

City of
Bellevue



Transportation Commission Study Session

DATE: May 16, 2024

TO: Chair Stash and Members of the Transportation Commission

FROM: Andrew Singelakis, AICP, Director
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SUBJECT: **Bike Bellevue Transition: NE 2nd Street – Corridor 6A Implementation Recommendation**

DIRECTION REQUESTED

- Action:** Recommend Bike Bellevue Corridor 6A for design and implementation as a shared street.
- Discussion/Direction
- Information

At the May 23, 2024 Transportation Commission study session, staff will seek a recommendation for Bike Bellevue NE 2nd Street Corridor 6A to proceed with the design and implementation of a shared street for bicycle and vehicle travel in both directions between 100th Avenue NE and Bellevue Way.

BACKGROUND AND INFORMATION

Bike Bellevue Technical Questions

On December 14, 2023, the Transportation Commission held a Special Meeting to receive responses from staff to Commissioners' technical questions related to the Bike Bellevue project, specifically analysis regarding the [Bike Bellevue Draft Design Concepts Guide](#). Time did not permit staff to respond to all the questions that night, so Commissioners who would like a briefing on this topic are invited to contact staff. Please see Attachment 1 for the staff responses that are posted on the [Bike Bellevue](#) web site.

Bike Bellevue Corridor Categorization: City Council March 25, 2024

For reference, the Council direction to the Transportation Commission regarding the Bike Bellevue corridors is below. As noted, more than one category could be applicable to a Bike Bellevue corridor.

Direct the Transportation Commission to develop a recommendation for each proposed corridor consistent with one of 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 be first evaluated as a trial or demonstration project that will be evaluated using data that will be provided by the Transportation Commission, and recommend to repurpose a travel lane only 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.

On April 11, 2024, the Transportation Commission provided a recommendation to proceed with final design and implementation for three Bike Bellevue corridors that would not involve the repurposing of a vehicle travel lane (category #1):

- Wilburton – Corridor 9
- Lake Washington Boulevard – Corridor 7
- NE 2nd Street – Corridor 6B (Bellevue Way - 112th Ave NE).

In a Management Brief to the City Council on April 23, staff shared the Commission’s recommendation for these three corridors.

Staff Recommendation for the NE 2nd Street Corridor 6B

With the intent of preparing a design for bicycle network continuity for all of Corridor 6, including segments 6A and 6B, staff recommends that NE 2nd Street Corridor 6A as currently described be assigned Category 6: “Corridors that would no longer be considered and provide a rationale as to why” due to adverse impacts to vehicular access to the Bellevue Downtown Park parking lot near the Inspiration Playground and to a parking garage planned by private development on the northwest corner of NE 2nd Street and Bellevue Way.

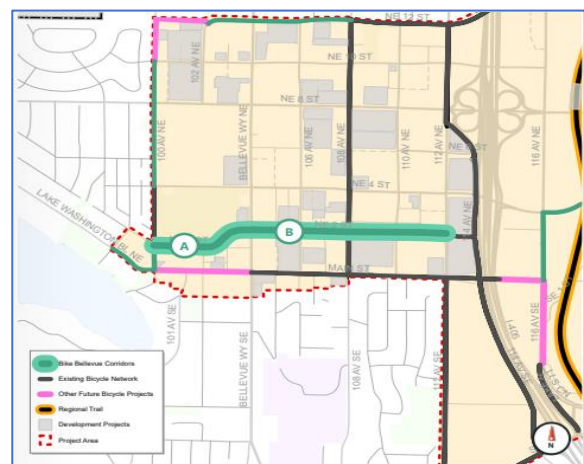
Description of staff recommendation

As an alternative to the [Bike Bellevue Draft Design Concepts Guide](#) for Corridor 6A that would create a one-way eastbound street between 100th Avenue NE and Bellevue Way and add a two-way bicycle facility in the repurposed westbound travel lane, staff recommends retaining two directions for vehicle travel and installing sharrow lane markings (sharrows) in each direction to indicate a shared street. Together with existing mid-block pedestrian crossings, the raised intersection at the south entrance to the Downtown Park with all-way stop, landscaped medians, a planned all-way stop at 100th Avenue NE, and low traffic volume (est. 4,000 average daily vehicles both directions total) and 25 mph speed limit, sharrows will help reinforce a calm traffic environment that will be comfortable to most users. Bicycle travel along the entire NE 2nd Street Corridor will be in the direction of traffic. Sharrows cost about \$400 each and typical spacing along a street is about 350 feet. Final design will determine total cost, and resources are available for implementation.

Staff recommends the Transportation Commission provide direction to the Transportation Department director to advance the NE 2nd Street Corridor 6A to 100% design with the use of sharrow lane markings and to proceed with implementation.

Spring Boulevard Alignment Potential Concept for an Interim Active Transportation Connection

Interest has been expressed in exploring a potential interim active transportation connection along the Spring Boulevard alignment between 124th Avenue NE and 130th Avenue NE. A “complete streets”



NE 2nd Street Corridor 6: 100th Avenue NE - 112th Avenue NE

arterial connection for Spring Boulevard is planned and is in design, but it may be some time before funding is obtained and a new street connection is constructed. Staff have prepared an analysis of a potential interim connection for pedestrians and bicyclists – active transportation users. A staff memo describes and illustrates the interim connection concept and graphics for the new street. Briefly, an active transportation connection would be expensive (~\$18.5M) and would not be forward compatible with the planned Spring Boulevard – which will include bicycle network facilities comparable to the existing corridor segments. Therefore, staff recommends to not pursue an interim active transportation connection along the Spring Boulevard alignment. Please see Attachment 2 for a staff memo.

NEXT STEPS

Staff will return to the Transportation Commission at a study session on June 13, 2024 to recommend the categorization for each of the remaining Bike Bellevue corridors and will seek a Commission recommendation to the Transportation Department director. Staff will inform the Council of the Transportation Commission's recommendation in a management brief at a future Council meeting.

ATTACHMENTS/LINKS

1. [Bike Bellevue Q&A Presentation from December 14, 2023](#)
2. Staff memo (May 10, 2024) NE Spring Boulevard Zone 3