

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** July 3, 2024  
**TO:** Chair Stash and Members of the Transportation Commission  
**FROM:** Kevin McDonald, AICP, Principal Transportation Planner  
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**SUBJECT:** **Bike Bellevue Transition: Corridor Categories and Implementation Recommendation**

## DIRECTION REQUESTED

**Action**

Discussion/Direction

Information

At the July 11 study session, staff will seek a Transportation Commission recommendation to the Transportation director for Bike Bellevue Corridors 1, 3, 4, 5 and 11.

The staff recommendation summary is as follows:

Corridor 1: Northup Way, three segments, west to east:

- Category 1. 120th Ave NE - 124th Ave NE. Corridors that would not require travel lane repurposing that the City would program and implement as soon as possible.
- Category 7. 124th Ave NE – 136th Ave NE. Corridors that would be implemented as permanent bicycle infrastructure rather than with a rapid-implementation design
- Category 5. 136th Ave NE – 140th Ave NE. 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.

Corridors 3, 4, and 5: Bel-Red Road.

- Category 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.

Corridor 11: 140<sup>th</sup> Avenue NE. Category 5.

- Category 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

## **BACKGROUND AND INFORMATION**

On March 25, Council directed the Transportation Commission to develop a recommendation for each Bike Bellevue 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.*

### **Transportation Commission Bike Bellevue Corridor Recommendations**

April 11: Proceed with final design and implementation of three Bike Bellevue corridors that would not involve the repurposing of a vehicle travel lane:

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

May 23: Proceed with Corridor 6A (NE 1<sup>st</sup>/2<sup>nd</sup> Street: 100th Avenue NE - Bellevue Way) for design and implementation as a shared street with traffic calming provisions, speed limit reduction to 20 mph and wayfinding, plus an evaluation of the corridor performance.

June 13: Proceed with Corridor 2: NE 12<sup>th</sup> Street for design and implementation as a permanent multipurpose path on the north side.

**Staff Recommendations - Bike Bellevue Corridors 1, 3, 4, 5 and 11**

The staff recommendations for Bike Bellevue Corridors 1, 3, 4, 5 and 11 are based on the [Bike Bellevue Draft Design Concepts Guide](#), the projects descriptions in the [Pedestrian and Bicycle Transportation Plan \(2009\)](#) and the performance targets in the [Mobility Implementation Plan \(2022\)](#). For reference, the Bike Bellevue corridors are in Figure 1 and the Pedestrian and Bicycle Transportation Plan bicycle network projects are in Figure 2.

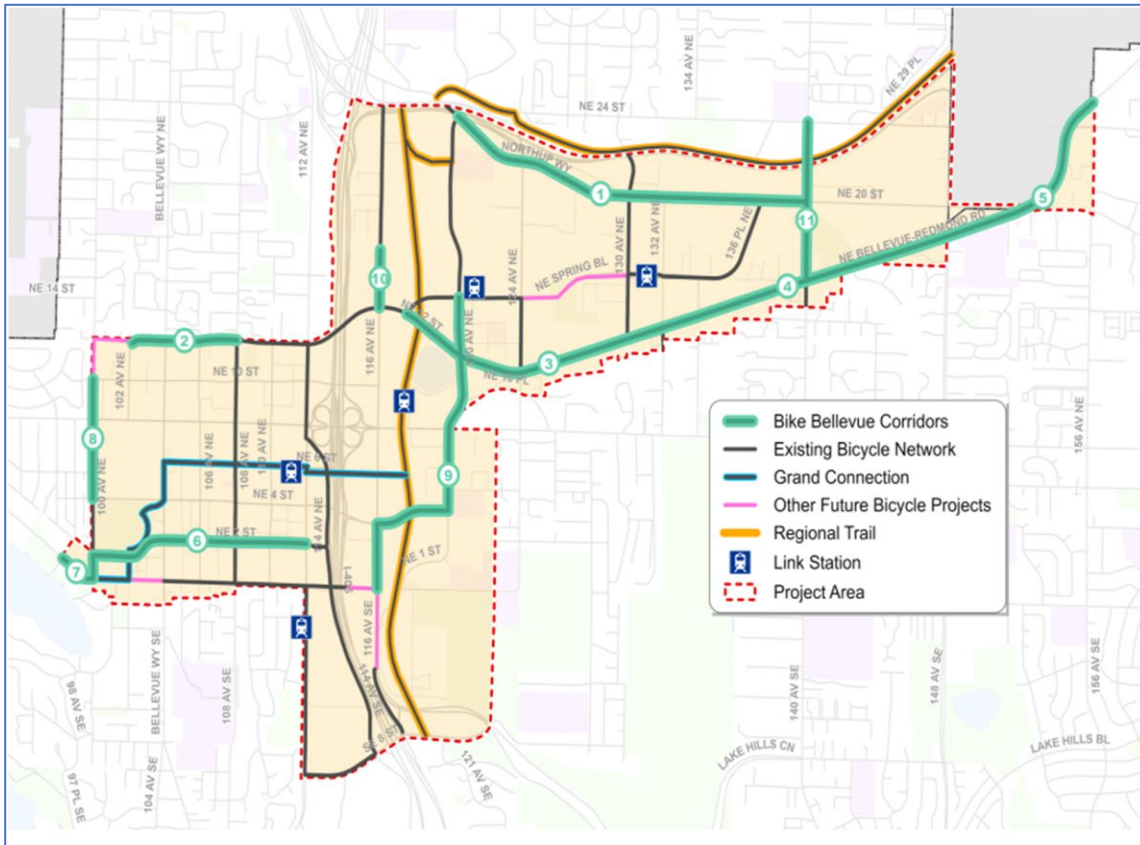


Figure 1. Bike Bellevue Corridors

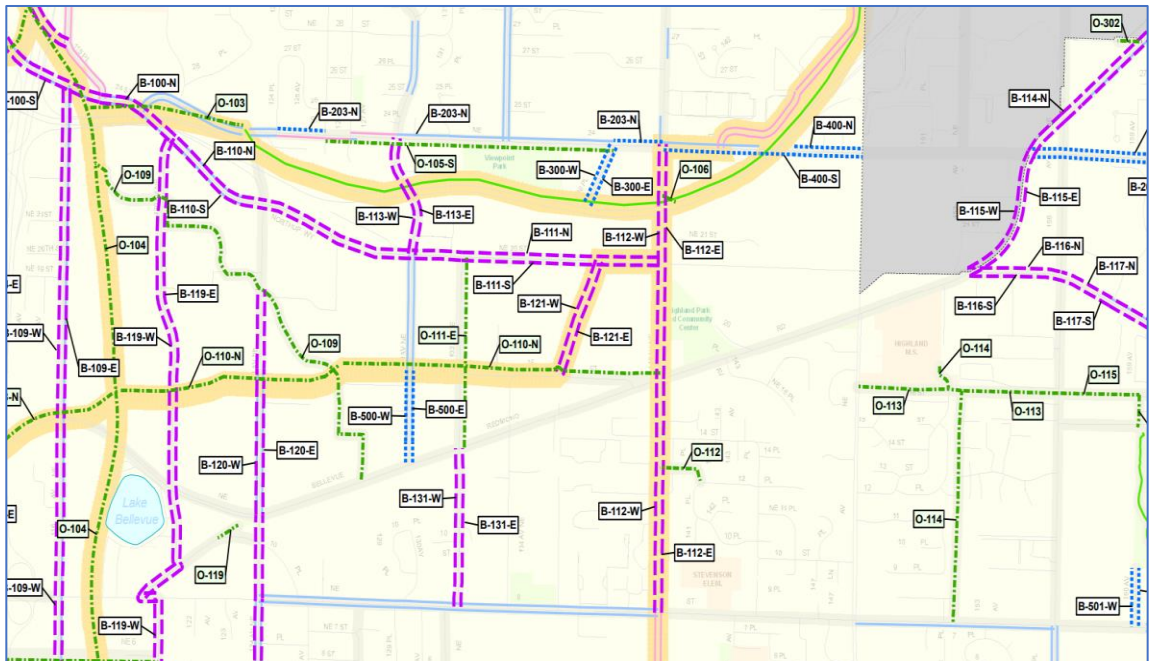


Figure 2. Pedestrian and Bicycle Transportation Plan Bicycle Project Map.

## Corridor 1: Northup Way

### Pedestrian and Bicycle Transportation Plan

Project B-111-North/South: Add a 5-foot-wide bike lane on the north side/south side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE.

Project B-110-North/South: Add a 5-foot-wide bike lane on the north side/south side of Northup Way from 120th Avenue NE to 124th Avenue NE.



**Figure 3. Corridor 1: Northup Way**

A segment of this corridor between 136<sup>th</sup> Avenue NE and 140<sup>th</sup> Avenue NE is part of the Priority Bicycle Corridor EW-2: Downtown-Overlake Connection. Medium Priority (see amber highlight in Figure 2).

### Mobility Implementation Plan

- Performance Target: LTS 3 between 120<sup>th</sup> Avenue NE and 136<sup>th</sup> Avenue NE.
- Performance Target: LTS 1 between 136<sup>th</sup> Avenue NE and 140<sup>th</sup> Avenue NE along the Priority Bicycle Corridor EW-2.

This corridor is a high-scoring Mobility Implementation Plan Performance Target gap. On a scoring scale that tops out at 20 points, the scores for this Corridor range from 16 to 18 points.

Bicycle network facility scores for the MIP goals are as follows:

- Support Growth Goal Score: Corridor is in PMA 1. Score = 4.
- Improve Access/Mobility Goal Score: High Access/Mobility area. Score = 4.
- Consider Equity Goal Score: Equity Composite Index 2. Score = 2.
- Improve Safety Goal Score: High Injury Network. Score = 4.
- Supplemental Score: Bicycle Network/Primary Corridor. Score = Range of 2-4.

### Bike Bellevue Draft Project Design Concept

The [Bike Bellevue Draft Design Concepts Guide](#) for Corridor 1 would reallocate one existing westbound lane to provide space for directional separated buffered bike lanes on each side of the street. The two-way left turn lane would be retained to provide vehicle access to the businesses on both sides of the street.

### Staff Recommendation for Corridor 1: Northup Way

- Category 1: 120th Ave NE - 124th Ave NE: Narrow travel lanes as feasible to provide a buffer for existing directional bike lanes.
- Category 7: 124th Ave NE – 136th Avenue NE: Implement Pedestrian and Bicycle Transportation Plan Projects (with buffered bike lanes instead of striped bike lanes) with private-sector redevelopment projects plus the WSDOT 124<sup>th</sup> Avenue NE/SR 520 interchange project and fill lingering gaps with city CIP program funding.

To achieve the MIP LTS 3 performance target, bicycle network facilities along Corridor 1 would be provided through the development review process as required frontage improvements. As redevelopment occurs, increments of the bicycle network will be implemented, eventually creating a complete corridor. Also, the Washington State Department of Transportation (WSDOT) is planning for an interchange project at 124<sup>th</sup> Avenue NE at Northup Way that would provide vehicle access to and from the east on SR 520. The preliminary design includes directional buffered bike lanes on this segment of Northup Way.

Staff acknowledge that this incremental approach will take years to complete the corridor, therefore lingering gaps – where redevelopment is not anticipated - may be addressed with city CIP program resources.

- Category 5: 136th Ave NE – 140th Ave NE: Refer project to the TFP for design and implementation as LTS 1 facility. Priority Bicycle Corridor EW-2: Downtown-Overlake Connection. The Transportation Commission may rate this project as a high priority for the Transportation Facilities Plan. A city investment for design and implementation along this Priority Bicycle Corridor EW-2: Downtown-Overlake Connection may accelerate the implementation.

### Corridors 3, 4 and 5: Bel-Red Road

Note: The staff recommendation on page 9 applies to all three Bel-Red Road corridor segments. This recommendation recognizes that a major capital investment to complete a multimodal Spring Boulevard between 124th Ave NE and 130th Ave NE is planned (TFP 270), is in design ([CIP PW-R-210](#)), and the Transportation Department has submitted a budget proposal to include design and construction funding in the upcoming CIP beginning in 2025. Further, the potential for an interim connection between 124th Ave NE and 130th Ave NE for active transportation users is being studied.

#### Corridor 3

##### Pedestrian and Bicycle Transportation Plan

No project. The Transportation Commission added this corridor in the Mobility Implementation Plan to reflect the Bicycle Rapid Implementation Program (BRIP).



Figure 4. Corridor 3: Bel-Red Road

##### Mobility Implementation Plan

Performance Target: LTS 3.

This corridor is a high-scoring Mobility Implementation Plan Performance Target Gap. On a scoring scale that tops out at 20 points, the score for this Corridor is 18 points.

Bicycle network facility scores for MIP goals are as follows:

- Support Growth Goal Score: Corridor is in PMA 1. Score = 4.
- Improve Access/Mobility Goal Score: High Access/Mobility area. Score = 4.
- Consider Equity Goal Score: Equity Composite Index 2. Score = 2.
- Improve Safety Goal Score: On the High Injury Network. Score = 4.
- Supplemental Score: Bicycle Network Corridor. Score = 2.

##### Bike Bellevue Draft Project Design Concept

The [Bike Bellevue Draft Design Concepts Guide](#) for Corridor 3 would reallocate 1 of 2 westbound lanes between NE Spring Blvd and 124th Avenue NE, and transition to reallocating 1 of 2 eastbound lanes east of 124th Avenue NE to provide one-way separated buffered bike lanes in each direction. A new protected intersection would be installed at NE 12th Street and 120th Avenue NE to facilitate safe connections between the two bicycle routes.



## Corridor 4

### Pedestrian and Bicycle Transportation Plan

No Project

The Transportation Commission added this corridor in the Mobility Implementation Plan to reflect the BRIP program.

### Mobility Implementation Plan

Performance Target: LTS 3

This corridor is a high-scoring Mobility Implementation Plan Performance Target Gap. On a scoring scale that tops out at 20 points, the score for this Corridor is 16 points.

Bicycle network facility scores for the MIP goals are as follows:

- Support Growth Goal Score: Corridor is in PMA 1. Score = 4.
- Improve Access/Mobility Goal Score: High Access/Mobility area. Score = 4.
- Consider Equity Goal Score: Equity Composite Index 2. Score = 2.
- Improve Safety Goal Score: High Injury Network. Score = 4.
- Supplemental Score: Bicycle Network Corridor. Score = 2.

### Bike Bellevue Draft Project Design Concept

The [Bike Bellevue Draft Design Concepts Guide](#) for Corridor 4 would reallocate 1 of 2 eastbound lanes between 132nd Avenue NE and opens back up to 2 lanes on approach to the busy 148th Avenue NE intersection. This design would provide a one-way separated buffered bike lane on each side of the street. Between 143rd Avenue NE and 148th Avenue NE, 1 of 2 westbound lanes would be modified to provide a two-way left turn lane, improving access to destinations on both sides of the street.



Figure 5. Corridor 4: Bel-Red Road

## Corridor 5

### Pedestrian and Bicycle Transportation Plan

B-115-E/W: Add a 5-foot-wide bike lane on the east side/west side of Bel-Red Road from 156th Avenue NE to NE 20th Street. High Priority

No bicycle network project is identified west of NE 20th Street. The Transportation Commission added this corridor in the Mobility Implementation Plan to reflect the Bicycle Rapid Implementation Program (BRIP).

### Mobility Implementation Plan

Performance Target: LTS 3

This corridor is a high-scoring Mobility Implementation Plan Performance Target Gap. On a scoring scale that tops out at 20 points, score for this Corridor is 16-17 points.

Bicycle network facility scores for the MIP goals are as follows:

- Support Growth Goal Score: Corridor is in PMA 1. Score = 4.
- Improve Access/Mobility Goal Score: High Access/Mobility area. Score = 4.
- Consider Equity Goal Score: Equity Composite Index 2 and 3. Score range = 2- 3.
- Improve Safety Goal Score: High Injury Network. Score = 4.
- Supplemental Score: Bicycle Network Corridor. Score = 2.

### Bike Bellevue Draft Project Design Concept

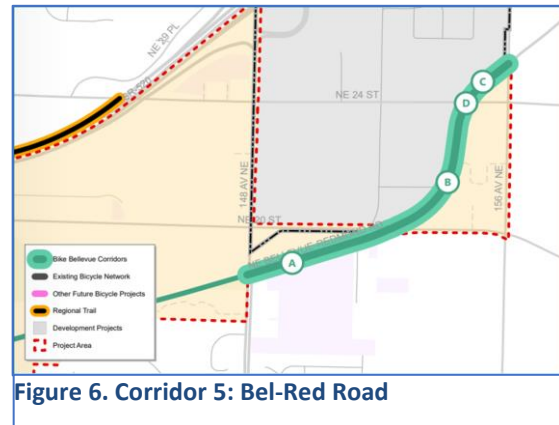
The [Bike Bellevue Draft Design Concepts Guide](#) for Corridor 5: Provide a buffered bicycle lane in each direction by reallocating the existing vehicle lanes as follows:

- Segment A: Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes between 148th Avenue NE and NE 20th Street
- Segment B: Convert 1 eastbound lane and 1 westbound lane to one-way buffered bike lanes and install a two-way left turn lane between NE 20th Street and NE 24th Street
- Segment C: Convert 1 of 2 eastbound lanes to one-way buffered bike lanes between NE 24th Street and 156th Avenue NE
- Intersection D: Remove northbound peak hour left turn restriction

### Staff Recommendation for Corridors 3, 4, and 5: Bel-Red Road

Category 5: Refer to TFP: Conduct a corridor study of the entire Bel-Red Road corridor between Spring Boulevard/NE 12th Street on the west and 156th Avenue NE on the east, with the objective to achieve MIP LTS 3 Performance Target, or better.

Include in this corridor study, an analysis of potential bicycle network connections to the Crossroads neighborhood.





## Corridor 11: 140<sup>th</sup> Avenue NE

### Pedestrian and Bicycle Transportation Plan

B-112-East/West: Add 5-foot-wide bike lanes on the east side/west side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor NS-4: Somerset Redmond Connection. High Priority.

### Mobility Implementation Plan

Performance Target: LTS 1 - Priority bicycle corridor in Performance Management Area 1.

This corridor is a high-scoring Mobility Implementation Plan Performance Target Gap. On the MIP scoring scale that tops out at 20 points, the score for this Corridor is 18 points.

Bicycle network facility scores for the MIP goals are as follows:

- Support Growth Goal Score: Corridor is in PMA 1. Score = 4.
- Improve Access/Mobility Goal Score: High Access/Mobility area. Score = 4.
- Consider Equity Goal Score: Equity score area of 2. Score = 2.
- Improve Safety Goal Score: Not on the High Injury Network. Score = 4.
- Supplemental Score: Priority Bicycle Corridor. Score = 4.

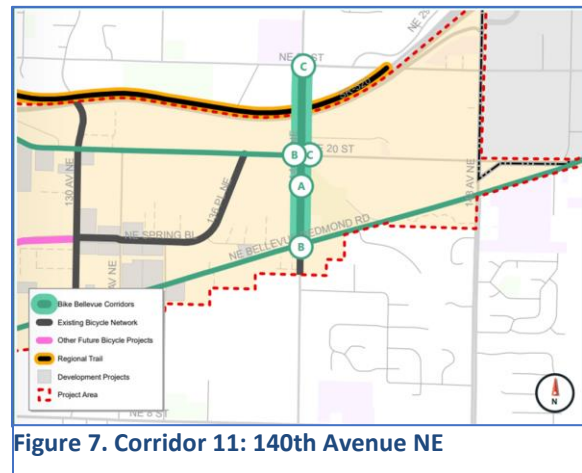
### Bike Bellevue Draft Project Design Concept

The [Bike Bellevue Draft Design Concepts Guide](#) for Corridor 11: Convert one of two southbound lanes to separated buffered bike lanes.

### Staff Recommendation for Corridor 11: 140th Avenue NE

- Short term:

Consistent with Categories 2 and 4. Enhance existing bike lane and sharrow lane markings with fresh paint and provide additional wayfinding signage.
- Longer term:
  - Category 5: Refer to the TFP: Conduct a corridor study to define options and a preferred way to achieve LTS 1 on the 140th Ave NE corridor, connect to Northrup and the SR 520 Trail.
  - Category 5: Refer to the TFP: Design and build a multipurpose path in the north side of Bel-Red Road at the corner of 140th Ave NE to connect to the Spring Boulevard spur, with sharrow lane markings on the Spring Boulevard spur. For longer-term implementation, include a design for buffered bike lanes on the Spring Boulevard spur for implementation with private-sector redevelopment.



**NEXT STEPS**

Staff plan to return to the Transportation Commission at study session on September 12 to discuss Bike Bellevue Corridor 8: 100th Avenue NE and Corridor 10: 116th Avenue NE and will seek a Commission recommendation to the Transportation director.