

BOTHELL CITYWIDE BIKE PLAN

DRAFT FACILITIES RECOMMENDATIONS

8-17-18

| CORRIDOR | From/To | PAVED WIDTH | SPEED LIMIT MPH | 85th %ile | ADT | EXISTING BIKE FACILITY | RECOMMENDATION | METHOD | Functional class |
|----------|---------------------------|----------------------------|-----------------|-----------|-------------------------------------|------------------------|---|--|--------------------|
| A | 104th Ave NE Beardslee | NE 185th St NE 185th St | 25 25 | 21 35 | 5242 3667 | | Shared lane markings, retain existing parking Add traffic calming, speed limit reduction | | Collector |
| A | 104th Ave NE | NE 185th St | 30? | 25 | 3667 | Bike Lanes | Possibly Design Stds. not. | | Collector |
| A | 232nd St SE | 23rd Ave NE 19th Ave NE | 36 25 | 25 | 3199 | Striped shoulder | Buffered bike lanes Buffered bike lanes, bike lanes at turn pockets or areas of constraint, shared lane markings in areas of limited width | Narrow travel lanes Narrow travel lanes | Collector |
| A | 23rd Ave NE | 242nd St SE | 34-37 | 25 | 3199 | Shoulder | shared lane markings in areas of limited width | Narrow travel lanes | Collector |
| B | Fitzgerald Rd/27th | 228th St SE | 36 | 30 | 7282 | | Shared use path | | Principal arterial |
| C | 208th St SE/SR 524 | SR 527 | 35-63 | 35 | 16585 | | Shared use path or Separated bike lanes | | Principal arterial |
| C | 208th St SE/SR 524 | Westerly city limits | 66' | 35 | 21147 | Bike lanes? | Separated bike lanes (7' each side leaves approx. 52' for 5 lanes), shared use path where paved width won't allow bike facilities | Narrow travel lanes reduce speed | Principal arterial |
| C | 208th St SE/SR 524 | Easterly City Limits | 54 | 35 | 16585 | | Shared use path | | Principal arterial |
| C | 208th St SE/SR 524 | Bothell- Everett Hwy | ~60 | 35 | 16585 | | Shared use path | | Principal arterial |
| D | Bothell Everett Hwy | 1-405 | 86 | 45 | 35027 | Bike lanes | Interim: upgrade to separated bike lanes (7' in each direction, minimum) Long term: shared use path | | Principal arterial |
| D | Bothell Everett Hwy | 1-405 | 76-88 | 45 | 43316 | Bike lanes | Upgrade to separated bike lane | | Principal arterial |
| D | Bothell Everett Hwy | 240th St SE | 68-97 | 40 | 23394 | Bike lanes | Upgrade to separated bike lanes (7' in each direction, minimum), shared use path long term | | Principal arterial |
| D | Bothell Way | Reder Way | 30-38 | 30 | | | Buffered bike lane where turn lane and lanes can be reduced, otherwise bike lanes | | Principal arterial |
| D | Bothell Way | NE 191st St | 52 | 30 | | | Buffered bike lanes (7' in each direction) | | Principal arterial |
| D | Bothell Way | NE 196th St | ~45 | 40 | ~15,000 further north (at 240th SE) | | Buffered bike lanes where possible, bike lanes at turn pockets or areas of constraint | | Principal arterial |
| D | Bothell Way | South of NE 201st Pl | 48-50 | 40 | 15197 | | Bike lanes, 5' min., 6' where possible possible to give some buffer | | Principal arterial |
| D | Bothell Way | 242nd St SE | 60 | 40 | 15197 | | Protected bike lanes if lane widths can be reduced/combined with bus lane/repurposed (gore striping), shared use path long term | | Principal arterial |
| E | NE 191st St | 88th (92nd?) Ave NE | 24 | 25 | 5000 | 1 Shoulder | Bike lanes | Widen | Collector |
| E | NE 191st St | 94th Pl NE | 34 | 25 | 5000 | | Climbing lane (uphill bike lane) in narrowest post, with shared lane markings downhill. Where wider, bike lanes | | Collector |
| F | NE 191st St | SR 522 | 34 | 25 | | SH > Pkg | Bike lane through widest areas, then shared lane markings with traffic calming | | Collector |
| F | 92nd Ave NE | NE 180th St | 32 | 25 | | Shoulder | Bike lanes | | Collector |

Possibly Design Stds. not.

NECT?

NO: Use North Creek Trail (?)
not on 527

Separate path for SH

ok

SR 522 (527?)
Bothell Way

24

23

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| CORRIDOR | From/To | PAVED WIDTH | SPEED LIMIT MPH | 85th %ile | ADT | EXISTING BIKE FACILITY | RECOMMENDATION | METHOD | Functional class |
|----------|--|-------------|-------------------------|-----------|--------|------------------------------------|---|--|------------------|
| G | 240th St SE Meridian Ave S/80th Ave NE | 20'-26' | 30 | 37 | 9972 | 2?? | Interim: shared lane markings, traffic calming, reduce speed limit Long term: shared use path on north side <u>Double?</u> | Widen north side to accommodate to Bike lanes, shift centerline | Collector |
| G | 240th St SE 7th Ave SE | 38' | 30 | 34 | 12072 | | In residential area bike lanes, in commercial area buffered bike lanes <u>IS treatment (BEH/240th ???)</u> <u>OK</u> | Narrow travel lanes, reduce/remove center turn lane except for needed left turn pockets in residential area only | Collector |
| H | 7th/88th Ave NE 240th St SE | 22-35 | 35 | 37 | 4864 | | Interim: shared lane markings, traffic calming, reduce speed limit, in narrow segments <u>NO</u> . Long term: shared use path - <u>Is there room?</u> | Reallocated shoulder/parking lane | Collector |
| H | 7th/88th Ave NE NE 198th | 22-40 | 35 | 35 | 3986 | | Interim: bike lanes where space allows, shared lane markings where narrow. Long term: shared use path or widening for bike lanes (<u>buffered</u>) | | |
| I | E Riverside Dr 102nd Ave NE | 21-38 | 35/25 west of underpass | 32 | 6998 | | Shared use path (<u>Exists today</u>) | Widen one side | Collector |
| I | W Riverside Rd Blyth Park | 18-26 | 25 | | | Shared roadway | Shared lane markings or advisory bike lanes or remove centerline | <u>Existing Path Separated Path</u> | Collector |
| I | Woodinville Dr E Riverside Dr | 21-40 | 35 | 36 | 6957 | | Interim: bike lanes where space allows, shared lane markings where narrow Long term: widen for bike lanes <u>OK</u> <u>Separate BC trail</u> | Consolidate parking on one side/Narrow travel lanes | Collector |
| J | 100th Ave NE NE 145th ST | 41 | 30 > 25 | 31 | 13151 | | Buffered bike lanes, bike lanes only at pinch point <u>OK</u> <u>Already 25 MPH</u> | Narrow travel lanes, reduce speed limit | Collector |
| J | Brickyard Rd NE 160th | 34-46 | 25 | 36 | 5373 | | Upgrade to buffered bike lanes <u>OK</u> | Reduce width of center turn lane for buffer, narrow lanes as needed | Collector |
| J | NE 145th ST 100th Ave NE | 38 | 30 | | | Shoulder with shared lane markings | Buffered bike lanes <u>OK</u> | Repurpose shoulder/parking lane for bike facility | |
| J | NE 160th Juanita/Woodinville Way | 41-45 | 35 | 32 | 21879 | | Upgrade to buffered bike lanes <u>OK</u> | Reduce center turn lane and/or narrow travel lanes | Minor arterial |
| J | NE 160th/Juanita-Woodinville Way NE NE 160th | 40'-70' | 35 | 42 | 23,339 | BL | Upgrade to buffered bike lanes <u>OK</u> | | Collector |
| J | NE 160th/Juanita-Woodinville Way NE Park & Ride | 36-66 | 35 | 42 | 23339 | Paved shoulder | Buffered bike lanes (7' min. each side) where feasible, otherwise bike lanes <u>OK</u> | Reduce lane widths, lower speed limit | |
| K | NE 185th 98th Ave NE | 32'-36' | 25 | 27 | 5,394 | | Interim: shared lane markings - <u>Bus Route</u> Long term: pending Metro long range plans for Rapid Ride service | <u>Adding this? Not in City Plan Network</u> | Collector |
| L | 98th Ave NE SR 522 | 30 | 25 | | | | Shared lane markings <u>NO - Bike lanes ???</u> <u>Where is this ???</u> | | |
| L | Beardslee Blvd Main St | 37-45 | 30 | 31 | 19258 | Bike lanes | Upgrade to buffered bike lanes to 110th (buffer can be reduced/eliminated in constrained areas), separated bike lanes between 110th Ave NE and to I-405 <u>OK</u> | Narrow travel lanes | Minor arterial |
| L | Main St Bothell Way NE | 21 | 25 | 22 | 8,000 | | Interim: shared lane markings <u>Not needed?</u> Long term: Assuming final plans for street results in a traffic-calmed street | | Minor arterial |

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| L | NE 195th St | 64-75 | 30 | 36 | 27320 | Bike lanes | Separated bike lanes. On bridge, investigate feasibility of expanding sidewalk on both side to capture bike lane to create a shared use path <i>or buffered</i> | Narrow travel lanes | Minor arterial/Collector |
| M | 102nd Ave NE | 22-23 | 25 | 32 | 8644 | | Shared lane markings near term, shared use path on west side long term. At Park & Ride/Main St, transition to shared lane markings. <i>OK</i> | Narrow travel lanes, reduce speed limit | Minor arterial |
| N | 120th Ave NE/39th Ave SE | 45' | 35 | | <i>Volumes ???</i> | Bike lanes | Buffered bike lanes + Bike lanes in constrained areas. Check volumes on southern section... is a 4 to 3 lane reduction possible to reallocate space for bike lanes? <i>OK - Road Diet ??? Possible.</i> | Narrow travel lanes | Collector |
| N | NE 180th | 35-41 | 25 | 31 | | Bike lanes | Buffered bike lanes <i>OK</i> | Narrow travel lanes | Collector |
| N | NE 180th St/83rd Pl NE | 30 | 30/25 | 31 | 4620 | SH, varies > shared use path with curb | Shared use path on east side, transitioning to bike lanes further north <i>? steep grade</i> | Use existing width and widen as necessary | Collector |
| O | 240th St SE | 22-36 | 30 | 39 | 9647 | shared use path, east side | As is <i>E-W street ???</i> | | Minor arterial/Collector east of 39th |
| P | 228th St SE | 40 to ~78 near BEH | 30 | 39 | 20,000 on east end, 15,000 on west end | Bike lanes | Upgrade to separated bike lanes where space allows, bike lanes in constrained areas, widen bike lane in uphill direction if possible <i>OK</i> | Narrow travel lanes, remove/reduce center turn lane <i>Where needed at Intersections?</i> | Minor arterial |
| P | 228th St SE | 58'67' | 30/35 | 34/39 | 25263/18800 | Bike lanes | Separated bike lanes in high volume areas, buffered in lower volume areas. Toward easterly city limits, bike lane is already wide so just need striping <i>OK</i> | Reduce center turn lane, lane widths | Minor arterial |
| P | 228th St SW | 63/64 | 30/35 | 38 | 16146 | Bike lanes | Buffered bike lanes <i>OK</i> | Narrow travel lanes, reduce speed limit | Minor arterial |
| P | 228th St SW | ~32 | 30 | 39 | 20838 | | Interim: transition bikes to use sidewalk through this constrained area Long term: Widen sidewalk to create a shared use path <i>OK</i> | | |
| Q | 35th Ave SE | 22-40 | 35 | 39 | 8608 | | Short term: shared lane markings, reduce speed limits, traffic calming Long term: shared use path <i>No, too fast No, separate or Buffered.</i> | | Minor arterial |
| R | Meridian Ave S/80th Ave NE | 32 | 30 > 35 | 38 | 8843 | Shoulder | Interim: wide bike lanes (6' each) with 10' travel lanes, reduce speed limit <i>OK</i> Long term: widen road to accommodate buffered bike lanes | Narrow travel lanes, reduce speed limit <i>No.</i> | Minor arterial |
| S | 4th Ave W | 26/32 | 30 | 38 | 5614 | | Long term: widen road to accommodate buffered bike lanes Bike in narrow areas (or shared lane markings), wide bike lane (6') in wider area. <i>What does this mean? Too fast</i> | Narrow travel lanes, consolidate parking to one side if needed | Collector |
| T | 220th St SE | 68 | 25 | 34 | 9467 | | Interim: shared lane markings, reduce speed limit <i>(25 now) why?</i> Long term: widen sidewalk on one or both sides to create shared use path <i>- Why? Buffered or Sep (at worst)</i> | Widen sidewalk | Private? <i>YES</i> |
| U | 9th Ave SE | 29-54 | 35 | 37 | 9200 | | Interim: extend and widen at-grade sidewalk to create shared use path, stripe bike lane in wider areas with above-grade sidewalk Long term: widen for bike lanes <i>Buffered</i> | Narrow travel lanes, reduce speed | Collector |
| V | 104th Ave NE/23rd Ave SE | 38 | 25 | 36 | 3199 | SH/SH + Pkg | Buffered bike lanes <i>OK</i> | Narrow travel lanes, repurpose shoulder | Collector |

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| V 15th Ave SE | 242nd St SE | 228th St SE | 23-46 | 35 | 36 | 2865 | Interim: in narrow areas, if volumes are low enough, remove No centerline, <u>reduce speed limit</u> , add shared lane markings. In wider areas, stripe bike lane. Long term: widen for bike lanes ✓ OK | | Collector |
| V 19th Ave SE/100th Ave NE | NE 190th | 228th St SE | 32' > 38' > 20' | 35 | 40 | 5000 (4928) | Interim: reduce speed limit, add shared lane markings shared lane markings , and add traffic calming (mini-roundabouts, active speed signs) Long term: widen for bike lanes buffered (1st 100th is buffered? why not this street?) | | Collector |
| W Beardlee Blvd/1-405 connection | | | 72 | 30 | 31 | | Grade-separated crossing by WSDOT yes. | | |
| W Canyon Park connection | 26th Pl SE & 30th Dr SE | 30th Ave SE | Gravel: 7' | | | | Shared use path, possibly ped only due to grades Alternative | Consolidation to NE part of city?? | Private?? |
| W North Creek Wetland connection | 9th Ave NE | Bothell-Everett Hwy/SR 527 | | | | | Shared use path | | |
| W Sammamish River | | | | | | | New bridge over river ? | | |
| X 212th Se ST | Easterly city limits/39th Ave SE | | 35 | 25 | | | Bike lanes OK | Consolidate parking to one side | *Outside city limits |
| X 212th Se ST | Rd end | Easterly city limits/35th Ave SE | 32'-36' | 25 | | | Remove centerline and add shared lane markings OK | | *Outside city limits |
| X 39th Ave NE | 228th St SE | York Rd SR 524 | 33-45 | 35 | - | shared use path/sidewalk > Bike lanes | Buffered bike lanes + Bike lanes in constrained areas OK | Reduce center turn lane | *Outside city limits |

NOTES

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Narrow in places..Buffered bike lanes?

[CS comment] Looks like around 45' of pavement. There's a turn pocket and acceleration lane at 196th which needs to stay (due to sight distanes, I would guess), but we can fit in buffered bike lanes (or Separated bike lanes) in all other locations through Narrow travel lanessing. We would just narrow (or loose) the buffer at the turn pocket.

ADT around 15,000 further north (at 240th SE) [2017]

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Traffic calming between 92nd and 93rd--raised median?

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Has traffic calming

NOTES

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[CS comment] I have a hard time seeing the centerline removed through this section. It's so straight and continuous. The ADT is only around 5,000 [2017] but the 85th percentile speed is about 40 mph in each direction. We could suggest a pretty radical change to the street: lower speed limit to 25 and put in some major traffic calming (circenterlinees, chicanes, etc.).

Toward the north half it's a little narrow and some roadway widening might be necessary to get in a buffer. On the south half, it looks like there's enough space for the majority of the corridor to just do a narrow travel lanes.

Final thoughts: the 85th percentile speed suggests that we need buffers and maybe vertical elements, the volume suggests we could radically change this street through traffic calming.

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[CS comment] Yes, with the elementary school and the fact that the road basically dead-ends into neighborhoods, I think a shared lane environment with traffic calming is appropriate. Suggest that this is billed as a SRTS project and consider raised elements, like speed humps or raised crosswalks. Also, consider bike pass throughs at curb extensions at intersections, so a cycenterlineist riding in an empty curb side lane doesn't have to merge into traffic if they don't want.

ADT on 35th Ave SE is very low (around 3,000) so I would expect the volume on this street to be quite low too [2016]