

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** September 4, 2024

**TO:** Chair Stash and Members of the Transportation Commission

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**SUBJECT:** Mobility Implementation Plan Project Concept Referrals to the Transportation Facilities Plan Update

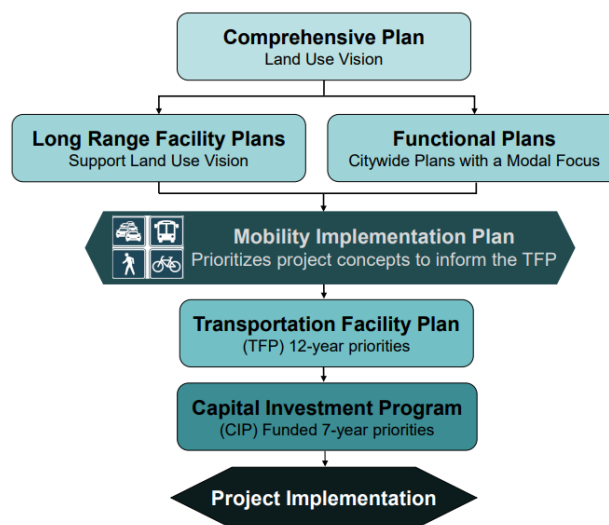
## DIRECTION REQUESTED

- Action:** Approve the referral of Mobility Implementation Plan project concepts for consideration in the update of the Transportation Facilities Plan.
- Discussion/Direction**
- Information**

The Mobility Implementation Plan (MIP) identifies and prioritizes project concepts that address Performance Target gaps to inform the update of the Transportation Facilities Plan (TFP). The next update of the TFP will commence with the Transportation Commission in September 2024.

Previously, staff provided information on this topic with the Commission:

- April 11. Performance Target gaps, technical scoring, and project concepts for the vehicle mode at System Intersections.
- June 11. Technical scoring for each mode. Engaging Bellevue platform to open on June 17 to receive community feedback.
- July 11. Prioritized project list for each mode. [Please see staff report for details.](#) The presentation is linked [here](#).



On September 12, staff will recommend project concepts as referrals for consideration in the update of the Transportation Facilities Plan.

Commission Action Requested: Refer project concepts for consideration in the update of the Transportation Facilities Plan.

### **Project Concept Recommendations for Referral to the Transportation Facilities Plan**

Based on MIP technical scoring, staff recommends the project concepts as referrals for consideration in the update of the Transportation Facilities Plan. Project concepts from the MIP for the pedestrian network and the bicycle network are included below, and a vicinity map of the project concepts is Attachment 1 (existing TFP projects are not included on the map).

#### Vehicle Network System Intersections

- Existing TFP projects for system intersections that do not meet the v/c Performance Target and that are not already complete or programmed are recommended to be retained for consideration in the update of the TFP.
  - TFP-253. 150th Ave. NE/SE Eastgate Way. Add a second northbound left turn lane with a short westbound receiving lane and a third southbound through lane starting north of Eastgate Way and extending across the I-90 overpass. The southbound left turn lane will also be extended. (CIP R-212)
  - TFP-263. 148th Ave. NE/NE 8th Street. Widen all four approaches to provide a second left turn pocket serving each direction.
  - TFP-274. 118th Ave. SE/SE 8th St. Widen the intersection to add a second southbound left turn lane and dedicated space for bicycles in the northbound and southbound directions.
  - TFP-276. Lake Hills Connector/SE 8<sup>th</sup> Street. Add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket.
  - TFP-278. 148th Ave./Main Street (Kelsey Creek Shopping Center). Improve intersection delay at 148th Ave SE/Main St. and access to and from the shopping center from 148th Avenue SE by adding a new traffic signal and a southbound left turn lane accessing the south driveway and a left turn lane accessing southbound 148th Avenue SE from the driveway.
  - TFP-288. Lakemont Boulevard/SE Newport Way. Un-split the southbound and northbound traffic signal phasing by changing the center lane on the southbound approach to a dedicated left turn lane instead of a shared left/through lane, subject to further analysis.
- No additional project concepts for the vehicle mode are recommended.

## Pedestrian Network

- Existing TFP projects for pedestrian network segments that do not meet the Performance Target and that are not already complete or programmed are recommended to be retained for consideration.
- To address other high-scoring pedestrian network Performance Target gaps, the MIP identifies the following project concepts for consideration in the update of the TFP. These are shown on the vicinity map in Attachment 1, numbered as MIP-P-XX.
  1. 108th Avenue NE: NE 19th Place to NE 24th Street. Pedestrian and Bicycle Transportation Plan (S-357 E/W), add a 6 foot-wide sidewalk on the west side.
  2. 148th Avenue SE: SE 46th Place to SE 44th Street. Pedestrian and Bicycle Transportation Plan (S-314-W), install a sidewalk and landscape strip on either the east or west side of the street.
  3. Lakemont Boulevard: Forest Drive SE to Coal Creek Trail. Pedestrian and Bicycle Transportation Plan (S-371-E), install a 6-foot-wide sidewalk and a 4-foot-wide planter strip on the east side of the street.
  4. Lakemont Boulevard: West Lake Sammamish Parkway to SE Newport Way (under I-90). Pedestrian and Bicycle Transportation Plan (S-218-W), install an 8-foot-wide sidewalk and a 4-foot-wide planter strip on west side of the street.
  5. Northup Way: NE 8th Street to 175th Place NE. Pedestrian and Bicycle Transportation Plan (S-312-E), install a sidewalk and landscape strip on the east side of the street.
  6. SE Allen Road: 138th Avenue SE to 300 feet south of SE 38th Street. Pedestrian and Bicycle Transportation Plan (S-354 N/S), install a sidewalk and landscape strip on either the north or south side of the street.

Note: In previous memos staff identified these high-scoring pedestrian network project concepts that have already been addressed and do not need a referral to the TFP:

- 100th Avenue NE: NE 14th Street to NE 24th Street. Funded in levy. (PW-R-199, W/B-76)
- 113<sup>th</sup> Avenue SE: SE 34th St to Bellevue Way. Funded in levy. (PW-R-199)
- Lake Hills Connector: SE 8th Street to end of existing sidewalk on north side of street. In Design, Funded in levy. (PW-R-198)

## Bicycle Network

- Existing TFP projects for bicycle network segments that do not meet the Performance Target and that are not already complete or programmed are recommended to be retained for consideration in the update of the TFP.
- “Bike Bellevue” corridor projects are referred to the update of the TFP per Transportation Commission and staff recommendations as follows:

- Corridor 1: Northup Way, segment between 136th Ave NE and 140th Ave NE.
- Corridors 3, 4, and 5: Bel-Red Road. (Corridor 5 is TFP-254)
- Corridor 11: 140th Avenue NE. (Corridor 11 is TFP-245)
- Corridor 11 added: 140th Avenue NE/Bel-Red Road/Spring Boulevard connection between 140th Avenue NE and Spring Boulevard.
- Corridors 8 and 10: Recommendations for these corridors to be determined at future Commission meetings. If a referral to the update of the TFP is recommended, these corridors can be included later.
- Note the original Bike Bellevue project concept is in TFP-300 and is partly funded in CIP W/B-85. W/B-85 is providing funding for the design and implementation of recommended corridor projects that would not repurpose a vehicle travel lane (Corridors 6, 7 & 9).
- To address other high-scoring bicycle network Performance Target gaps, the MIP identifies the following project concepts for consideration in the update of the TFP. These are shown on the vicinity map in Attachment 1, numbered as MIP-B-XX.
  1. 112th Avenue NE: NE 6th Street to NE 12th Street. MIP Performance target LTS 1. Priority Bicycle Corridor. Protected bike lanes on each side of 112th Avenue NE.
  2. 124th Avenue SE: SE 41st Place to SE 38th Street. MIP Performance target LTS 3. protected bike lanes on each side of 124th Avenue NE to provide a connection between the existing bike lanes south of SE 41st Place and the Factoria Trail (which connects to the Mountains to Sound Greenway Trail).
  3. 140th Avenue NE: NE 8th Street to Bel-Red Rd. MIP Performance target LTS 2. Priority Bicycle Corridor. Protected bike lanes on each side of 140th Avenue NE.
  4. 148th Avenue SE: SE 24th Street to Eastgate Way. MIP Performance target LTS 1. Refer to the TFP to enhance and extend the existing multipurpose path on the east side. Note: Bike lanes are not included in the adjacent roadway project CIP PW-R-198 which is at 90% design.
  5. 156<sup>th</sup> Avenue NE: NE 8<sup>th</sup> Street to Bel-Red Road. MIP Performance target LTS 3. Protected bike lanes on each side of 156<sup>th</sup> Avenue NE.
  6. 156th Avenue SE: Eastgate Way to SE 27th Street. MIP Performance target LTS 3. Standard or protected bike lanes on each side of the street.
  7. 164th Avenue NE: NE 8th Street to Northup Way. MIP Performance target LTS 2. Priority Bicycle Corridor. Sharrow lane markings and bike boxes at approaches to signalized intersections where bike lanes end. Improve intersections to accommodate bike lanes.
  8. Lake Hills Connector: SE 5th Street to just south of SE 8<sup>th</sup> Street. MIP Performance Target LTS 2. 10-14-foot-wide multipurpose path on the north/east side of Lake Hills Connector.

9. NE 24th Street: NE 29th Place to 148th Avenue NE. MIP Performance Target LTS 3. standard or protected bike lanes on each side of NE 24th Street.
10. NE 24th Street: Bel-Red Road to 164<sup>th</sup> Avenue NE. MIP Performance Target LTS 3. Work with Redmond to identify and implement bicycle network facilities in Bellevue that will connect with planned facilities in Overlake, with connections to the Overlake Village light rail station.
11. Northup Way: Bel-Red Road to 164th Avenue NE. MIP Performance target LTS 3. Standard or protected bike lanes on each side of the street.
12. SE 37th Street: 150th Avenue SE to Eastgate Way. MIP Performance target LTS 1. Priority Bicycle Corridor. Multipurpose path 10-14 feet wide on the south side of SE 37th Street and on the east side of 150th Avenue NE between SE 37th Street and SE 38th Street.

Note: In previous memos, staff identified these high-scoring bicycle network project concepts that have already been addressed and do not need a referral to the TFP, or are not considered at this time:

- Main Street: 110th Avenue to 112th Avenue. In design to construct multipurpose path on the south side.
- SE 8th Street: 118th Street SE to Lake Hills Connector. In Design (PW-R-199).
- NE 8th Street: 156th Avenue NE to 164th Ave NE. In design as a rapid-build facility as a component of Vision Zero implementation, pending funding for construction (TFP 290, CIP R-205). Retain in TFP for potential as a potential future back-of-curb facility.
- 116th Avenue NE: NE 6th Street to NE 12th Street. MIP Performance target LTS 3. NE 8th Street to NE 12th Street is in Overlay program. No bike network facilities are planned between existing curbs through Overlay. Protected bike lane on each side of 116th Avenue NE in Wilburton Streetscape Design Plan.
- 116th Avenue SE and Lake Hills Connector: SE 8th Street to Main Street. (TFP-297, Wilburton Access plan, and TFP-292 Lake-to-Lake Trail)
- 150th Avenue SE: SE 37th Street to SE 38th Street. No bike lanes included in roadway project CIP PW-R-198 which is at 90% design (this segment is included as bicycle network project concept 12).

### **Public Engagement Through Engaging Bellevue**

Beginning on June 17 and running for three weeks, the Engaging Bellevue platform hosted an on-line mapping tool and questionnaire. This public outreach supplemented the technical scoring with site-specific information to help prioritize Performance Target gaps and understand the mobility challenges in service of developing project concepts. The Engaging Bellevue questionnaire attracted 92 individual visitors, 76 of whom provided comments. The

interactive map attracted more attention, with 127 individual visitors, 40 of whom added 139 separate comments. The Engaging Bellevue report is Attachment 2. Summary findings from this outreach are as follows:

#### Bicycle Network Map

- Primary concerns included perceived and experienced unsafe conditions due to high-speed traffic, inadequate signage, and inconsistent bicycle network facilities design.
- Suggestions included adding protected bike lanes, installing clearer signage to guide cyclists safely through intersections, redesigning corridors like Bel-Red Road and Northup Way to prioritize the separation of bicyclists from vehicles, and improving connectivity between existing bike facilities and transit hubs and light rail stations to promote cycling as a viable mobility option.

#### Pedestrian Network Map

- Primary concerns included sidewalk gaps in areas with many pedestrian destinations, narrow sidewalks that inhibit safe passage, and vegetation overgrowth that obstructs visibility, accessibility, and safety, particularly near schools and along busy streets.
- Comments regarding sidewalks were focused largely on gaps or narrow sidewalks near destinations identified as important by respondents.

#### Vehicle/Intersection Map

- Concerns identified on the vehicle network map focused on vehicle interactions with pedestrians and cyclists and a desire for more enforcement of traffic rules.
- Suggested improvements ranged from crosswalk bulb-outs, protected pedestrian phases at intersections, and revised signal timing. Calls for enforcement measures like speed cameras to address concerns like drag racing and to ensure compliance with traffic regulations were also identified.

#### **Requested Transportation Commission Action**

Staff requests Commission action to refer Mobility Implementation Plan project concepts for consideration in the update of the Transportation Facilities Plan.

Recommended Motion: I move to approve the referral of Mobility Implementation Plan project concepts for consideration in the update of the Transportation Facilities Plan.

#### **NEXT STEPS**

Referral of Mobility Implementation Plan project concepts to the Transportation Facilities Plan on September 12 will conclude this topic.

#### **ATTACHMENTS**

1. Project Concept Vicinity Map - Referrals to the TFP
2. Engaging Bellevue Memo

# Attachment 1. Project Concepts Vicinity Map

