

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** October 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 Corridor 8: 100th Avenue NE**  
 (Segment between NE 4th Street and NE 8th Street)

## DIRECTION REQUESTED

**Action**  
 Discussion/Direction  
 Information

At the October 10 study session, staff will seek a Transportation Commission recommendation to Transportation Director Andrew Singelakis for Bike Bellevue Corridor 8: Segment on 100th Avenue NE between NE 4th Street and NE 8th Street.

Alternatives for Corridor 8:

- Alternative 1: No Build. Do not provide any bicycle network facilities.
- Alternative 2: Repurpose a northbound travel lane and implement directional bike lanes, initially as a pilot with evaluation prior to possibly implementing a permanent facility.
- Alternative 3: Repurpose a northbound travel lane and implement a two-way cycletrack on the east side, initially as a pilot with evaluation prior to possibly implementing a permanent facility. (This is the Bike Bellevue design concept)
- Alternative 4: Alternate parallel routing via NE 1st Street/98th Avenue NE/NE 8th Street. Study options, feasibility and costs to achieve a bicycle network connection for the NE 8th Street segment between 98th Ave NE and 100th Ave NE. Conduct neighborhood outreach for the entire corridor.

Note that Corridor 8 in the Bike Bellevue Design Guide includes two additional segments. These are highlighted in purple in Figure 1 below. A segment on 100<sup>th</sup> Avenue NE between Main Street and NE 1st Street is being designed not as a Bike Bellevue project but as a safety project related to the planned all-way stop at NE 1st Street and 100th Avenue NE. Staff will initiate an engagement with the community for this project at a later date and a commission recommendation is not requested. A segment on 100th Avenue NE north of NE 8th Street



## Summary of Transportation Commission 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 Avenue NE)

May 23: Proceed with Corridor 6A (NE 1st/2nd 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 12th Street for design and implementation as a permanent multipurpose path on the north side.

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 (TFP) 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. 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 TFP through which staff would study options to achieve a bicycle network connection along this corridor. Transportation Director Singelakis decided to refer this corridor for consideration in the update of the TFP to study potential options to achieve

the MIP performance target of LTS 3 or better.

- Corridor 11: 140th Avenue NE. Category 5. Corridors that would be deferred to and incorporated into the next update of the TFP 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.

### TRANSPORTATION COMMISSION RECOMMENDATION ON CORRIDOR 8: 100TH AVENUE NE

For consideration is the Bike Bellevue Corridor 8, segment B, between NE 4th Street and NE 8th Street. This memo describes four alternatives for the commission to consider in preparing a recommendation to implement a north-south bicycle corridor in this area of the city, either along 100th Avenue NE or using a parallel alternate route along 98th Avenue NE. Staff has provided the following information to assist the commission in making its recommendation to Transportation Director Singelakis.

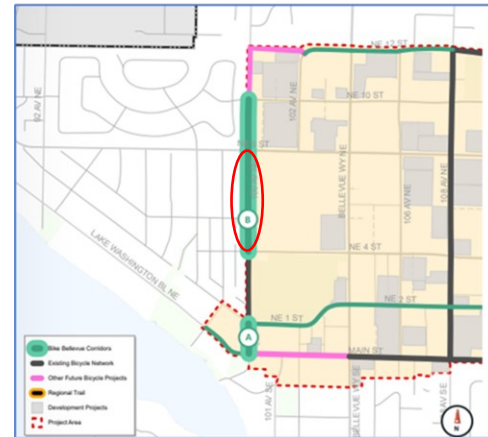


Figure 2. Corridor 8

### 2009 Pedestrian and Bicycle Transportation Plan

The 2009 Pedestrian and Bicycle Transportation Plan (B-209-E and B-209-W) would add wide bike shoulders on the east side and west side of 100th Avenue NE from Main Street to NE 8th Street. There is no space to add shoulders without repurposing a vehicle travel lane.

### Mobility Implementation Plan

- Performance Target: Level of Traffic Stress (LTS) 1
- The MIP score for this corridor is 14 out of 20 points
  - Bicycle network facility score for each MIP goal is 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. Score = 2
    - Improve Safety Goal Score: High Injury Network. Score = 2
    - Supplemental Score: Bicycle Network. Score = 2

### Bike Bellevue Draft Project Design Concept

The [Bike Bellevue Draft Design Concepts Guide](#) for Corridor 8 between NE 4th Street and NE 8th Street would reallocate one of two northbound lanes to provide a separated two-way bicycle facility (cycletrack) on the east side.

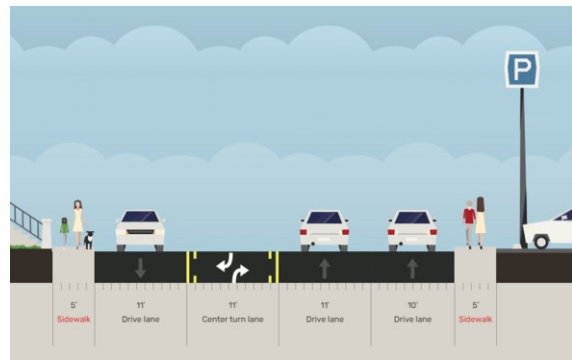
## Corridor 8: 100th Avenue NE Alternatives

### Alternative 1

No Build. Do not provide any bicycle network facilities on 100th Avenue NE between NE 4th St. and NE 8th St.

### Alternative 4

Same cross section as No Build. Bicycle network facilities would not be installed on 100th Avenue NE between NE 4th Street and NE 8th Street. The travel lane configuration would be unchanged. In Alternative 4, the corridor alignment would be shifted to 98th Avenue NE (described below).

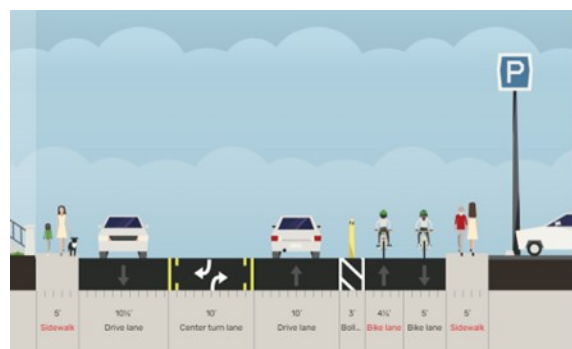


**Alternative 2** Repurpose a northbound travel lane and implement directional bike lanes, initially as a pilot with evaluation prior to possibly implementing a permanent facility.



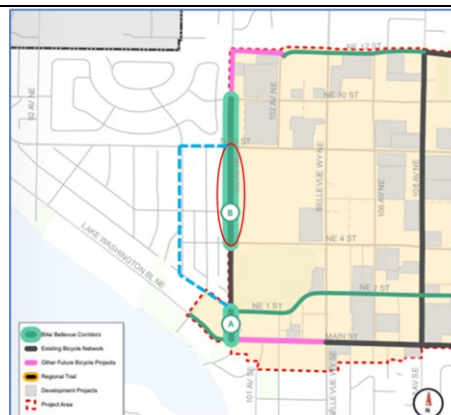
### Alternative 3

Repurpose one northbound travel lane and implement a two-way cycletrack on the east side, initially as a pilot with evaluation prior to possibly implementing a permanent facility. (Bike Bellevue design concept)



### Alternative 4

Alternate parallel corridor route along 98th Avenue NE with connections to 100th Avenue NE at NE 1st Street on the south and NE 8th Street on the north. Alignment is shown ----- on the map to the right.



## Corridor Alternatives Evaluation: Mobility Implementation Plan Metrics

Mode	Metric	1	2	3	4								
Bike		No Build	Directional bike lanes No buffer	Cycletrack Vertical buffer	98 <sup>th</sup> Ave NE Alternate								
	Performance Target is LTS 1	Would Not Meet	Would Not Meet	Would Not Meet	May Meet pending design for the NE 8 <sup>th</sup> Street Segment								
	30 mph 10.6K ADT	LTS 4	LTS 3	LTS 2	LTS 1 on 98 <sup>th</sup> TDB on NE 8 <sup>th</sup> St								
<b>Vehicle</b>		V/C at signalized intersections along 100th Avenue NE											
	V/C PM Peak Performance Target is 1.0	4 <sup>th</sup>	5 <sup>th</sup>	8 <sup>th</sup>	4 <sup>th</sup>	5 <sup>th</sup>	8 <sup>th</sup>	4 <sup>th</sup>	5 <sup>th</sup>	8 <sup>th</sup>	4 <sup>th</sup>	5 <sup>th</sup>	8 <sup>th</sup>
		.58	.42	.78	.58	.42	.85	.58	.44	.93	.58	.42	.78
	Travel speed Performance Target: N/A*	NB. 18 mph SB. 15 mph			NB. 17 mph SB. 16 mph			NB. 16 mph SB. 15 mph			NB. 18 mph SB. 15 mph		

\*100th Avenue NE is not a Primary Vehicle Corridor for which the MIP has established a Performance Target for corridor travel speed. With a posted speed limit of 30 mph, the Performance Target would be 6 mph in Downtown, which is Performance Management Area (PMA) 1. Each alternative would meet the performance target.

### Other Considerations

#### Safety

- There are three driveways on the east side of 100th Avenue NE that serve Bellevue Square parking between NE 4th Street and NE 8th Street. The commission has noted that any driveway may be a conflict point between a vehicle and a bicyclist. On 100<sup>th</sup> Avenue NE, driveway ingress and egress activity may present a safety concern with Alternative 3 (cycletrack on the east side of 100th Avenue NE) in which a driver exiting westbound or entering southbound to eastbound may not observe a southbound bicyclist.

#### Connectivity/Route Directness/Design

- 100th Avenue NE would provide the direct north-south connection envisioned in the 2009 Pedestrian and Bicycle Transportation Plan and the MIP.
- 98th Avenue NE alternative would be out of direction from the 100th Avenue NE corridor with east/west connections on NE 1st Street and NE 8th Street.
- 98th Avenue NE alternative would require a 34-foot climb westbound on NE 8th Street from 100th Ave NE to 98th Ave NE.
- 98th Avenue NE alternative would require intersection modifications and wayfinding at 100<sup>th</sup> Avenue NE and NE 8th Street to accommodate bicyclist turning movements.
- The standard width of a back-of-curb multipurpose path (part of Alternative 4 on the north side of NE 8th Street) is 12 feet per the Transportation Design Manual.

### **Commission Recommendation for Corridor 8: 100th Avenue NE**

One “no-build” and three “action” alternatives are identified for the commission to consider for recommendation to the director. A commission recommendation for Alternative 1 would be Category 6. A commission recommendation for either Alternative 2, 3 or 4 would be in the form of a referral for consideration to the update of the Transportation Facilities Plan (Category 5). For the segment of 100th Avenue NE north of NE 8th Street, Category 7 may be appropriate.

Alternatives for Corridor 8 between NE 4th Street and NE 8th Street:

- Alternative 1: No Build. Do not provide any bicycle network facilities.
- Alternative 2: Repurpose a northbound travel lane and implement directional bike lanes, initially as a pilot with evaluation prior to possibly implementing a permanent facility.
- Alternative 3: Repurpose a northbound travel lane and implement a two-way cycletrack on the east side, initially as a pilot with evaluation prior to possibly implementing a permanent facility. (This is the Bike Bellevue design concept)
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### **SPRING BOULEVARD INTERIM CONNECTION**

In the commission’s May agenda packet, staff provided a preliminary feasibility report that included an estimated \$18.5M cost to implement an interim active transportation connection along the Spring Boulevard future alignment between 124th Avenue NE and 130th Avenue NE. The consultants were subsequently asked to revise the design and determine if a lower the cost estimate to create a bicycle network connection could be achieved. The consultant team delivered a report in July (Attachment 1). The revised estimated cost for an interim connection would be about \$5.5M (in 2024 \$). Funding is not currently available for design or construction of an interim connection.

### **NEXT STEPS**

Staff will return at a future study session to discuss Bike Bellevue Corridor 10: 116th Avenue NE and to seek a commission recommendation. This corridor overlaps with potential routing and station locations for the planned K-Line bus rapid transit. K-Line discussions are ongoing with King County Metro, and a study session is planned for Council in November. Staff will identify any K-Line implications for this bicycle network facility in commission study session materials.

### **ATTACHMENTS**

1. Report on Spring Boulevard Interim Connection (July 2024)