

## Attachment C: Speed &amp; Reliability Projects in Bellevue

- 1. 108<sup>th</sup> Ave NE (Southbound) at Northup Way**
  - a. Bus-Only Left Turn Lane from right lane
- 2. Northup Way (Eastbound) at 116<sup>th</sup> Ave NE**
  - a. Add Right Turn Only Lane
- 3. 116<sup>th</sup> Ave NE (Northbound) at Northup Way**
  - a. Bus-Only Left Turn Lane
- 4. 116<sup>th</sup> Avenue NE (Northbound) from Felix Terry Swistak Dr to NE 12<sup>th</sup> Street (Downtown)**
  - a. This project would implement a BAT lane in the existing outside lane from Felix Terry to NE 12<sup>th</sup> Street.
- 5. NE 10<sup>th</sup> Street (Westbound) from SR-520 on-ramp to 110th Avenue NE (Downtown)**
  - a. The existing outside lane would operate as a BAT Lane. A bus-only left turn from right lane would be used to turn onto 110th Ave NE.
  - b. Optional design would implement BAT lane as far as 112th Ave NE, and use a queue jump signal to advance prior to through traffic. Bus would use standard left turn lane shared with GP traffic at 110th Ave NE.
- 6. NE 10<sup>th</sup> Street (Eastbound) from 110<sup>th</sup> Avenue NE to 116<sup>th</sup> Avenue NE (Downtown)**
  - a. The existing outside lane would operate as a BAT Lane
- 7. 110th Ave NE (Northbound) at NE 6th St (Downtown)**
  - a. Revise on-street parking and buffer space for BAT lane.
  - b. Queue jump at NE 6th Street.
- 8. 110<sup>th</sup> Avenue NE (Northbound) from NE 6<sup>th</sup> Street to NE 10<sup>th</sup> Street (Downtown)**
  - a. The northbound right turn lane at NE 8th St would allow buses to continue across the intersection.
  - b. The existing parking lane between NE 8<sup>th</sup> Street and NE 10<sup>th</sup> Street would be operate as a BAT lane.
  - c. This project is not on the Frequent Transit Network identified in Bellevue's *Transit Master Plan*.
- 9. 110<sup>th</sup> Avenue NE (Southbound) from NE 10<sup>th</sup> Street to NE 6<sup>th</sup> Street (Downtown)**
  - a. The existing parking lane would operate as a BAT lane between NE 10<sup>th</sup> Street and NE 9<sup>th</sup> Street.
  - b. The southbound right turn lane from NE 9<sup>th</sup> Street to NE 8<sup>th</sup> Street would allow buses to continue across the intersection.

- c. Add a second southbound lane south of NE 8th St to add a BAT lane. The southbound right turn lane at NE 6th would allow buses to continue across the intersection.
- d. This project is not on the Frequent Transit Network identified in Bellevue's *Transit Master Plan*.

**10. 110th Ave NE (Southbound) from NE 6th St to 4th St (Downtown)**

- a. The outside lane would operate as a BAT lane.
- b. Queue jump at NE 4th St.

**11. Main Street (Eastbound) from 110<sup>th</sup> Avenue NE to 112<sup>th</sup> Avenue NE (Downtown)**

- a. The outside lane would operate as a BAT lane.

**12. Main Street (Eastbound) from 112<sup>th</sup> Avenue NE to 116<sup>th</sup> Avenue NE (Downtown)**

- a. The outside lane would operate as a BAT lane.

**13. Main Street (Westbound) from 116th Avenue NE to 112th Ave NE (Downtown)**

- a. The outside lane would operate as a BAT Lane

**14. Main Street (Westbound) from 112<sup>th</sup> Avenue NE to 110<sup>th</sup> Avenue NE (Downtown)**

- a. The outside lane would operate as a BAT lane.

**15. 145<sup>th</sup> Place SE at Kelsey Creek Road/24<sup>th</sup> Street (Intersection Concept)**

- a. Consideration to upgrade intersection control to a roundabout (high-cost) or spot improvements to improve intersection geometry and upgrade signal timing (medium-cost)

**16. SE Eastgate Way (Eastbound) at 148<sup>th</sup> Avenue SE**

- a. Add a second left-turn lane.

Note: The long list of concepts initially considered is included in the Speed & Reliability Upgrade Report. Additional concepts may be considered in the next stage of design if identified through community engagement.