BELLEVUE SAFE ACCESS FOR EVERYONE

Bellevue B-Safe Technical Memo: RSA #2

South Downtown Loop: Main Street, Northeast First Street, Northeast Second Street, 100th Avenue Northeast and 108th Avenue Northeast

Prepared for:
City of Bellevue

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Notice and Disclaimer
The City of Bellevue adopted the Safe System approach to achieve the Vision Zero goal of zero fatalities and serious injuries on city streets by 2030. To systematically improve safety, staff follow a three-step process of identification, evaluation and implementation. The high injury network (HIN) identifies streets that represent the majority of traffic related fatalities and serious injuries, and road safety audits evaluate the specific roadway contexts for potential safety improvements. The potential treatments provided in this report are preliminary suggestions and have not been evaluated for engineering feasibility. The inclusion of potential treatments in this report does not indicate that they will advance to implementation. All potential treatments are subject to feasibility evaluation, available funding, staff capacity and city leadership direction.

Reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning safety enhancements under 23 U.S.C. § 148 are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in such reports, surveys, schedules, lists, or data. Further restrictions may apply under 23 U.S.C. § 407.

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1. Introduction

1.1 Grant Introduction

The City of Bellevue received Safe Streets and Roads for All (SS4A) federal grant funding to analyze and implement the citywide Vision Zero goal of eliminating traffic deaths and serious-injury collisions on city streets by 2030.[1] An aspect of this grant is to conduct road safety assessments (RSA) in the project area that includes the Downtown, Wilburton, Bel-Red and Crossroads neighborhoods.

Most of Bellevue's fatal and serious-injury collisions occur on a relatively small number of city streets, known as the high injury network (HIN). The city focuses a variety of road safety efforts on these streets with an aim to make them safer for all users. One tactic is to conduct RSAs along those HINs. In total, the grant will fund seven RSAs on approximately 13.7 miles of the High Injury Network between 2025 and 2027.

1.2 What is a Road Safety Assessment (RSA)?

An RSA is a formal safety performance examination of a transportation system by an expert audit team. The purpose of an RSA is to provide an in-depth understanding of crash causes and the existing street environment before designing or constructing potential improvement along a corridor. The RSA provides community members and agencies an opportunity to walk along the corridor and share their insights, experiences and ideas to help improve the safety of the corridor. This report summarizes the work completed for the RSA and provides data-informed suggested improvements.

Figure 1: The seven step process for Road Safety Assessments.

[1] https://bellevuewa.gov/city-government/departments/transportation/safety-and-maintenance/traffic-safety/vision-zero

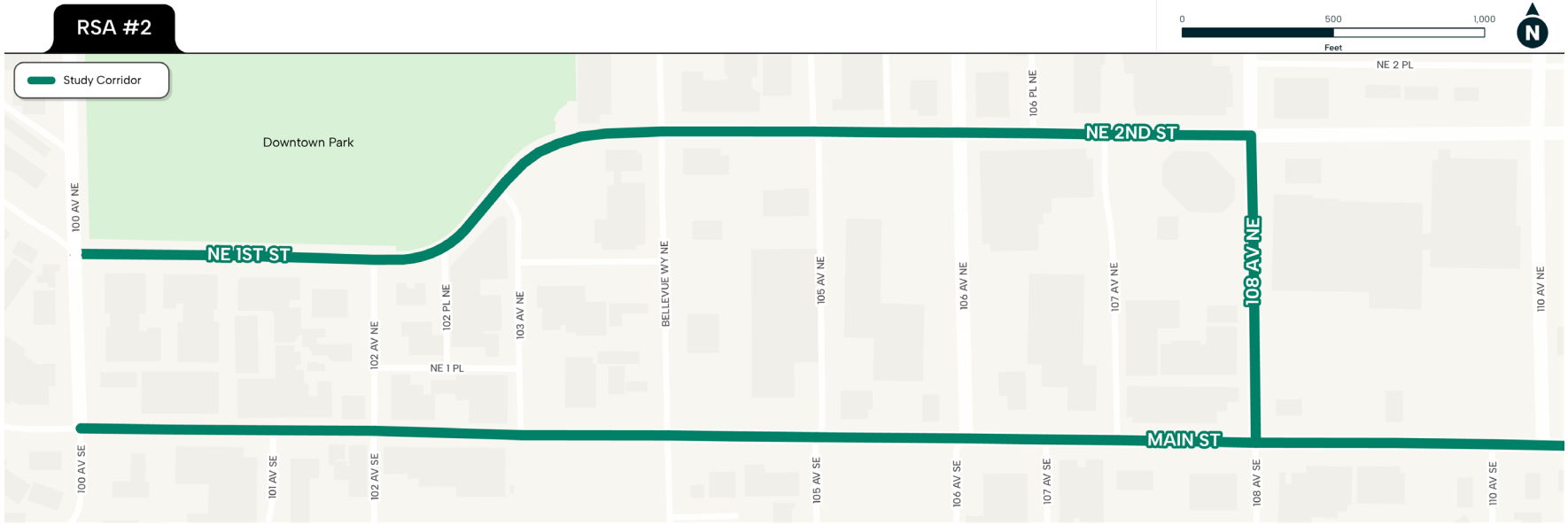
RSA #2 Study Area

This technical memo summarizes the study area and findings of the second road safety assessment (RSA) conducted in 2025, shown in **Figure 1**. The RSA study area included three segments:

- Northeast First Street/Northeast Second Street between 100th Avenue Northeast and 108th Avenue Northeast
- 108th Avenue Northeast between Northeast Second Street and Main Street
- Main Street between 100th Avenue Northeast and 110th Avenue Northeast

This report was developed in accordance with the FHWA Road Safety Audit (RSA) guidelines and combines findings from crash data analysis, local input and community walk audits.

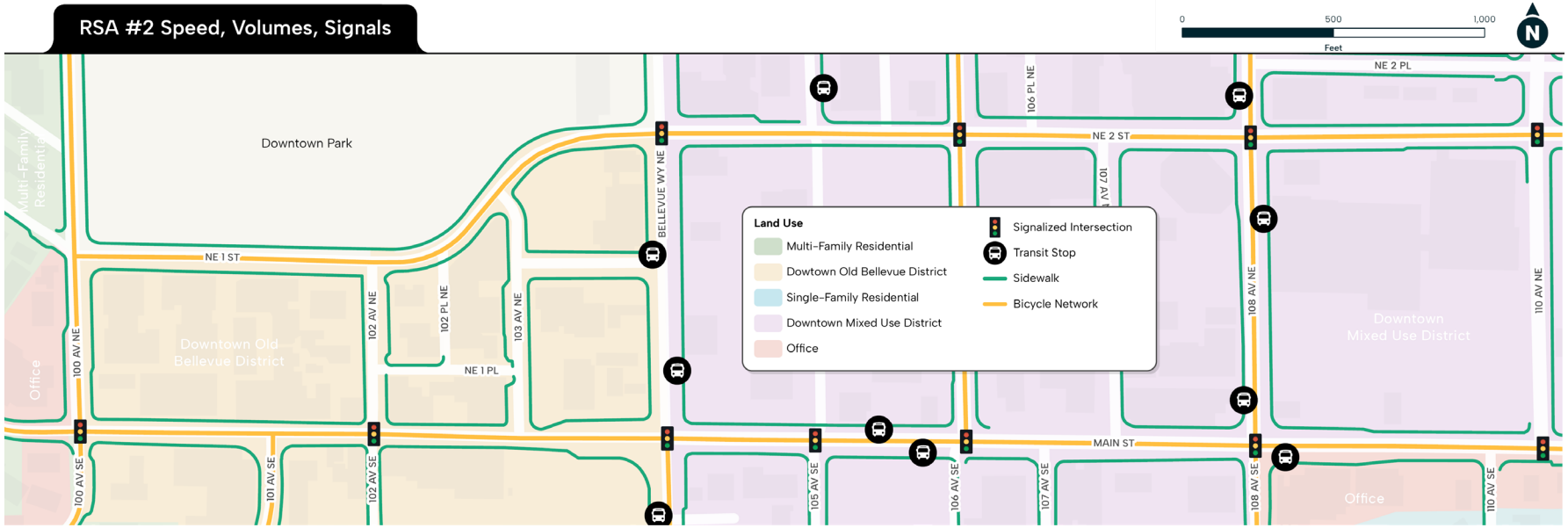
Figure 2. RSA #2 Study Area



Source: Fehr & Peers, 2025

The study area for this RSA is under the jurisdiction of the City of Bellevue and includes three segments and their intersections. **Figure 2** displays the location and context for this RSA including zoning, pedestrian and bicycle facilities, transit stops, signals, volume and speed of the corridor and other key destinations. This map provides additional information on the roadway features, including speed limit, volumes, signal locations, stop signs, rectangular rapid flashing beacons (RRFBs) and any data on observed speed.

Figure 3. Map of RSA #2 Location and Context



Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023)

2. Corridor Background

Understanding the background of the corridor, including demographic data, safety data, speed profiles and relevant projects, is a critical component of identifying potential improvements to consider in the area. This chapter summarizes the key pieces of information; more detail on corridor context can be found in **Appendix A: RSA #2 PSA Packet**.

The RSA #2 South Downtown Loop corridor contains 19 intersections, ten of which are signalized. The corridor also contains sections of on-road bicycle facilities on 108th Avenue Northeast and Main Street, as well as sidewalks throughout the study area.

From 2019-2023, there were 127 crashes on the RSA corridors, including three serious injuries. The most common crash type for all crashes was entering at an angle (which also accounted for seven possible injuries and three suspected minor injuries). The crash type "vehicle turning left hits pedestrian" accounted for all three serious injury crashes along the corridor.

Additionally, the community and staff identified potential safety improvements along the corridor, such as facilities for people walking, biking, or taking transit, as well as driving.

2.1 Demographics

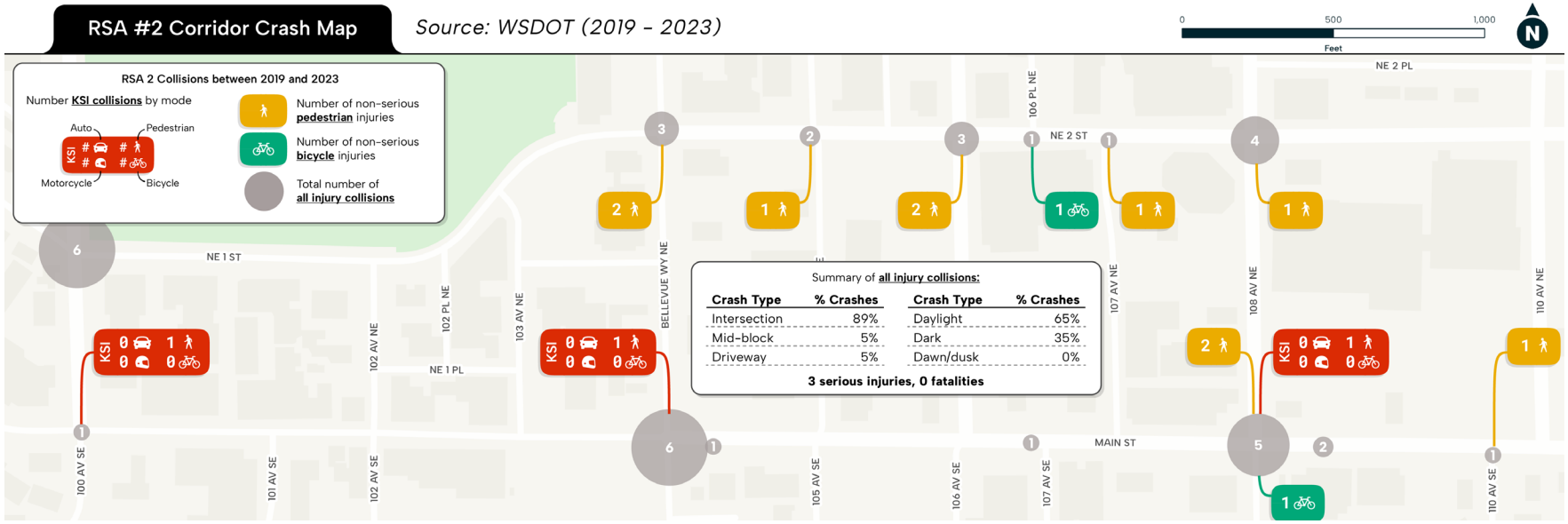
In the RSA #2 South Downtown Loop area, there are approximately 4,353 households and a population of 7,065.[2] The City of Bellevue conducted a Title VI Report[3] on the South Downtown Loop area to summarize key demographic information about the corridors based on the American Community Survey five-year estimates (2017-2021). The report focuses on the eight census block groups that are within the study area. In these block groups, approximately 2.76 % of the population has no high school degree and 19.7% of households have no vehicle. For the RSA #2 study area, 6% of people live below the poverty level and the median home value is $1,465,174**.**

[2] ESRI Business Analytics (2024)
[3] 2017-2021 American Community Survey (ACS) 5-Year Estimates

2.2 Collision History and Themes

Collision data records were evaluated for crashes occurring within the study area during the most recent five years of available data. The study team acquired crash data from WSDOT and the City of Bellevue between January 2019 and December 2023. During this five-year period, 127 crashes occurred within the RSA study area, including **three suspected serious injury crashes** and **zero fatal crashes** (see **Figure 3** for a map of all crashes). **Figure 4,** which displays the crash type by severity, illustrates how the number of crashes fluctuated over the five-year period, with the highest number of crashes in 2023 (28 total crashes). However, 2019 accounted for the highest number of pedestrian crashes of the five-year period, with five pedestrian crashes in the RSA area (see **Figure 3**). All three fatal and serious injury (FSI) crashes involved a pedestrian with the vehicle action either a left or right turn (see **Appendix A: RSA #2 PSA Packet** for more information).

Figure 4. Map of RSA #2 Crash History (2019-2023)



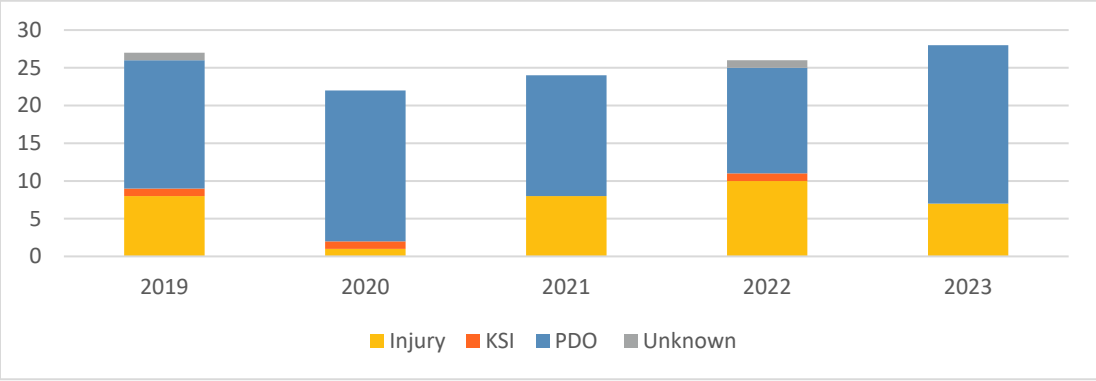
Source: Fehr & Peers, City of Bellevue, WSDOT
Note: This map only visualizes injury-only crashes, not property damage only crashes.

Key Crash Statistics:

Total Crashes: **127**
Total FSI Crashes: **3**
Total Injury Crashes: **37**
Bike Crashes: **2**
Pedestrian Crashes: **14**
Number of crashes related to speeding: **4**

Top Contributing Circumstances
Fail to Yield/Did not Grant RW
Driver Distraction/Inattention
Disregard to Sign or Signal
Crashes at Intersection and/or Intersection Related: **103**
Top Crash Types:
Entering at Angle
Rear End
Left Turn

Figure 5. RSA #2 Crashes by Severity Over Time



Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023)

2.3 Speed Data

Table 1 below highlights the speed statistics for four locations along the study corridor. Along Lake Washington Boulevard Northeast and 100th Avenue Northeast, the 85th percentile observed speed was approximately higher than the posted speed limit of 25 mph.

Table 1. Summary Speed Statistics

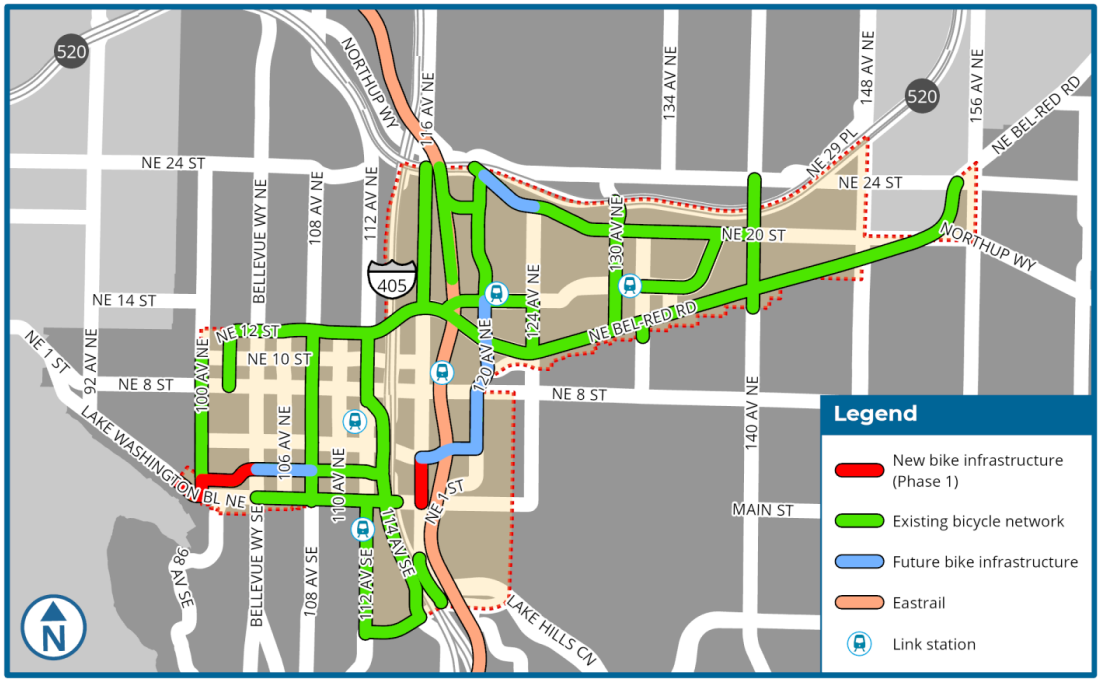
Location	Posted Speed Limit (mph)	Direction	50th Percentile [median] (mph)	85th Percentile (mph)	95th Percentile (mph)	Average Speed (mph)
NE 1st St W-O 102nd Ave NE	25	Eastbound	18.0	23.0	26.2	18.1
		Westbound	18.0	22.7	25.7	18.1
NE 2nd St W-O Bellevue Way NE	25	Eastbound	16.3	19.6	22.3	16.3
		Westbound	16.3	19.7	22.4	16.6
108th Ave NE S-O NE 2nd St	30	Northbound	19.5	24.5	27.6	19.4
		Southbound	23.0	27.5	30.5	23.1
Main St W-O Meydenbauer Way SE	30	Eastbound	11.0	18.5	21.5	11.5
		Westbound	19.9	23.8	26.2	19.4

Source: Bellevue three-day (Tuesday-Thursday) average traffic counts, 2025. The location shorthand 'W-O' is "west of" and 'S-O' is "south of" a given location.

2.4 Other Projects

The City of Bellevue has several future projects planned within the study area, including the Urban Core Bike Network effort. Figure 5 identifies the Urban Core Bike Network[4] projects that fall within the RSA #2 study area. Phase 1 identifies Northeast First Street / Northeast Second Street from 100th Avenue Northeast to Bellevue Way Northeast. For more information on additional development projects, see **Appendix B: Development Projects**.

Figure 6 Other Projects: Bellevue Urban Core Bike Network Project



Source: City of Bellevue, 2025

[4] https://bellevuewa.gov/city-government/departments/transportation/projects/transportation-capital-projects/urban-core-bike-network-connections

3. Public Feedback

Outreach performed for the RSA process included the following:

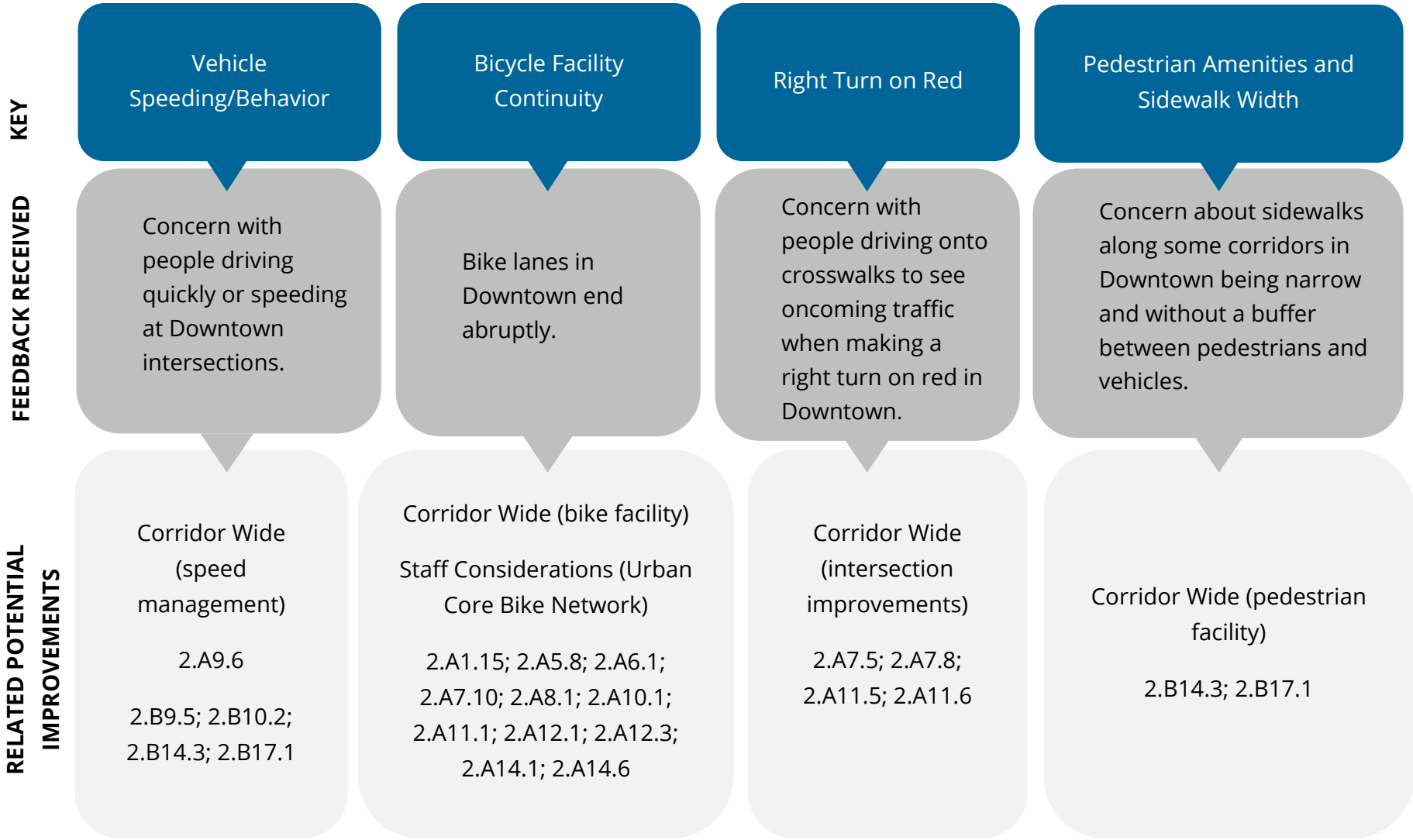
- Launched a ten question survey and mapping tool on Engaging Bellevue platform to solicit public feedback. The mapping tool allowed community members to identify desired safety improvements.
- 39 responses were received on the online survey and 11 responses on the interactive comment map. The online survey was translated into multiple languages, and both the survey and map were open from April 20th, 2025 to June 30th, 2025. Results are shown in **Appendix B**.
- Conducted an in-person walking audit for two hours that involved 10 community members on Saturday, June 7th, 2025. Participants walked the study corridor alongside the consultants to share insights, stories, concerns, and ideas from local community members (see **Figure 6**). Some key themes from these walking audits are shown in **Figure 7**.

Figure 7. Photo from Community Walking Audit

The goal of the fieldwork was to collect information and insights regarding the study for this RSA. The following section summarizes the findings from the field visit.

For a full list of the comments collected during the community walking audit and online survey, refer to **Appendix A**.

Figure 8. Key Findings from Public Engagement along RSA #2



4. Staff RSA

The Staff walking audit was conducted on June 30, 2025 with representation across multiple Transportation Department divisions as well as the Community Development, Development Services and City Manager's Office departments. Following this, the consultant team hosted a one-day virtual workshop (via Microsoft Teams) on July 3, 2025, to identify potential treatments.

During the RSA #2 Workshop, the study team re-introduced attendees to the study area, provided an overview of the data packet provided in advance of the workshop and shared findings to date from the Community Walk Audit and the City Field Review. During the workshop, staff utilized MURAL, an interactive online whiteboard, to add comments and flag potential improvements along the RSA #2 corridors. These are summarized in Section 5: Potential Treatments.

Figure 9. Photo from Staff Walking Audit

5. Potential Treatments

This section provides potential improvements specific to RSA 1, including infrastructure design, operations, and policy improvements. These potential improvements are based on observations made during the community and staff walking audits, staff workshop, and public feedback submitted on the Engaging Bellevue website. Potential improvements in this report were not evaluated for feasibility prior to inclusion, and do not account for available funding, staff capacity or direction from City Council and leadership. Refer to the 'Notice and Disclaimer' on page two for additional information on the potential safety improvements.

The table is separated by location and includes the potential treatment, timeframe, estimated cost range, crash modification factor (CMF) and improvement lead (see Table 2 for key definitions). A CMF is used to compute the expected number of crashes after implementing a countermeasure on a road or intersection. The following potential improvements require further engineering analysis of feasibility and design prior to implementation.

Table 2. Key for Time Frame, Estimated Implementation Cost, and Improvement Lead

Topic	Term	Definition
Time Frame	Near-Term (Near)	≤ Two (2) years
	Intermediate (Int.)	Two (2) – Five (5) years
	Long-Term (Long)	≥ Five (5) years
Estimated Implementation Cost	$	≤ $25,000
	$$	$25,000 - $75,000
	$$$	$75,000 - $150,000
	$$$$	≥ $150,000
CMF	Crash modification factor from FHWA	
Improvement Lead	CoB	City of Bellevue
	KCM	King County Metro
	PPO	Private Property Owner

5.1 Area-Wide Potential Treatments

The City of Bellevue may consider the following potential treatments to improve safety for the entire RSA #1 study area, shown in Figure 9. Note that these suggestions were not evaluated for feasibility prior to inclusion, and do not account for available funding, staff capacity or direction from City Council and leadership. Refer to the notice and disclaimer on page 2 for additional information on the potential safety improvements.

Figure 10: RSA Potential Treatment Map Key

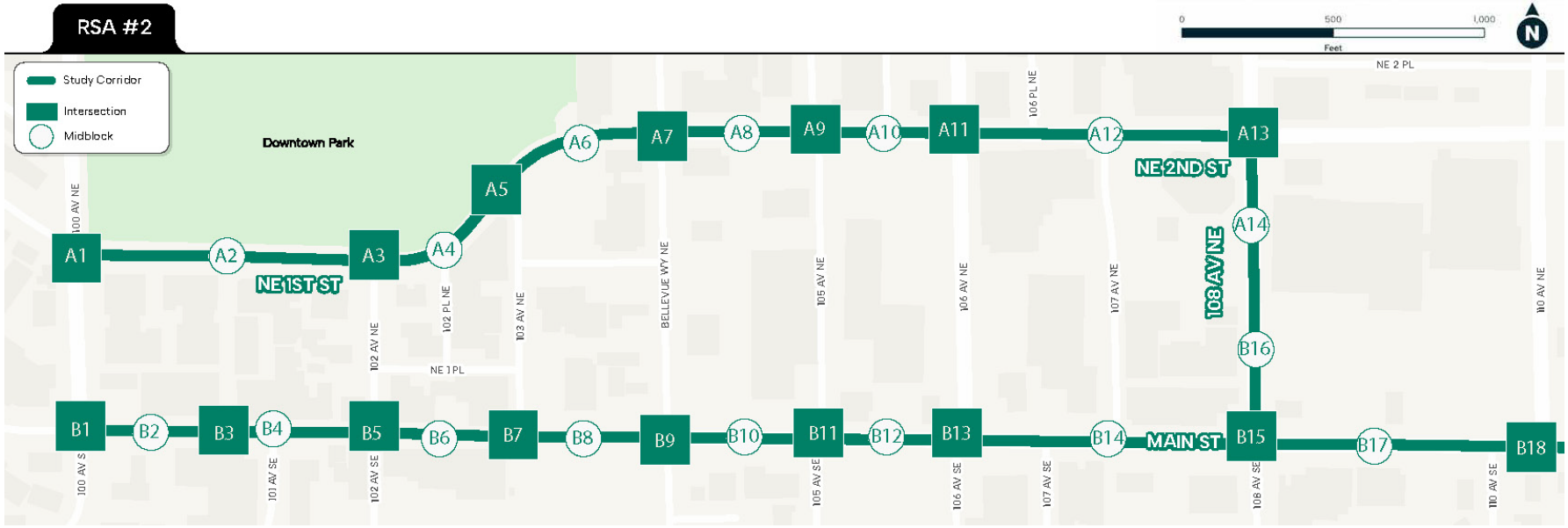


Table 3. Area-Wide Potential Improvements

Potential Improvement	Time Frame	Relative Cost	CMF	Lead
Speed Management				
2.AW.1 Evaluate all 30+mph streets through the Safe Speeds Bellevue program for potential speed limit reductions.	Short Term	$		CoB
Pedestrian Facility Improvements				
2.AW.2 Explore the addition of midblock crossings where there is demonstrated crossing activity or where identified in the MIP. Assess potential locations to ensure appropriate distance from intersections and transit stop connections.	Medium Term	$$$$	0.66	CoB
2.AW.3 Consider adding wayfinding signage or markings to direct people walking to key destinations, transit service, connecting pedestrian facilities, and others as appropriate.	Short Term	$	-	CoB
2.AW.4 Evaluate all utility lids on the sidewalk along the corridor for non-skid application.	Medium Term	$-$$		CoB
Bicycle Facility Improvements				
2.AW.5 Consider adding bicycle facilities to meet the Level of Traffic Stress (LTS) targets in the Mobility Implementation Plan (MIP) for all bicycle network corridors. Where bike facilities are added or already exist, ensure that intersection facilities and signal operations implemented to connect the facility achieve the MIP BLTS intersection target.	Long Term	$$$$	0.734 (install bicycle lanes)	CoB

Potential Improvement	Time Frame	Relative Cost	CMF	Lead
2.AW.6 Consider adding bicycle lane treatments at commercial (green striping), multifamily, and single family driveways (skip striping) for all new and existing bicycle facilities, aligned with City of Bellevue design standards and drawing.	Short Term	$	-	CoB
2.AW.7 Complete the following improvements as part of the Urban Core Bike Network Project: - New striped bike lane eastbound and sharrows westbound on Lake Washington Blvd (99th Avenue Northeast to 100th Avenue Northeast). - Adding all-way stop control at 100th Avenue Northeast and Northeast First Street and removing the westbound left turn pocket. - New striped bike lanes on 100th Avenue Northeast (Main Street to Northeast First). - Sharrows on Northeast First/Second Street (100th Avenue Northeast to Bellevue Way Northeast).	Short Term	$$$$	0.734 (install bicycle lanes) 0.58 (all way stop control)	CoB
2.AW.8 Consider installing striped and buffered bike lanes as part of the Urban Core Bike Network Project on Northeast Second Street (Bellevue Way Northeast to 108th Avenue Northeast).	Medium to Long Term	$$$$	0.734 (install bicycle lanes)	CoB
Speed Management				
2.AW.9 Evaluate all 30+mph streets through the Safe Speeds Bellevue program for potential speed limit reductions.	Short Term	$		CoB

Potential Improvement	Time Frame	Relative Cost	CMF	Lead
2.AW.10 Evaluate speed management countermeasures to reduce speeds along a corridor, including at approaches to intersections and midblock crossings, where there may be more people walking and biking. This may include vertical or horizontal deflection, lane narrowing, radar feedback signs, speed safety cameras, or other measures identified in Bellevue's Residential Traffic Guidebook, Speed Management Plan, or evolving best practices.	Medium Term	$$-$$$$	0.76 (lane narrowing) 0.95 (speed feedback signs) 0.46 (Automated Speed Camera)	CoB
Intersection Improvements				
2.AW.11 Evaluate signal operations and identify adjustments that prioritize the safety of people walking and biking. This may include leading pedestrian intervals (LPIs), protected left turns, restricting right-turn-on-red (RTOR), first-come first-serve (FCFS), and others as appropriate. Consider expanding the city's Real-Time Traffic Signal Safety Interventions to intersections within this RSA, based on available funding and project applicability.	Short Term	$	0.45 0.9	CoB
2.AW.12 Evaluate the feasibility for a leading bicycle interval (LBI) or installing a 'Bikes May Use Ped Signal' sign to provide cyclists with a leading interval.	Medium Term	$		CoB
2.AW.13 Consider adding retroreflective backplates to all signal heads at signalized intersections. Where wind load calculations do not meet the standard, this would require replacing the signal pole(s), which may be outside the scope of RSA improvements. For a 4-section FYA head, consider replacing the signal head with a different head type that reduces wind loads before considering signal pole replacement.	Short to Long Term	$-$$$$		CoB

Potential Improvement	Time Frame	Relative Cost	CMF	Lead
2.AW.14 Utilize the ADA Self-Evaluation and Transition Plan to evaluate and identify facilities that need to be upgraded to meet ADA guidelines. Upgrade nonexistent or noncompliant pedestrian facilities to comply with ADA.	Short to Long Term	$$$	-	CoB
2.AW.15 Evaluate pedestrian APS messaging and confirm that all ADA standards are met.	Short	$		CoB
Other				
2.AW.16 Evaluate potential improvements to site distance at intersections and driveways along RSA #2 corridors.	Short Term	$$$	-	CoB
2.AW.17 Evaluate access management strategies to reduce crashes along corridors.	Short Term	$$-$$$	Link to formula	CoB

5.2 Segment A Potential Improvements: Northeast First Street/Northeast Second Street from 100th Avenue Northeast to 108th Avenue Northeast and 108th Avenue Northeast from Northeast Second Street to 200 feet north of Main Street

Table 3. Segment A Potential Improvements

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
A1 (Northeast First Street and 100th Avenue Northeast)	2.A1.1	Consider reconstructing existing curbs to reduce turn radii (would require reconstruction of ADA curb ramps).	Medium Term	$$$	-	CoB
	2.A1.2	Consider adding pedestrian-scale lighting to the southeast corner of Northeast First Street and 100th Avenue Northeast.	Medium Term	$$$	-	CoB
	2.A1.3	Consider converting the intersection of Northeast First Street and 100th Avenue Northeast to an all way stop intersection.	Short Term	$$	-	CoB
	2.A1.4	Consider adding a crosswalk or raised crosswalk to the south leg of the intersection of Northeast First Street and 100th Avenue Northeast. This may require upgrades to the existing curb ramps.	Long Term	$$$$	0.7 (install raised pedestrian crosswalks)	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
A2 (Northeast First Street from 100th Avenue Northeast to 102nd Avenue Northeast)	2. A2.1	Consider adding raised pavement markers along existing median (CoB standard drawing CH-220-1).	Medium Term	$$	-	CoB
A3 Intersection (Northeast First Street and 102nd Avenue Northeast)	2.A3.1	Consider using traffic diverters or other design interventions to reduce vehicle volumes and prioritize non-motorized modes along this Grand Connection intersection.	Long Term	$$$	-	CoB
	2.A3.2	Consider adding corner raised islands, provide barriers between bicycles/pedestrians and vehicles, as well as a center median on Northeast First Street that prevents vehicles from turning onto 102nd Avenue Northeast, if traffic operations allows.	Medium Term	$$$	-	CoB
A4 (Northeast First Street from 102nd Avenue Northeast to 103rd Avenue Northeast)	2.A4.1	Consider installing raised pavement markers on both sides of existing medians to effectively narrow travel lanes. Consider adding raised pavement markers along existing median (CoB standard drawing CH-220-1).	Short Term	$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
A5 Intersection (Northeast First Street and 103rd Avenue Northeast)	2.A5.1	Consider extending the c-curb on the south leg of 103rd closer to the intersection.	Medium Term	$$	-	CoB
	2.A5.2	Consider updating the crosswalk markings to continental style along the south leg.	Short Term	$$	-	CoB
	2.A5.3	Consider upgrading the curb ramps to comply with ADA requirements and evaluate potential reductions in the turn radii at all corners.	Medium Term	$$$	-	CoB
	2.A5.4	Consider adding temporary curb extensions using paint and posts.	Short Term	$	-	CoB
	2.A5.5	Consider adding a raised crosswalk for pedestrian visibility and promoting slower vehicle speeds as they approach the RRFB.	Long Term	$$$$	0.7 (install raised pedestrian crosswalks)	CoB
A6 (Northeast Second Street from 103rd Avenue Northeast to Bellevue Way Northeast)		*See area wide potential improvements.*				
A7 Intersection (Northeast	2.A7.1	Consider upgrading crosswalk markings to continental style and widening crosswalk width for high pedestrian volume.	Short Term	$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
Second Street and Bellevue Way Northeast)	2.A7.2	Consider adding protected left turns for eastbound and westbound travel.	Medium Term	$$$	0.45	CoB
	2.A7.3	Evaluate current windloads. If possible with existing signal poles, consider restricting right turn on red for all directions.	Short Term	$	(function)	CoB
	2.A7.4	Consider restricting right turn on red and adding a blank out in the westbound right turn lane to operate during the pedestrian phase.	Medium Term	$	-	CoB
A8 (Northeast Second Street from Bellevue Way Northeast to 105th Avenue Northeast)	2.A8.1	Explore median treatments such as raised pavement markers, channelization, to provide additional protection/buffer space for pedestrians, aligning with the Urban Core Bike Network Connections.	Short Term	$	0.7 (install raised pedestrian crosswalks)	CoB
A9 Intersection (Northeast Second Street	2.A9.1	Due to the wheel marks on the concrete median, consider adding plantings, flex posts, striping, or other elements to enhance the visibility of the median.	Short Term	$-$$$$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
and 105th Avenue Northeast)	2.A9.2	Consider curb bulbouts to reduce the turn radius and roadway width on the north leg of the intersection.	Medium Term	$$-$$$$	-	CoB
	2.A9.3	Consider upgrading crosswalk markings to the continental style.	Short Term	$	-	CoB
	2.A9.4	Consider adding pedestrian-scale lighting to the north leg of 105th Avenue Northeast, which may be completed through development improvements.	Medium/Long Term	$$-$$$$	-	CoB
	2.A9.5	Consider replacing the grate on the northeast corner so the grate runs perpendicular to bicycles wheel line.	Short Term	$	-	CoB
A10 (Northeast Second Street from 105th Avenue Northeast to 106th Avenue Northeast)		*See area wide potential improvements.*				

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
A11 Intersection (Northeast Second Street and 106th Avenue Northeast)	2.A11.1	Consider upgrading crosswalk markings to continental style.	Short Term	$$	-	CoB
	2.A11.2	Consider prohibiting right turn on red for 106th Avenue Northeast and/or Northeast Second Street.	Short Term	$	(function)	CoB
	2.A11.3	Evaluate current windloads. If possible with existing signal poles, consider adding a blank out in the westbound right turn lane to operate during the pedestrian phase.	Short-Medium Term	$ - $$$$	0.49	CoB
	2.A11.4	Consider adding protected left turns on all legs of the intersection.	Short-Long Term	$-$$$$	0.45	CoB
A12 (Northeast Second Street from 106th Avenue Northeast to	2.A12.1	Consider adding vertical protection elements in bike lane buffers.	Medium Term	$	-	CoB
	2.A12.2	Consider upgrading crosswalk markings to the continental style.	Short Term	$$	-	CoB
	2.A12.3	Consider a marked crosswalk with RRFBs for pedestrian crossings.	Long-Term	$$$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
108th Avenue Northeast)	2.A12.4	Consider adding bulb-outs at 107th Avenue Northeast. Updating geometry will warrant replacement of ADA curb ramps.	Medium Term	$$$	-	CoB
	2.A12.5	Consider replacing the existing two way left turn lane (TWLTL) with concrete medians where applicable to provide additional separation and help to narrow roadway. This would require coordination with the Fire Department to determine if feasible.	Long-Term	$$$	-	CoB
A13 Intersection (Northeast Second Street and 108th Avenue Northeast)	2.A13.1	Consider adding protected left turns on all legs of the intersection. This may require replacement of the existing signal poles.	Medium-Long Term	$-$$$$	0.45	CoB
	2.A13.2	Evaluate signal operations for facilitating people biking through the intersection. Consider constructing a bicycle signal and no right turn on red to provide phase separation or installing a 'Bikes May Use Ped Signal' sign to provide a leading interval.	Long-Term	$$-$$$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
A14 (108th Avenue Northeast from Northeast Second Street to 200 feet north of Main Street)	2.A14.1	Consider building out a permanent transit stop on the east side of the street, similar to the west side bus stop. Upgrade the bus stop to include more amenities, improve space for interactions between the bus, people riding transit, biking and walking.	Long Term	$$$	-	CoB KCM
	2.A14.2	Consider adding a midblock crossing on 108th Avenue Northeast, approximately 275 feet south of the intersection midpoint.	Medium Term	$$$$	0.66	CoB
	2.A14.3	Inspect entire block(s) and update all symbols and striping to current/updated standards, including green paint in from of driveways. (CH-270-1 Bicycle Facility Markings).	Short Term	$	-	CoB
	2.A14.4	Consider removing the non-compliant WSECU sign at bus stop 85489.	Short Term	$	-	KCM, CoB
	2.A14.5	Consider adding a midblock crossing on 108th Avenue Northeast near bus stop 85489 and 85730, which are relatively close to the existing intersection at Northeast Second Street as well as an existing left turn pocket.	Medium Term	$$$$	0.66	CoB
	2.A14.6	Review signs on sidewalk to ensure they are code compliant along 108th Avenue Northeast between Main Street and Northeast Second.	Shorth Term	$	-	CoB

5.3 Segment B Potential Improvements: Main Street from 100th Avenue Northeast to 100th Avenue Northeast and 108th Avenue Northeast from Main Street to 200 feet north of Main Street

Table 4. Segment B Potential Improvements

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
B1 Intersection (Main Street and 100th Avenue Northeast)	2.B1.1	Evaluate current windloads. If possible with existing signal poles, consider adding blank outs to restrict right turns on red for southbound and westbound activation during pedestrian phases.	Short-Medium Term	$-$$$$	0.49	CoB
	2.B1.2	Consider a curb bulb out on the southeast corner, new ADA compliant curb ramps on the southwest and northeast corners, and update crosswalks to be 15' continental style.	Short Term	$$	-	CoB
	2.B1.3	Consider replacing the grate on the southeast corner.	Short Term	$	-	CoB
	2.B1.4	Consider all potential treatments at this intersection as outlined in the 2025 Meydenbauer Bay Park Phasing Report. (Microsoft Word - Meydenbauer Bay Park Phasing Report.docx)	Medium Term	$-$$$	0.7 (install raised pedestrian crosswalks)	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
B2 (Main Street from 100th Avenue Northeast to 101st Avenue Southeast)		*See area wide potential improvements.*				
B3 Intersection (Main Street and 101st Avenue Southeast)		*See area wide potential improvements.*				
B4 (Main Street from 101st Avenue Southeast to 102nd Avenue Northeast)	2.B4.1	Consider adding bike facilities and wayfinding signage paired with speed management countermeasures.	Medium Term	$$$$	0.734 (install bicycle lanes)	CoB
B5 Intersection (Main Street and 102nd Avenue Northeast)	2.B5.1	Consider adjusting pedestrian signal operations to enable pedestrian reservice.	Short Term	$	-	CoB
	2.B5.2	Consider repainting continental crosswalks.	Short Term	$$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
B6 (Main Street from 102nd Avenue Northeast to 103rd Avenue Northeast)		*See area wide potential improvements.*				
B7 (Main Street and 103rd Avenue Northeast)		*See area wide potential improvements.*				
B8 (Main Street from 103rd Avenue Northeast to Bellevue Way Northeast)		*See area wide potential improvements.*				
B9 Intersection (Main Street and Bellevue Way Northeast)	2.B9.1	Evaluate pedestrian crossing times and consider retiming this signal.	Short Term	$	0.49	CoB
	2.B9.2	Consider adding a blank out in the eastbound direction to operate during the pedestrian phase.	Short Term	$-$$$$	-	CoB
	2.B9.3	Consider adding wider crosswalks as part of the redevelopment of the northeast and southeast corners.	Short Term	$$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
	2.B9.4	Evaluate the clearance space between the edge of the sidewalk and the pedestrian signal poles at the southeast corner of Bellevue Way and Main Street. Consider upgrading to ADA compliance if not already.	Short Term	$$	-	CoB
	2.B9.5	Consider upgrading pedestrian signal heads to add a countdown display.	Short Term	$$	-	CoB
	2.B9.6	Evaluate adding left turn hardening at all intersections, and for the intersections deemed appropriate, consider implementing left turn hardening.	Medium Term	$-$$	0.87	CoB
B10 (Main Street from Bellevue Way Northeast to 105th Avenue Southeast)	2.B10.1	Consider upgrading bike lane to new standard by adding green markings across driveways east of Bellevue Way Northeast on both sides of Main Street.	Medium Term	$-$$$$	-	CoB
	2.B10.2	Consider improvements to the sidewalk on the south side of the street, such as widening and repaving.	Long Term	$$$	-	CoB
	2.B10.3	Consider replacing the grate on the northeast corner so that the drain grate runs perpendicular to a bicycle wheel path.	Short Term	$	-	CoB
B11 Intersection	2.B11.1	Consider replacing span wire with signal poles.	Long Term	$$$$	0.85	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
(Main Street and 105th Avenue Southeast)	2.B11.2	Consider adding a Leading Pedestrian Interval (LPI) at all legs of the intersection.	Short term	$	0.9	CoB
B12 (Main Street from 105th Avenue Southeast to 106th Avenue Northeast)		*See area wide potential improvements.*				
B13 Intersection (Main Street and 106th Avenue Northeast)	2.B13.1	Consider adding green bicycle skip striping and continental crosswalks.	Short Term	$	-	CoB
	2.B13.2	Consider adding a protected left turn phasing movement for north/south movement.	Short to Long Term	$-$$$$	0.45	CoB
	2.B13.3	Consider replacing existing ped minus signal operation with first come first serve to continue to serve pedestrians and restrict the left turn.	Short Term	$	-	CoB
	2.B13.4	Consider enabling signal timing to ensure pedestrians can cross the south leg quickly.	Short Term	$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
B14 (Main Street from 106th Avenue Northeast to 108th Avenue Northeast)	2.B14.1	Consider adding skip striping markings for where bike lanes go through bus stops, in coordination with King County Metro (Stop ID: 82831).	Short Term	$	-	CoB KCM
	2.B14.2	Consider other ways to create bus stop visibility, such as tree trimming (coordination with KCM would be needed).	Medium Term	$	-	CoB KCM
	2.B14.3	Consider widening sidewalk on the north side to meet the Transportation Design Manual standards.	Long Term	$$$$	-	CoB
	2.B14.4	Consider reviewing site distance and access management at Main Street and 107th Avenue Northeast.	Short Term	$$-$$$	Link to formula	CoB
B15 Intersection (Main Street and 108th Avenue Northeast)	2.B15.1	Consider installing ADA compliant ramps where noncompliant and high visibility markings.	Near Term	$$$	-	CoB
	2.B15.2	Consider adding green skip striping markings to connect the existing bike lanes that approach the intersection.	Short Term	$	-	CoB
	2.B15.3	Consider installing southeast corner bike ramp improvements as bicyclists are riding on sidewalk.	Medium Term	$	-	CoB

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
	2.B15.4	Consider updating the crosswalk to continental style. This could be added as part of the upcoming overlay project.	Short Term	$$	-	CoB
	2.B15.5	Consider implementing protected intersection corners for people walking and biking.	Long Term	$$$$	-	CoB
B16 (108th Avenue Northeast from 200 feet north of Main Street to Main Street)		*See area wide potential improvements.*				
B17 (Main Street from 108th Avenue Northeast to 110th Avenue Northeast)	2.B17.1	Consider widening the sidewalk on the north side to meet the Transportation Design Manual standards.	Long Term	$$$$	-	CoB
	2.B17.2	Consider replacing trees that are uprooting sidewalks. The potential feasibility of this would be coordinated with the Parks Department and with property owners.	Medium Term	$$	-	CoB PPO

Location	ID	Potential Improvement	Time Frame	Relative Cost	CMF	Lead
	2.B17.3	Complete the shared use path project on the south side of Main Street from 108th Avenue Northeast to 112th Avenue Northeast. The project includes adding new crosswalks on either side of 100th Avenue Southeast/Northeast, intersection improvements at 110th Avenue Northeast/Main Street, and a raised crosswalk across 110th Place Southeast.	Long Term	$$$$	-	CoB

6. Next Steps

The city should consider evaluating and implementing the short-term / rapid-build safety treatments deemed feasible and highest priority along the RSA corridors. The city may track the effectiveness of those treatments and replicate those that provide the most benefit at additional locations throughout the city. City staff can prioritize and evaluate the feasibility of all short-term, intermediate, and long-term suggested improvements provided in this technical memorandum and identify funding sources for those deemed feasible. This may include pursuing state and federal grant funding for safety improvements, alongside available local funding. The city will continue to update the Road Safety Assessments and Safe Street Corridor Studies webpages with findings and next steps from the completed RSAs.

7. Appendices

BELLEVUE SAFE ACCESS FOR EVERYONE

Appendix A: RSA #2 PSA Packet

Bellevue B-Safe: Preliminary Safety Assessment (PSA) Packet

City of Bellevue

RSA #2

June 2025

Prepared for the City of Bellevue

Acknowledgements

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Table of Contents

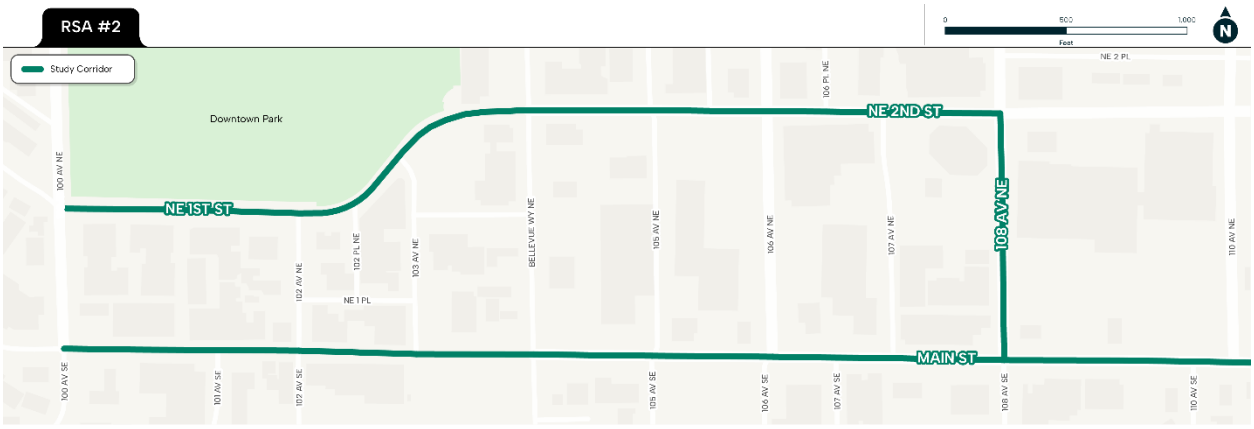
Introduction and Overview

The purpose of this study is to conduct a road safety assessment (RSA) for a study area that includes four segments and its intersections, shown in **Figure 1**:

- NE 1st St/NE 2nd St between 100th Ave NE and 108th Ave NE
- Main St between 100th Ave NE and 110th Ave NE
- 100th Ave NE between NE 1st St and Main St
- 108th Ave NE between NE 2nd St and Main St
- Bellevue Way NE between 200 ft south of NE 4th and Main St

This report was developed in accordance with the FHWA Road Safety Audit (RSA) guidelines and combines findings from crash data analysis, local input, and community walk audits.

Figure 11. RSA #2 Study Area



What is a Road Safety Assessment (RSA)?

A Road Safety Assessment (RSA) is a formal safety performance examination of a transportation system near a school by an expert audit team. The purpose of a RSA is to provide an in-depth understanding of crash causes and countermeasures prior to design or construction of potential mitigations. The RSA allows community members and agencies to proactively engage in conversation about road safety with the leadership of an independent party. This report will identify potential road safety issues and opportunities for improvements in safety.

RSA Process

BELLEVUE SAFE ACCESS FOR EVERYONE

Study Area

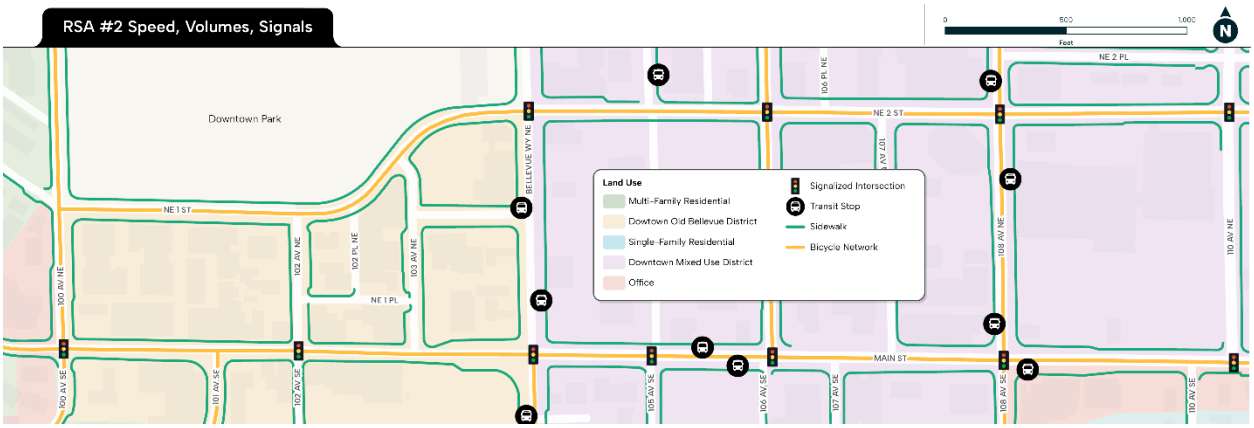
The study area for this RSA is under the jurisdiction of the City of Bellevue. It includes four segments and their intersections as shown in **Table 1** and **Figure 2**. **Figure 2** displays the location and context for this RSA including zoning, pedestrian and bicycle facilities, transit stops, signals, volume and speed of the corridor, and other key destinations. This map provides additional information on the roadway features, including speed limit, signal locations, stop signs, and any data on observed speed. These datapoints were provided by the City of Bellevue as part of their citywide speed study.

Table 5. RSA Study Area Segments

Segment	WSDOT Functional Classification [5]	Bellevue Arterial Classification[6]	Speed Limit	Annual Average Weekday Traffic[7]
NE 1st St/NE 2nd St between 100th Ave NE and 108th Ave NE	Urban Major Collector	Collector	25	4,100 (2018)
Main St between 100th Ave NE and 110th Ave NE	Urban Minor Arterial	Minor Arterial	30	(not available)
100th Ave NE between NE 1st St and Main St	Urban Minor Arterial	Minor Arterial	30	(not available)
108th Ave NE between NE 2nd St and Main St	Urban Minor Arterial	Minor Arterial	30	(not available)
Bellevue Way NE between 200 ft south of NE 4th and Main St	Urban Other Principal Arterial	Major Arterial	30	(not available)

[5] WSDOT Functional Classification Map: https://www.wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass
[6] Bellevue Arterial Classifications Map: http://apps.bellevuewa.gov/gisdownload/PDF/Transportation/arterials_11x17.pdf
[7] https://apps.bellevuewa.gov/gisdownload/PDF/Transportation/AAWT2019_11x17.pdf

Figure 12. Map of RSA #2 Location and Context



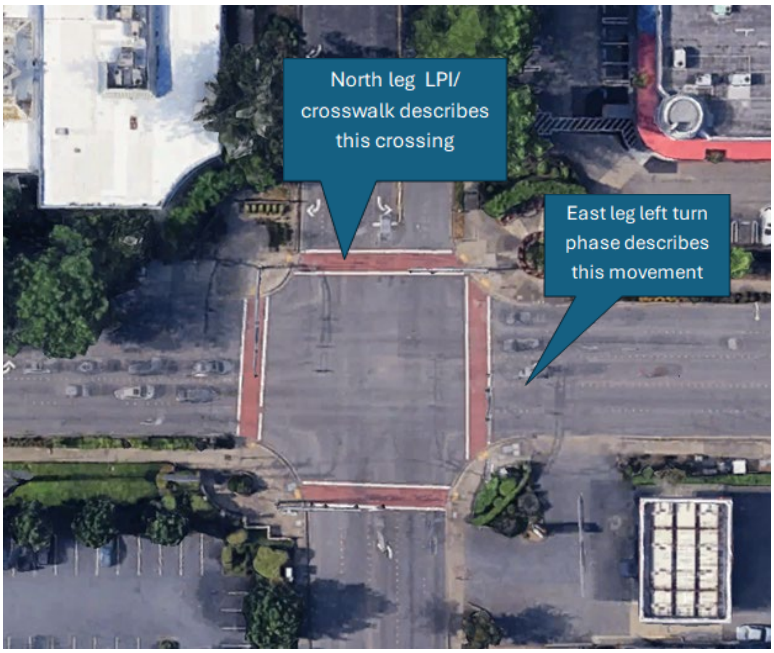
Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023) A larger version of this map is at the bottom of this document.

BELLEVUE SAFE ACCESS FOR EVERYONE

Signal Timing

The following section provides the signal timing for the 10 intersections within the study area.

Legend



LPI = Leading pedestrian interval, when people crossing the street are given the "WALK" indication before adjacent drivers are given the green light.

Recall = A recall is when the "WALK" indication automatically appears at every cycle, regardless of whether someone activated the pedestrian pushbutton. It is applied by time of day when indicated.

Protected (Pro) = when the driver turning has a dedicated green arrow to give them right-of-way and may only turn when the arrow is green.

Permissive (Perm) = when the driver may make a turn, but must yield to oncoming traffic

Pro+Perm = when the turning driver will receive a green arrow but may also turn in a yielding condition, usually indicated by a flashing yellow arrow.

			North Leg					
			LT Phase	*Ped Phase*	*Other*			
West Leg			Split	LPI	Right turn lane with overlap	East Leg		
LT Phase	*Ped Phase*	*Other*	**Main St and 100th Ave**			*LT Phase*	*Ped Phase*	*Other*
Prot+ perm	LPI					Perm	LPI	
			South Leg					
			LT Phase	*Ped Phase*	*Other*			
			Split	LPI				

			North Leg					
			LT Phase	*Ped Phase*	*Other*			
West Leg			Perm	LPI		East Leg		
LT Phase	*Ped Phase*	*Other*	**Main St and 102nd Ave**			*LT Phase*	*Ped Phase*	*Other*
Perm	LPI					Perm	LPI	No left turn blank out sign (congestion based)
			South Leg					
			LT Phase	*Ped Phase*	*Other*			
			Perm	LPI				

			North Leg		
			LT Phase	*Ped Phase*	*Other*
West Leg			Pro 8am-7pm, Pro+Perm	LPI	
LT Phase	*Ped Phase*	*Other*			
Pro	LPI Recall	Right turn lane with overlap			
			South Leg		
			LT Phase	*Ped Phase*	*Other*
			Perm	LPI	

Main St and Bellevue Way

East Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI Recall	Bike phase with no right turn blank out sign

			North Leg		
			LT Phase	Ped Phase	Other
West Leg			Perm		
LT Phase	*Ped Phase*	*Other*			
No left allowed	No crosswalk				
			South Leg		
			LT Phase	*Ped Phase*	*Other*
			Perm	Recall	

Main St and 105th Ave

East Leg		
LT Phase	Ped Phase	Other
Pro+Perm	LPI	

			North Leg		
			LT Phase	*Ped Phase*	*Other*
West Leg			Perm	LPI	
LT Phase	*Ped Phase*	*Other*	**Main St and 106th Ave**		
Pro+Perm	LPI				
			South Leg		
			LT Phase	*Ped Phase*	*Other*
			Perm	LPI	

			North Leg		
			LT Phase	*Ped Phase*	*Other*
West Leg			Pro+Perm	LPI	Pro right turn and bike phase with no right turn blank out sign
LT Phase	*Ped Phase*	*Other*	**Main St and 108th Ave**		
Pro+Perm	LPI				
			South Leg		
			LT Phase	*Ped Phase*	*Other*
			Perm	LPI	Bike phase with no right turn blank out sign

North Leg		
LT Phase	*Ped Phase*	*Other*
Split	LPI	

West Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI	

Main St and 110th Ave

East Leg		
LT Phase	*Ped Phase*	*Other*
Perm	No crosswalk	

South Leg		
LT Phase	*Ped Phase*	*Other*
Split	LPI	

North Leg		
LT Phase	*Ped Phase*	*Other*
Pro 8am-7pm, Pro+Perm	LPI Recall when Pro	

West Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI Recall 8am-8pm	

NE 2nd St and Bellevue Way

East Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI Recall 8am-8pm	

South Leg		
LT Phase	*Ped Phase*	*Other*
Pro 8am-7pm, Pro+Perm	LPI Recall when Pro	

North Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI Recall	

West Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI	

NE 2nd St and 106th Ave

East Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI	

South Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI Recall	

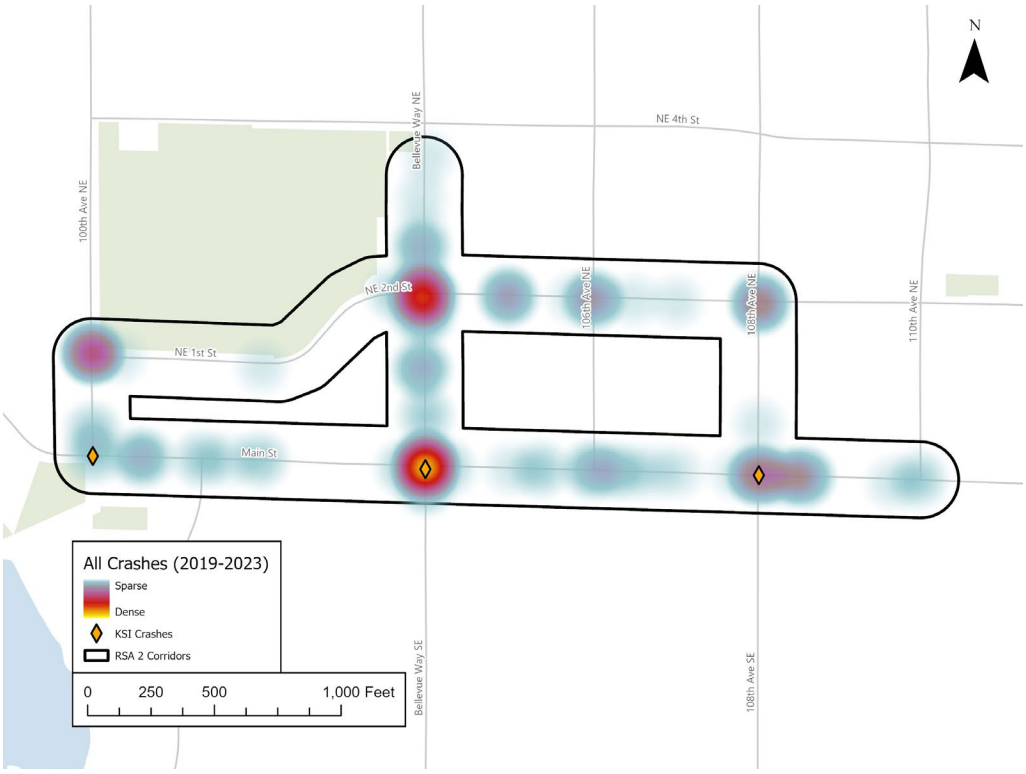
			North Leg		
			LT Phase	*Ped Phase*	*Other*
West Leg			Perm	LPI Recall	bike phase with no right turn blank out sign
LT Phase	*Ped Phase*	*Other*	**NE 2nd St and 108th Ave**		
Perm	LPI Recall 11am-7pm				
			South Leg		
			LT Phase	*Ped Phase*	*Other*
			Perm	LPI Recall	

East Leg		
LT Phase	*Ped Phase*	*Other*
Perm	LPI Recall 11am-7pm	

Crash History

Collision data records were evaluated for crashes occurring within the study area during the most recent five years of available data. The study team acquired crash data from the WSDOT and Bellevue between January 2019 to December 2023. During this 5-year time period, 141 total crashes occurred within the RSA study area, including **3 suspected serious injury crashes** and **0 fatal crashes** (see **Figure 4** for a map of all crashes). **Figure 3** which displays the crash type by severity, illustrates how the number of crashes fluctuated over the 5-year period, with the highest number of crashes in 2019 and 2023 (31 total crashes each year). 2019 also accounted for the highest number of pedestrian crashes of the 5-year period, with 5 pedestrian crashes in the RSA area. All 3 KSI crashes involved a pedestrian with the vehicle action either a left or right turn (**Figure 4** and **Figure 5**). The most prevalent contributing circumstance noted in crashes from 2019-2023 in the RSA #2 corridors are Failure to Yield/Did not Grant Right of Way (see **Figure 8)**.

Figure 13. Map of RSA #2 Crash History (2019-2023)



Source: Fehr & Peers, City of Bellevue, WSDOT 2019-2023
Note: The RSA walk did not include Bellevue Way NE and the crash statistics reported do not include crashes on Bellevue Way NE.

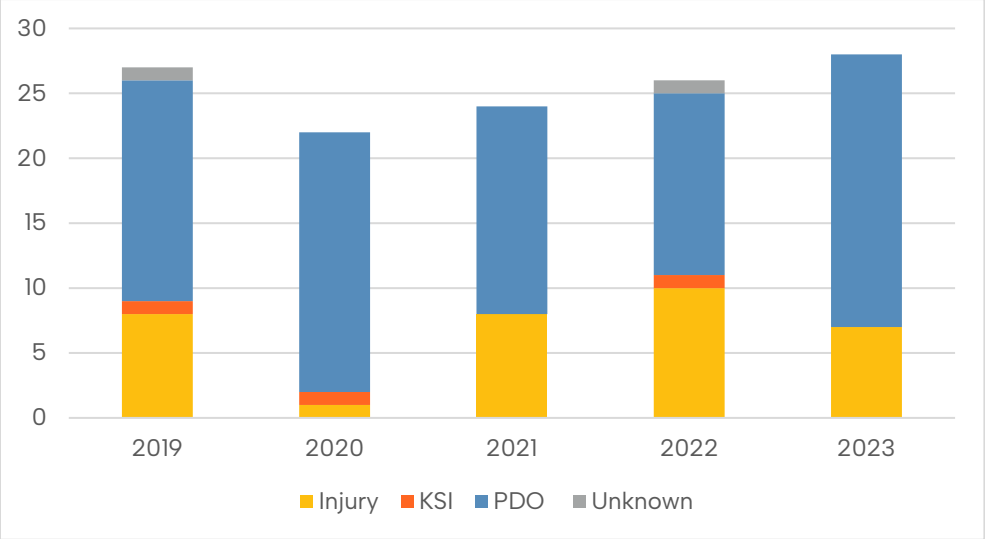
Key Crash Statistics:

- Total Crashes: **127**
- Total KSI Crashes: **3**
- Total Injury Crashes: **37**
- Bike Crashes: **2**
- Pedestrian Crashes: **14**
- Total number of crashes related to speeding: **4**
- Top Contributing Circumstances
    - **Fail to Yield/Did not Grant RW**
    - **Driver Distraction/Inattention**
    - **Disregard to Sign or Signal**
- Total crashes at Intersection and/or Intersection Related: **103**

Corridor-Wide Themes

CRASHES BY SEVERITY OVER TIME

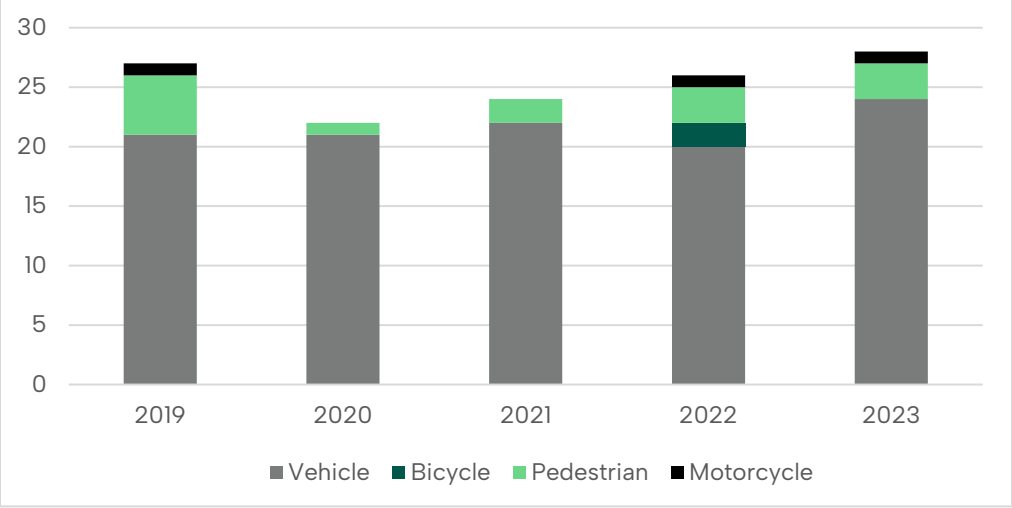
Figure 14. Crashes by Severity by Year



Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023)

CRASHES BY MODE OVER TIME

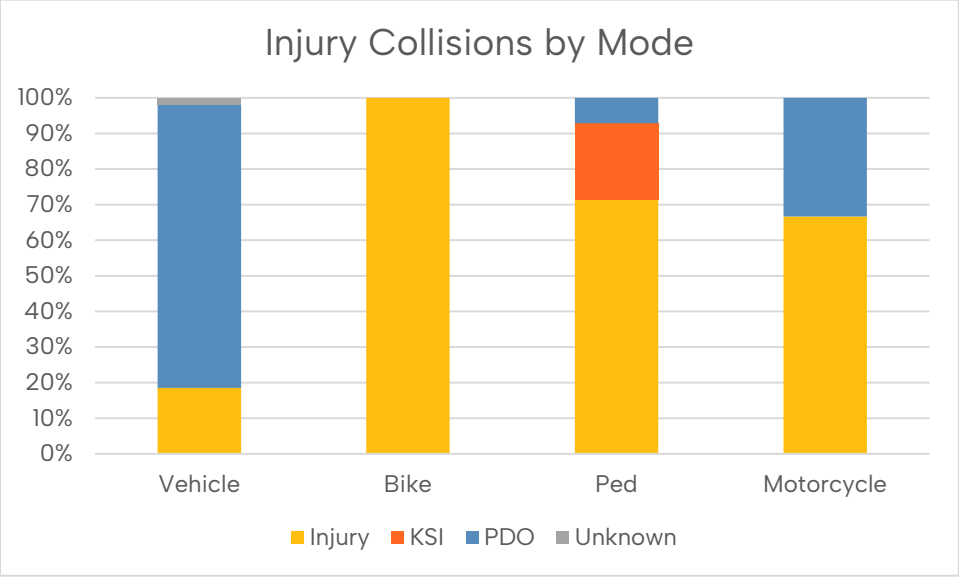
Figure 15. Crashes by Mode by Year



Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023)

CRASHES BY SEVERITY BY MODE

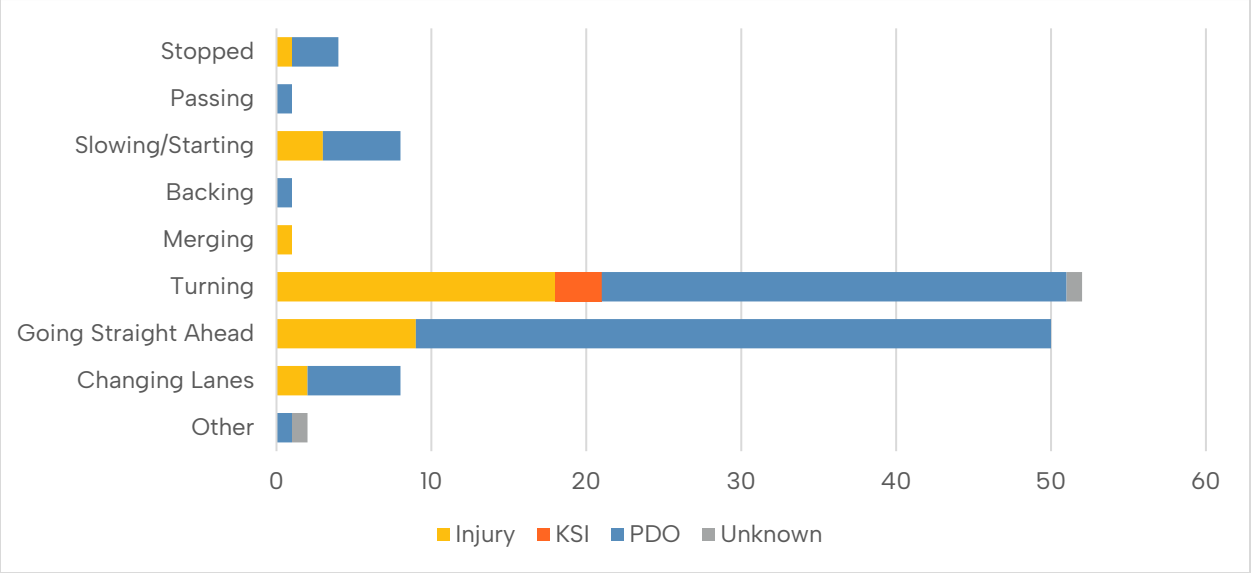
Figure 16. Crashes by Severity by Mode



Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023)

CRASH TYPES

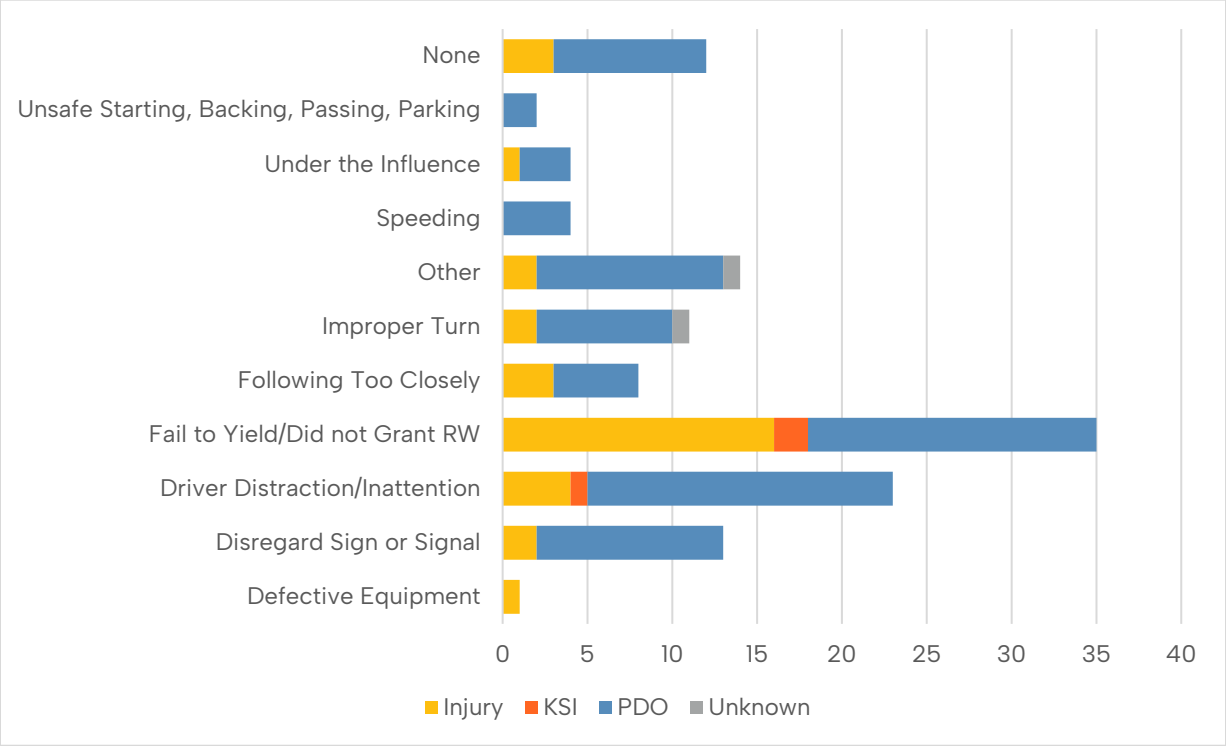
Figure 17. Crashes by Severity by Crash Type



Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023)

CONTRIBUTING CIRCUMSTANCES

Figure 18. Crashes by Severity by Contributing Circumstance



Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023)

KSI CRASHES

Table 6. KSI Crash Detail

Location	Report Number	Date	Time	Injury Severity (Fatal or Serious)	Ped or Bike or Neither	Surface Condition	Lighting Condition	Vehicle 1 Movement	Contributing Circumstance
108TH Ave SE and Main St	E908245	4/3/2019	1:09pm	Serious Injury	Ped	Dry	Daylight	Making Left Turn	Distractions Outside Vehicle
Lake Washington Blvd NE and 100th Ave NE	EA74445	10/23/2020	7:43am	Serious Injury	Ped	Wet	Dark-Street Lights Off	Making Left Turn	Did Not Grant R/W to Non-Motorist
Main St and Bellevue Way SE	EC09370	1/6/2022	4:37pm	Serious Injury	Ped	Wet	Dark-Street Lights On	Making Right Turn	Did Not Grant R/W to Non-Motorist

Source: Fehr & Peers, City of Bellevue, WSDOT (2019-2023)

Speed Profiles

The City of Bellevue collected speed data at one location within the RSA #2 study area, as detailed in the table below.

Table 7. Summary Speed Statistics

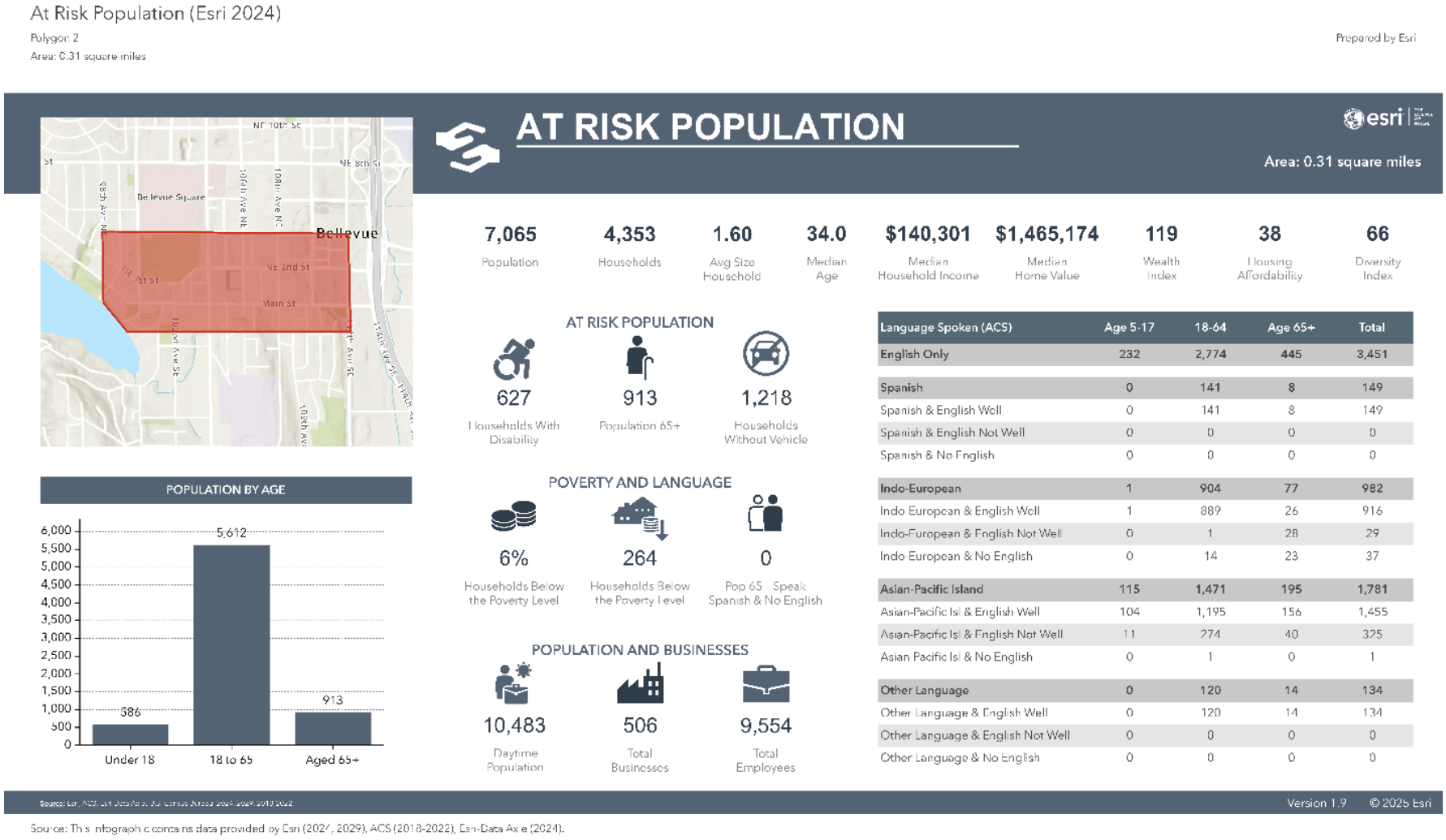
Location	Posted Speed Limit (mph)	Direction	50th Percentile [median] (mph)	85th Percentile (mph)	95th Percentile (mph)	Average Speed (mph)
Lake Washington Blvd and 100th Ave NE	25	Eastbound	25.8	29.7	31.9	25.3
		Westbound	25.9	28.9	30.9	26.1

Source: Bellevue 3-day average traffic counts, 2017

Demographic Data

The following infographics were obtained from ESRI Business Analytics to provide additional data regarding the population within the RSA #2 study area, shown in **Figure 9**.

Figure 19. Demographic Data at RSA 2



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	232	2,774	445	3,451
Spanish	0	141	8	149
Spanish & English Well	0	141	8	149
Spanish & English Not Well	0	0	0	0
Spanish & No English	0	0	0	0
Indo-European	1	904	77	982
Indo European & English Well	1	889	26	916
Indo-European & English Not Well	0	1	28	29
Indo European & No English	0	14	23	37
Asian-Pacific Island	115	1,471	195	1,781
Asian-Pacific Isl & English Well	104	1,195	156	1,455
Asian-Pacific Isl & English Not Well	11	274	40	325
Asian Pacific Isl & No English	0	1	0	1
Other Language	0	120	14	134
Other Language & English Well	0	120	14	134
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0

Source: Fehr & Peers, ESRI Business Analytics (2024)

BELLEVUE SAFE ACCESS FOR EVERYONE

Target Speeds

The City of Bellevue is completing a comprehensive evaluation of speed limits for all streets in the city that currently have a posted speed limit of 30 mph or more. The primary purpose of this citywide evaluation is to improve the safety for all people on Bellevue streets. For each street, the city is collecting speed study data and developing a target speed based on the Target Speeds Framework. The framework looks at two factors to determine speed limits: conflict density and activity level.

- Conflict Density is how frequently potential conflicts arise between different road users. It is split into two categories:
    - Modal Mixing looks at how people using different travel modes interact with each other. How much separation is there between people walking and rolling, cycling and driving?
    - Crossing Point Density measures how many opportunities there are for people to cross or enter the street where people are driving?
- Activity Level describes how active a street is now or is expected to be in the near future. It considers how many people are walking and rolling, what sort of public spaces are next to the road, current or future bike routes, transit usage, and curbside demand (ex. parking, delivery drivers).

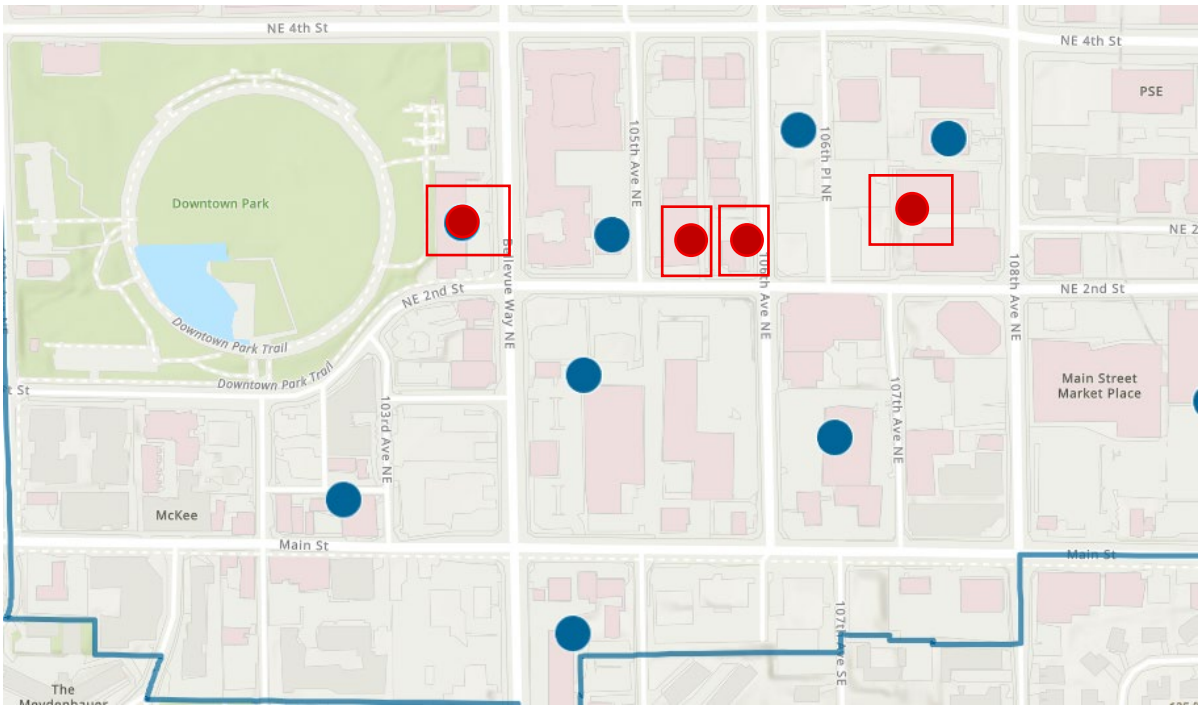
Downtown Bellevue

All arterial streets in downtown Bellevue currently have a posted speed of 30 mph. Due to the high activity level throughout downtown, the framework will not be applied to individual streets. The anticipated target speed for most downtown arterials is 25 mph. A 20 mph 'slow zone' target speed may also be considered for the portion of the RSA study area west of Bellevue Way, affecting Main St, NE 1st/2nd Street, and 100th Ave NE. Target speeds are expected to be confirmed in 2026.

Other Projects

The City of Bellevue has several future projects planned within the study area. The following section provides descriptions and concept plans for future projects[8]. They are also shown in red in **Figure 10**.

Figure 20. Other Projects



PARK ROW AT NE 2ND AND BELLEVUE WAY

Mixed use residential building (construction) permit review: *Close to approval for the clear and grading permit.*

■ 21 Stories ■ 10,100 SF Active Use ■ 142 Residential Units ■ 277 Parking Spaces

The improvements to the project frontage roads are as follows:

Bellevue Way:

11-foot-wide concrete sidewalk
5-foot-wide planter
New curb and gutter

NE 2nd St:

7-foot-wide concrete sidewalk
5-foot-wide planter
New Curb and gutter

[8] https://buildingbellevue.bellevuewa.gov/
https://bellevuewa.gov/sites/default/files/media/pdf_document/2020/Major%20Projects%20Downtown.pdf

FILAMENT EAST AT NE 2ND ST AND 106TH AVE NE

Mixed use residential building (construction) permit review: *GD -Rev req (waiting on Easement)*

■ 8 Stories ■ 151 Units ■ 1,100 SF Office/1,800 SF Retail ■ 151 Parking Spaces

The improvements to the project frontage road is as follows:

NE 2nd St:

11-foot-wide concrete sidewalk
5-foot-wide planter
New Curb and gutter with 1 ft step off
11-foot-wide road widening

FILAMENT WEST AT NE 2ND ST AND 106TH AVENE

Mixed use residential building (construction) permit review: *GD close to being approved (waiting on Easement).*

■ 8 Stories ■ 151 Units ■ 1,900 SF Office/3,275 Retail ■ 162 Parking Spaces

The improvements to the project frontage road is as follows:

NE 2nd St:

11-foot-wide concrete sidewalk
5-foot-wide planter
New Curb and gutter
11-foot-wide road widening

228 106TH PL NE AT NE 2ND ST BETWEEN 106TH AVE NE AND 108TH AVE NE

Residential building in construction.

■ 8 Stories ■ 171 Residential Units ■ 93 Parking Spaces

The improvements to the project frontage road is as follows:

NE 2nd St:

22.5-footiwide Alley Driveway
7-foot-wide concrete sidewalk
5-foot-wide planter
New Curb and gutter

Community and City Staff Walk Audit

Field work with community members on June 7, 2025 was conducted to collect information and insights regarding the study for this RSA. The following section will summarize the findings from the field visits.

Community Walking Audit Feedback

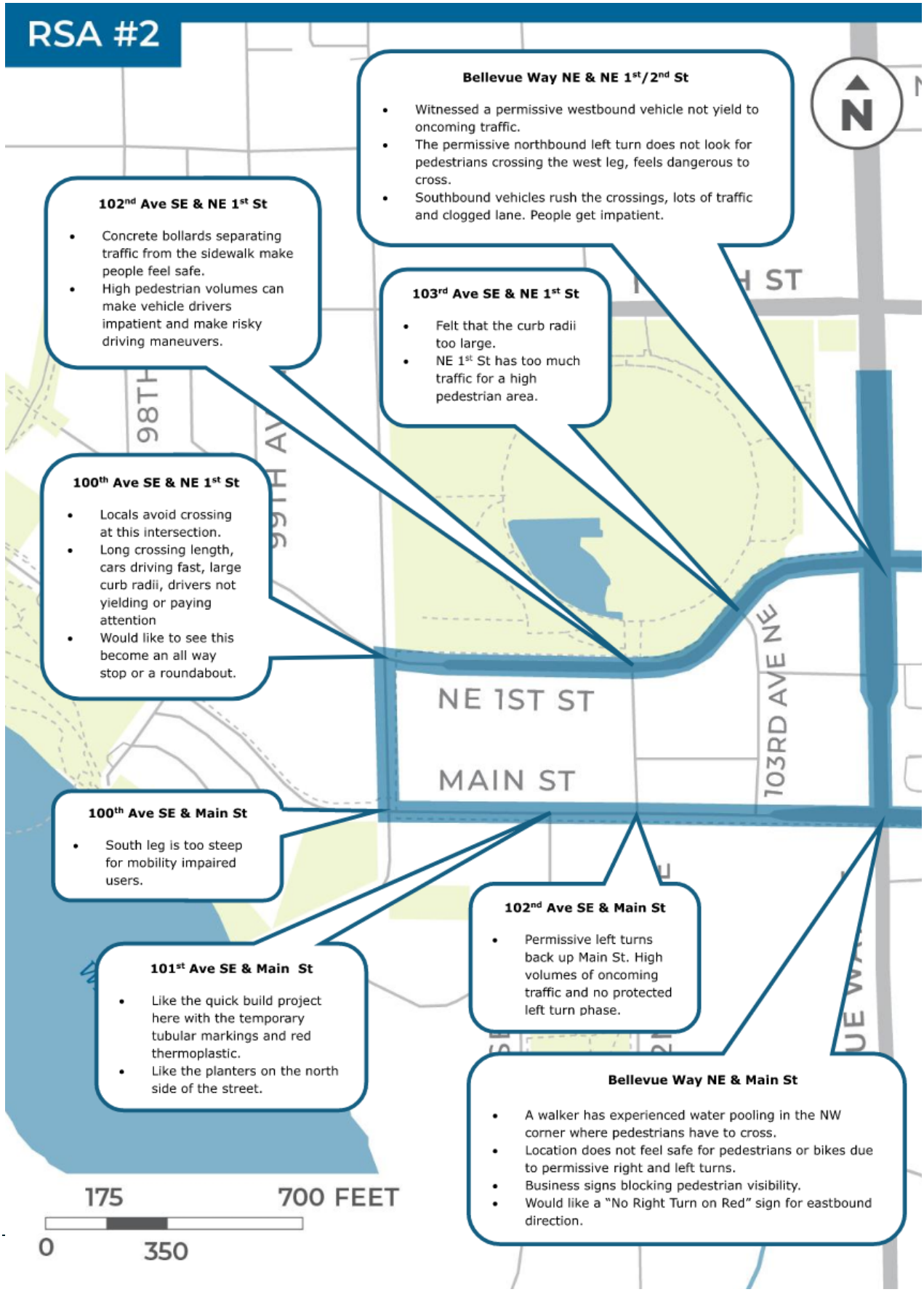
During the community walking audits, the study team was able to collect valuable insights, stories, concerns, and ideas from local community members who live within the study area. The following comments were collected from the walking audits:

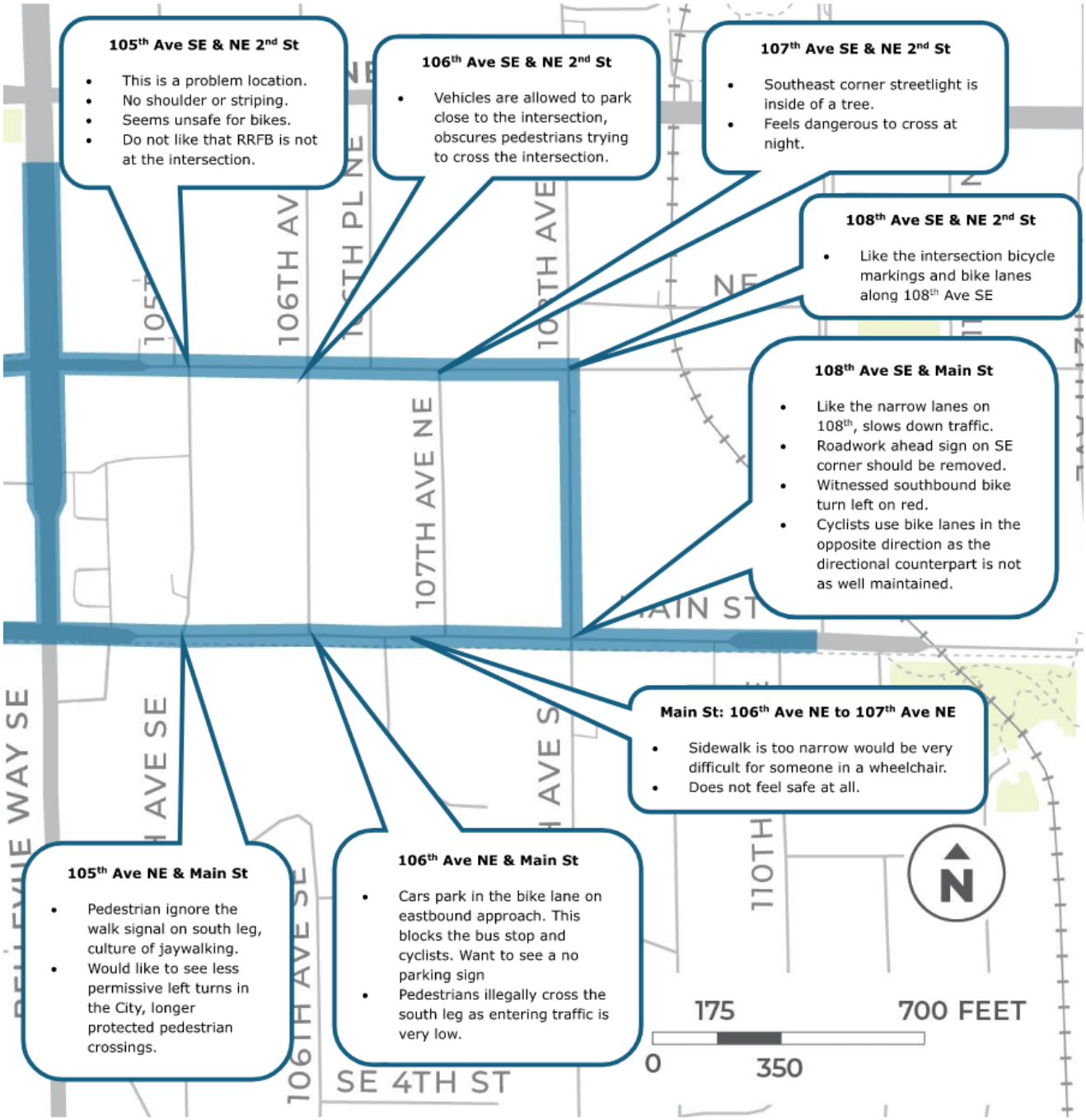
General Observations:

- Concerns with people driving quickly/speeding through yellow lights at intersections Downtown to 'make the light'.
- Concerns with people driving onto the crosswalk to see oncoming traffic to take a right on red at intersections Downtown.
    - Noted that these vehicles are completely blocking the crosswalk. It has been noted that no RTOR may be helpful to prevent vehicles encroaching in the crosswalk.
- There are concerns of stressed drivers Downtown and the connection between stress and people driving and/or reacting more aggressively has been noted.
- There has been observations of younger drivers speeding/drag racing in Downtown and along 100th Ave NE during the night (12-1am time, especially on the weekends).
- Does not have as many concerns about the existing infrastructure, but is more concerned about driver (lack of) awareness, accountability, and compliance with laws. For an example of non-compliant behavior that can pose a safety risk, it has been observed many people not using blinkers when driving.

- Would recommend sharing public messages encouraging people driving to being accountable and asks that the city works on holding people accountable (through public education and enforcement).
- Interest in better public education about Bellevue laws as the city continually grows and changes.
- Idea for new homeowners or renters to receive public education flyers on the rules of the road.

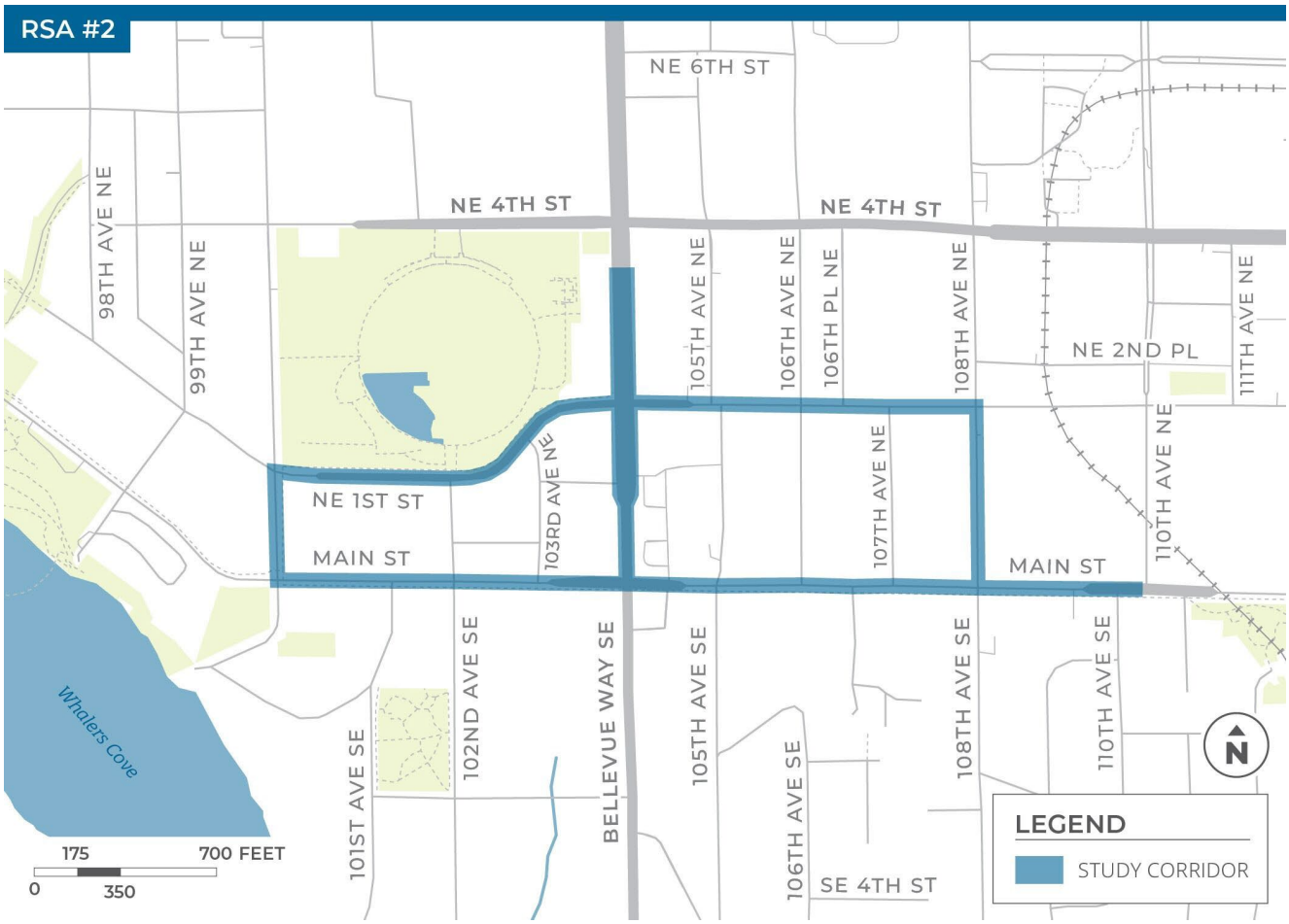
BELLEVUE SAFE ACCESS FOR EVERYONE




105th Ave SE & NE 2nd St
This is a problem location.
No shoulder or striping.
Seems unsafe for bikes.
Do not like that RRFB is not at the intersection.
106th Ave SE & NE 2nd St
Vehicles are allowed to park close to the intersection, obscures pedestrians trying to cross the intersection.
107th Ave SE & NE 2nd St
Southeast corner streetlight is inside of a tree.
Feels dangerous to cross at night.
108th Ave SE & NE 2nd St
Like the intersection bicycle markings and bike lanes along 108th Ave SE
108th Ave SE & Main St
Like the narrow lanes on 108th, slows down traffic.
Roadwork ahead sign on SE corner should be removed.
Witnessed southbound bike turn left on red.
Cyclists use bike lanes in the opposite direction as the directional counterpart is not as well maintained.
Main St: 106th Ave NE to 107th Ave NE
Sidewalk is too narrow would be very difficult for someone in a wheelchair.
Does not feel safe at all.
105th Ave NE & Main St
Pedestrian ignore the walk signal on south leg, culture of jaywalking.
Would like to see less permissive left turns in the City, longer protected pedestrian crossings.
106th Ave NE & Main St
Cars park in the bike lane on eastbound approach. This blocks the bus stop and cyclists. Want to see a no parking sign
Pedestrians illegally cross the south leg as entering traffic is very low.
106TH AV
107TH PL NE
108TH AVE
107TH AVE NE
MAIN ST
NE
BELLEVUE WAY SE
106TH AVE SE
110TH
SE 4TH ST
N
175
700 FEET
0
350

BELLEVUE SAFE ACCESS FOR EVERYONE

Map for Notes



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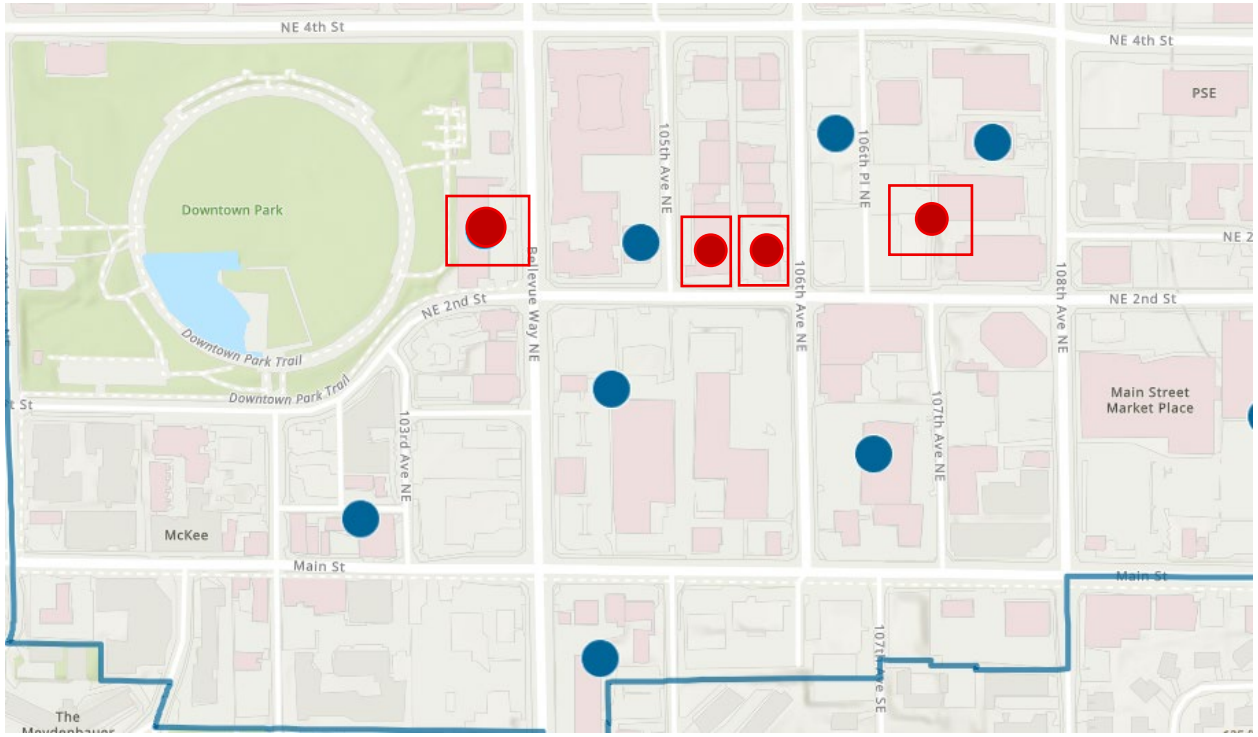
Appendix B: Development Projects

Figure 21. Development Projects



Source: City of Bellevue, 2025

Park Row at Northeast Second and Bellevue Way

Mixed use residential building (construction) permit review: *Close to approval for the clear and grading permit.*

■ 21 Stories ■ 10,100 SF Active Use ■ 142 Residential Units ■ 277 Parking Spaces

The improvements to the project frontage roads are as follows:

Bellevue Way:

- 11-foot-wide concrete sidewalk
- Five-foot-wide planter
- New curb and gutter

NE Second Street:

- Seven-foot-wide concrete sidewalk
- Five-foot-wide planter
- New Curb and gutter

Filament East at Northeast Second Street and 106th Avenue Northeast

Mixed use residential building (construction) permit review: *GD -Rev req (waiting on Easement)*

■ Eight Stories ■ 151 Units ■ 1,100 SF Office/1,800 SF Retail ■ 151 Parking Spaces

The improvements to the project frontage road is as follows:

Northeast Second Street:

- 11-foot-wide concrete sidewalk
- Five-foot-wide planter

- New Curb and gutter with one-foot step off
- 11-foot-wide road widening

Filament West at Northeast Second Street and 106th Avenue Northeast

Mixed use residential building (construction) permit review: *GD close to being approved (waiting on Easement).*

■ Eight Stories ■ 151 Units ■ 1,900 SF Office/3,275 Retail ■ 162 Parking Spaces

The improvements to the project frontage road is as follows:

Northeast Second Street:

- 11-foot-wide concrete sidewalk
- Five-foot-wide planter
- New Curb and gutter
- 11-foot-wide road widening

228 106th Place Northeast at Northeast Second Street between 106th Avenue Northeast and 108th Avenue Northeast

Residential building in construction.

■ Eight Stories ■ 171 Residential Units ■ 93 Parking Spaces

The improvements to the project frontage road is as follows:

Northeast Second Street:

- 22.5-foot-wide Alley Driveway
- Seven-foot-wide concrete sidewalk
- Five-foot-wide planter
- New Curb and gutter