

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

---

### Overview

- **Site URL:** [EngagingBellevue.com/120thavenue](https://EngagingBellevue.com/120thavenue)
- **Project website:** [BellevueWA.gov/120thavenuecorridor](https://BellevueWA.gov/120thavenuecorridor)
- **Live:** March 29 – April 16, 2021
- **Survey:** Seek ideas on proposed road section concepts and connection to the regional trail system. Collect feedback on preference for urban design features such as retaining wall design, signage, and landscaping.
- **Engagement stats:**
  - 285 visits from 192 participants
  - 76 active participants (56 visited multiple project pages, 18 engaged)
  - 18 engaged participants expressed:
    - 20 roadway sections ideas
    - 9 urban design survey responses
    - 3 regional trails ideas
    - 2 project related questions
  - The two greatest sources of online open house traffic were people directly typing in the EngagingBellevue URL (46.67%) and arriving from a .gov website, like BellevueWA.gov (35.44%)
- **Advertised:**
  - Project mailer sent out in February 2021 (see Attachment A)
  - Social media:
    - Twitter: @bellevuewa on March 29 and @BvueTrans on March 29 and April 7
    - Facebook: @bellevuewashington on March 29 and April 13
    - Nextdoor: April 3 (see Attachment B)

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

### Road section concept feedback

Participants were encouraged to share ideas on what features they would like to see for the roadway design. Here's what we heard:

- 35 visitors, 20 submissions by 12 users, 24 likes
- Many comments and likes on improving bicycle and pedestrian facilities
- Many comments and likes on reducing to one lane in each direction

#### Roadway cross sections

Here are renderings of the full roadway cross section and also an enlarged perspective view of the pedestrian and bicycle facilities. Click on an image to view an enlarged version. Click the "Add your idea" tile to share your thoughts. You can also "like" ideas others have posted.



<p> <b>APardoe</b> about 1 month ago</p> <p><b>We don't need more car lanes on 120th!</b> Design roads for the traffic you want, not for the traffic you want to avoid. Why does the city want to add car lanes</p> <p>2 </p>	<p> <b>Uncle Kongo</b> about 1 month ago</p> <p><b>Alternate parking</b> Currently, from the light rail overpass to the Bellevue School District building (the old Safeway Bread Plant) there's on-street parking.</p> <p>0 </p>	<p> <b>Kirkland Cycling</b> about 1 month ago</p> <p><b>Separate west bike lane from pedestrians</b> When the transit station is open expect pedestrians to spill over into the bike lane if it is constructed as pictured.</p> <p>2 </p>
<p> <b>Captain Midnight</b> about 1 month ago</p> <p><b>Eliminate this project</b> I drove this roadway this morning. It's clear that there is no requirement for this project, as there are only a few businesses (office</p> <p>1 </p>	<p> <b>degnav</b> about 1 month ago</p> <p><b>Only one lane in each direction!!</b> There isn't any good reason to have 5 lanes here. If you're accessing SR520 (or eastbound Northrup), you'd</p> <p>5 </p>	

[View All Ideas](#)

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

### Connection to regional trails feedback

Participants were encouraged to further share their ideas on what features they would like to see for connections to regional trails. Here's what we heard:

- 13 visitors, 3 submissions by 3 users, 1 upvote
- Three users provided one idea each: add a median island, add a kiosk or trail signage, and add public bathrooms

#### Connecting to regional trails



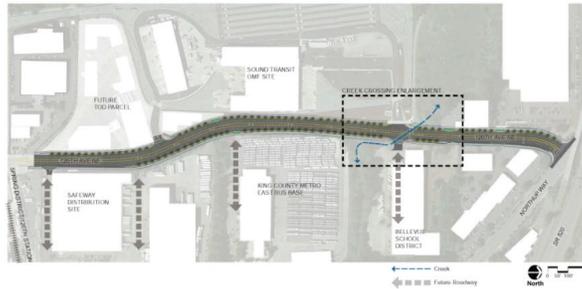
2 months ago

A signalized trail crossing will be added to the corridor where the Eastrail system meets 120th Avenue Northeast to allow direct access to the BelRed area and the Spring District/120th Station.

This trail crossing occurs at the West Tributary of Kelsey Creek crossing of 120th Avenue Northeast. This trail crossing near an enhanced ecological area provides a unique opportunity to showcase improvements to natural habitat in an urban environment, such as widened sidewalk that could allow a view corridor of the Kelsey Creek stream. Below is a diagram showing the relationship of these facilities. Click on an image to view an enlarged version. Click the "Add your idea" tile to share your thoughts. You can also "like" ideas others have posted.

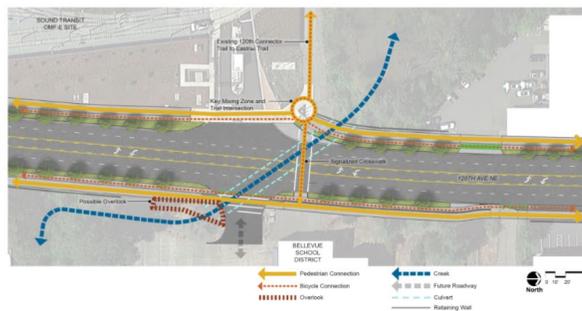
**120th Avenue NE Phase 4**  
NE 16th Street to Northup Way  
March 2021

#### Corridor Plan



**120th Avenue NE Phase 4**  
NE 16th Street to Northup Way  
March 2021

#### Creek Crossing Enlargement



**degnaw**  
about 1 month ago

**Median Island/Refuge in Crosswalk**

1

**Uncle Kongo**  
about 1 month ago

**Kiosk or Trail signage**

Where does the Cross Kirkland Corridor trail go? Kirkland, UW, Bellevue College North Campus, Microsoft

0

**Trident1**  
about 1 month ago

**Public Restrooms**

This area doesn't seem like it would be laden with restroom options open to the public.

0

[View All Ideas](#)

# 120<sup>th</sup> Avenue NE Improvement Project

---

## Online Open House Summary

### Urban Design Survey

- 9 people responded to the survey. You did not need to register or leave any personal information to be able to respond
- Survey consisted of three photo responses followed by an essay field for any additional comments, plus a field to share any additional comments on the project
  - You could only choose one response per question
  - Images were randomized for each visit
- These were followed by 11 standard demographics questions
- All questions on the survey were optional

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

### Question 1: Retaining wall design patterns

Option		Number of Responses	Major themes
	Concrete formliner	1	<ul style="list-style-type: none"> <li>• People liked that the metal mesh on green screen option adds more green to the area</li> <li>• Some people thought it would help limit graffiti</li> <li>• The one person who chose the formliner preferred it because it is cost effective and durable</li> </ul>
	Existing galvanized trellis on 120th Ave NE	0	
	Lighting	0	
	Existing black coated trellis on 120th Ave NE	0	
	Metal mesh on green screen mounted on concrete wall	8	

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

### Question 2: Signage

Option		Number of Responses	Major Themes:
	<p>Informational signs highlighting business locations, sites, and amenities</p>	2	<ul style="list-style-type: none"> <li>• Almost everyone commented they would like directional signage even if they chose a different signage option for the question</li> </ul>
	<p>Signs to identify bike routes</p>	3	
	<p>Interpretive signs for natural areas</p>	4	

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

### Question 3: Landscaping

Option		Number of Responses	Major Themes:
	Street trees, shrubs and groundcover plantings lining the sidewalk	2	<ul style="list-style-type: none"><li>• Two people thought the two options looked the same</li><li>• Two people wanted plants to add color to the area</li><li>• One person liked having plantings on one side to allow access to adjacent properties and to limit overgrown foliage</li></ul>
	Existing planting beds lining both sides of the sidewalk along 120th Avenue Northeast	7	

# 120<sup>th</sup> Avenue NE Improvement Project

---

## Online Open House Summary

**Question 4: Do you have any other thoughts you would like to share with us about the 120th Avenue Northeast Roadway Improvement Project?**

### **Major Themes:**

- Two people want single vehicle travel lanes, while one person thought five lanes was necessary
- Three people commented on the bicycle facilities, including expressing ideas that bike lanes should be on both sides of the road, comfortably wide, protected, and separated from pedestrians
- One person wanted more median planters and another person wanted some public art or other things to add visual interest

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

### ATTACHMENT A: February 2021 Project Mailer



## Share your ideas!

### 120TH AVENUE NE IMPROVEMENT PROJECT

between the future NE 16th Street and Northup Way in the BelRed Subarea

The Bellevue Transportation Department is looking at ways to improve 120th Avenue NE between the future NE 16th Street and Northup Way to benefit all users. We're planning improvements that will enhance mobility and safety for people walking, biking, driving and taking transit in this part of the 120th Avenue NE Corridor. As we advance our design work, we want to hear from you.

**Online Open House | March 29-April 16**  
Share your ideas!  
[EngagingBellevue.com](http://EngagingBellevue.com)

#### Project timeline

2021 Complete 60% design work  
2022 Complete final design  
2023-2025 Project construction (if funded)

#### Project information

[BellevueWA.gov/120thavenuecorridor](http://BellevueWA.gov/120thavenuecorridor)  
Jun An, project manager  
425-452-4230 | [jan@bellevuewa.gov](mailto:jan@bellevuewa.gov)

#### Improvements under consideration



Widen 120th Avenue NE to five lanes



Add new pedestrian and bicycle facilities on both sides of the roadway



Replace the culvert under the roadway to improve fish passage



Upgrade utility and stormwater facilities



Improve landscaping and lighting



Improve traffic signals



Enhance corridor signage



Update pavement and striping

**Information**  
정보 i 情報  
सूचना 資料  
425-452-6800  
సమస్యలకు Thông Tin  
Información معلومات  
اطلاعات Информация



For alternate formats, interpreters, or reasonable accommodation requests please phone at least 48 hours in advance 425-452-2064 (voice) or email [mjensen@bellevuewa.gov](mailto:mjensen@bellevuewa.gov). For complaints regarding accommodations, contact City of Bellevue ADA/Title VI Administrator at 425-452-6168 (voice) or email [ADATitleVI@bellevuewa.gov](mailto:ADATitleVI@bellevuewa.gov). If you are deaf or hard of hearing dial 711. All meetings are wheelchair accessible.

Title VI Notice to the Public: It is the City of Bellevue's policy to assure that no person shall on the grounds of race, color, national origin or sex, as provided by the Title VI of the Civil Rights Acts of 1964, be excluded from participating in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded program and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the Title VI Coordinator. For Title VI complaint forms and advice, please contact the Title VI Coordinator at 425-452-4496.

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

### Attachment B: Next door post



The image is a screenshot of a Facebook post from the City of Bellevue. The post is titled "120th Avenue NE Improvement Project Online Open House" in large, bold, green text. Below the title is a photograph of a street scene with a sidewalk, a road, and a car. The text of the post reads: "Online open house seeks ideas on 120th Ave NE improvements. Share your ideas on preliminary design improvement concepts being considered for 120th Avenue NE (between the future NE 16th Street and Northup Way) at an online open house: <https://www.engagingbellevue.com/120thavenue>. View and comment on road See more...". Below the text is a link to the online open house: "120th Avenue Northeast Improvement Project Online Open H... engagingbellevue.com". The post is dated "3 Apr" and has "1350 Impressions".

Nextdoor post 4/3/21 (1,350 impressions)

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

### Verbatim comments from Online Open House

#### Road Section Ideas Comments:

Comment / Idea Title	Additional Description
Only one lane in each direction!!	There isn't any good reason to have 5 lanes here. If you're accessing SR520 (or eastbound Northup), you'd use 124th Ave NE instead since it's more direct. This route is primarily a local access to westbound Northup, which could be easily handled by 1 lane per direction.
Separate west bike lane from pedestrians	When the transit station is open expect pedestrians to spill over into the bike lane if it is constructed as pictured. The precedent for walking in the bike lane is already set on 108th Ave now and the upcoming NE 12th St design. The bike lane should be separated from pedestrians to keep them safe and separated cars to keep people biking safe. If the bike lane is crowded with pedestrians expect to see people returning to the car lane to bike through that stretch more quickly.
Narrowing and speed buffering	I ride this road several times a week now and drivers regularly speed through here with impunity. It's what they're used to and what I expect them to continue doing if the road is not designed to slow them down. Please narrow lanes, curve the road, etc.
Reduce the road to one lane (11' wide) in each direction. Put the bike lanes next to the curbs. Reduce the sidewalk to 5' wide and place	it on the east side only. Reduce the stream overlook area by 50%. Eliminate the TOD parcel designation.
Pedestrian crossing where Eastrail joins 120th	Once Eastrail is busy, many walkers and cyclists using the spur will likely want to cross 120th. Put a traffic light-controlled crossing right where the spur meets 120th. Make the wait time to cross short (not like downtown!) so that pedestrians are prioritized over cars.

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

<p>Where will vehicles taking 120th be going, and wouldn't it make more sense to put them on 124th?</p>	<p>120th will be widened to 4 lanes, and it dead-ends at Northup Way, also a 4-lane road. 124th will also be widened to 4 lanes, and dead-ends at Northup Way/SR-520 ramps. Extra lanes on 120th won't improve traffic flow along Northup Way/520 ramps, versus putting this traffic on 124th via Spring Boulevard or BelRed Rd?</p>
<p>Eliminate this project</p>	<p>I drove this roadway this morning. It's clear that there is no requirement for this project, as there are only a few businesses (office buildings, Metro bus park, Sound Transit rail car maintenance shop; BMW car shop, etc.) near the road. The existing roadway is quite serviceable; certainly no need to construct such a massive and expensive project. If adjoining property owners want to have such a grandiose facility, let them design and construct it for themselves and save Bellevue taxpayers some money.</p>
<p>Make the section design consistent with previous phases (e.g. bike lanes separated from pedestrians/sidewalks)</p>	<p>Switching the bike lane configuration would be confusing and could cause accidents. It would also make it hard for cyclists to turn into adjacent properties. Bellevue needs to finish this complete street ASAP to accommodate all the new motor vehicle trips the City's massive development binge will create. It could be funded by shifting money from the proposed Bellevue Way South HOV project in the CIP. Finally, recognize the fact that Eastrail is only 2 blocks away. This is a more appropriate location for bike lanes and riders. Therefore, making connections from 120th to Eastrail is important so bike riders can access a grade-separated regional trail.</p>
<p>On The Right Track - love the idea of having plants and curb btwn cars/bikers</p>	<p>that is a big improvement over 108th which is very dangerous for drivers and walkers.</p>
<p>Prefer to have this be non-motorized area only, move cars to 124th.</p>	<p>Expected to be extremely busy area once ppl back to work, apts fill, lightrail running. Consider adding walkway overpasses, roundabouts, to help flow. Delivery drivers, uber, etc already make the area congested. This enables expansion of the "art district"</p>

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

Pedestrian/bike crossing	Need a pedestrian/bike crossing where the Cross Kirkland Corridor comes in at the rail road track into the Safeway Plant.
Cellphone lot	An area where people can wait for the train or drop-off passengers. This would keep drivers from pacing up and down 120th Ave.
Visibility and turning radius for trucks	Make sure to plan for turning radius and visibility for truck traffic in and out of the Safeway Distribution center and the milk plant. Avoid planting trees that will grow too high that the trucks won't be able to see through/over/around.
We don't need more car lanes on 120th!	<p>Design roads for the traffic you want, not for the traffic you want to avoid. Why does the city want to add car lanes to an otherwise calm street in a transit-oriented district with unparalleled bike and pedestrian access? Is it the City of Bellevue's goal to encourage more commuters to drive alone to Facebook from Seattle?</p> <p>Bellevue will soon be packed to capacity in car traffic that we can't build our way out of. That's not accidental. That's by design. Bellevue was built for cars. Bellevue is still building for cars.</p>
Alternate parking	Currently, from the light rail overpass to the Bellevue School District building (the old Safeway Bread Plant) there's on-street parking. Where will all those trucks and cars park?
Underground Utilities? Electric, Natural Gas, Fiber?	Plan ahead: Is there a need for underground electric, natural gas, fiber along this route? Now is the time to plan this. Eg. New cellphone towers will require both power and fiber. Eg. Who knows if the old bread plant becomes a server farm for the school district. The conduits can be placed underground as part of the road construction on the right hand side. Avoid having to dig-up the road later now.

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

<p>Keep it as 2 lanes. Or widen only the Southbound direction at the South end.</p>	<p>'A full 5-lane cross section for the entire half mile corridor is not justified. I interpret 6%-17% of travel time on a half mile corridor as about 5-15 seconds, which is hardly noticeable. Queue spillback is also a non-issue as long as traffic lights are timed as to not "shut out" any entering direction.</p> <p>On the contrary, a wide high-speed arterial is immensely harmful to pedestrian comfort and safety, and will discourage people from walking and biking as well as using/walking to the light rail. It also consumes significant, valuable land area which could otherwise be used as public space or be built upon.</p> <p>If widening is determined to be <i>*absolutely*</i> necessary, only widen where it is justified (southbound at the very south end). The NE 17/18th to NE 24th segment, as well as the northbound segment north of NE 16th, should remain 2 lanes.</p> <p>-----</p> <p>(In response to):          "Under the future long-range forecast (year 2045), the 2-lane (1 lane in each direction) option is expected to experience congestion at key intersections along 120th Avenue NE; particularly for the section between NE 16th Street (future street) and NE 19th Street. ....          Under afternoon (p.m.) peak conditions, vehicle queuing is expected to spill back to upstream intersections at some of these locations under the 2-lane scenario. With the widening to provide 2 lanes in each direction with a center turn lane, most of the vehicle queue spill back issues are alleviated and the travel times along the corridor improve by 6%-17% when compared to the 2-lane scenarios."</p>
<p>5 lanes not needed. Add biking capacity.</p>	<p>One lane, plus turn lane, each direction on 120th. Give the extra width to protected bike lanes inside of planting strips in each direction. There is a once in a lifetime chance to really encourage biking and non-car mobility in B'vue by creating protected infrastructure. Take the opportunity. All the new roads through the district</p>

# 120<sup>th</sup> Avenue NE Improvement Project

## Online Open House Summary

	(Spring Blvd, etc) should have protected bike lanes. Not just soft bollards, actual safe lanes separated from vehicles. This is relatively flat area, electric bikes work well, and light rail is right there. Don't cater to only cars.
Conduct refreshed analysis to verify needed scope/roadway cross-section	Before advancing into final design, conduct a new traffic analysis considering current land use and traffic growth forecasts to verify the need for the planned five-lane cross-section. Evaluate whether a two, three or four lane cross-section will suffice. The northernmost segment of the corridor may very well have different, lesser capacity needs than segments completed to the south.
Keep native existing TREES on this corridor. Add metered parking where people park today (for transit drop off). No new lanes.	If you want to make sure people DON'T walk to transit and don't walk on this corridor, then build more lanes for cars. This could be a walking/biking paradise near King County's Eastrail, the future Spring District/120th Station, the SR 520 Trail and the West Tributary Trail. Keep the trees to attract people to make time for the walk. Make foot path near the trees, and keep some street-side parallel parking that exists today, but add meters. This will calm traffic and allow some reasonable parking options. As a person who drives all the time to nearby Emerald Ballet, we need to be able to walk to businesses on Northup Way and in the Spring District. No new car lanes.

### Regional Trails Ideas Comments:

Comment / Idea Title	Additional Description
Kiosk or Trail signage	Where does the Cross Kirkland Corridor trail go? Kirkland, UW, Bellevue College North Campus, Microsoft
Public Restrooms	This area doesn't seem like it would be laden with restroom options open to the public.