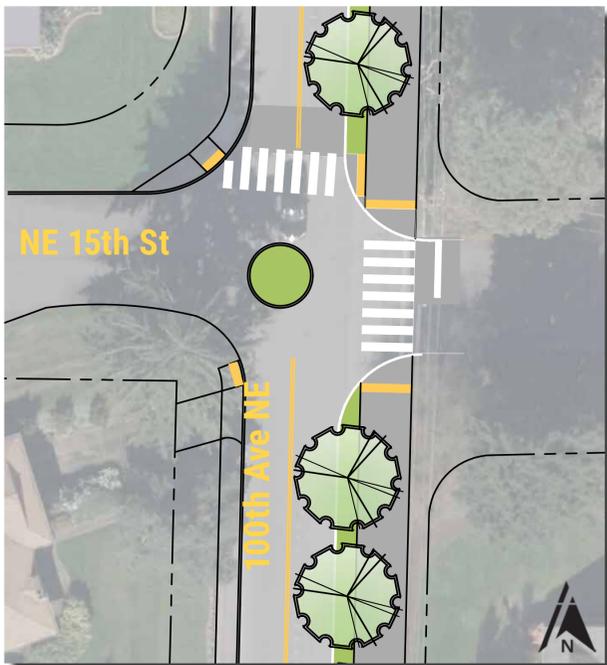
7. 100th Avenue NE Concepts



Crossing Treatments and Traffic Calming



Plan view of raised intersection at 100th Ave NE and NE 18th St



Plan view of traffic circle at NE 15th St

Improving safety for people crossing the street

To slow vehicle speeds, improve visibility of crossings, and encourage yielding to pedestrians:

- Create enhanced crossing treatments at NE 10th St and NE 24th St
- Install school zone signing in conjunction with designated school crosswalks
- Create raised intersections at NE 18th St and NE 21st St to provide crossing opportunities linked with priority side streets and schools. May include special paving/painted treatments
- Stripe crosswalks at NE 14th St, NE 15th St, and NE 23rd St
- Add pedestrian-scale lighting to crossings

Cost range: \$2.5M to \$3M: 12' wide shared use path (see Board 6) with crossing treatments and traffic calming



Enhanced Intersection



Traffic Circle



School zone and school crossing signs



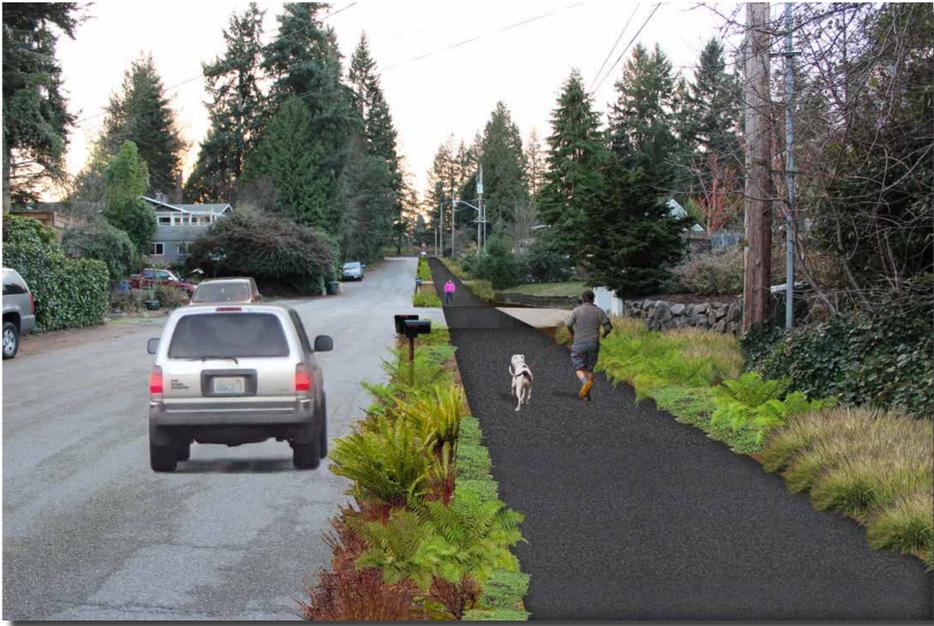
Intersection Lighting



8. Priority Side Street Concepts



We heard from you that many of the side streets would benefit from a safe and comfortable walking area and traffic calming. Based on this input, what we observed, and information we gathered, here are our ideas for making the side streets between 98th Ave NE and Bellevue Way NE into Complete Streets.



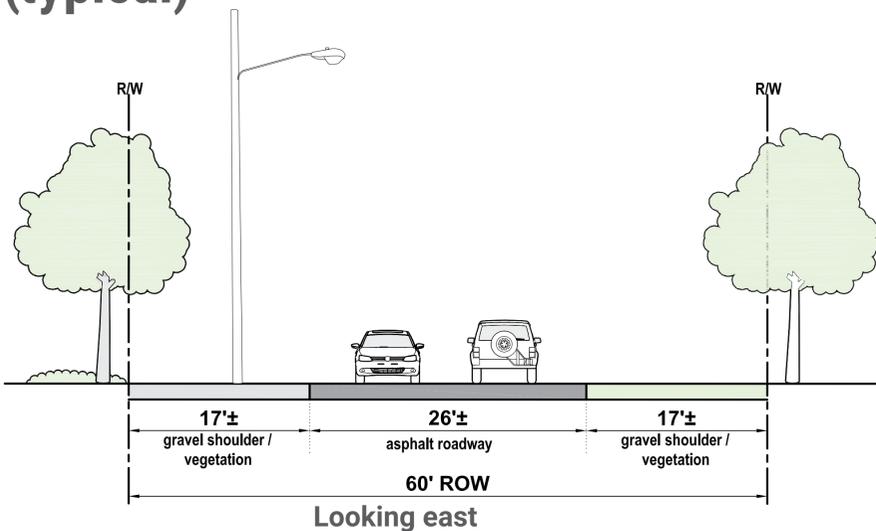
Visual simulation of Tier 2 walkway, looking west

Treatment Approach

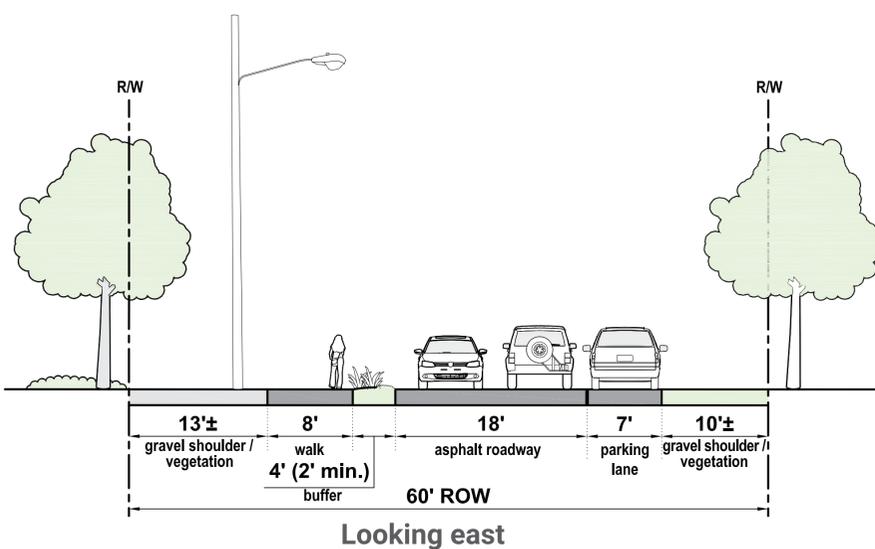
ALL Priority Side Streets:

- » Narrow travel lanes to create a separated walkway, based on a tiered treatment approach (see below)
- » In some places, add chicanes (one-lane zones) and curb extensions to further narrow roadway and slow traffic
- » See examples of treatments on Board 9

Existing Side Street Cross Section (typical)



Proposed Tier 2 Walkway



Tier 1 Priority Side Streets

NE 16th St, NE 19th St, NE 20th St, NE 22nd St

Cost range: \$100K to \$125K

- Separated walkway created with painted buffer or barrier, and parallel parking on one or both sides depending on street width

Tier 2 Priority Side Streets

NE 23rd St, NE 21st St, NE 15th St, NE 14th St

Cost range: \$1.4M to \$2M

- Separated walkway created with planted buffer, and parallel parking on one or both sides depending on width

Tier 3 Priority Side Streets

NE 18th St

Cost range: \$650K to \$700K

- Grade-separated sidewalk (curb, gutter)

Chicanes (One Lane Zones)

NE 14th St and NE 17th St

Cost range: \$20K to \$35K each



9. Priority Side Street Concepts



Treatment Options

Walkway separation options: vegetated buffer, low barriers, paint



Traffic Calming Options: Chicanes, curb extensions, traffic circles, and rain gardens (green stormwater infrastructure)

