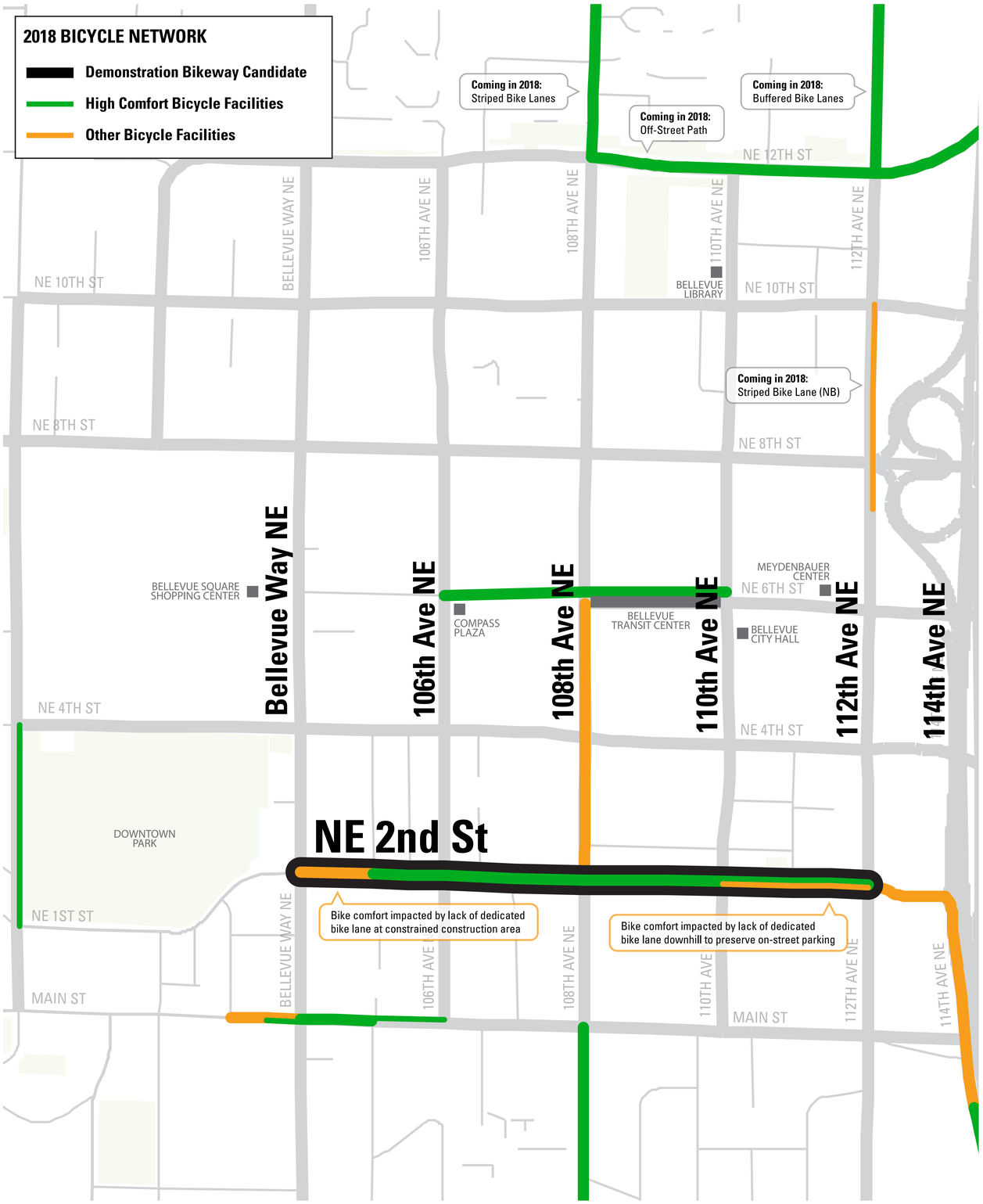
NE 2ND ST
BELLEVUE WAY NE TO 112TH AVE NE

concept includes protected bike lanes, striped bike lanes, and shared lane markings

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE



EXISTING CONDITIONS AT 108TH AVE NE, LOOKING WEST

CONCEPT AT 108TH AVE NE, LOOKING WEST

NE 2ND ST
BELLEVUE WAY NE TO 112TH AVE NE

concept includes protected bike lanes, striped bike lanes, and shared lane markings

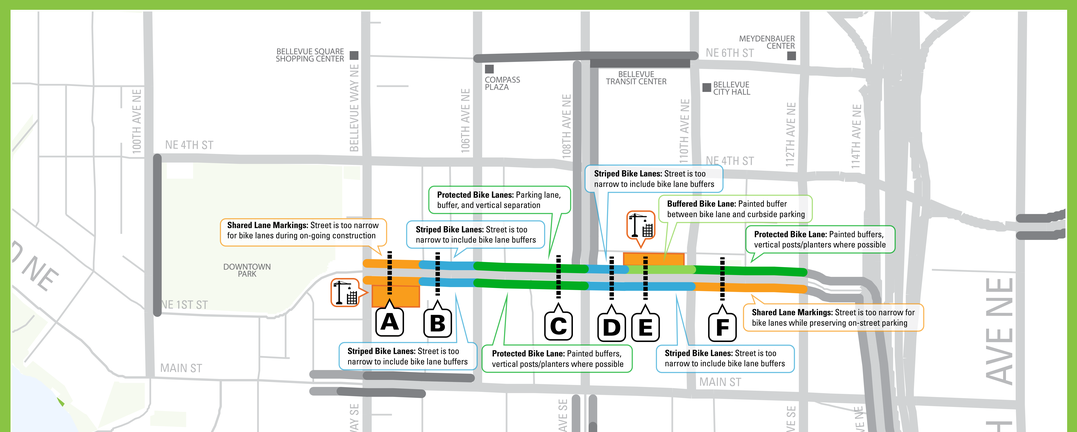
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BICYCLE FACILITY IMPROVEMENTS

A — BELLEVUE WAY TO 105TH AVE NE
Total Street Width: 78 feet | **Total Street Width:** 54 feet

C — 106TH AVE NE TO 108TH AVE NE
Total Street Width: 80 feet | **Curb-to-Curb Width:** 56 feet

E — 109TH AVE NE TO 110TH AVE NE
Total Street Width: 73 feet | **Curb-to-Curb Width:** 49 feet



2018 BICYCLE NETWORK

DEMONSTRATION BIKEWAY CANDIDATE CORRIDOR

- **Off-Street Path** (marked bikeway on sidewalk)
- **Protected Bike Lane** (posts or planter box separation)
- **Buffered Bike Lane** (2-3ft paint separation)
- **Striped Bike Lane** (standard paint line)
- **Shared Lane Markings** (sharrows)

EXISTING FACILITIES / PLANNED PROJECTS

- **Bicycle Facilities** (bike lanes, off-street paths)
- **Marked Shared Lanes** (sharrows)

B — 105TH AVE NE TO 106TH AVE NE
Total Street Width: 60 feet | **Curb-to-Curb Width:** 43 feet

D — 108TH AVE NE TO 109TH AVE NE
Total Street Width: 61 feet | **Curb-to-Curb Width:** 43 feet

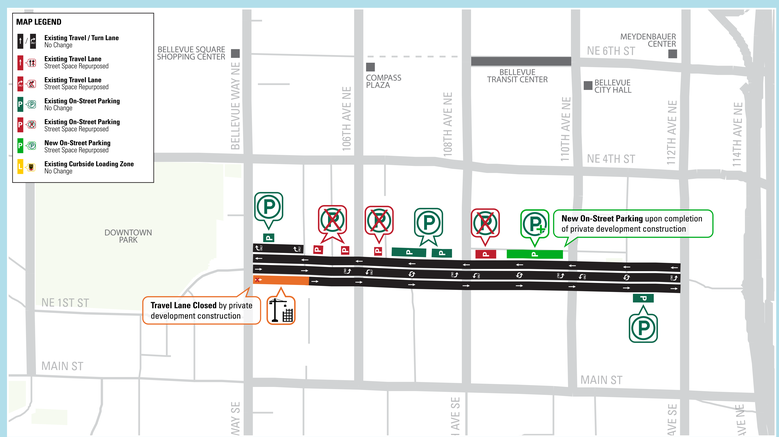
F — 110TH AVE NE TO 112TH AVE NE
Total Street Width: 65 feet | **Curb-to-Curb Width:** 49 feet

TRAVEL LANES & ON-STREET PARKING

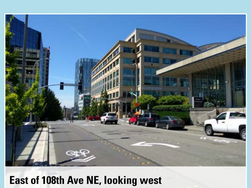
East of Bellevue Way NE, looking west

East of 106th Ave NE, looking east

West of 110th Ave NE, looking west



West of 106th Ave NE, looking east



East of 108th Ave NE, looking west

At 112th Ave NE, looking west

NOTE: All illustrations are conceptual and subject to change if projects are advanced through the engineering and implementation process. Dimensions are approximate.

NE 2ND ST
WHAT WE'VE HEARD SO FAR

sample of responses from online survey

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

The following are representative comments for the NE 2nd St candidate corridor provided by respondents to the Downtown Demonstration Bikeway Online Survey.

"This is the most logical East/West corridor, but I think most cyclists are headed North/South, so I would rather see 108th or 106th as I think they would get much more cycling traffic."

"NE 2nd St doesn't connect as well as Main Street with other future bike routes (the Eastside Rail Corridor, for example) as Main Street does."

"Northeast second is the least congested of all these alternatives. It makes the most sense for a bike lane. Although it really doesn't go anywhere. Not sure how well it would be used."

"The hill between 106th and 108th is pretty steep which might discourage use."

"I guess 2nd is really the only practical east-west road of choice for a bike interconnect experiment. It has less scary traffic than Main, but it is steep. Access to the park is great, but the lights there are one of the slowest in Bellevue."

"This is the only location where I could be talked into a demonstration bikeway. There isn't nearly as much traffic on NE 2nd as there is on the other possible locations."

"For doing a demonstration test, Northeast second is your best alternative. It has the least amount of car traffic, goes from the downtown park through the city, and will impact vehicle traffic the least."

"Using NE 2nd as an east-west cycling corridor is ideal because it is not a major thoroughfare and there would be no need to take travel lanes away from cars. There would be a loss of parking spaces but it is not possible to add cycling infrastructure without some adverse effects."