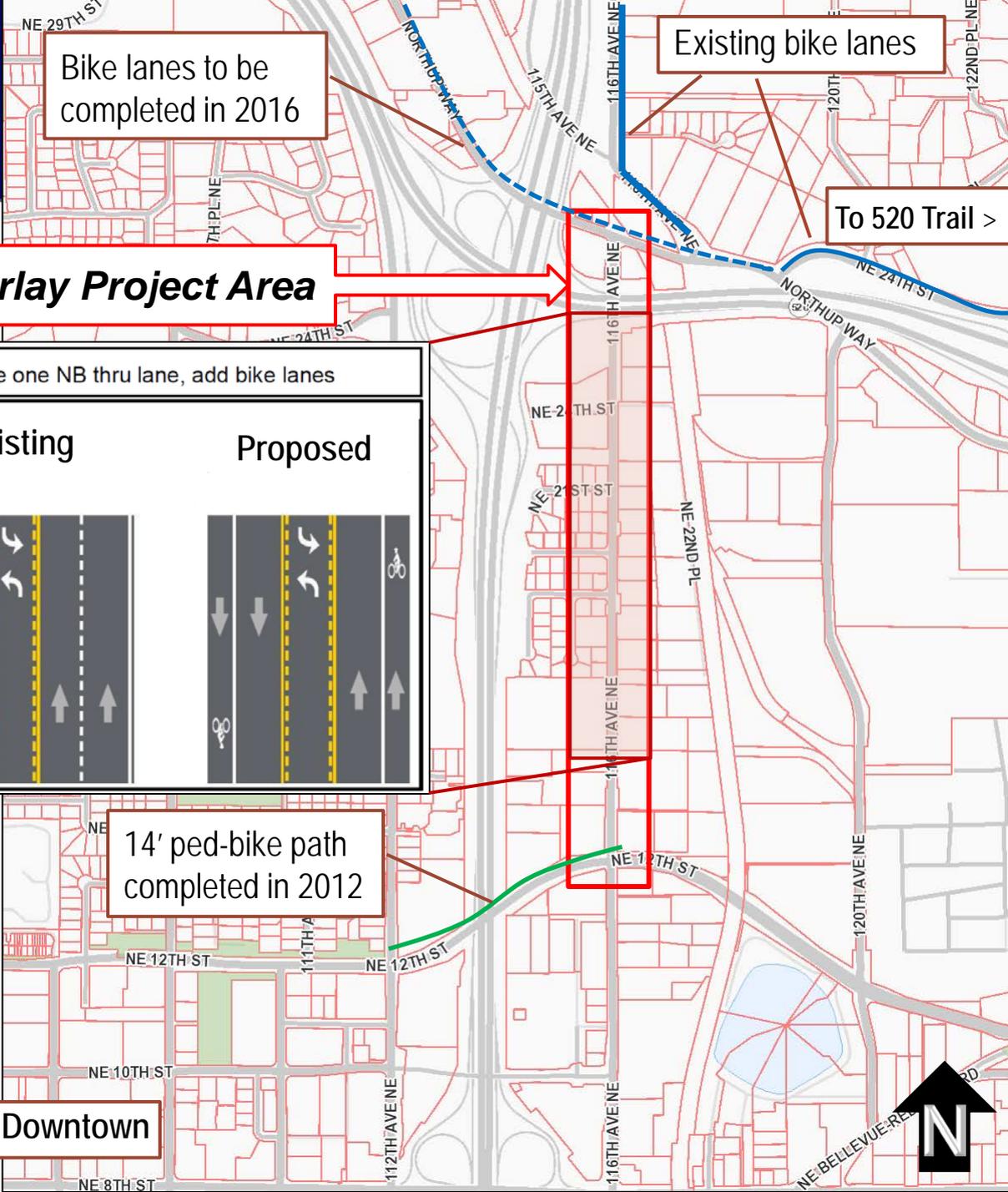


Project Area

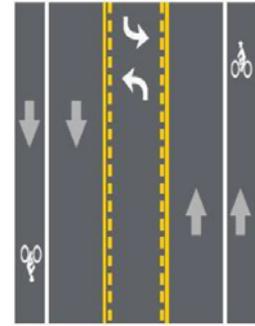
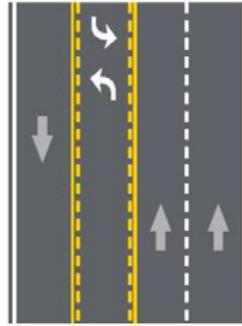


Overlay Project Area

Remove one NB thru lane, add bike lanes

Existing

Proposed



- 116th Avenue NE segment is a key link for cyclists traveling between the 520 Trail and Downtown.
- Proposal to modify center segment of corridor (only).

Existing Conditions Aerial and Street View



Looking South



Looking North



Looking North



Looking North



Looking South



Looking North

Benefits

Enhances Bicycle System Connectivity

- Fills a missing link between the regional 520 Trail and Downtown Bellevue.

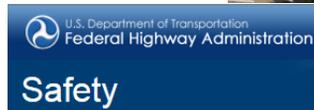


Improves Safety

Motorists

- Driveway access improved with crossing of single lane
- Improves uniformity and speed limit compliance – benefits safety

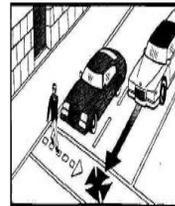
Improves speed limit compliance



http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.cfm

Pedestrians

- Creates a buffer between the roadway and peds on sidewalk
- Reduces crossing exposure and eliminates "multi-lane threat"



Cyclists

- Dedicated space with marked bike lanes
- Minimizes friction between slower moving cyclists and faster moving cars



Bicycle Activity

Observations

- Bike Count on 116th Ave NE;
May 2014 = **163**
- Motorists must maneuver around slower traveling cyclist in current lane condition
- While riding, cyclist must avoid poor pavement conditions - will be improved with overlay



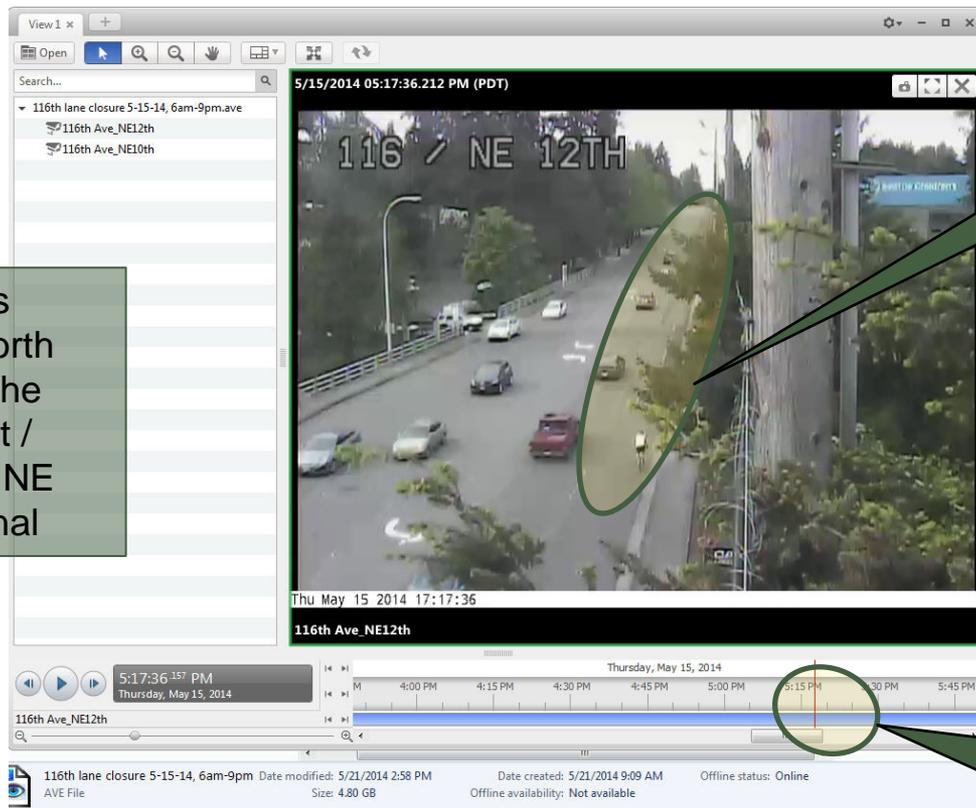
With high numbers of cyclist already using 116th, cars must merge into a single lane regardless of proposal; this occurs frequently throughout the day.

On 116th Ave NE just north of NE 12th St
(Looking North)

Simulation of Conditions

In May 2014, a control zone was set up to simulate the closure of the northbound through lane and test the operation of the proposal.

Camera is looking north just past the NE 12th St / 116th Ave NE traffic signal



Simulation zone (merge area)



5:07 PM on a weekday

Bike Facilities

Existing 

Future (near-term, funded) 

Future (long-term, not funded) 

Proposed 116th Ave bike lanes 

- 116th Avenue NE link **fills gap**, complements existing & funded facilities
- Other facilities are long term, not funded in CIP horizon (2021).



Safety Investigation

Driveway Related Collisions on 116th Ave NE

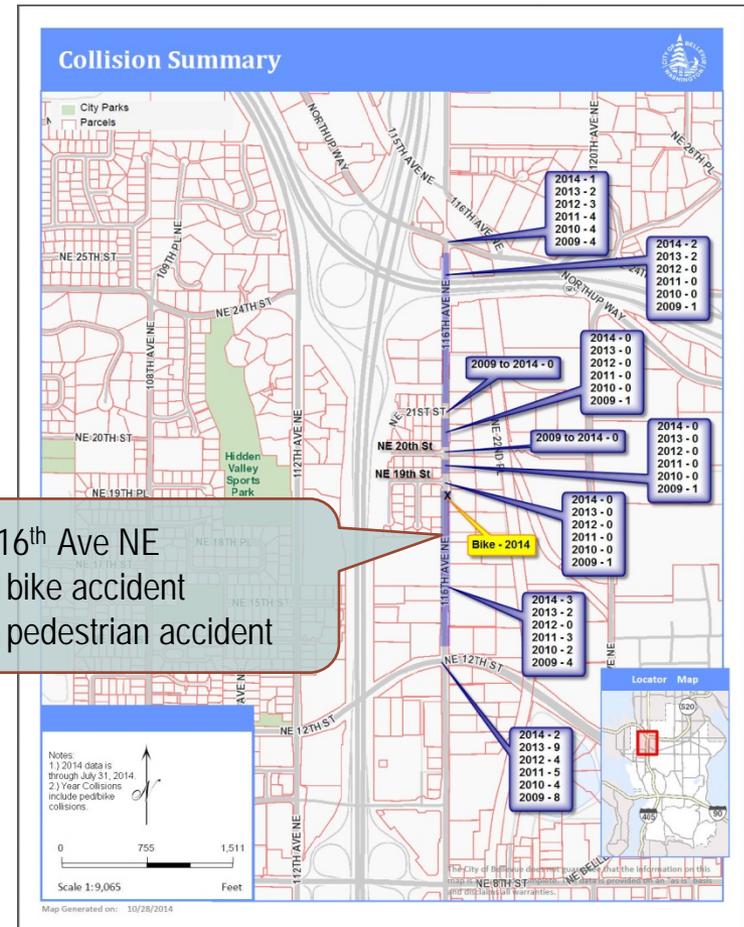
116th Ave NE - NE 12th St to Northrup Way Corridor Collision Summary

Segment	Date	Time	Collisions			Collision Type
			Driveway - Related	Other		
			West Side	East Side		
NE 12th St to NE 19th St	03/17/2009	8:06	X			Rear End
	03/31/2009	16:39		X		Right Angle
	04/16/2009	13:09			X	Other / U-Turn
	09/17/2009	11:39			X	Rear End
	02/12/2010	6:04		X		Backing
	07/28/2010	16:46			X	Rear End
	05/16/2011	9:07		X		Right Angle
	08/04/2011	15:20		X		Right Angle
	12/12/2011	8:39		X		Approach Turn
	04/24/2013	15:58		X		Right Angle
	08/30/2013	14:29			X	Sideswipe/Lane Change
	02/04/2014	11:02		X		Right Angle
	04/10/2014	20:08		X	X	Bicycle (struck in NB lane)
	06/02/2014	9:46		X		Right Angle
	at NE 19th St	04/30/2009	15:23			X
NE 19th St to NE 20th St	05/06/2009	16:04		X		Right Angle
at NE 20th St	-	-				0 collisions
NE 20th St to NE 21st St	10/21/2009	10:25			X	Rear End
at NE 21st St	-	-				0 collisions
NE 21st St to Northrup Wy	06/30/2009	7:19			X	Sideswipe/Lane Change
	04/02/2013	14:26			X	Rear End
	10/21/2013	18:42		X		Right Angle
	01/08/2014	17:15		X		Right Angle
	03/25/2014	18:26			X	Head On

Note: Collision Summary for 1/1/2009 to 7/31/2014 (5+ years)

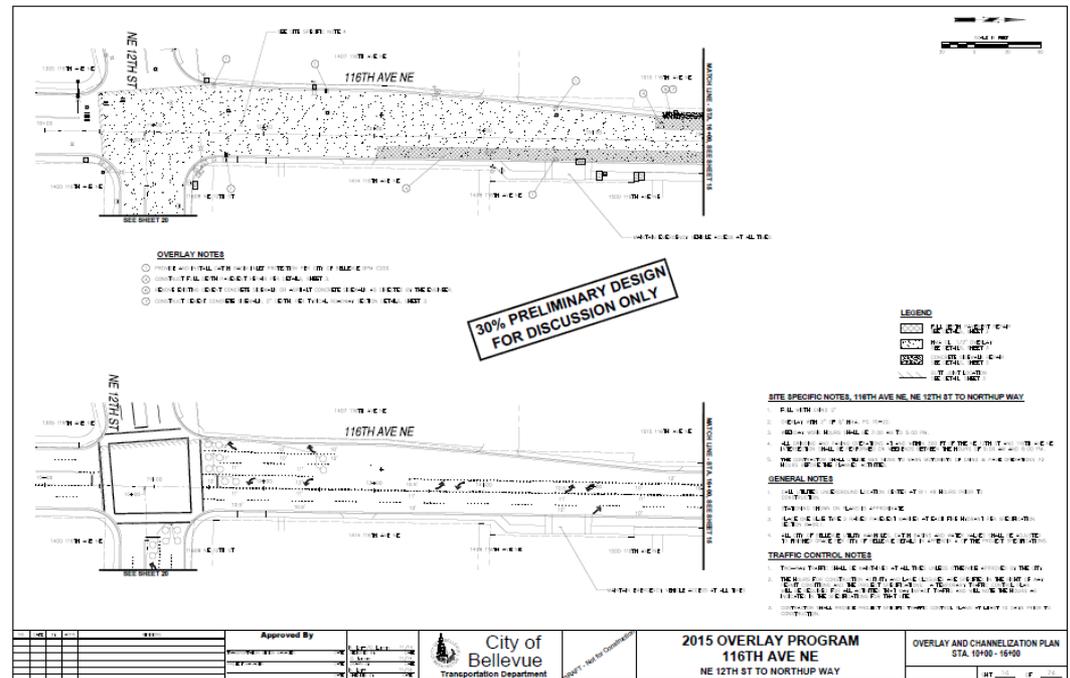
Fewer driveway related collisions where fewer lanes occur;
 SB = 1 thru lane and 1 related driveway collision
 NB = 2 thru lanes and 11 related driveway collisions

Collision Summary on 116th Ave NE (annual collisions)



Design

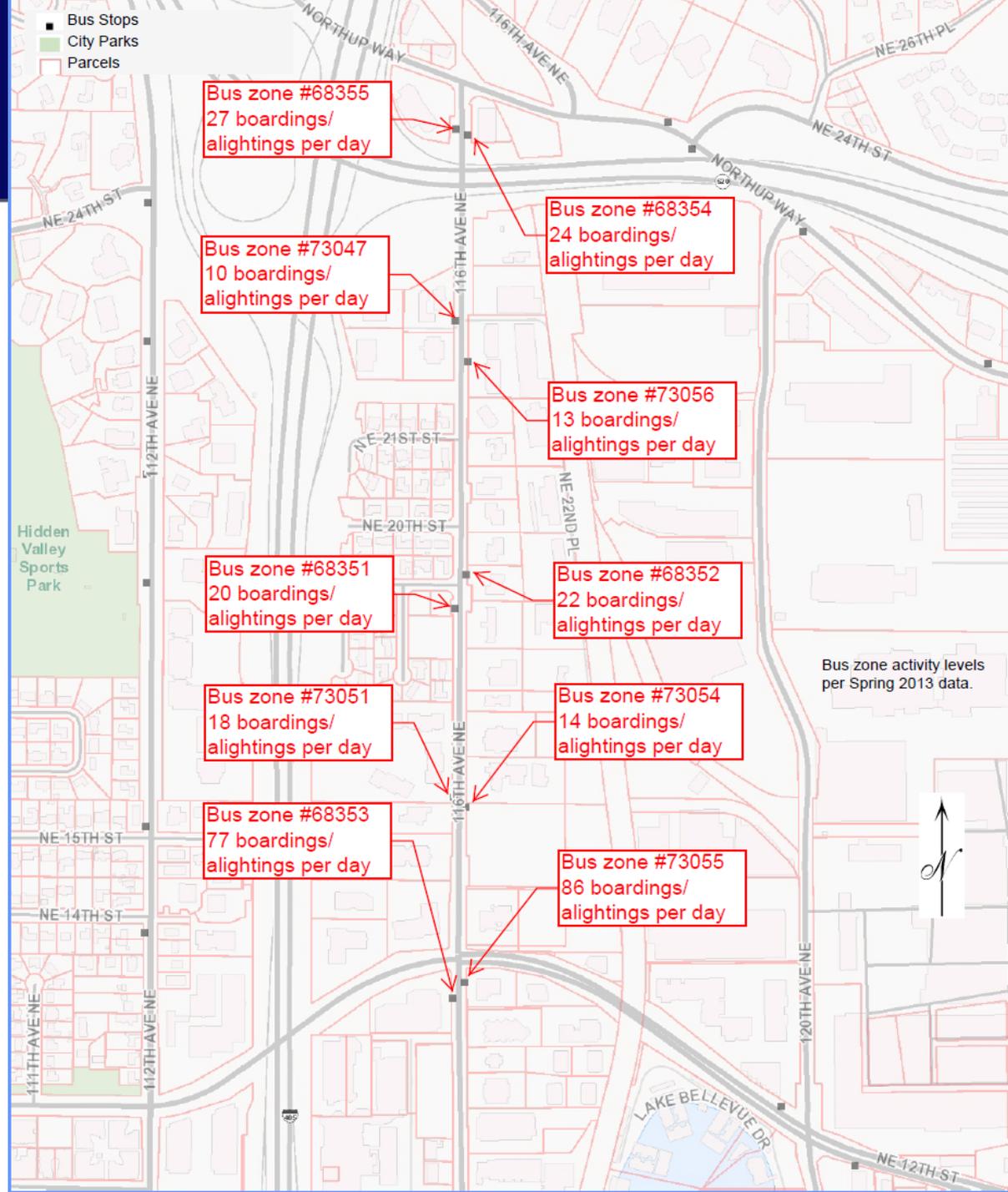
- 30% Preliminary Design
 - Overlay Limits – NE 12th St to NE 24th St
 - Channelization changes would occur as part of summer 2015 paving
 - Plans are available online and continue to develop; go to:



www.bellevuewa.gov/116th-rechannelization.htm

Transit

- Served by Metro routes 235, 235 (primary transit corridor between Downtown Bellevue, Downtown Kirkland)
- Nearly 70 transit trips daily in each direction (weekdays), 15 minute headways in daytime
- ~150 daily boardings/ alightings at bus stops between NE 12th St & Northrup Way.



Crosswalk Candidate Sites



Option A – N of 21st



Option B – N of 20th



Option C – S of 19th



There are four sites in the corridor where a crosswalk would be feasible. These sites are not currently funded but developing at least one further and identifying funding would be considered.

Option D – N of 12th



Please place a "dot" at your preferred 1st choice

Project Timeline

