

CITY COUNCIL STUDY SESSION

Summary of Transportation Commission recommendations to the Transportation Director on Bike Bellevue Corridor

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DIRECTION NEEDED FROM COUNCIL

INFORMATION ONLY

This memo summarizes the Transportation Commission recommendations to the Transportation Director through July 11 on nine of the eleven Bike Bellevue Corridors.

RECOMMENDATION

N/A

BACKGROUND & ANALYSIS

On March 25, 2024, Council directed the Transportation Commission to recommend the categorization of each proposed Bike Bellevue corridor (as shown in Figure 1) according to 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.

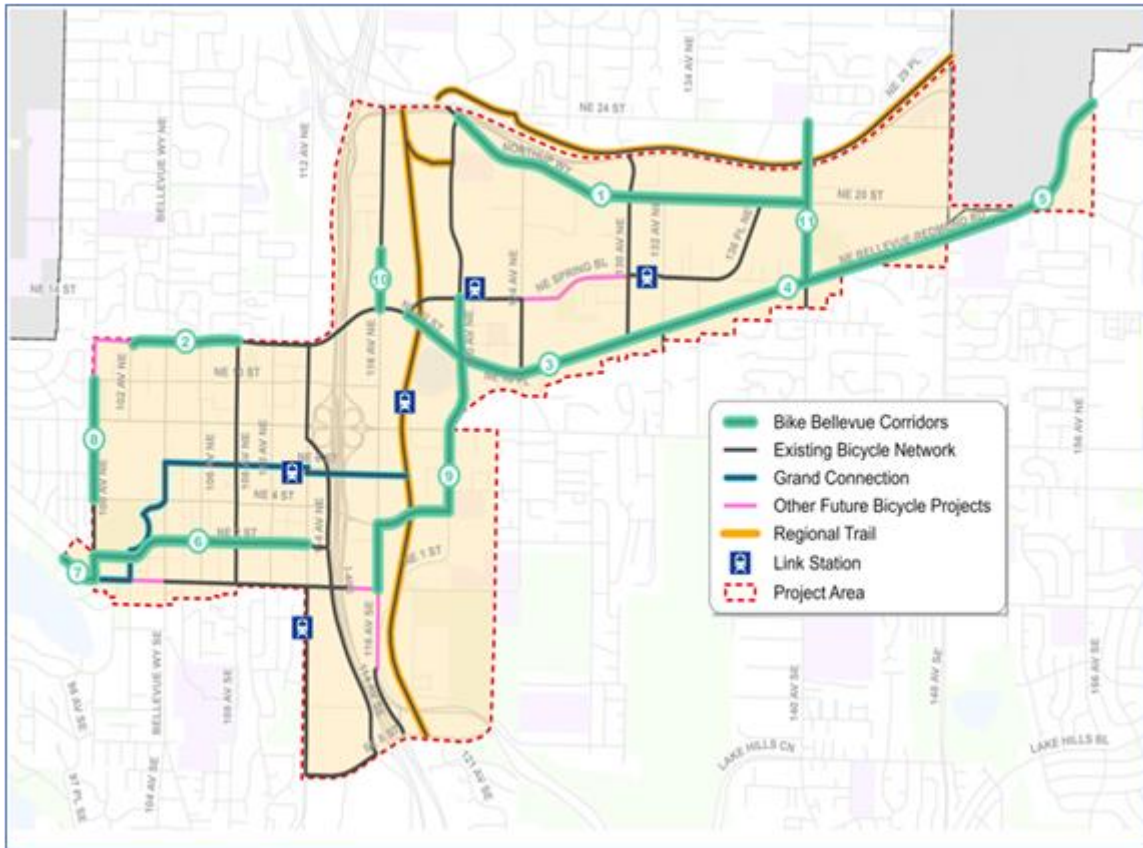


Figure 1. Bike Bellevue Corridors

The Commission voted to approve the first recommendations to the Transportation Director on April 11. Staff reported on this action, as follows, to Council on April 23:

- Corridor 6B: NE 2nd Street: Category 1. Between Bellevue Way NE and 112th Avenue NE, retain vehicle travel capacity while providing directional bike lanes (a mix of conventional, buffered, and separated buffered). Status update: Will be in final design soon, with implementation potentially in 2025.
- Corridor 7: Lake Washington Boulevard: Category 1. Remove curbside parking on the south side to accommodate a pair of directional bicycle lanes. Status update: Bike lanes are designed and implementation is planned for this summer in coordination with a Utilities stormwater project.
- Corridor 9: 120th Avenue NE, NE 4th Street, 116th Avenue NE: Category 1. Restripe channelization to provide buffered bike lanes while maintaining the existing 5-lane cross section. Status update: Will be in final design soon, with implementation potentially in 2025.

On May 23, June 13 and July 11, the Commission voted to approve recommendations for Bike Bellevue corridors as follows:

May 23

- Corridor 6A: NE 1st Street/2nd Street. Category 1. Between 100th Avenue NE and Bellevue Way, Design and implement this corridor as a shared street with traffic calming provisions, speed limit

reduction to 20 mph, wayfinding, and follow-up evaluation. Status update: Will be in final design soon, with implementation potentially in 2025.

June 13

- Corridor 2: NE 12th Street: Category 7. Design and implement this bicycle facility as a permanent multipurpose path on the north side between 100th Avenue NE and 108th Avenue NE. Status update: In design. Implementation will be coordinated with a private-sector redevelopment project at 102nd Avenue NE.

July 11

- Corridor 1: Northup Way, three segments, west to east:
 - o 120th Avenue NE – 124th Avenue NE. Category 1. Corridors that would not require travel lane repurposing that the City would program and implement as soon as possible. This may be accomplished by narrowing vehicle travel lanes to provide a buffer to existing bicycle lanes.
 - o 124th Avenue NE – 136th Avenue NE. Category 7. Corridors that would be implemented as permanent bicycle infrastructure rather than with a rapid-implementation design. Private-sector development would continue to build directional bicycle lanes as permanent infrastructure, incrementally, as development occurs, with public-sector projects to fill long-term gaps as needed.
 - o 136th Avenue NE – 140th Avenue NE. Category 5. Corridors that would be referred to and incorporated into the next update of the Transportation Facilities Plan (2024/25) for citywide consideration, prioritization, and resource allocation. For this segment of the priority bicycle corridor between Downtown and Overlake, prepare design options to achieve the intended level of traffic stress (LTS 1) per the Mobility Implementation Plan.
- Corridors 3, 4, and 5: Bel-Red Road. Category 6. Corridors that would no longer be considered and provide a rationale as to why. Staff recommended to refer this corridor to the update of the Transportation Facilities Plan to study potential options to achieve the MIP performance target of LTS 3 or better. The Commission voted 3-2 in favor of the Category 6 recommendation. Commissioners who voted in the majority expressed concerns about the safety of bicyclists along the corridor and an interest in maintaining capacity for vehicle travel. Commissioners who voted in the minority were opposed to eliminating this corridor from further consideration, preferring the Category 5 approach as a referral to the next update of the Transportation Facilities Plan (2024/2025) through which staff would study options to achieve a bicycle network connection along this corridor.

This is a recommendation to the Transportation Director in consideration of building out the entire bicycle connected network infrastructure. Complex planning is informed by the values of the community and empirical data. With this in mind, the Transportation Director, in later phases of the bicycle network, intends to conduct the studies necessary to have the right empirical data regarding corridors 3, 4 and 5. The conversation of the Transportation Commission demonstrates the importance of hearing the competing values of the community.

- Corridor 11: 140th Avenue NE. 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. Commissioners recommended early implementation to refresh existing lane markings and wayfinding, followed by a TFP funded analysis of options to achieve LTS 1 on this priority bicycle corridor. This would include a connection to Spring Boulevard at Bel-Red Road.

On September 12, staff will provide a recommendation for the Commission's consideration on the two remaining Bike Bellevue corridors:

- Corridor 8: 100th Avenue NE north of NE 4th Street
- Corridor 10: 116th Avenue NE north of NE 12th Street

With a recommendation to the Transportation Director on these two corridors, the Commission will conclude its work on Bike Bellevue as directed by Council.

POLICY & FISCAL IMPACTS

Policy Impact

None

Fiscal Impact

None

OPTIONS

N/A

ATTACHMENTS

N/A

AVAILABLE IN COUNCIL LIBRARY

N/A