



DATE: December 20, 2024

TO: Mayor Robinson and City Councilmembers

FROM: Andrew Singelakis, Transportation Director, 425-452-6468

SUBJECT: Bike Bellevue: Corridor 8

This memo provides information on the Transportation Commission recommendations for the Bike Bellevue corridors. With these recommendations, the Commission has concluded its work on Bike Bellevue.

On March 25, 2024, Council directed the Transportation Commission to recommend the categorization of each proposed Bike Bellevue corridor (as shown in Figure 1) according to the following categories:

1. Corridors that would not require travel lane repurposing that the City would program and implement as soon as possible.
2. Corridors that have an emphasis on creating connected routes for Bike Bellevue.
3. If a travel lane is repurposed, it will initially be assessed as a trial or demonstration project using data provided by the Transportation Commission. Repurposing a travel lane will only be recommended as a last resort.
4. Prioritize high injury network area corridors.
5. Corridors that would be deferred to and incorporated into the next update of the Transportation Facilities Plan (2024/25) for citywide consideration, prioritization, and resource allocation.
6. Corridors that would no longer be considered and provide a rationale as to why.
7. Corridors that would be implemented as permanent bicycle infrastructure rather than with a rapid-implementation design.

Regarding Criteria #5, a referral of a Bike Bellevue corridor to the Transportation Facilities Plan (TFP) means that the corridor would be considered for further analysis in this current update of the TFP. While Bike Bellevue provided foundational information for each corridor, additional design and cost estimation would be needed to proceed toward implementation of bicycle network facilities. Alternative approaches or corridors could also be considered in order to achieve bike network connectivity.

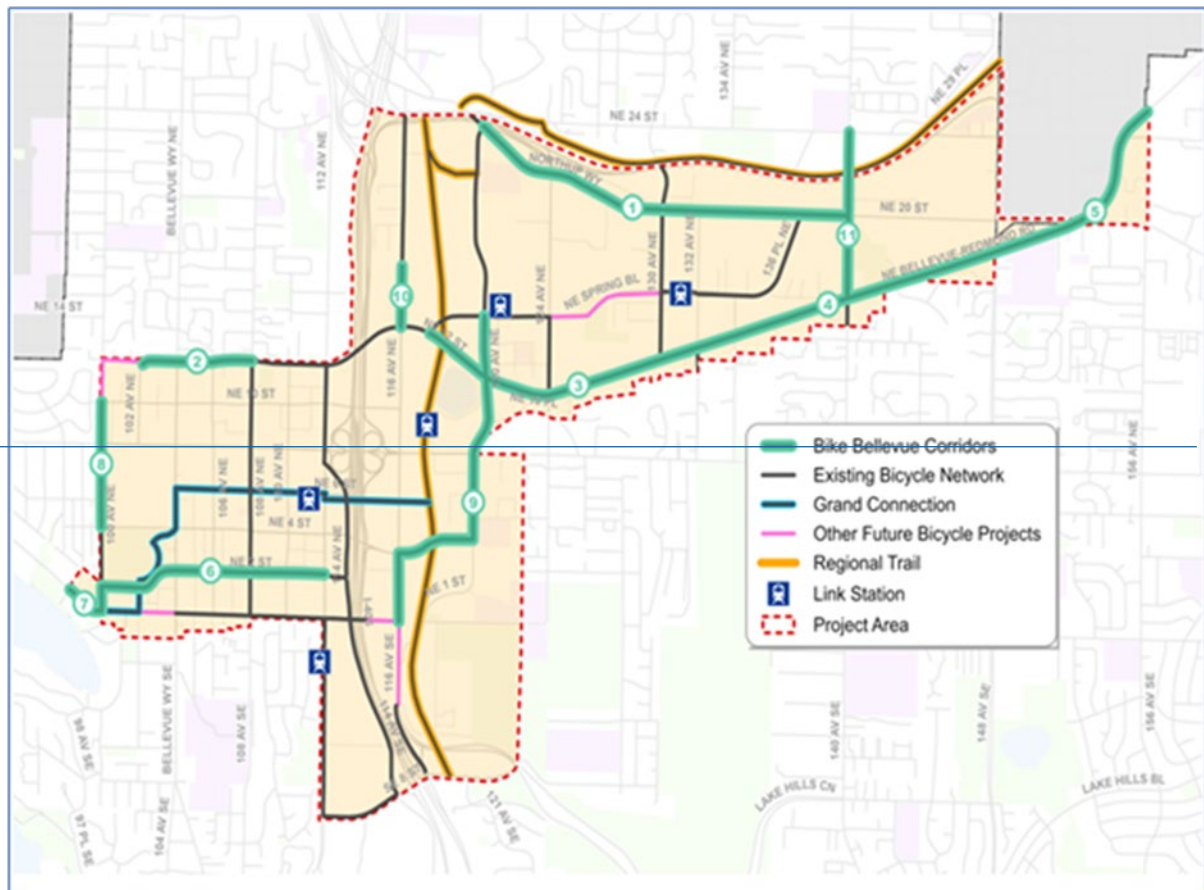


Figure 1. Bike Bellevue Corridors

The Commission voted to approve the first recommendations to the Transportation Director on April 11. Staff reported the following to Council on April 23:

- Corridor 6B: NE 2nd Street: Category 1. Between Bellevue Way NE and 112th Avenue NE, retain vehicle travel capacity while providing directional bike lanes (a mix of conventional, buffered, and separated buffered).

Status update: This will be in the final design soon, with implementation potentially in 2025.

- Corridor 7: Lake Washington Boulevard: Category 1. Remove curbside parking on the south side to accommodate a pair of directional bicycle lanes.

Status update: Bike lanes are designed, and implementation is planned for the summer of 2025, in coordination with a utilities stormwater project.

- Corridor 9: 120th Avenue NE, NE 4th Street, 116th Avenue NE: Category 1. Restripe channelization to provide buffered bike lanes while maintaining the existing 5-lane cross section.

Status update: This will be in the final design soon, with implementation, potentially, in 2025.

On May 23, June 13 and July 11, the Transportation Commission voted to approve recommendations for Bike Bellevue corridors as follows:

May 23

- Corridor 6A: NE 1st Street/2nd Street. Category 1. Between 100th Avenue NE and Bellevue Way, design and implement this corridor as a shared street with traffic calming provisions, speed limit reduction to 20 mph, wayfinding, and follow-up evaluation.

Status update: This will be in the final design soon, with implementation, potentially in 2025.

June 13

- Corridor 2: NE 12th Street: Category 7. Design and implement this bicycle facility as a permanent, multipurpose path on the north side between 100th Avenue NE and 108th Avenue NE.

Status update: This project is in design. Implementation will be coordinated with a private-sector redevelopment project at 102nd Avenue NE.

July 11

- Corridor 1: Northup Way, three segments, west to east:
 - 120th Avenue NE – 124th Avenue NE. Category 1. Corridors that would not require travel lane repurposing will be programmed and implemented as soon as possible. This may be accomplished by narrowing vehicle travel lanes to provide a buffer to existing bicycle lanes.
 - 124th Avenue NE – 136th Avenue NE. Category 7. Corridors that would be implemented as permanent bicycle infrastructure rather than with a rapid-implementation design. Private-sector development would continue to build directional bicycle lanes as permanent infrastructure, incrementally, as development occurs, with public-sector projects to fill long-term gaps as needed.
 - 136th Avenue NE – 140th Avenue NE. Category 5. Corridors that would be referred to and incorporated into the next update of the TFP (2024/25) for citywide consideration, prioritization, and resource allocation. For this segment of the priority bicycle corridor between Downtown and Overlake, prepare design options to achieve the intended level of traffic stress (LTS 1) per the Mobility Implementation Plan.
- Corridors 3, 4, and 5: Bel-Red Road. Category 6. Corridors that would no longer be considered and provide a rationale as to why. Staff recommended referring this corridor to the update of the TFP to study potential options to achieve the MIP performance target of LTS 3 or better. The Commission voted 3-2 in favor of the Category 6 recommendation. Commissioners who voted in the majority expressed concerns about the safety of bicyclists along the corridor and an interest in

maintaining capacity for vehicle travel. Commissioners who voted in the minority were opposed to eliminating this corridor from further consideration, preferring the Category 5 approach as a referral to the next update of the TFP (2024/2025) through which staff would study options to achieve a bicycle network connection along this corridor.

- Corridor 11: 140th Avenue NE. Category 5. Corridors that would be deferred to and incorporated into the next update of the TFP (2024/25) for citywide consideration, prioritization, and resource allocation. Commissioners recommended early implementation to refresh existing lane markings and wayfinding, followed by a TFP funded analysis of options to achieve LTS 1 on this priority bicycle corridor. This would include a connection to Spring Boulevard at Bel-Red Road.

City Council:

August 6

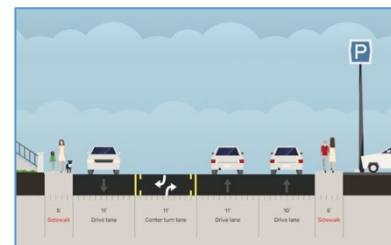
Transportation Department staff, as well as the vice-chair of the Transportation Commission, presented to Council the recommendations for Bike Bellevue corridors 1, 2, 3, 4, 5, 6B, 7 and 9. A focus of the discussion was on the Bel-Red Road corridors 3, 4 and 5 for which the Commission and staff had different recommendations. While the Commission recommended to no longer consider Bel-Red Road for bicycle network facilities (Category 6), the staff recommendation is moving forward to refer the Bel-Red Road segments for consideration in the update of the Transportation Plan (Category 5), with an analysis and potential design options and costs to be determined.

October 10

On October 10, staff provided analysis of four alternatives for the Commission to consider in making a recommendation on Bike Bellevue Corridor 8 - the segment of 100th Ave NE, between NE 4th Street and NE 8th Street. This segment connects on the south with a shared-use path on the west side of the Bellevue Downtown Park and on the north with existing/planned directional bike lanes on 100th Avenue NE north of NE 8th Street. For Alternatives 2 and 3, which would repurpose a northbound travel lane, a pilot and evaluation would be conducted prior to implementation of any permanent infrastructure projects.

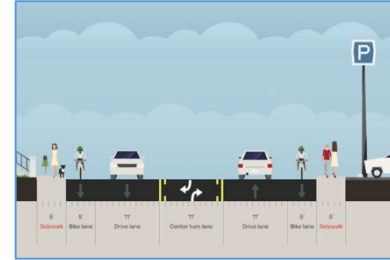
- Alternative 1: No Build. Do not provide any new bicycle network facilities.

In this “existing conditions” alternative, people riding bicycles would continue to share the travel lanes with cars without any additional signage, lane markings or changes to traffic operations at the three signalized intersections (NE 4th Street, NE 5th Street, NE 8th Street).



- Alternative 2: Repurpose a northbound travel lane and implement directional bike lanes initially as a pilot, with an evaluation conducted prior to possibly implementing a permanent facility. Refer to the TFP.

In this alternative of repurposing a northbound travel lane, traffic operations - both in terms of signalized intersection function and corridor travel speed - were determined to meet the Performance Targets established in the Mobility Implementation Plan. Information on traffic performance is in the table below, after the descriptions of each alternative.

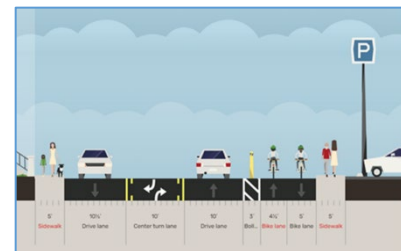


Striped, directional bicycle lanes would be added both northbound and southbound for bicyclist to ride in the direction of traffic. The available space would not allow for vertical posts between travel lane and bicycle lane. Alternative 2 would provide for the direct north-south connection envisioned in the 2009 Pedestrian and Bicycle Transportation Plan. However, given the speed limit (30 mph) and traffic volume (>10,000 ADT), directional bike lanes with no buffer would not meet the Performance Target of LTS 1. Compared to Alternative 3, directional bicycle lanes would avoid the contraflow situation that would be created in the two-way cycle track where southbound bike riding would be in the northbound travel lane.

Alternative 2 would be recommended as a referral for consideration in the update of the TFP. Final design would provide a greater understanding for implementation, including: accurate survey, traffic operations needs at the three signalized intersections to accommodate movement of vehicles, bicycles, and pedestrians, wayfinding signage and pavement markings, potential new traffic control signals at driveways on the east side of 100th Avenue NE, both inside the Bellevue Square garage (to alert drivers of bicyclists) and on the northbound bike lane (to alert bicyclists of drivers).

- Alternative 3: Repurpose a northbound travel lane and implement a two-way cycle track on the east side initially as a pilot, with an evaluation conducted prior to possibly implementing a permanent facility. This is the Bike Bellevue design concept. Refer to the TFP.

In alternative 3, repurposing the northbound travel lane meets the performance targets for both signalized intersection function and corridor travel speed. With the cycle track alternative, there is available space to allow for a horizontal buffer with vertical posts between the northbound vehicle travel lane and the cycle track but would result in a



contraflow bicycle direction (southbound bicycle riders in the cycle track traveling next to the northbound lane). The contraflow may create a safety consideration at the two unsignalized driveways to Bellevue Square. This alternative would require a referral for consideration in the update of the TFP. Final analysis and design would

provide a greater understanding of signalization and traffic operations needs at intersections to accommodate vehicles, bicycles, pedestrians, wayfinding signage and pavement markings, and potential new traffic signals at driveways inside the Bellevue Square garage and on the cycle track.

- Alternative 4: An alternate corridor to 100th Avenue NE would create a parallel route along 98th Avenue NE that connects with 100th Avenue NE via NE 1st Street and NE 8th Street. Refer to the TFP.

This alternative would not provide additional accommodations for bicycle riders on 100th Avenue NE (no build). Instead, alternative 4 would route them to a parallel corridor on 98th Avenue NE (with connections via NE 1st Street and NE 8th Street). This route would avoid potential safety concerns at Bellevue Square driveways. Additional analysis would be needed to study options to implement this alternative, including feasibility and costs to achieve a bicycle network connection along the segment of NE 8th Street between 100th Avenue NE and 98th Avenue NE, traffic operations to accommodate bicyclists at the intersection of 100th Avenue NE and NE 8th Street, needs for wayfinding and pavement markings, and to conduct neighborhood outreach for the entire corridor. This alternative would require a referral for consideration in the update of the TFP.

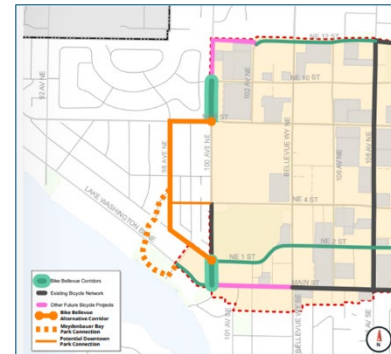


Table 1. Alternatives Analysis

Mode	Metric	Alt. 1			Alt. 2			Alt. 3			Alt. 4		
		No Build Existing Conditions			Directional Bike Lanes No Buffer			Two-way Cycletrack Vertical Buffer			98 th Ave NE Alternate		
Bike	Performance Target is LTS 1	Would Not Meet			Would Not Meet			Would Not Meet			May Meet, depending on design for the NE 8 th Street Segment		
	30 mph 10.6K ADT	LTS 4			LTS 3			LTS 2			LTS 1 on 98 th TDB on NE 8 th St		
		V/C at signalized intersections along 100th Avenue NE											
Vehicle	V/C PM Peak Performance Target is 1.0	4 th	5 th	8 th	4 th	5 th	8 th	4 th	5 th	8 th	4 th	5 th	8 th
		.58	.42	.78	.58	.42	.85	.58	.44	.93	.58	.42	.78
	Travel speed Performance Target: N/A*	NB. 18 mph SB. 15 mph			NB. 17 mph SB. 16 mph			NB. 16 mph SB. 15 mph			NB. 18 mph SB. 15 mph		

*Note: 100th Avenue NE is not a Primary Vehicle Corridor for which the MIP has established a Performance Target for corridor travel speed. With a posted speed limit of 30 mph, the Performance Target would be 6 mph in Downtown, which is Performance Management Area (PMA) 1. Each alternative would meet the performance target.

Commission Recommendation for Corridor 8:

The Commission recommended Alternative 4 to be referred for consideration in the update of the TFP. This recommendation is consistent with Category 5. The Commission provided rationale for this recommendation as follows:

- Alternatives 2 and 3 would repurpose a northbound vehicle travel lane on 100th Avenue NE and would direct bicyclists into potential conflict points with three driveways that serve Bellevue Square parking.
- Alternative 3, the Bike Bellevue design concept, would create a potentially unsafe situation in which people riding southbound in the two-way cycle track would be traveling in the opposite direction of vehicle travel, and drivers may not be aware of them as they exit a driveway.
- The Commission noted that the City is planning to construct a signalized pedestrian crossing of NE 8th Street at 98th Avenue NE. This new signal would facilitate crossings and improve safety for people walking and bicycling.
- Alternative 4 includes a segment of NE 8th Street between 100th Avenue NE and 98th Avenue NE. This segment does not currently meet the target bicycle level of traffic stress (LTS) as there are no bicycle network facilities on this segment. Design solutions to improve the comfort and safety for people riding bicycles along NE 8th Street would need to be explored. The cost for improvements and an implementation timeline is unknown and would be determined with further analysis in a TFP recommendation.
- With a referral of Alternative 4 for consideration in the update of the TFP, public outreach would be conducted as part of future planning work for the 98th Avenue NE corridor. A pilot would not be incorporated in the implementation of Alternative 4 as it would not involve the repurposing of a travel lane on 100th Avenue NE.

Corridor 10

Bike Bellevue Corridor 10 is a short segment on 116th Avenue NE just north of NE 12th Street. The design concept is to repurpose the northbound “drop” lane for its short distance to provide space for a bike lane that would connect with the existing northbound bike lane. This street segment is also part of the planning for the alignment and station of the planned King County Metro K Line. Because this is a regional transportation issue, discussion and decision are reserved for the City Council. Therefore, the Transportation Commission will not be asked to provide a recommendation on Corridor 10. Instead, decisions by the City Council regarding the King County Metro K Line alignment and station location will determine the bicycle network facility on this segment of 116th Avenue NE.