

City of  
Bellevue



# Transportation Commission Staff Memo

**DATE:** September 4, 2024  
**TO:** Chair Stash and Members of the Transportation Commission  
**FROM:** Andrew Singelakis, AICP, Transportation Director  
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**SUBJECT:** Bike Bellevue Memo

I will be away on a long-planned vacation during your September 12<sup>th</sup> meeting, otherwise I would attend the meeting in person. I do want to express my gratitude to the Commissioners for your hard work on Bike Bellevue, and for what I believe is a solid working relationship with staff. I understand how controversial the Bike Bellevue project is, and how diligently the Commission has taken public comments. So far, the Commission has concurred with the staff recommendation on 8 of the 9 corridors evaluated thus far. After the October 10 meeting the Commission will have reviewed one more Bike Bellevue corridor, 100<sup>th</sup> Avenue NE. Later in the fall, probably at the November 14 meeting, we will look at the corridor on 116<sup>th</sup> Avenue NE north of NE 12<sup>th</sup> St, and with that, the Bike Bellevue assignment from the Council will be complete.

I do want to provide an explanation for my decision on the Bel-Red Road corridor. I appreciated your deliberations about Bel-Red Road, and I understand the concerns about safety on this corridor. I disagreed with the outcome, however, as I believe that further consideration is needed of options for the Bel-Red Road corridor to accommodate protected bike lanes, either through a potential City sponsored project that would involve acquisition of right-of-way, or through the development review process. The staff recommendation was to refer the corridor to the Transportation Facilities Plan (TFP) for study of options. The TFP is the City's 12-year, financially constrained planning document in which Bike Bellevue corridors would need to compete with other high-priority projects to be added in the next update.

Major new vehicular capacity projects are rather limited in our CIP: completion of Spring Boulevard, completion of 120<sup>th</sup> Avenue NE, and the Bellevue Way southbound HOV lane are a few projects that come to mind. This list does not include intersection improvements which we are always monitoring for MIP performance targets. Our Multi-Modal Concurrency platform depends upon transportation spending in the CIP. I believe that we will need to look at major multi-modal CIP projects in the future. I do not want to preclude the Bel-Red Road corridor from analysis as a potential CIP project. This means potentially examining a wider roadway corridor to accommodate new buffered bike lanes. This could occur either through the development review process over time, and/or as part of a future CIP project. There potentially is a solution that could accommodate bike lanes in the future without reducing vehicular capacity.

There are many unknowns to explore. For example, should the focus on the corridor be from the Redmond City limits to the intersection of Spring Boulevard? The completion of Spring Boulevard will provide a continuous vehicular and bicycle connection to Downtown. Another issue that would need to be evaluated is access management along the segment, as the Commission has noted there are many driveways. Cost is another unknown.

There are community groups who believe that the staff recommendation means that travel lanes on Bel Red Road would be repurposed for bike lanes. That proposal has already been studied in the *Bike Bellevue Draft Concepts Guide*. What I envision through a TFP study would be a higher-level analysis for longer term solutions for a needed bicycle connection from Redmond and the Crossroads area to downtown Bellevue.

Thanks again, and I look forward to receiving your recommendation for the 100<sup>th</sup> Avenue NE corridor.