BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

BICYCLE RAPID IMPLEMENTATION PROGRAM

project ideas and conceptual layouts

DRAFT

April 2016

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BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Making Bellevue a great place
to **walk** *and* **bike**.

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INTRODUCTION
CONNECTED. PROTECTED. RAPID.

Background

A recurring message throughout Bellevue's 2009 Pedestrian and Bicycle Transportation Plan development process—from the online survey effort, focus-groups sessions, public meetings, and online interactive map—was the need for improved connectivity to facilitate cross-city bicycle trips. There is broad public agreement that many of the existing bicycle facilities in Bellevue, particularly on-street segments, have been implemented in a piecemeal approach and therefore do not provide a connected and easily navigable cycling network.

Responding to this public input, Bellevue's 2009 Plan designates five east-west and six north-south cross-city Priority Bicycle Corridors (see Figure 1) that together create a continuous network that promotes connections to surrounding jurisdictions and creates links between neighborhoods within Bellevue. Regardless of the type of facility implemented on a given corridor or corridor segment—whether bicycle lanes on major streets, multi-use off-street paths, shared lanes on low traffic streets, or some other context-appropriate solution—the components of the Priority Bicycle Corridors must be well connected and provide safe and reasonably direct ways to travel between destinations throughout the city for people of all ages and abilities.

The 2009 Plan established two goals relating to bicycle facilities: (1) by 2019, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connect the boundaries of the city limits, and (2) by 2014, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue. Task 2 of the Pedestrian & Bicycle Implementation Initiative (PBII) aims to realize both of these goals by 2019.

Bicycle Rapid Implementation Program

In keeping with Task 2 of the PBII Scope of Work, this document assesses the Priority Bicycle Corridor network established in the 2009 Plan to:

1. Evaluate the bicycle facility types that could be applied along missing segments in the network;
2. Consider the associated maintenance needs of each treatment;
3. Develop planning level cost estimates and priorities to inform the next round of updates to Bellevue's Transportation Facilities Plan and Capital Investment Program and implementation opportunities through other programs (e.g., Pavement Overlay).

The Transportation Commission directed staff to develop a package of project ideas that would realize a network of bicycle facilities that are:

1. **connected**, prioritizing a network that "fills the gaps" in lieu of piece-meal implementation,
2. **protected**, promoting physically separated facilities to minimize conflicts between roadway users where possible, and
3. **rapid**, leveraging early-win opportunities that can quickly advance project delivery.

The PBII Task 2 Team drafted and refined 52 project ideas over the course of several months that responds to this CPR theme and considers feedback submitted by the public through various channels, such as the first PBII Wikimap. Collectively, these projects ideas are referred to as the Bicycle Rapid Implementation Program. This document presents the potential constituent parts of this program.

Process & Next Steps

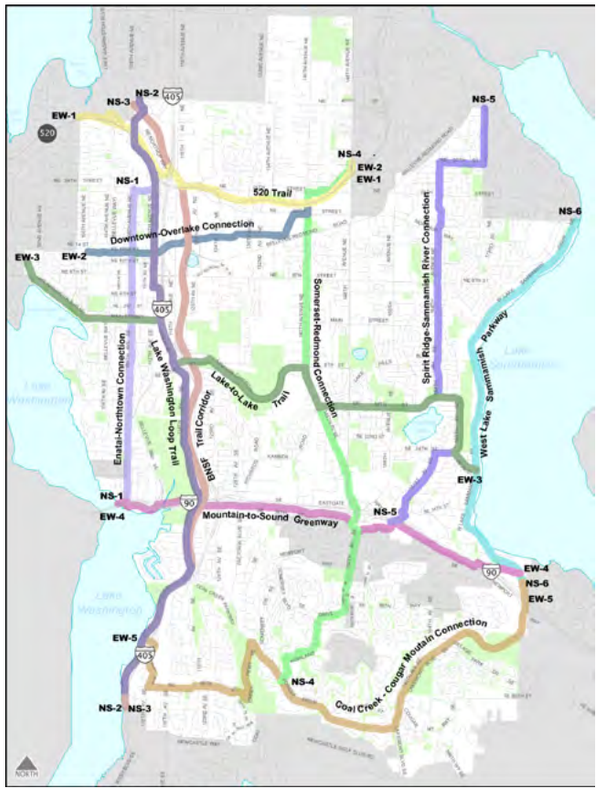
At its January 28 and February 25 workshops, the Transportation Commission reviewed and discussed the conceptual layouts for BRIP candidate projects. Commissioners concurred that context-appropriate solutions—informed by engineering judgement in consultation with the community—are required when considering accommodations for people on bicycles.

Public feedback will continue to serve an important role in helping the Transportation Commission evaluate and prioritize budget recommendations for citywide investments in bicycling infrastructure. To that end, on March 23, 2016, the Transportation Commission hosted a public open house presenting 52 project ideas packaged together as the Bicycle Rapid Implementation Program (BRIP).

At its March 24 and April 28 workshops, the Transportation Commission reviewed a variety of different options for implementing the BRIP and their associated costs and tradeoffs, all of which would achieve the 2009 Plan goals by completing either two north-south and two east-west Cross-City Connections (CCCs) or 3 north-south and 3-east west CCCs. All of the options considered—which range in estimated cost from $5.6 to $7.3 million—were illustrative only. Based on their consideration of these options, the Transportation Commission voted to recommend the allocation of $6.8 million for the BRIP through 2019. This recommendation will help to inform City Council in their deliberations for the 2017–2019 budget.

The ultimate package of projects to be funded and implemented by the BRIP will be determined through additional consultation of the Transportation Commission, community, and engineering staff.

Figure 1. Bellevue's Priority Bicycle Corridors, as identified in the 2009 Ped-Bike Plan.



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DOCUMENT OVERVIEW:
PROJECT IDEA TEMPLATES, PAGE 1

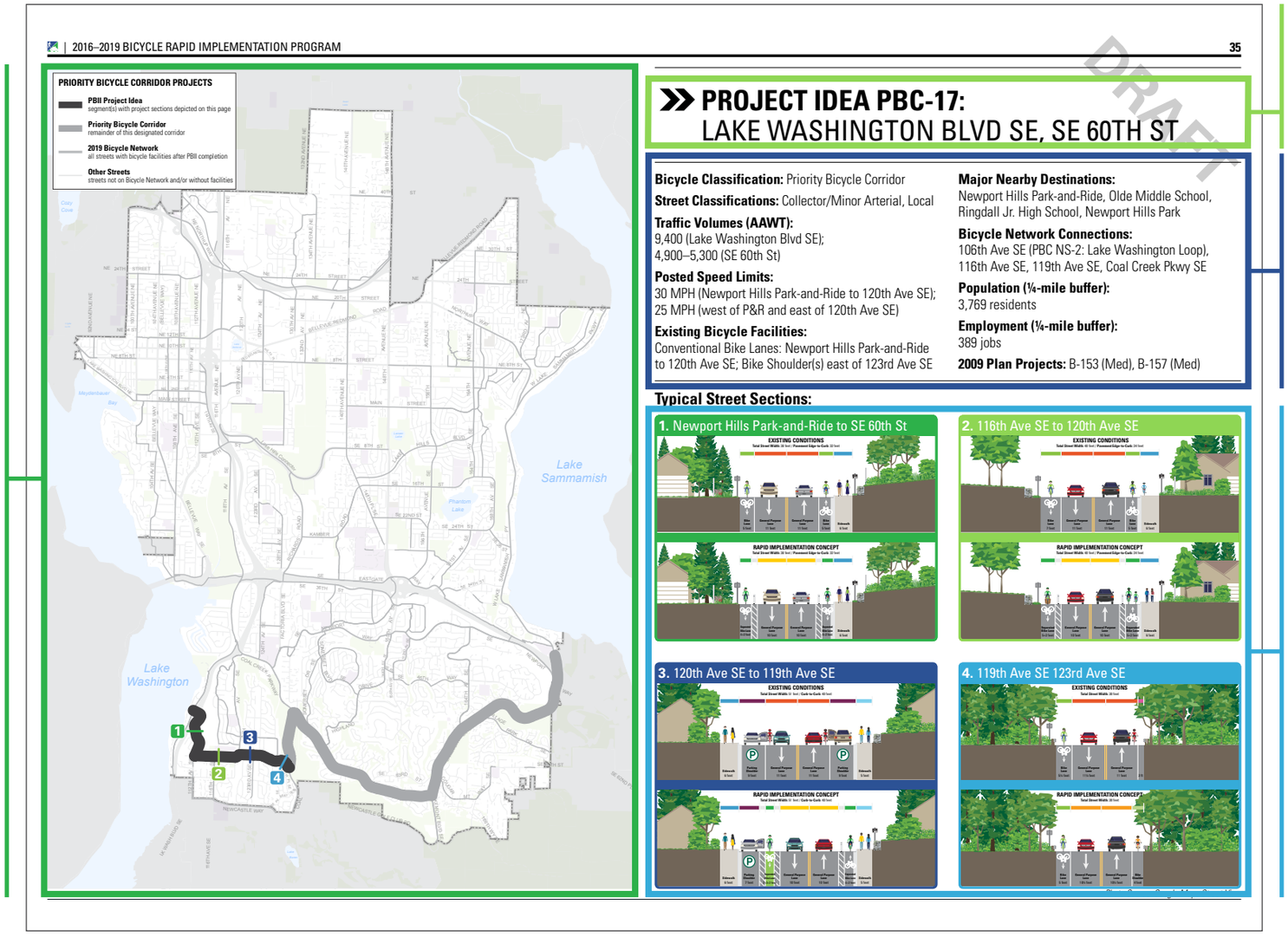
Every project idea presented in this document follows a two-page template, described here to help readers better find the information that matters most to them. The first page (1) identifies the project idea by number, name, and location on a map; (2) lists existing conditions that influence what kinds of investments might be appropriate on the corridor; (3) describes the places and the number of people and jobs that the project idea would help improve bicycle access to and for; (4) illustrates the typical street design as it exists in March 2016 and how it could look if the concept were implemented.

Context Map

The presentation of each project idea begins with a map that depicts the location of the project idea within the City of Bellevue and relative to the rest of Bellevue's bicycle network.

Street segments along which improvements are being considered are highlighted by a **thick dark gray line**. For project ideas along Priority Bicycle Corridors, such as the example shown at right, a **thick light gray line** shows how the project idea relates to the rest of the Priority Bicycle Corridor of which it is a part, as defined by the *2009 Pedestrian and Bicycle Transportation Plan*. Thin light gray lines help provide context for how the project idea relates to the rest of the bicycle network as it would exist in 2019 if all project ideas being considered as part of the Bicycle Rapid Implementation Program were implemented.

The map also depicts four icons along each project idea, which relate to the content on the lower right side of the page under the heading "Typical Street Sections." Colored icons that are numbered—as in the example at right—represent street sections, with colored lines identifying the approximate locations of the corresponding street section illustrations. Gray camera icons that are lettered A–D represent the approximate location of photos that are sometimes included to complement typical street sections when fewer than four sections are required to illustrate the typical design of a street.



Project Idea Number and Location

Project ideas are numbered alphabetically with prefixes that reflect the dominant bicycle classification of the corridor: **PBC** (Priority Bicycle Corridor), **BN** (Bicycle Network), or **NB** (Neighborhood Bikeway).

Corridor Overview and Data

Existing conditions data is provided for each project idea, including bicycle and street classification, average annual weekday traffic, posted speed limit, and existing bicycle facilities. Major destinations highlighted include schools, public transit, parks, public services, and shopping centers. Population and employment figures reflect 2015 data within one-quarter mile of project ideas. 2009

Typical Street Sections

Street sections help to illustrate what a street looks like from the perspective of the people who are bicycling, walking, and driving on it. These graphics translate a project idea line on a map into something more comprehensible, and they visually communicate what improvements like separated bike lanes could actually look like in a particular location if implemented.

Each project idea includes up to four typical street sections; however, many project ideas have fewer illustrations if there is little variation in the existing street width and/or the bicycle improvements being considered. For each pair of street sections—such as section 1 at left from Newport Hills Park-and-Ride to SE 60th St—the top image reflects existing conditions, and the bottom image reflects the PBII rapid implementation concept. If fewer than four street sections are required, photos are provided instead to help provide context for the project idea.

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DOCUMENT OVERVIEW:
PROJECT IDEA TEMPLATES, PAGE 2

The second page of most two-page templates serves two purposes: (1) it identifies the issues and opportunities associated with each project idea on a map, with supplementary color-coded text and icon descriptions, and (2) it presents CAD-drawn conceptual layouts of the project idea overlaid atop aerial imagery to demonstrate the early thinking on how these ideas could potentially be realized, subject to funding, community consultation, and engineering design. This template applies to all Priority Bicycle Corridor (PBC) and Bicycle Network (BN) project ideas. Neighborhood Bikeway (NB) project ideas do not present conceptual layouts, instead describing and depicting several potential treatments for this new type of facility.

Issues and Opportunities

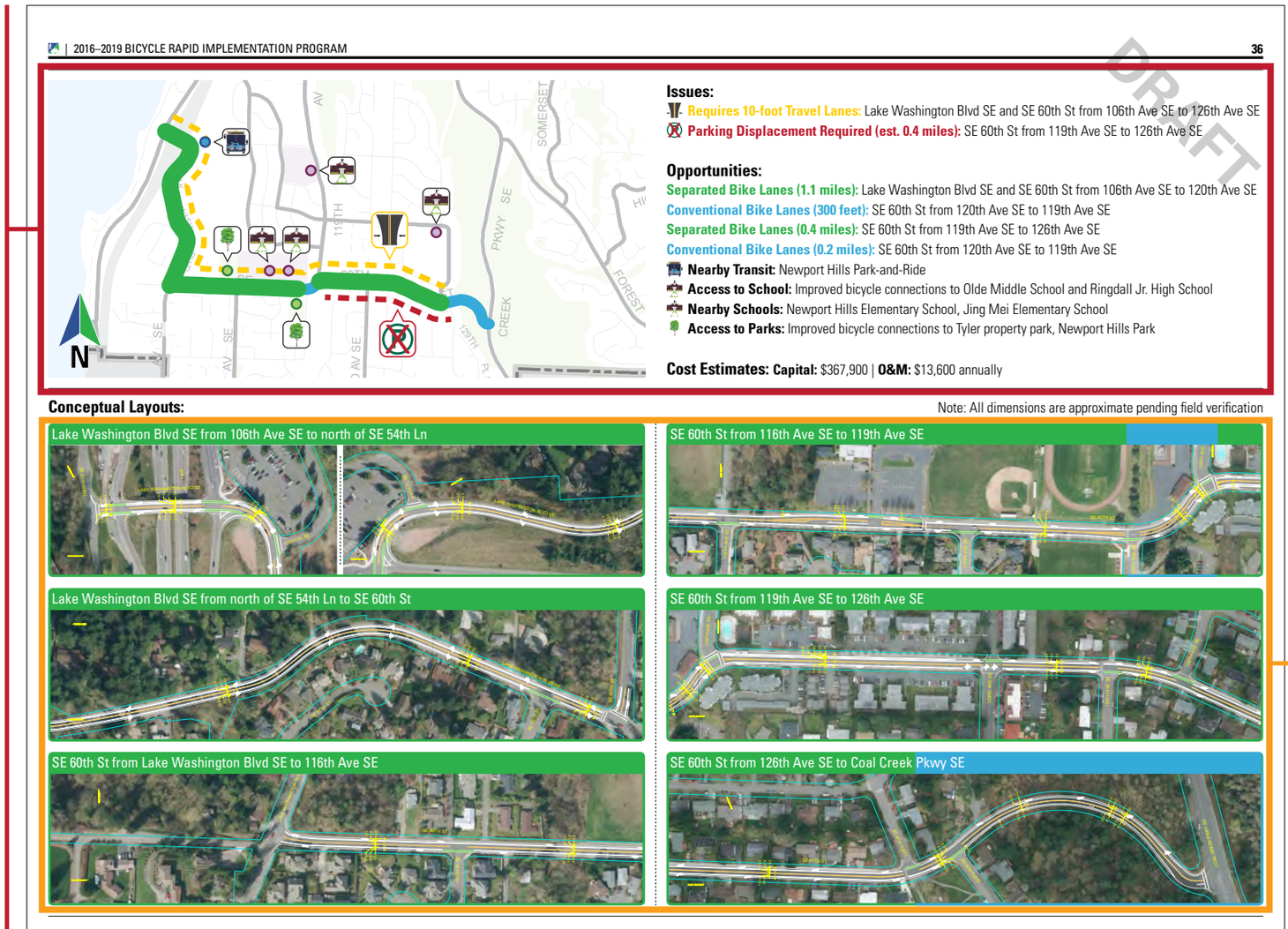
The map in the top-left provides a closer look at the project idea and its vicinity. Lines reflecting potential bicycle facility improvements—whether new facilities or upgrades to existing facilities—correspond to the color-coded text to the right of the map, and these lines also correspond to the color-coded heading bars for the conceptual layout tiles on the lower half of the page.

In the example shown at right, the leftmost **thick green line** on the map corresponds to **Separated Bike Lanes (1.1 miles)** along Lake Washington Blvd SE and SE 60th St from 106th Ave SE to 119th Ave SE; it also corresponds to the conceptual layouts shown in the three left and top right tiles with **green heading bars**.

Issues are depicted on the map with dashed lines and color-coded icons matching those in the text to the right of the map. In the example at right, the **red dashed line** and ⊗ icon indicate that on-street parking displacement would be required to accommodate the bicycle facility improvements identifed along SE 60th St between 119th Ave SE and 126th Ave SE. Other issues identified in this document include the narrowing of travel lanes, shoulder widening, and travel lane reconfiguration.

In addition to potential bicycle facility improvements, the Opportunities section also identifies destinations that the project idea would help to improve bicycle access to, both directly and nearby through connections along other routes. Destinations highlighted include transit stations and major stops, schools, parks, public services like libraries and community centers, and connections to regional trails.

Cost estimates reflect planning-level assumptions and are subject to change following engineering design.



Conceptual Layouts

The bottom half of the page presents up to six tiles containing CAD-drawn conceptual layouts of the project idea from end-to-end. Layouts are organized from top-to-bottom and left-to-right, beginning at either the west or south end of a project idea and traveling to the east or north end, depending on the orientation of the corridor. Color-coded heading bars correspond to project idea lines in the top-left map and associated text in the Opportunities section.

Conceptual layouts were created as a first level of screening to assess the viability of a project idea. For example, if a roadway has three travel lanes and is only 36-feet wide, there would be insufficient space to install new bicycle lanes on both sides. However, a different three-lane street that is 40-feet wide could accommodate 5-foot wide conventional bicycle lanes on both sides if the travel lanes are each narrowed to 10-feet wide—a width that has been proven to be as safe or safer for all road users by studies nationwide when implemented in appropriate contexts.

In the left-middle tile shown in the example at left, the conceptual layout depicts potential bicycle facility improvements along Lake Washington Blvd SE. This two-lane street is 32-feet wide and has existing 5-foot wide conventional bike lanes. The conceptual layout demonstrates that if the travel lanes were narrowed to 10-feet wide, it would be possible to upgrade the bicycle facility to a separated bike lane that is 4-feet wide with a 2-foot painted buffer.

As noted, all dimensions shown in the conceptual layouts are approximate pending field verification, but these conceptual layouts suggest provide an early indication of what may be achievable, subject to funding, community consultation, and engineering design.

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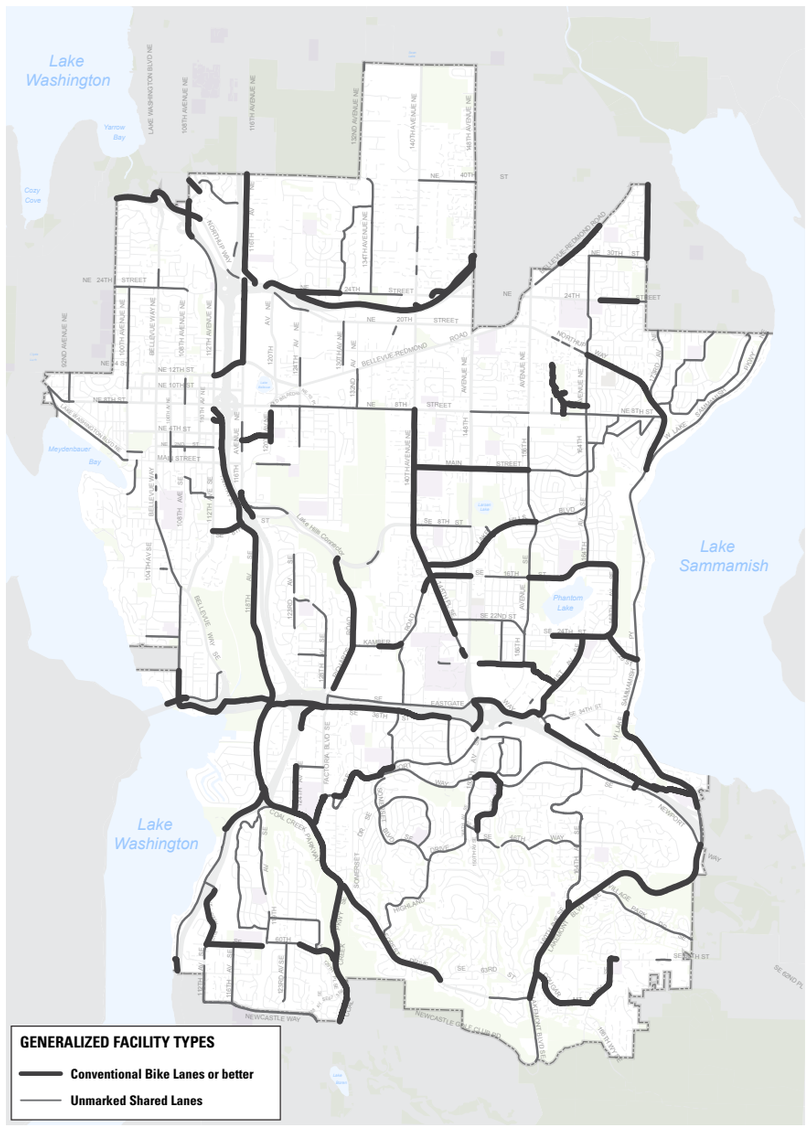
BICYCLE RAPID IMPLEMENTATION PROGRAM SUMMARY
EXISTING, POTENTIAL, FUTURE

The City of Bellevue currently has an existing Bicycle Network (bottom left) comprising 107 miles of facilities. Of this, 42 miles are conventional bicycle lanes or off-street paths, depicted in bold lines in the map below. The remaining 65 miles of bicycle facilities are wide lanes and shoulders shared with motor vehicles, and nearly all of these are unmarked for use by people on bicycles.

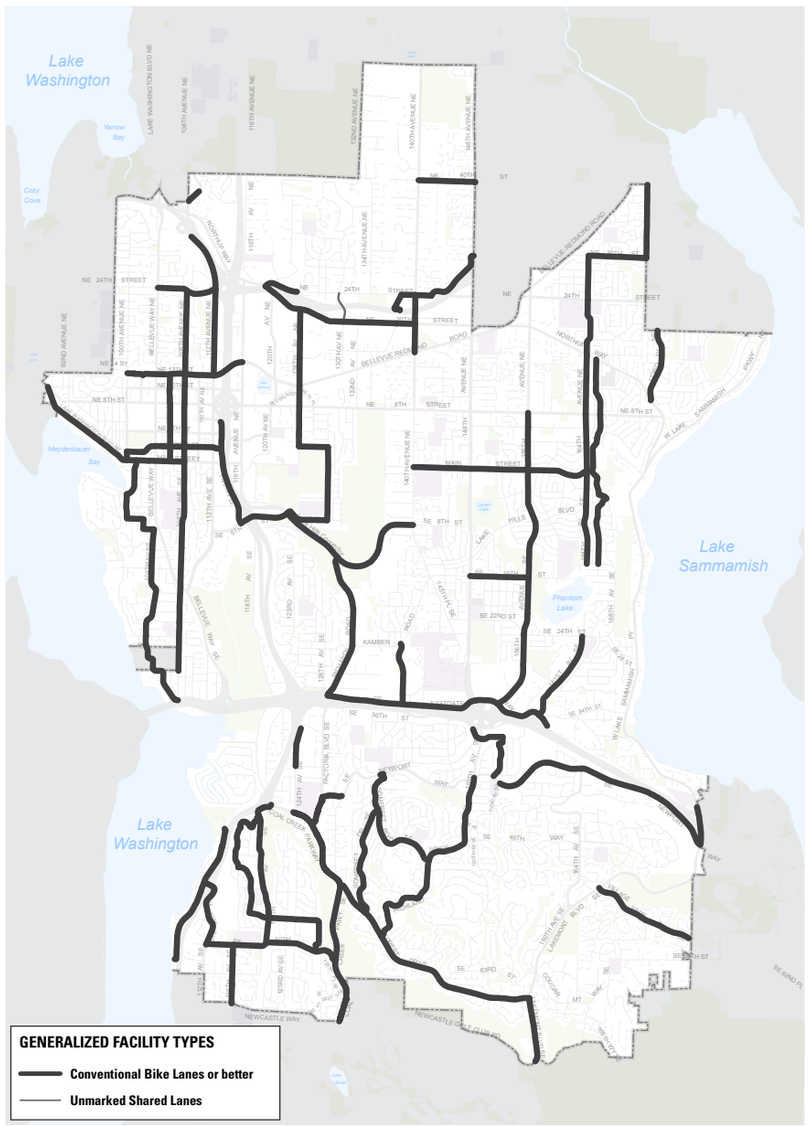
This document presents 52 project ideas that are collectively referred to as the Bicycle Rapid Implementation Program (BRIP), which would implement 57 miles of new and upgraded existing bicycle facilities citywide (bottom center). Completion of the BRIP—together with several already funded projects (see page ix)—would expand the Bicycle Network (bottom right) to 128 miles of facilities. Of this, 75 miles would be conventional bicycle lanes, separated bicycle lanes, and off-street paths; unmarked shared roadway would be reduced to 35 miles citywide.

The following pages provide additional details about the existing network, BRIP package, other funded projects, and resulting Bicycle Network, including mileage by facility type, the population and number of jobs accessible along each facility type, the number of publicly-submitted Wikimap points located along each network, and bicycle connections to transit along each network.

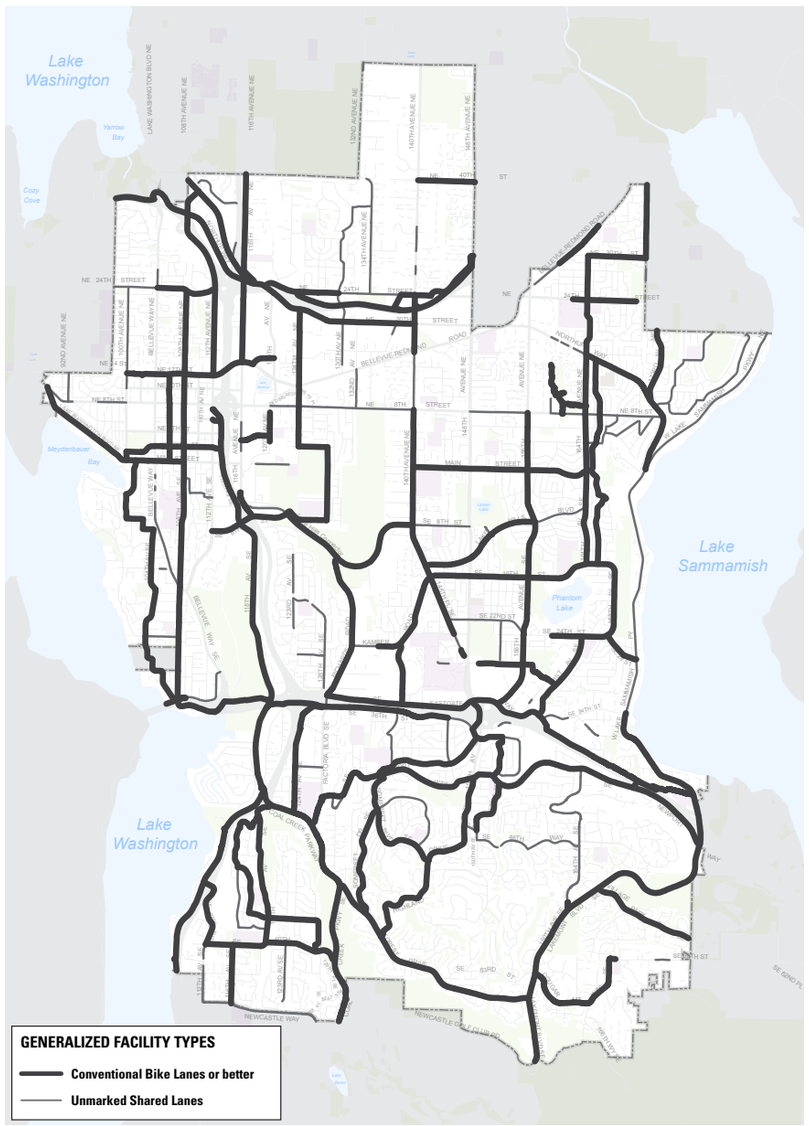
Existing Bicycle Facilities, March 2016



BRIP Project Ideas



Resulting Bicycle Facilities, Post-BRIP Completion



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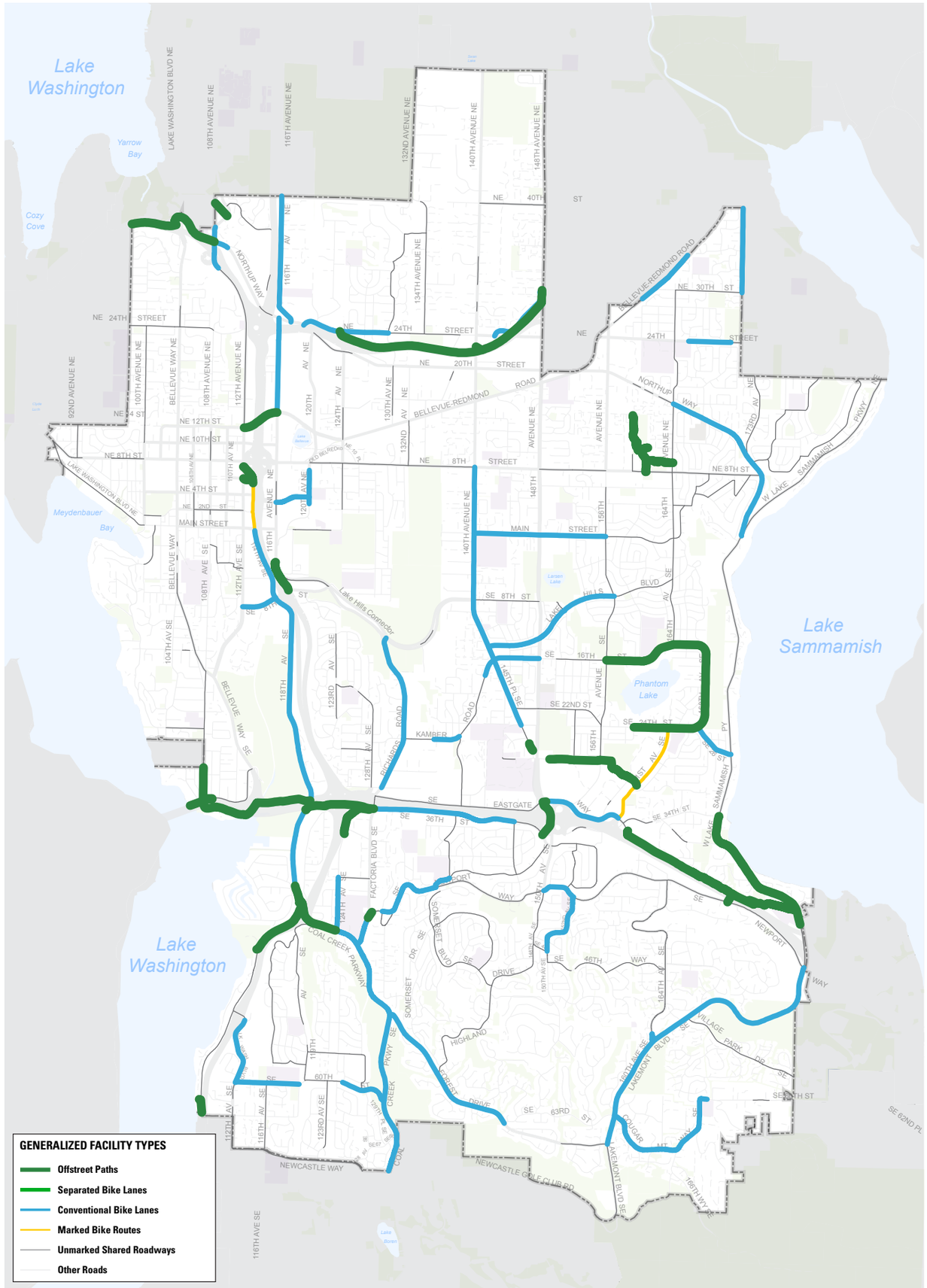

EXISTING BICYCLE NETWORK: GENERALIZED FACILITY TYPES

107 Miles comprising Bicycle Network

42 Miles with bike lanes or better

Miles by generalized facility type:

13.5 Off-street Paths

28.5 Conventional Bike Lanes

1.2 Marked Shared Roadways

64.3 Unmarked Shared Roadways

0 Number of complete, connected cross-city bicycle corridors

Population living near:*..

27,091 Off-street Paths

64,721 Conventional Bike Lanes

4,373 Marked Shared Roadways

Number of jobs near:*..

59,738 Off-street Paths

58,027 Conventional Bike Lanes

18,959 Marked Shared Roadways

Percentage of Wikimap "bicycle accommodation issue" points located along...

59% the Bicycle Network (all facilities)

26% Conventional Bike Lanes

28% Unmarked Shared Roadways

Percentage of bus stops with bicycle connections along...

65% the Bicycle Network (all facilities)

25% bike lanes or better

Percentage of average daily transit boardings and alightings with bicycle connections along...

37% the Bicycle Network (all facilities)

15% bike lanes or better

*Population and jobs within one quarter-mile of bicycle facilities

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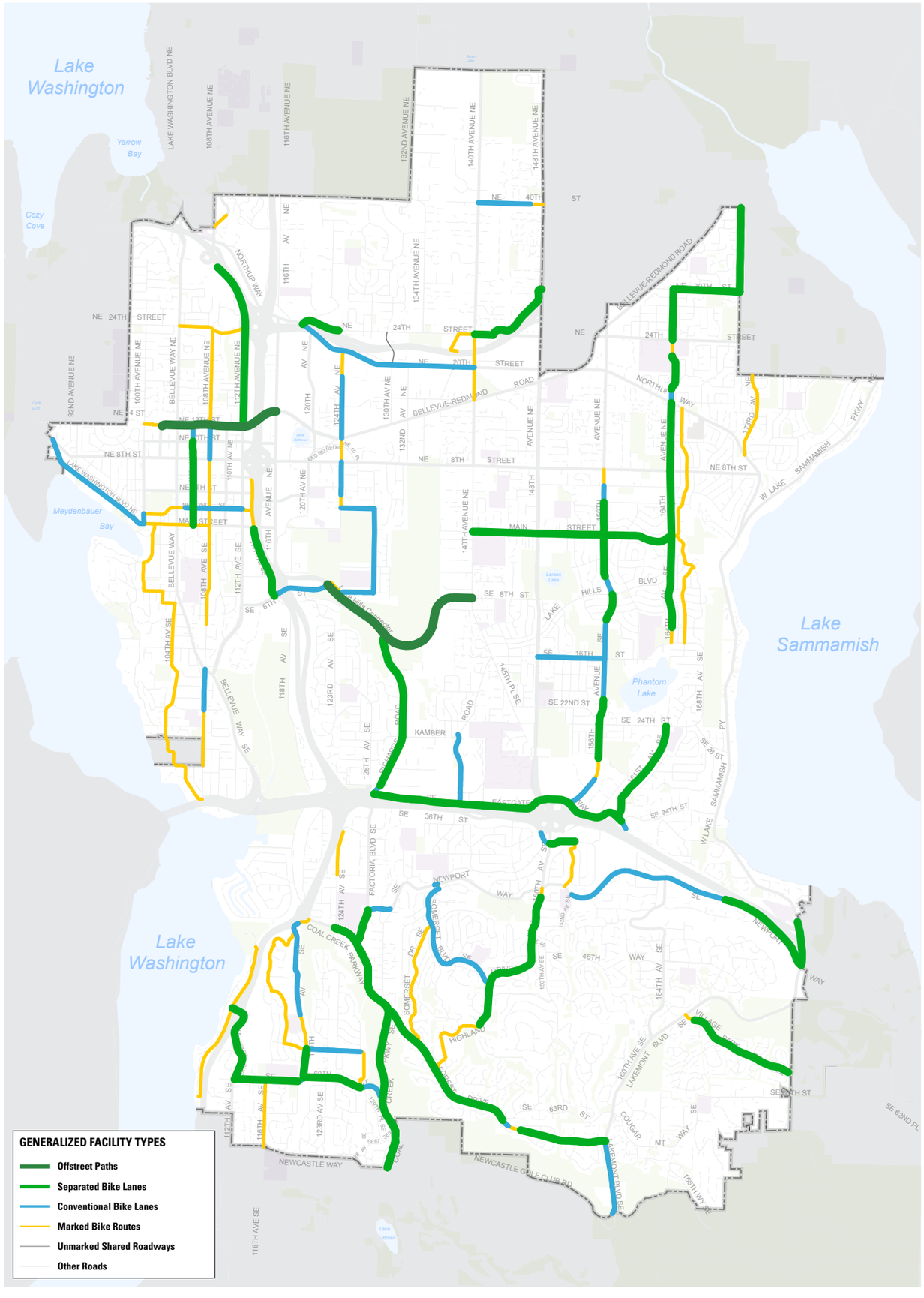

BRIP PROJECT IDEAS: CANDIDATE NEW & IMPROVED FACILITIES

52 Number of project ideas

57 Miles of bicycle facility improvements

Miles of improvement by generalized facility type:

2.4 Off-street Paths
23.5 Separated Bike Lanes
12.9 Conventional Bike Lanes
18.0 Marked Shared Roadways

Change in population living near project ideas for...*

+7,807 Off-street Paths
+59,168 Separated Bike Lanes
+16,923 Conventional Bike Lanes
+53,303 Marked Shared Roadways

Change in the number of jobs near project ideas for...*

+9,306 Off-street Paths
+83,266 Separated Bike Lanes
+43,639 Conventional Bike Lanes
+44,136 Marked Shared Roadways

Percentage of Wikimap "bicycle accommodation issue" points located along project ideas for...

33% **in total** (all facilities)
14% Separated Bike Lanes
13% Conventional Bike Lanes

Percentage of bus stops with bicycle connections along...

40% all project ideas
32% project ideas for bike lanes or better

Percentage of average daily transit boardings and alightings with bicycle connections along...

59% all project ideas
56% project ideas for bike lanes or better

*Population and jobs within one quarter-mile of bicycle project ideas

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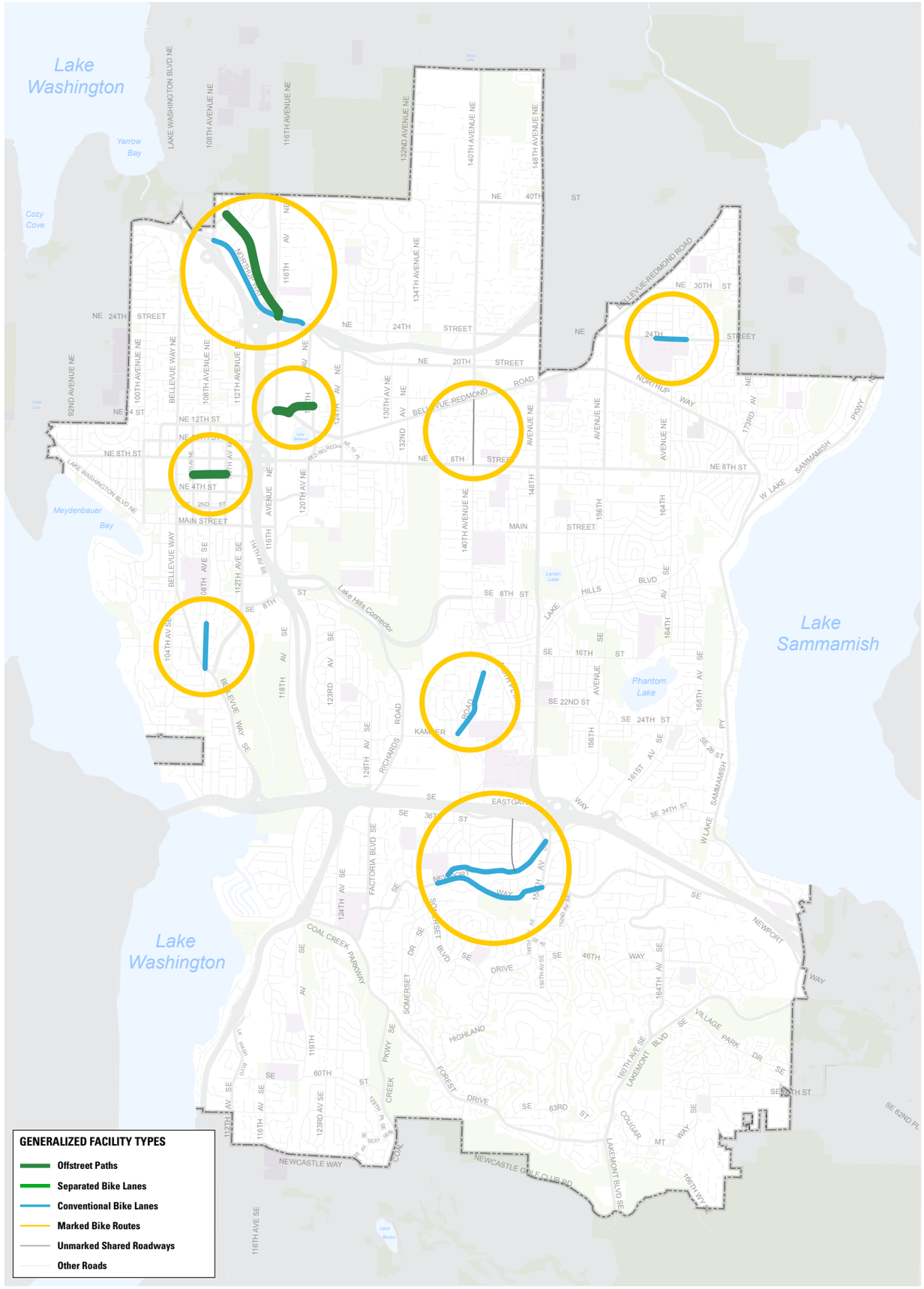

OTHER FUNDED PROJECTS, 2016–2019: OVERLAY, CIP, AND KING COUNTY PROJECTS

11 **Number of bicycle projects separate from the BRIP**

5.8 **Miles of bicycle facility improvements**

Miles of improvement by generalized facility type:

1.2 **Off-street Paths**

3.7 **Conventional Bike Lanes**

0.9 **Marked Shared Roadways**

Percentage of Wikimap "bicycle accommodation issue" points located along...

14% **the Bicycle Network** (all facilities)

11% **Conventional Bike Lanes**

2% **Unmarked Shared Roadways**

Projects associated with the 2016 Pavement Overlay Program:

- **108th Ave SE** from Bellevue Way SE to SE 12th St: Conventional Bike Lane (one side)
- **140th Ave NE** from NE 8th St to Bel-Red Rd: Unmarked Shared Roadway (4-ft shoulder)
- **146th Ave SE** from SE Allen Rd to SE 36th St: Unmarked Shared Roadway (4-ft shoulder)
- **Kamber Rd** from 139th Ave SE to SE 18th St: Conventional Bike Lane (one side)
- **NE 24th St** from 162nd Ave NE to 166th Ave NE: Conventional Bike Lane (one side)
- **SE Allen Rd** from 138th Ave SE to SE 38th St: Conventional Bike Lane (one side), Sharrows (one side)

Projects associated with Capital Investment Program (CIP) projects:

- **NE 6th St Pedestrian Corridor** from 106th Ave NE to 108th Ave NE: Off-street path
- **Newport Way** from Somerset Blvd SE to 150th Ave SE: Conventional Bike Lanes (both sides)
- **Northup Way** from NE 33rd Pl to NE 24th St: Conventional Bike Lanes (both sides)
- **NE Spring Blvd** from 116th Ave NE to 120th Ave NE: Off-street Path

Projects being completed by King County:

- **Eastside Rail Corridor** from 108th Ave NE to Northup Way: Off-street Path

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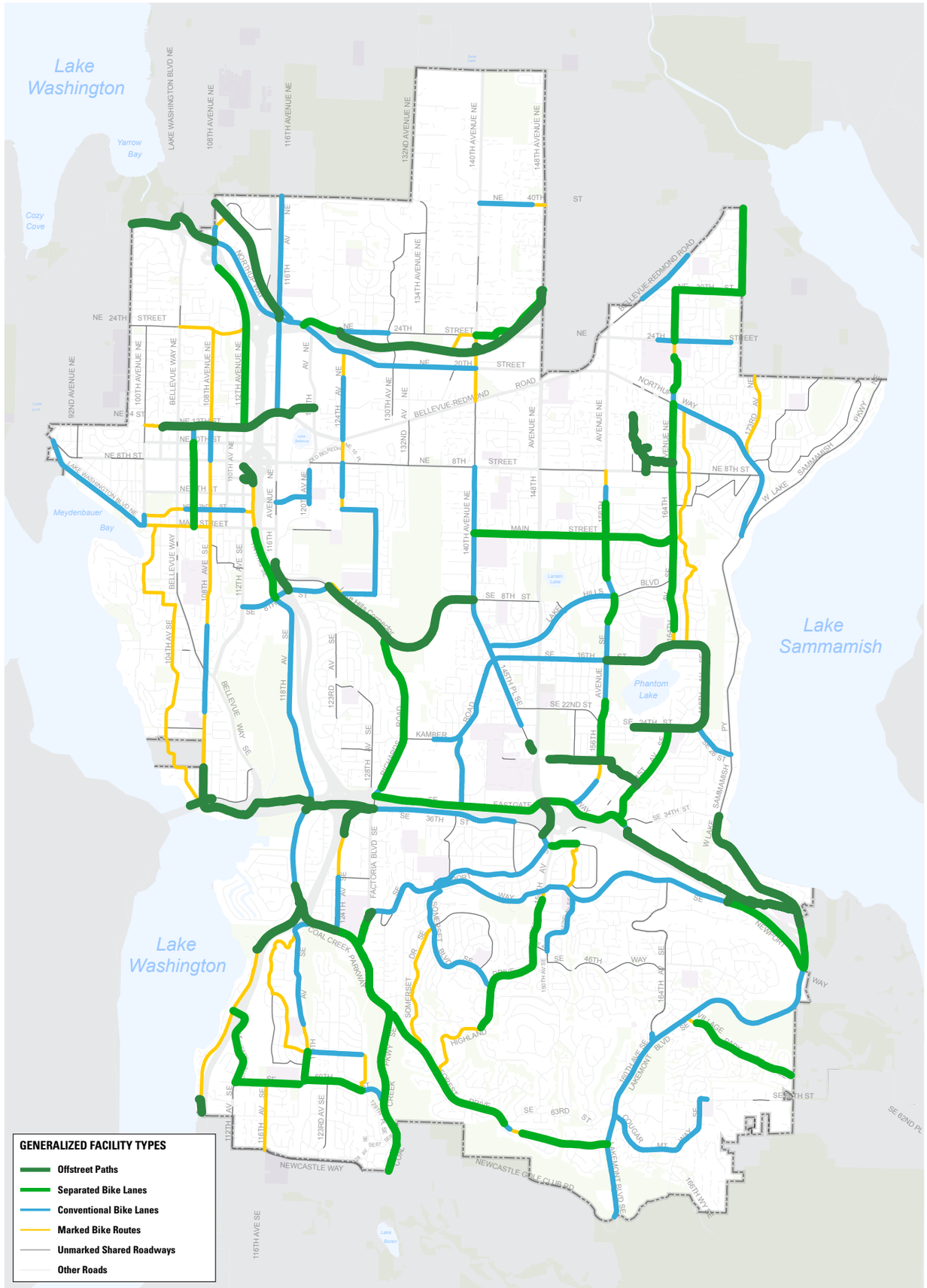

RESULTING BICYCLE NETWORK: GENERALIZED FACILITY TYPES

128 Miles comprising Bicycle Network

75 Miles with bike lanes or better

Miles by generalized facility type:

16.8 Off-street Paths
35.0 Conventional Bike Lanes
23.5 Separated Bike Lanes
18.0 Marked Shared Roadways

10 Number of complete, connected cross-city bicycle corridors

Population living near:*..

34,898 Off-street Paths
81,644 Conventional Bike Lanes
59,168 Separated Bike Lanes
57,675 Marked Shared Roadways

Number of jobs near:*..

68,774 Off-street Paths
101,667 Conventional Bike Lanes
83,266 Separated Bike Lanes
63,096 Marked Shared Roadways

Percentage of Wikimap "bicycle accommodation issue" points located along...

78% the resulting Bicycle Network
40% Conventional Bike Lanes
14% Separated Bike Lanes
17% Unmarked Shared Roadways

Percentage of bus stops with bicycle connections along...

77% the resulting Bicycle Network
50% bike lanes or better

Percentage of average daily transit boardings and alightings with bicycle connections along...

74% the resulting Bicycle Network
63% bike lanes or better

*Population and jobs within one quarter-mile of bicycle facilities

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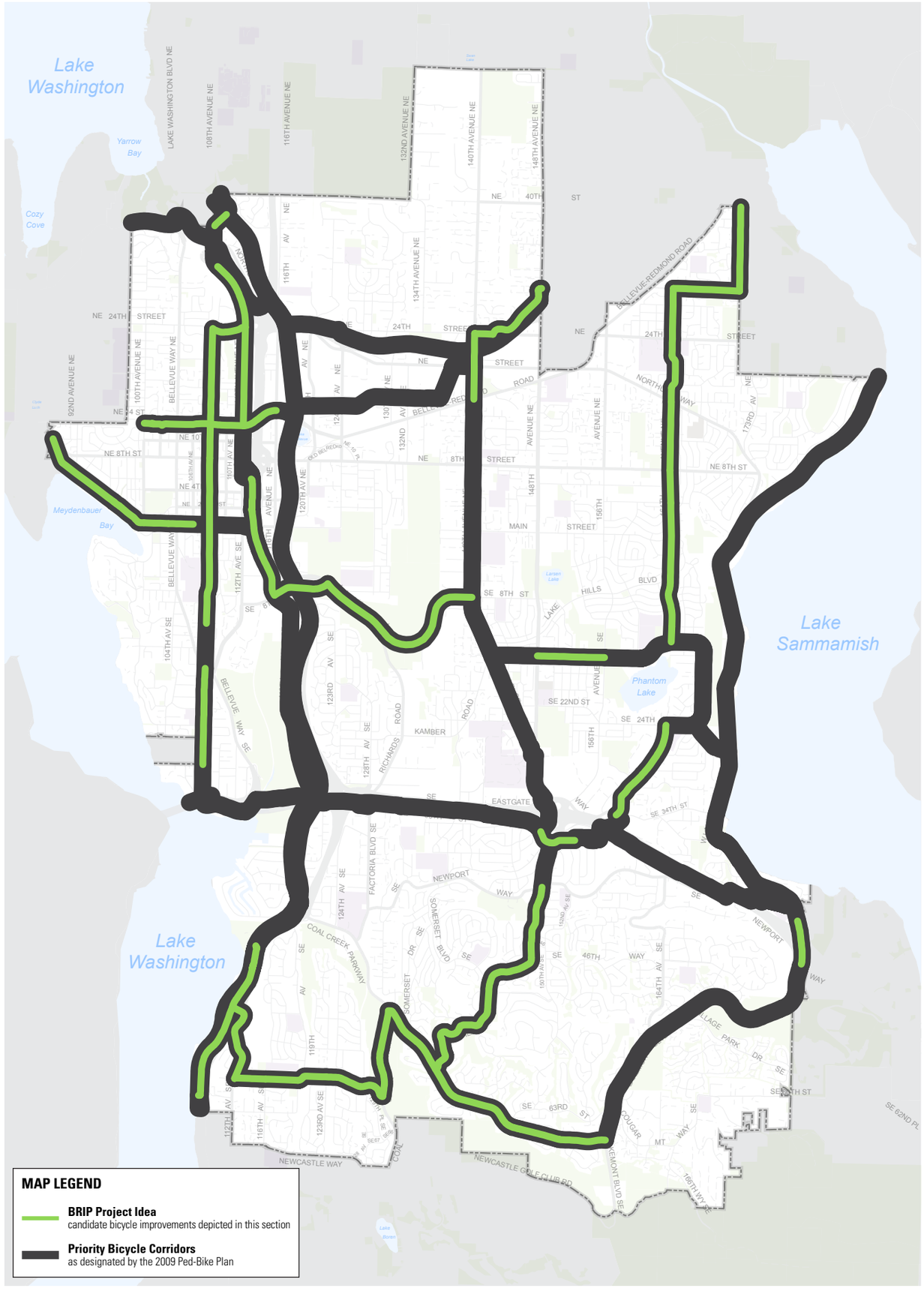

PRIORITY BICYCLE CORRIDOR PROJECT IDEAS

Priority Bicycle Corridor	Project Idea No.	Location	From	To
NS-1: Enatai to Northtowne	PBC-1	108th Ave SE (South of Main St)	SE 30th St	Main St
	PBC-2	108th Ave NE (Downtown)	Main St	NE 12th St
	PBC-3	108th Ave NE, NE 24th St (Northtowne Bikeway)	NE 12th St	112th Ave NE
NS-2: Lake Washington Loop Trail	PBC-4	Lake Washington Blvd SE	South City Limits	Lake Washington Loop Trail
	PBC-5	114th Ave SE	SE 8th St	NE 6th St
	PBC-6	112th Ave NE, 108th Ave NE	NE 12th St, NE 38th Pl	SR-520, Eastside Rail Corridor Trail
NS-4: Somerset to Redmond	PBC-7	Highland Dr, 148th Ave SE	Forest Dr SE	SE Newport Way
	PBC-8	140th Ave NE, NE 24th St, NE 29th Pl	Bel-Red Rd	148th Ave NE
NS-5: Spirit Ridge to Sammamish River	PBC-9	161st Ave SE	SE Eastgate Way	SE 24th St
	PBC-10	164th Ave	SE 14th St	NE 30th St
	PBC-11	NE 30th St, 172nd Ave NE	164th Ave NE	NE 40th St
EW-2: Downtown to Overlake	PBC-12	NE 12th St	100th Ave NE	116th Ave NE
EW-3: Lake-to-Lake Trail	PBC-13	Lake Washington Blvd NE, Main St	NE 1st St	108th Ave NE
	PBC-14	SE 8th St, Lake Hills Connector	114th Ave SE	140th Ave SE
	PBC-15	SE 16th St	148th Ave SE	156th Ave SE
EW-4: Mountains to Sound Greenway	PBC-16	SE 38th St	I-90 Pedestrian/Bicycle Overpass	154th Ave SE
EW-5: Coal Creek to Cougar Mountain	PBC-17	Lake Washington Blvd SE, SE 60th St	106th Ave SE	Coal Creek Pkwy SE
	PBC-18	Forest Dr SE	Coal Creek Pkwy SE	Lakemont Blvd SE
	PBC-19	Lakemont Blvd SE	SE Newport Way	West Lake Sammamish Pkwy SE

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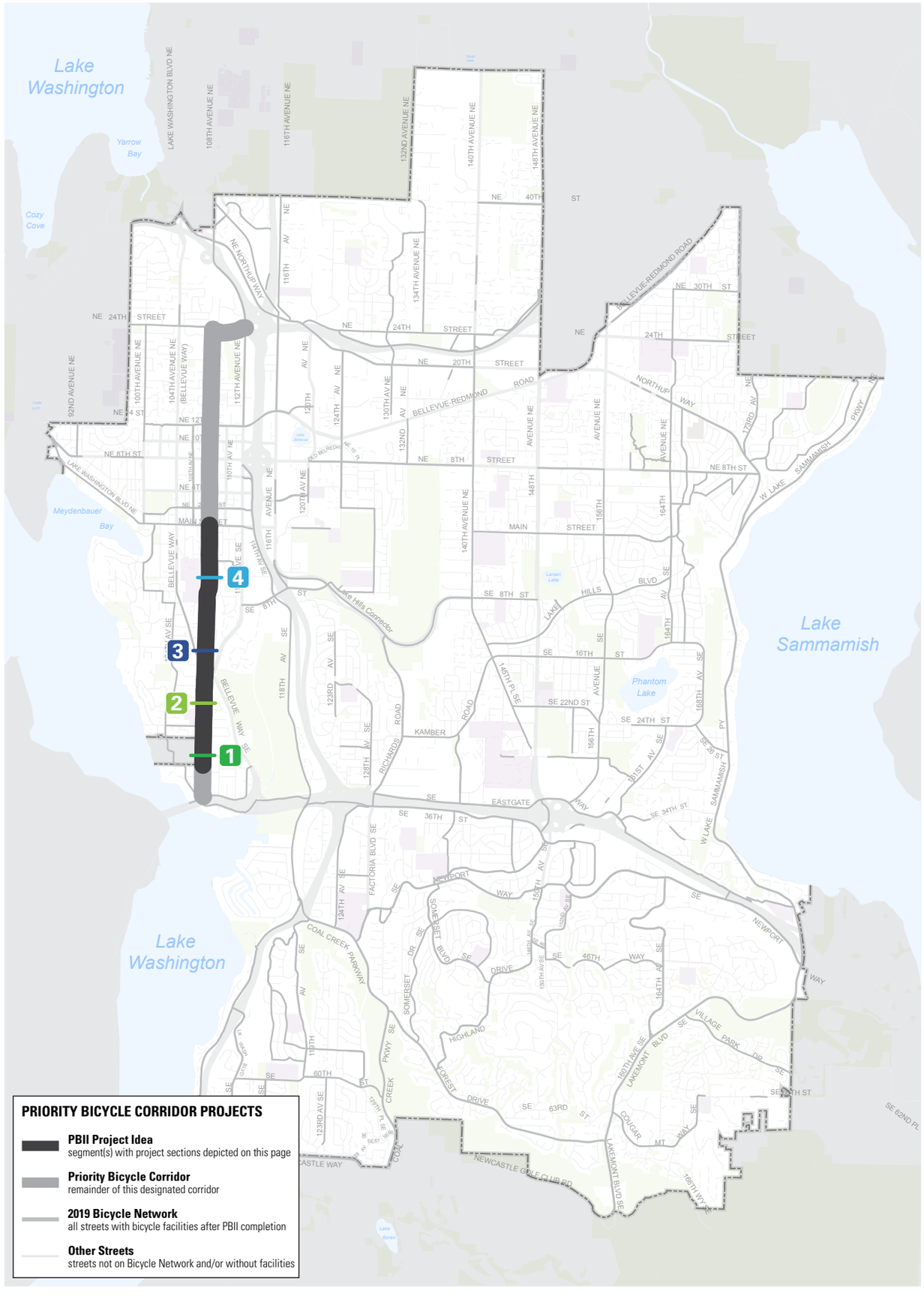


PRIORITY BICYCLE CORRIDOR PROJECTS

- **PBII Project Idea** — segment(s) with project sections depicted on this page
- **Priority Bicycle Corridor** — remainder of this designated corridor
- **2019 Bicycle Network** — all streets with bicycle facilities after PBII completion
- **Other Streets** — streets not on Bicycle Network and/or without facilities

» PROJECT IDEA PBC-1: 108TH AVE SE (SOUTH OF MAIN ST)

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
4,700 (SE 12th St to Main St)

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Wide Lane/Shared Shoulder (SE 25th St to SE 14th St); Shared/Wide Outside Lane, Both Sides (SE 30th St to SE 25th St)

Major Nearby Destinations:
Downtown Bellevue, South Bellevue Park-and-Ride, Bellevue High School, Enatai Elementary School, Mercer Slough Nature Park

Bicycle Network Connections:
I-90 Trail (PBC), Lake-to-Lake Trail (PBC)

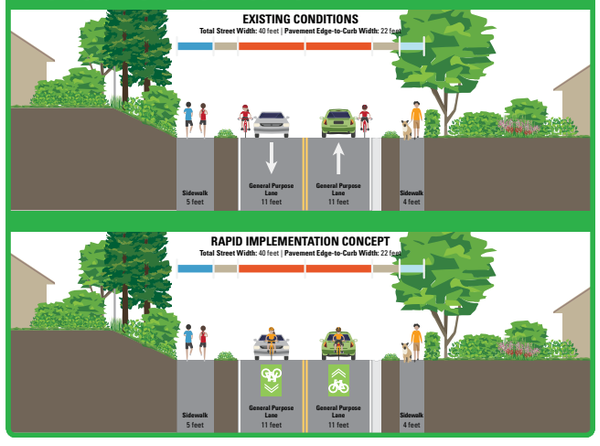
Population (¼-mile buffer):
5,739 residents

Employment (¼-mile buffer):
9,728 jobs

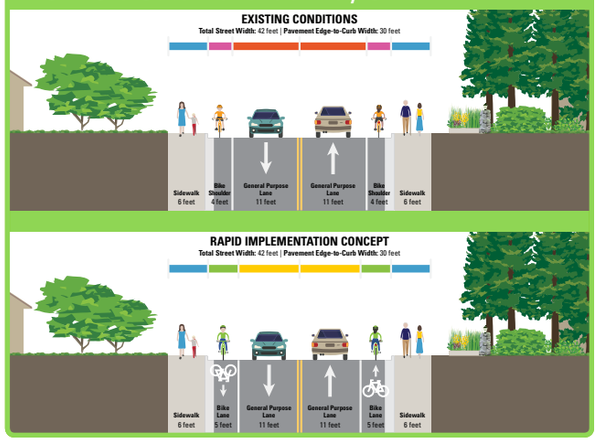
2009 Plan Projects: B-138 (Medium)

Typical Street Sections:

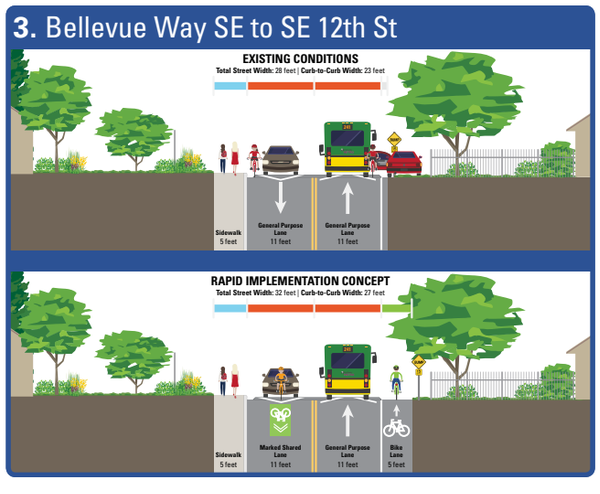
1. SE 30th St to SE 23rd St



2. SE 23rd St to Bellevue Way SE



3. Bellevue Way SE to SE 12th St



4. SE 12th St to Main St

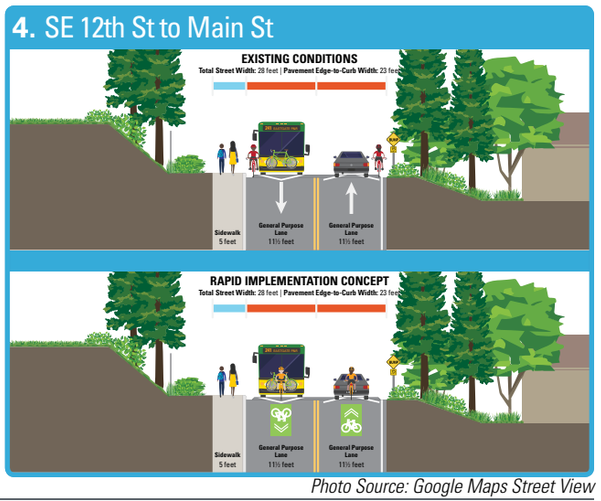


Photo Source: Google Maps Street View

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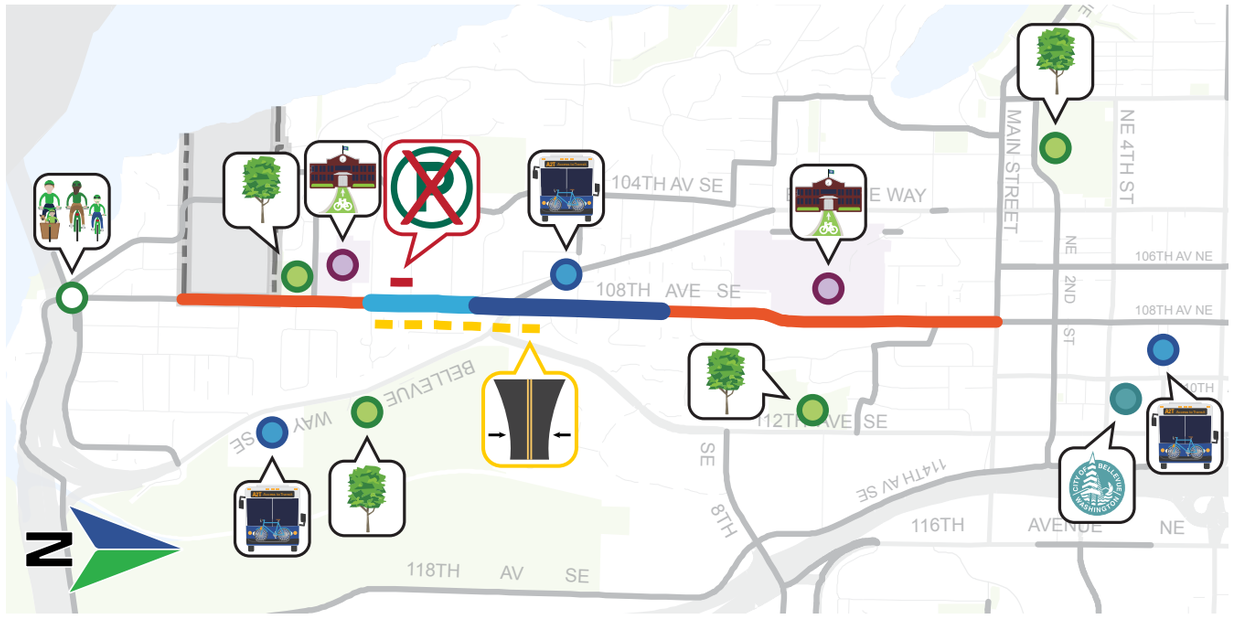


Issues:

- **Requires 10-foot Travel Lanes:** SE 23rd St to SE 17th St
- **Parking Displacement Required (est. 200 feet):** North of SE 23rd St to SE 22nd St

Opportunities:

Marked Shared Lanes (1.5 miles): SE 35th Pl to SE 23rd St and SE 12 St to Main St

Conventional Bike Lanes, both sides (0.3 miles): SE 23rd St to south of Bellevue Way SE

Conventional Bike Lane, uphill; Marked Shared Lanes, downhill (0.3 mi): South of Bellevue Way SE to SE 12th St

- **Nearby Transit:** Bellevue Transit Center, South Bellevue P&R, Frequent Route 550 (Bellevue Way SE)
- **Access to Schools:** Improved bicycle connections to Enatai Elementary School, Bellevue High School
- **Access to Parks:** Improved bicycle connection to Enatai Park; Mercer Slough, Surrey Downs, and Downtown Park nearby
- **Nearby City Services:** Bellevue City Hall and Police Department
- **Regional Trail Connection:** Improved north-south connection to I-90 Trail (PBC EW-4)

Cost Estimates: Capital: $102,300 | **O&M:** $2,700 annually

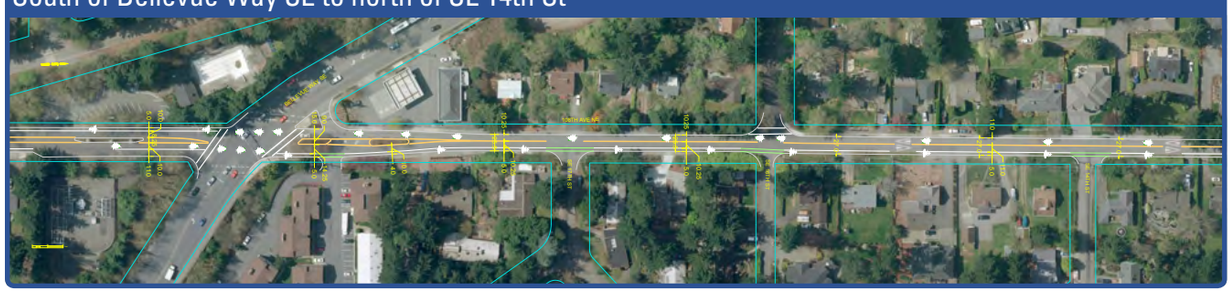
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE 30th St to SE 25th St

SE 25th St to south of Bellevue Way SE

South of Bellevue Way SE to north of SE 14th St



SE 14th St to Bellevue High School

Bellevue High School to SE 2nd St

SE 2nd St to Main St

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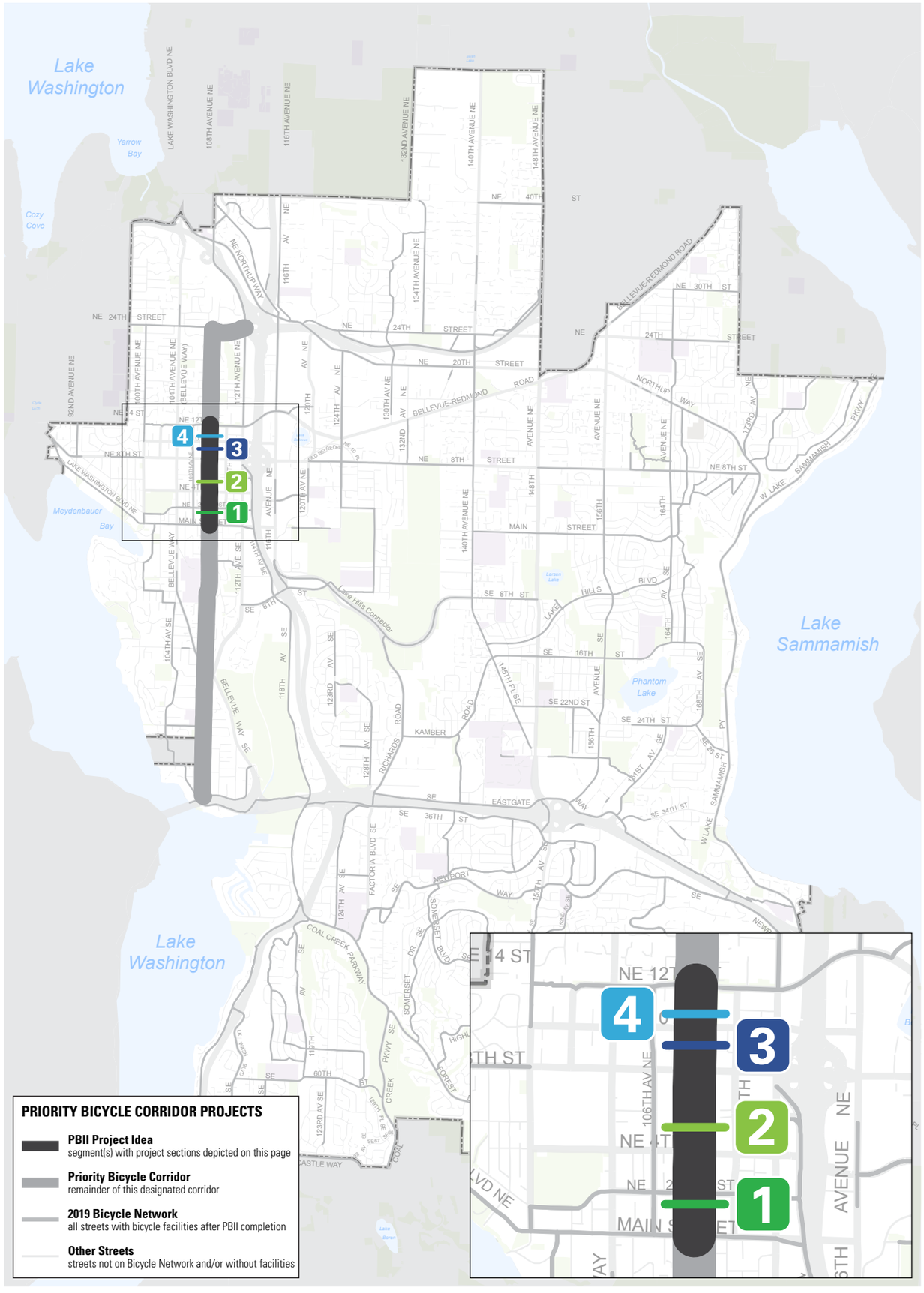
PROJECT IDEA PBC-2:
108TH AVE NE (MAIN ST TO NE 12TH ST)



PRIORITY BICYCLE CORRIDOR PROJECTS

- **PBII Project Idea** — segment(s) with project sections depicted on this page
- **Priority Bicycle Corridor** — remainder of this designated corridor
- **2019 Bicycle Network** — all streets with bicycle facilities after PBII completion
- **Other Streets** — streets not on Bicycle Network and/or without facilities

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
8,500-113,000 (NE 2nd Pl to NE 8th St);
8,500 (Main St to NE 2nd Pl);
5,500 (NE 8th St to NE 12th St);

Posted Speed Limits: 30 MPH

Existing Bicycle Facilities:
No bicycle facilities (Main St to NE 8th St);
Bike Shoulders, One or Both Sides (NE 8th St to NE 12th St)

Major Nearby Destinations:
Downtown Bellevue, Bellevue Transit Center, NE 6th Street Pedestrian Corridor, Bellevue Library, Ashwood Playfield, McCormick Park

Bicycle Network Connections:
NE 12th St (PBC EW-2), Lake-to-Lake Trail (PBC EW-3)

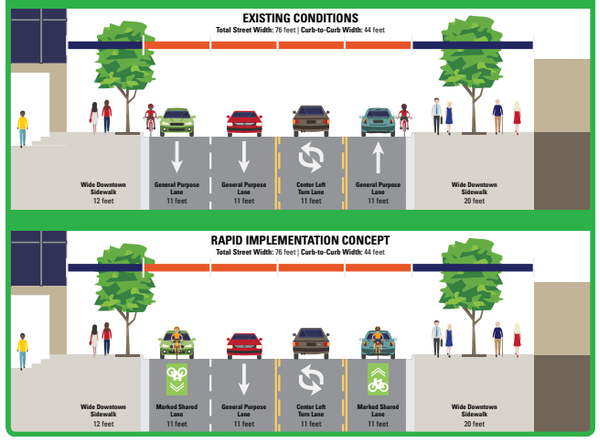
Population (¼-mile buffer):
10,529 residents

Employment (¼-mile buffer):
33,614 jobs

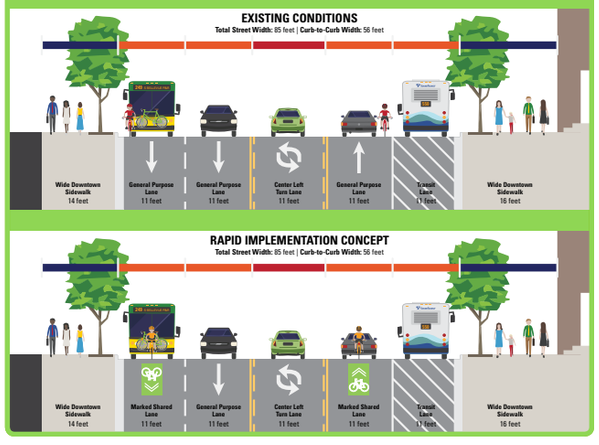
2009 Plan Projects: B-125 (Medium)

Typical Street Sections:

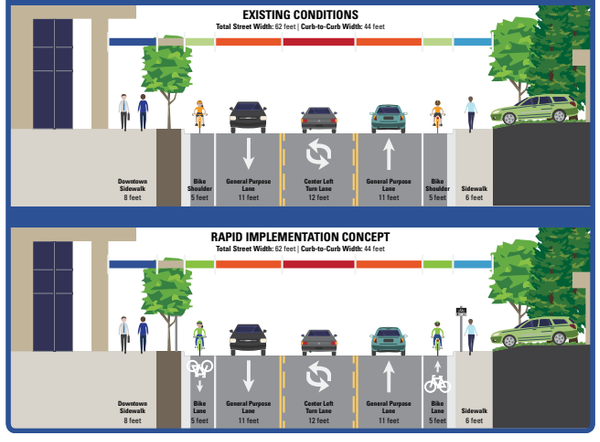
1. Main St to NE 4th St



2. NE 4th St to NE 8th St



3. NE 8th St to NE 10th St



4. NE 10th St to NE 12th St

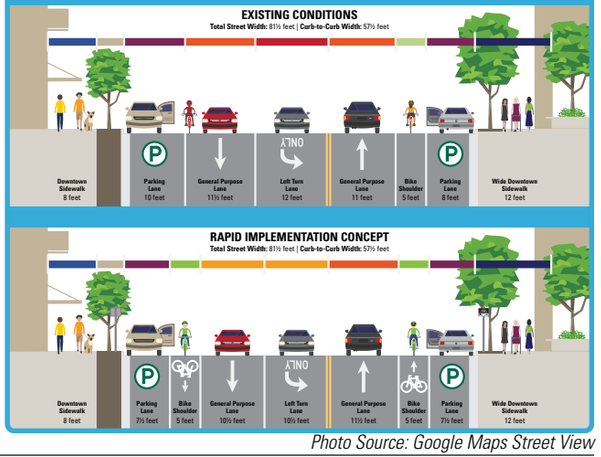


Photo Source: Google Maps Street View

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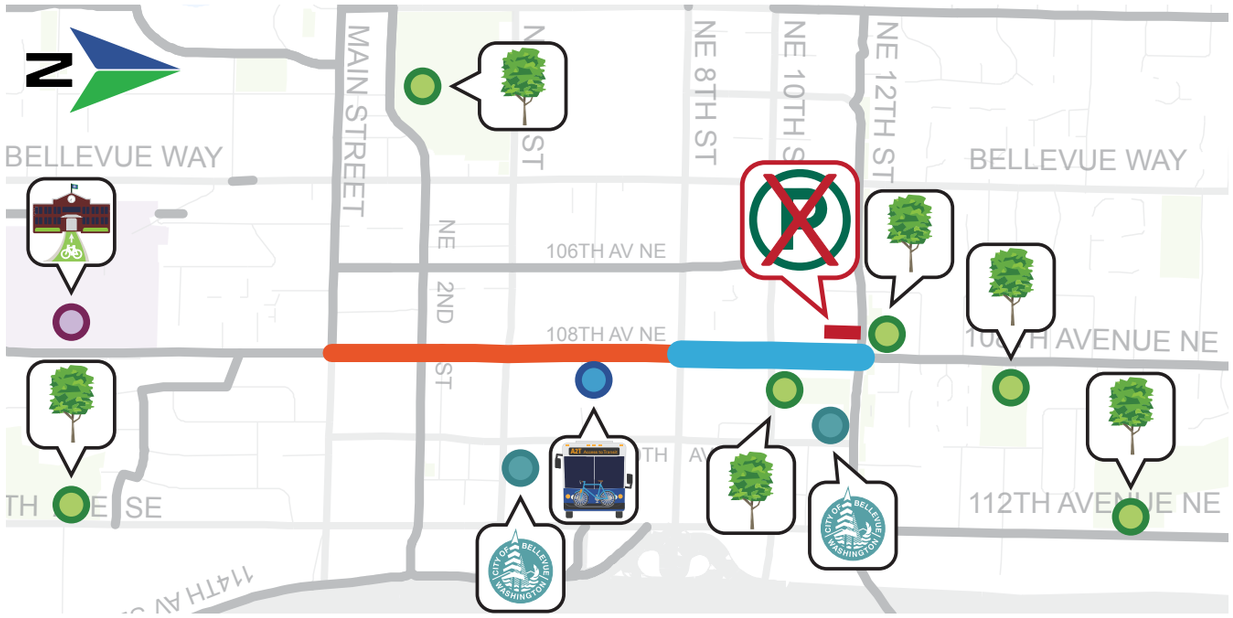


Issues:

Parking Displacement Required (est. 2 spaces): 30-Minute Load/Unload zone south of NE 12th St

Opportunities:

Marked Shared Lanes (0.5 miles): Main St to NE 8th St

Conventional Bike Lanes (0.3 miles): NE 8th St to NE 12th St

- **Access to Transit:** Improved bicycle connection to Bellevue Transit Center
- **Access to School:** Improved bicycle connection to Bellevue High School
- **Access to Parks:** Improved bicycle connections to Ashwood Playfield, McCormick Park, Zumdieck Park
- **Other Nearby Parks:** Downtown Park, Surrey Downs Park, Hidden Valley Park
- **Access to City Services:** Improved connections to Bellevue City Hall and Police Department, Bellevue Library

Cost Estimates:

Capital: $163,200

O&M: $3,200 annually

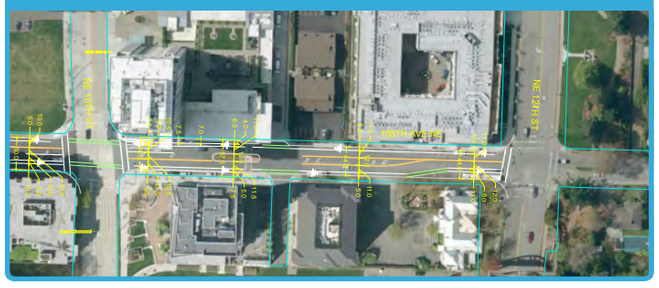
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Main St to NE 4th St

NE 4th St to NE 10th St

NE 10th St to NE 12th St



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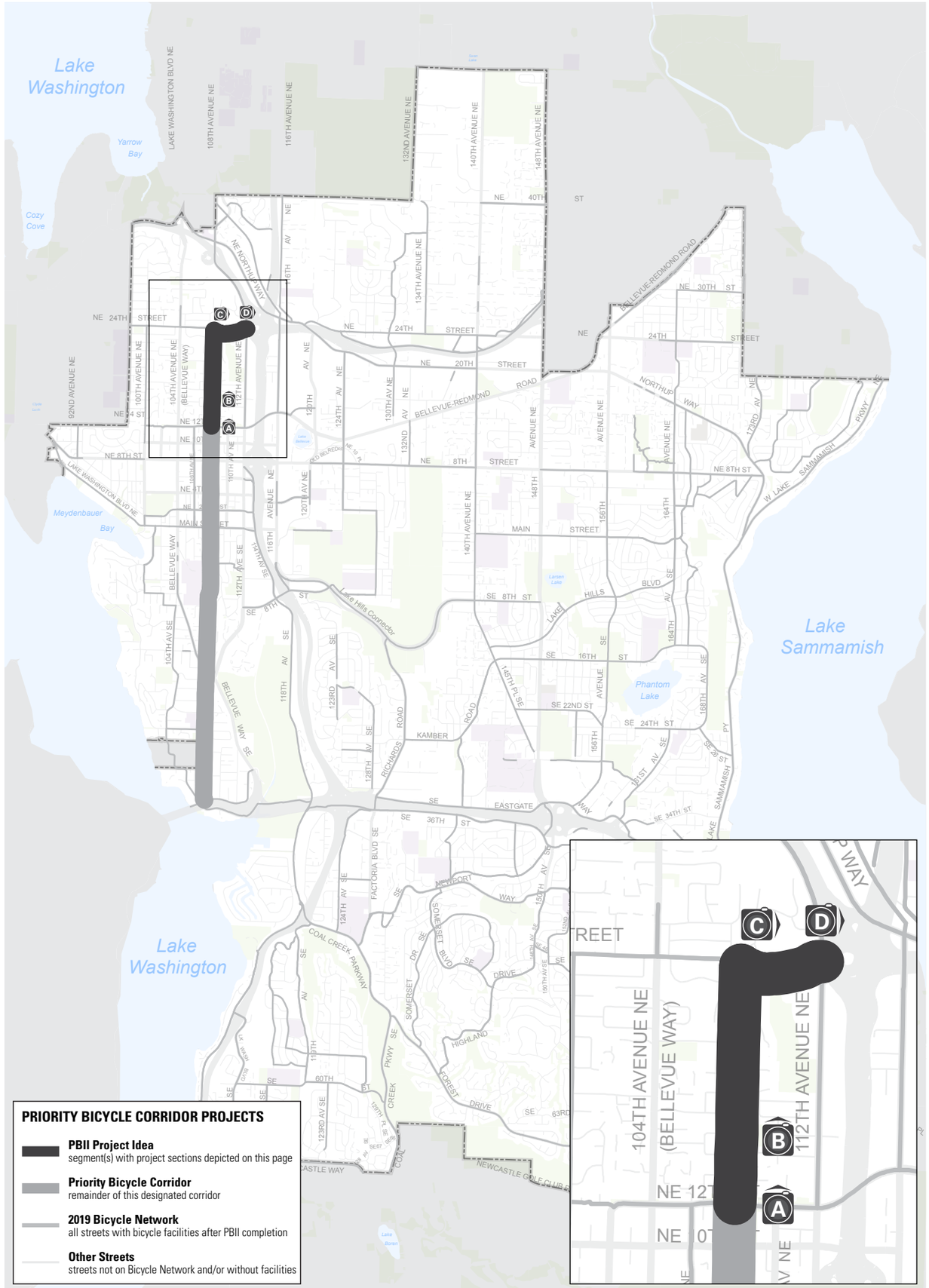

PRIORITY BICYCLE CORRIDOR PROJECTS

- **PBII Project Idea** — segment(s) with project sections depicted on this page
- **Priority Bicycle Corridor** — remainder of this designated corridor
- **2019 Bicycle Network** — all streets with bicycle facilities after PBII completion
- **Other Streets** — streets not on Bicycle Network and/or without facilities

PROJECT IDEA PBC-3:
108TH AVE NE, NE 24TH ST (NORTHTOWNE BIKEWAY)

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
1,000 (NE 12th St to NE 24th St)

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
No bicycle facilities;
Existing traffic calming (speed humps, speed dots)

Major Nearby Destinations:
Downtown Bellevue, McCormick Park,
Hidden Valley Park, Bellevue Montessori School

Bicycle Network Connections:
NE 12th St (PBC EW-2),
112th Ave NE (PBC NS-2: Lake Washington Loop)

Population (¼-mile buffer):
5,188 residents

Employment (¼-mile buffer):
3,940 jobs

2009 Plan Projects: B-201 (Medium), B-204 (Medium)

Typical Street Sections:

A. 108th Ave NE at NE 12th St, looking north

B. 108th Ave NE at NE 18th St, looking north

C. NE 24th St at 109th Ave NE, looking east

D. NE 24th St at 112th Ave NE, looking east

Photo Source: Google Maps Street View

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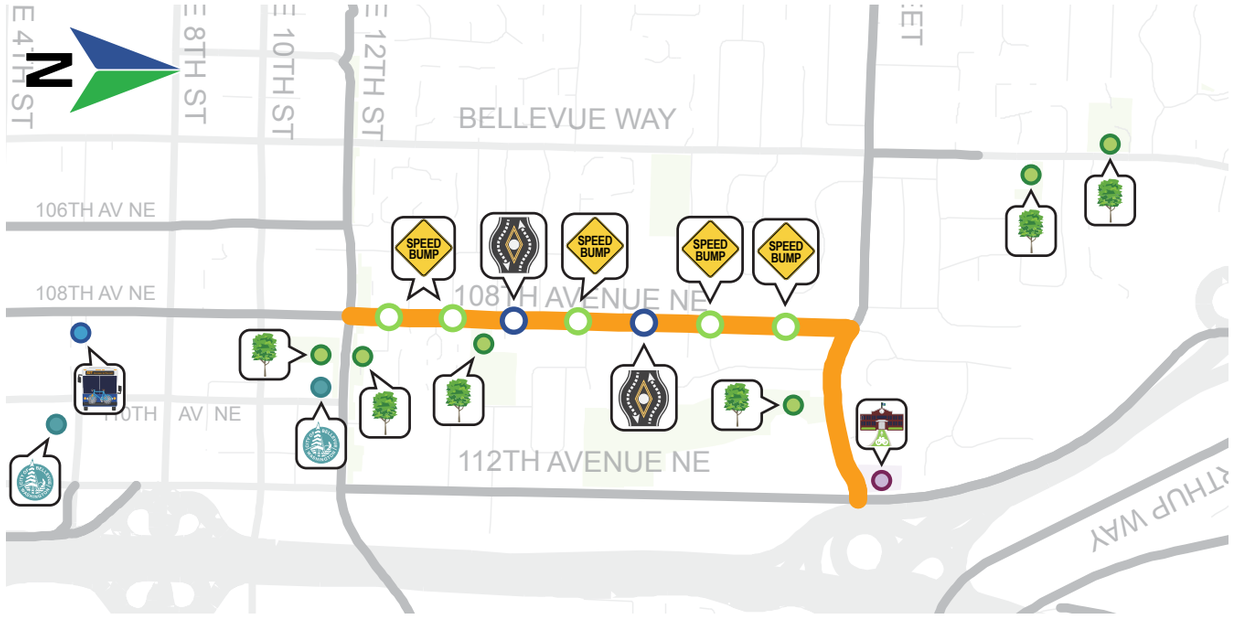

Existing Conditions:

- **Existing Speed Humps:** Speed humps at NE 12th Pl, NE 14th St, NE 18th St, NE 20th St, and south of NE 24th St
- **Existing Speed Dot:** Speed dots at NE 16th St and NE 19th Pl

Opportunities:

Neighborhood Bikeway (1 mile): NE 12th St to NE 24th St

- **Access to Transit:** Improved bicycle connection to Bellevue Transit Center
- **Access to School:** Improved bicycle connection to Bellevue Montessori School
- **Access to Parks:** Improved bicycle connections to Ashwood Playfield, McCormick Park, Zumdieck Park, and Hidden Valley Park; Northtowne Park, Spring Hills Park nearby
- **Access to Public Services:** Improved bicycle connections to Bellevue City Hall and Police Department and Bellevue Library

Cost Estimates:

Capital: $45,700 | **O&M:** $800 annually

What are Neighborhood Bikeways?

Neighborhood bikeways—known as "neighborhood greenways" and "bicycle boulevards" in some other cities—would be a new type of bicycle facility for Bellevue if this project idea is implemented. These are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority.

Neighborhood bikeways would at minimum use signs and pavement markings (e.g., green-backed sharrows) to clearly identify the bike route to all road users. Additionally, traffic calming measures to manage speed and volume would be considered as potential treatments to provide a safe and comfortable bicycling environment for people of all ages and abilities at all points along the route.

For this type of bicycle facility, there is no one-size-fits-all approach. National best-practice guidance will be considered together with local context and neighborhood input to determine which traffic calming treatments, if any, are appropriate for each neighborhood bikeway project idea. Further study is required to determine the specific type and location of treatments that would be implemented along this corridor if the project idea is ultimately pursued.

Green-Backed Sharrows

Shared lane pavement markings, also known as sharrows, are bicycle symbols that are placed in the roadway lane to indicate that people in motor vehicles should expect to see and share the lane with people on bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the exclusive use of bicycles.

Green-backed sharrows utilize high-visibility green paint to improve awareness of the presence of people on bicycles, who should use the sharrow to guide where they ride within the lane.

Speed Humps

Speed humps, also known as speed bumps, are used to reduce motor vehicle speeds. A speed hump is a raised area of roadway pavement approximately 3 inches in height. They are different from the more severe speed humps you may find in a parking lot. A speed hump causes a vehicle to produce a rocking motion, creating an uncomfortable sensation for the occupants of speeding vehicles thus encouraging the driver to reduce their speed. Bellevue uses two different designs based on roadway characteristics.

Traffic Circle

A traffic circle is a raised circular island located in the center of an intersection. This design requires vehicles to keep right and travel through the intersection in a counterclockwise direction around the island. The shape and size of the traffic circle is determined by the size of the intersection.

Traffic circles can be placed at four-legged and three-legged intersections. Installations of traffic circles can be very effective at reducing the number of vehicle collisions at an intersection.

Speed Dots

A speed dot is a small circular or oval island located in the center of the road at mid-block locations. It reduces vehicle speeds by narrowing the roadway and redirecting vehicles around the circle.

The effect on vehicle speeds depends on the roadway width, in addition to the size and number of speed dots. They can be used in a series resulting in a raised median effect but includes better driveway access. They can also be landscaped.

Chicane

Chicanes are a series of two to three curb extensions that alternate from one side of the street to the other forming S-shaped curves on what would be an otherwise straight roadway. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass requiring vehicles at both ends to stop or yield before proceeding through.

This treatment is used to reduce vehicle speeds and can reduce cut-through traffic.

Photo Source: Green-Backed Sharrows photo by Mark Dreger; all others by the City of Bellevue

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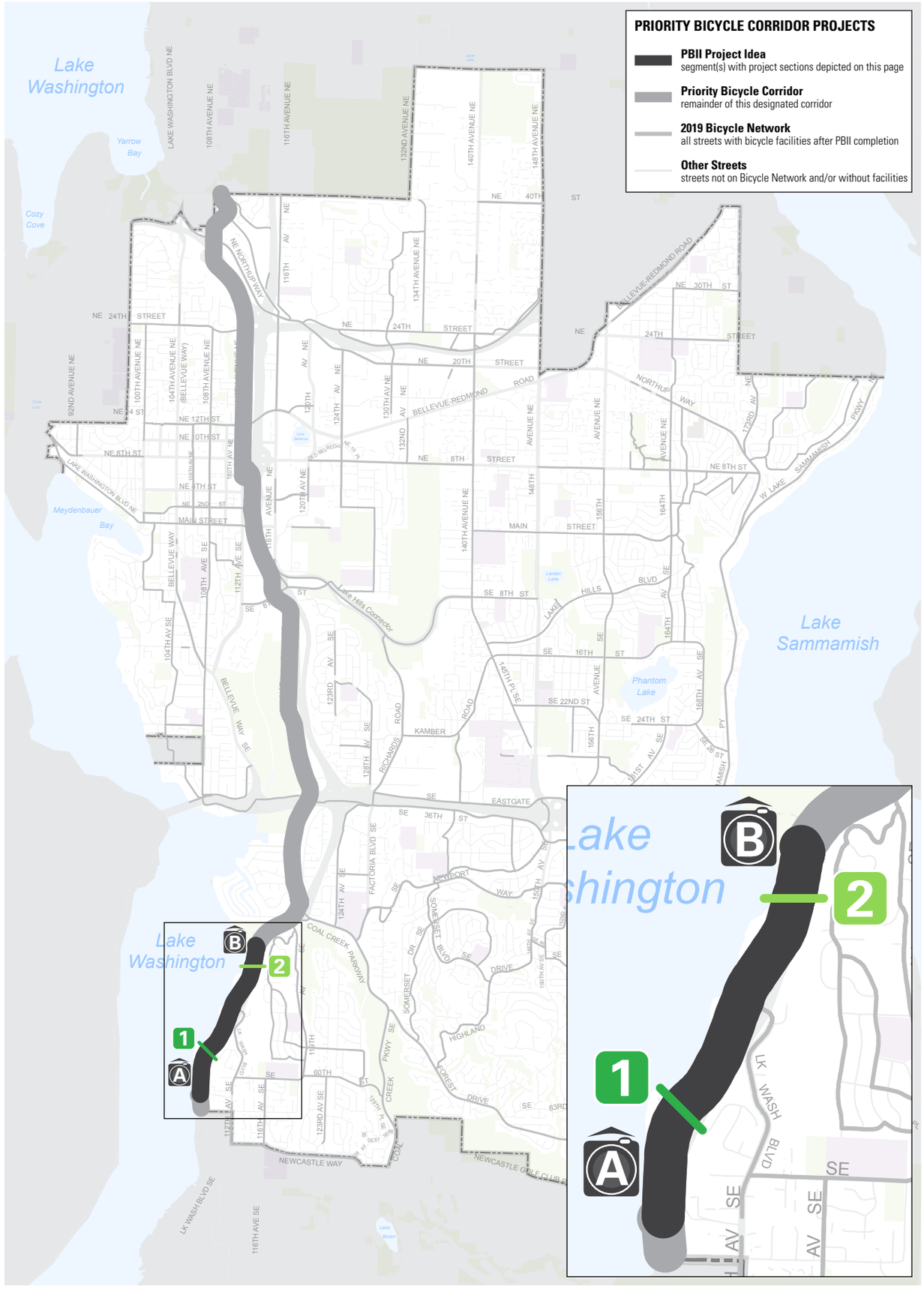


PROJECT IDEA PBC-4:
LAKE WASHINGTON BLVD SE

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Local

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
30 MPH (South city limits to Lake Washington Blvd SE);
25 MPH (106th Ave SE to Lake Washington Loop Trail

Existing Bicycle Facilities:
Wide Lane/Shared Shoulder, One Side Only

Major Nearby Destinations:
Newport Hills Park-and-Ride, Newcastle Beach Park

Bicycle Network Connections:
Lake Washington Blvd SE (PBC EW-5)

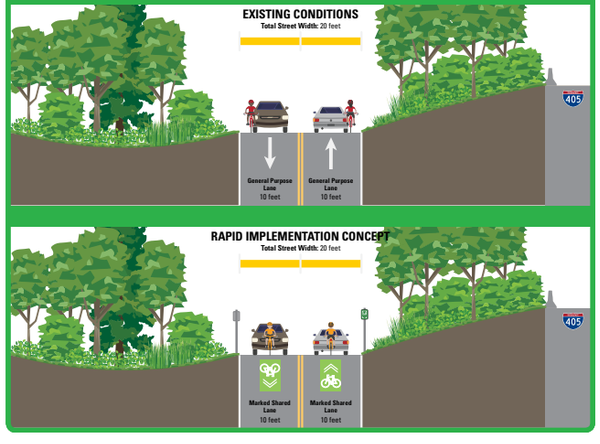
Population (¼-mile buffer):
1,090 residents

Employment (¼-mile buffer):
38 jobs

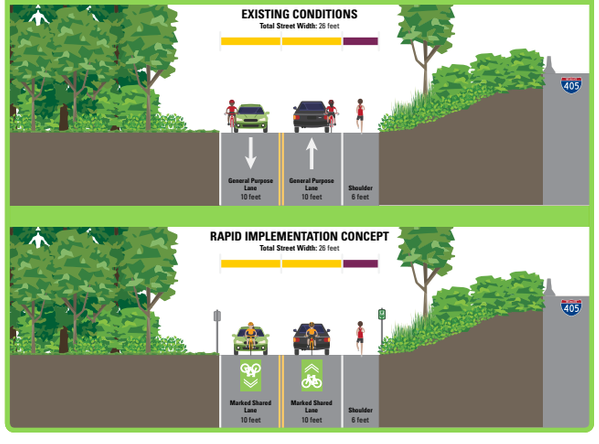
2009 Plan Projects:
None

Typical Street Sections:

1. Lk. Wash. Loop Trail to Lk. Wash. Blvd SE



2. 106th Ave SE to Lk. Wash. Blvd SE



A. 106th Ave SE looking north

B. Newcastle Beach Park

Photo Source: Google Maps Street View

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Issues:

- **Constrained Pavement Width:** Street is too narrow to implement dedicated bicycle facilities
- **Requires 10-foot Travel Lanes:** Lake Washington Loop Trail (south city limits) to Lake Washington Loop Trail (connects to Coal Creek Pkwy SE)

Opportunities:

Green-Backed Sharrows (1.25 miles): Lake Washington Loop Trail (south city limits) to Lake Washington Loop Trail (connects to Coal Creek Pkwy SE)

- **Access to Transit:** Improved bicycle connection to Newport Hills Park-and-Ride
- **Nearby Schools:** Olde Middle School, Ringdall Jr. High School, Newport Heights Elementary School
- **Access to Parks:** Improved bicycle connection to Newcastle Beach Park;
- **Nearby Parks:** Newport Hills Park, Tyler property park
- **Regional Trail Connection:** Improved north-south connection to Lake Washington Loop Trail (PBC NS-2)

Cost Estimates: Capital: $53,400 | **O&M:** $1,500 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

106th Ave SE from Lake Washington Loop Trail to Pleasure Point Lane SE

106th Ave SE from Pleasure Point Lane SE to Lake Washington Blvd SE

Lake Washington Blvd SE from 106th Ave SE to north of SE 50th Pl

Lake Washington Blvd SE from north of SE 50th Pl to Lake Washington Loop Trail

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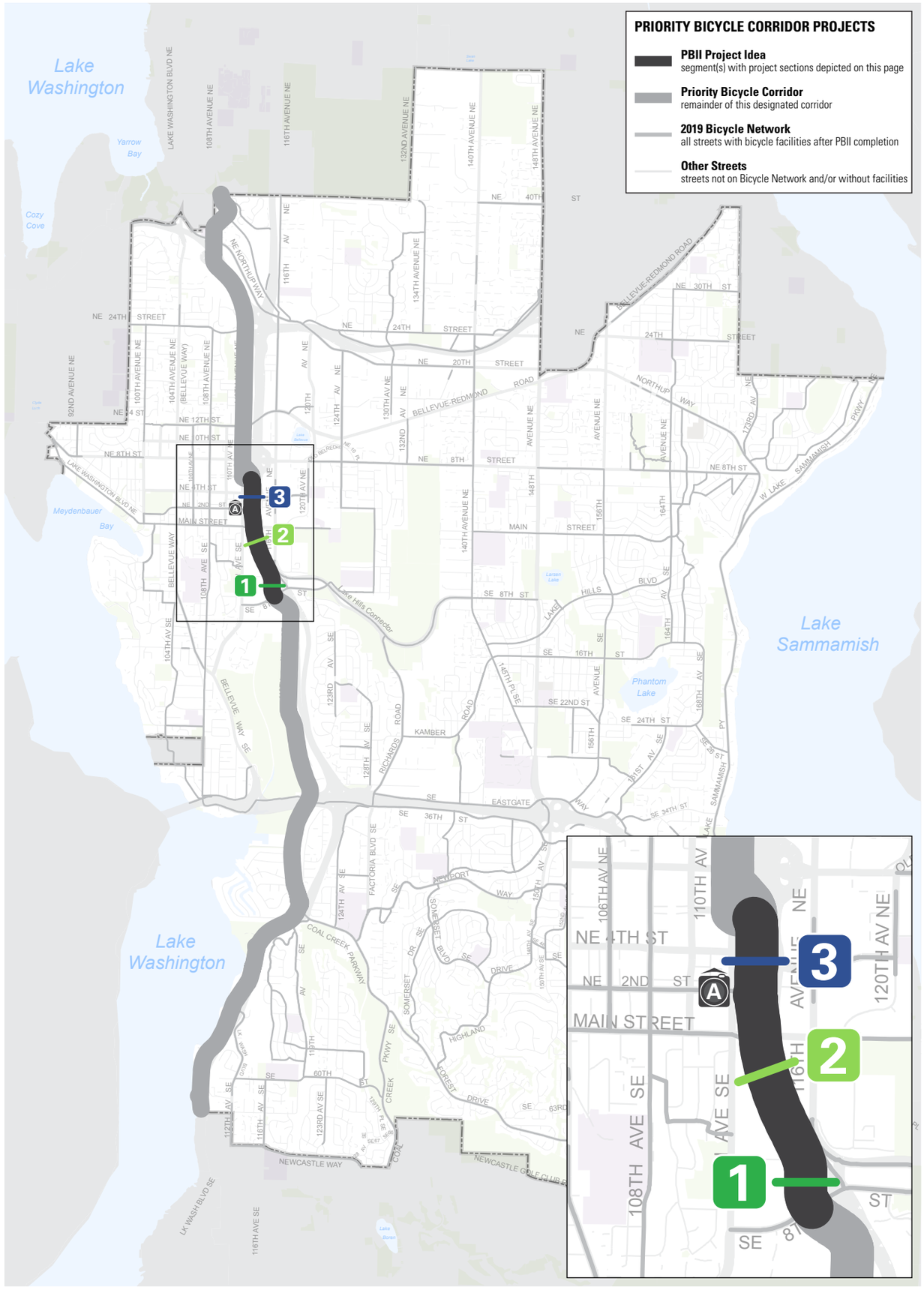


PROJECT IDEA PBC-5:
114TH AVE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
5,800 (SE 8th St to Main St)

Posted Speed Limits:
30 MPH (SE 8th St to Main St);
25 MPH (Main St to NE 6th St)

Existing Bicycle Facilities:
Conventional Bike Lane, One Side (SE 8th St to Main St);
Sharrows, Both Sides (Main St to NE 6th St)

Major Nearby Destinations:
Mercer Slough Nature Park, Wilburton Park-and-Ride, Downtown Bellevue, Bellevue Transit Center

Bicycle Network Connections:
SE 8th St (PBC EW-3); Main St (PBC EW-3)

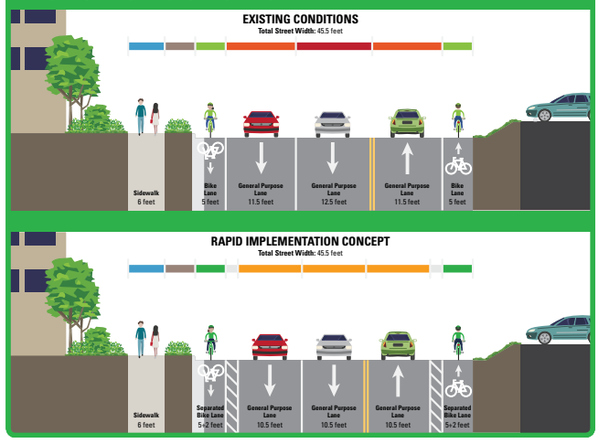
Population (¼-mile buffer):
2,681 residents

Employment (¼-mile buffer):
15,226 jobs

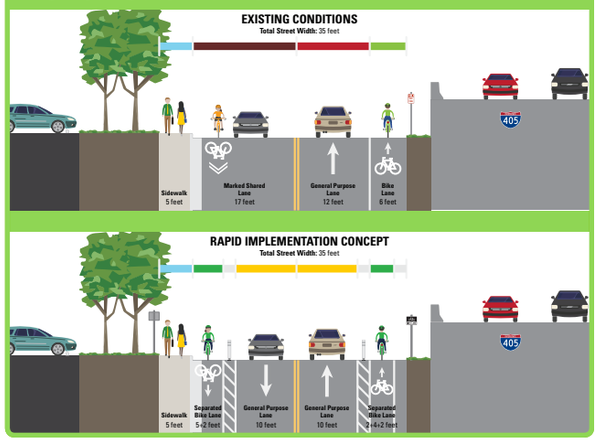
2009 Plan Projects:
B-127 (High)

Typical Street Sections:

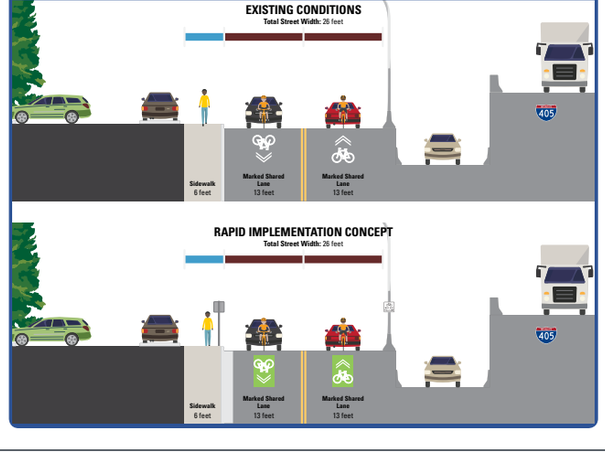
1. SE 8th St to SE 6th St



2. SE 6th St to Main St



3. Main St to NE 6th St



A. 114th Ave NE north of NE 2nd St

Photo Source: Google Maps Street View

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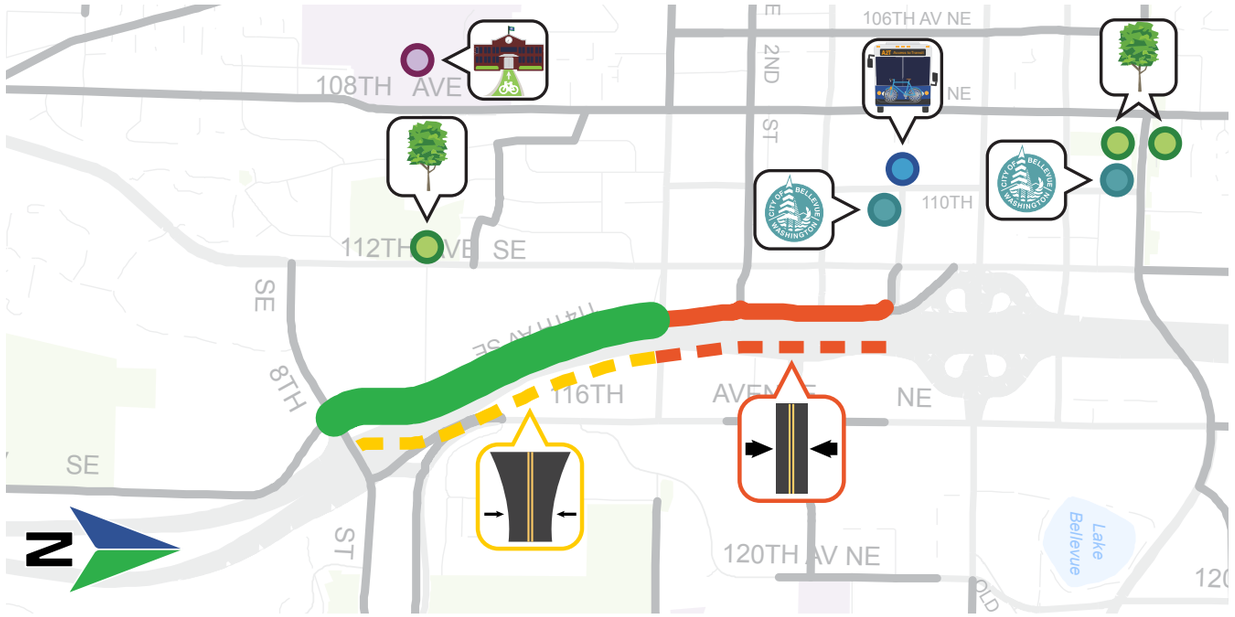


Issues:

- **Requires 10-foot Travel Lanes:** SE 8th St to Main St
- **Constrained Pavement Width:** Main St to NE 6th St

Opportunities:

Separated Bike Lanes (0.5 miles): SE 8th St to Main St

Green-Backed Sharrows (0.4 miles): Main St to NE 6th St

- **Access to Transit:** Improved bicycle connection to Bellevue Transit Center
- **Nearby School:** Bellevue High School
- **Nearby Parks:** Surrey Downs Park, Ashwood Playfield, McCormick Park
- **Access to City Services:** Improved bicycle connection to Bellevue City Hall and Police Station
- **Nearby Public Services:** Bellevue Library

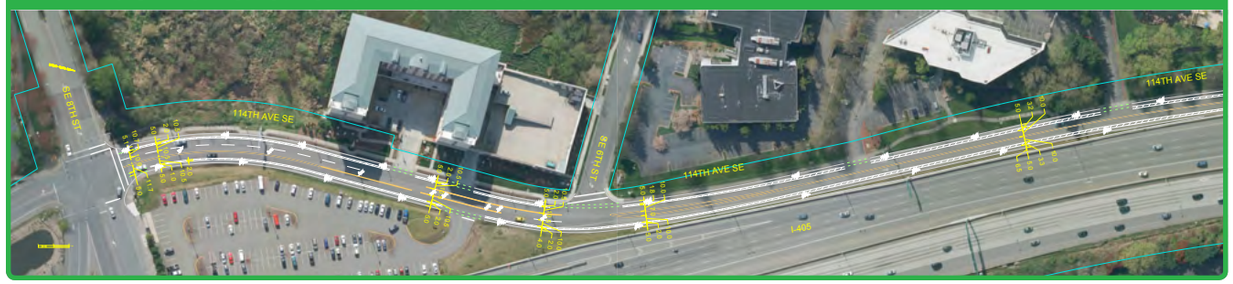
Cost Estimates:

Capital: $120,500 | **O&M:** $5,200 annually

Conceptual Layouts:

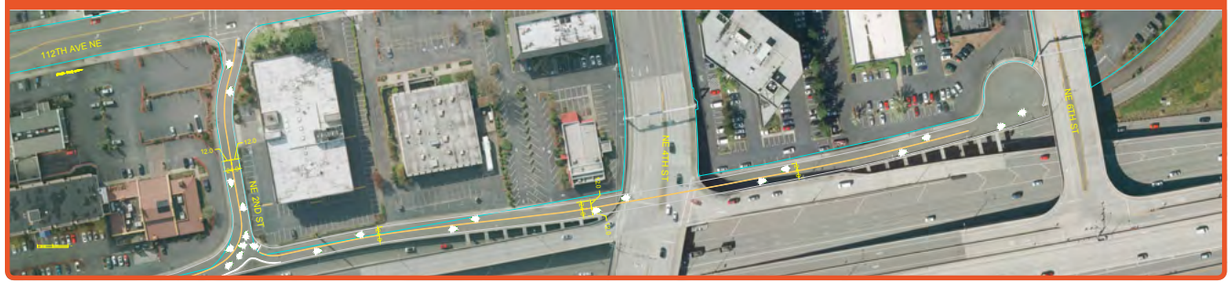
Note: All dimensions are approximate pending field verification

114th Ave SE from SE 8th St to Hilton Bellevue



114th Ave SE from Hilton Bellevue to NE 2nd St

114th Ave NE from NE 2nd St to NE 6th St



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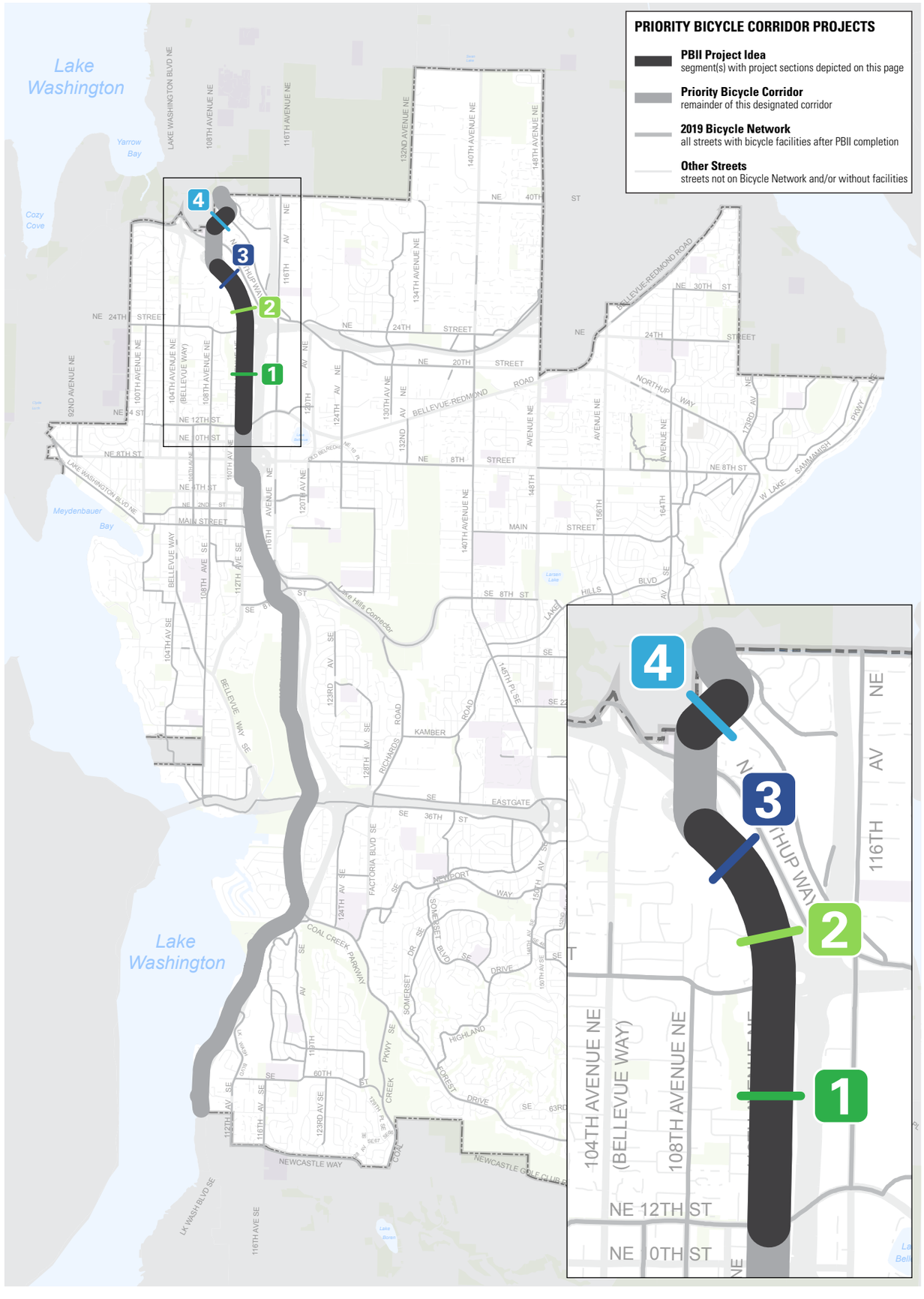


PROJECT IDEA PBC-6:
112TH AVE NE, 108TH AVE NE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor/Major Arterial

Traffic Volumes (AAWT):
8,900 (NE 12th St to NE 24th St); 10,000 (NE 24th St to SR-520); 12,500 (SR-520 to Eastside Rail Corridor)

Posted Speed Limits:
30–35 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (NE 12th St to NE 24th St); Shared/Wide Outside Lane (NE 24th St to SR-520 and Northup Way to NE 38th Pl)

Major Nearby Destinations:
Downtown Bellevue, Bellevue Montessori School, South Kirkland Park-and-Ride, McCormick Park

Bicycle Network Connections:
NE 12th St (PBC EW-2), Northup Way (PBC EW-1), Eastside Rail Corridor (PBC NS-3)

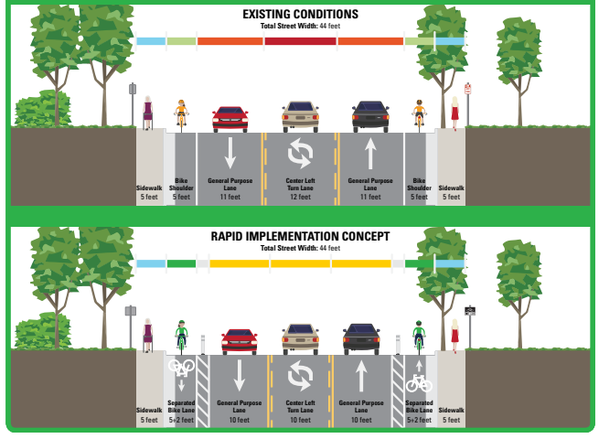
Population (¼-mile buffer): 5,209 residents

Employment (¼-mile buffer): 13,712 jobs

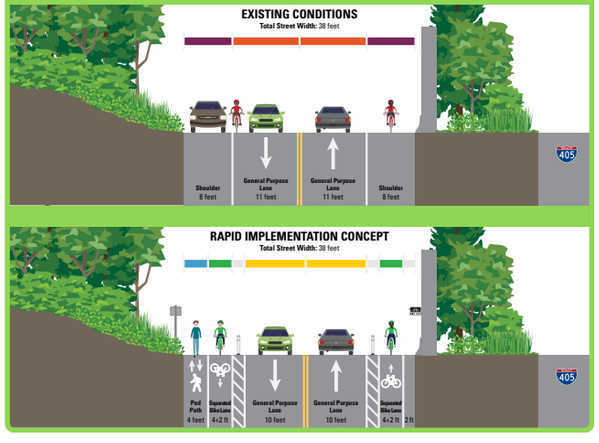
2009 Plan Projects:
B-101 (High), B-104 (High), S-303 (High)

Typical Street Sections:

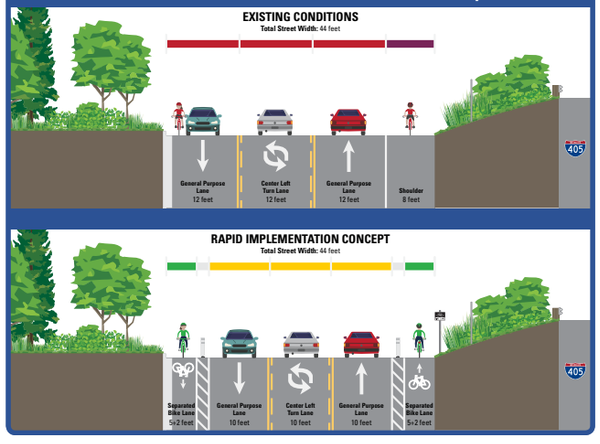
1. NE 12th St to NE 24th St



2. NE 24th St to Pedestrian Trail (110th Ave NE)



3. Pedestrian Trail to SE-520 EB on-ramp



4. NE 38th Pl to Eastside Rail Corridor

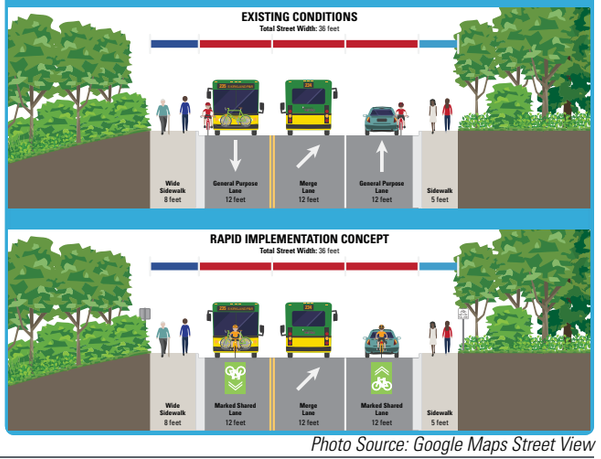


Photo Source: Google Maps Street View

DRAFT

Issues:

- **Requires 10-foot Travel Lanes:** NE 12th St to SR-520 EB on-ramp
- **Requires Parking Displacement (est. 500 feet):** NE 24th St to NE 26th Pl (approx.)

Opportunities:

Separated Bike Lanes (1 mile): NE 12th St to SR-520 EB on-ramp
On-Street Pedestrian Path (0.25 miles): NE 24th St to 110th Ave NE trail
Green-Backed Sharrows (650 feet): NE 37th St to Eastside Rail Corridor Trail

- **Access to Transit:** Improved bicycle connection to South Kirkland Park-and-Ride
- **Access to School:** Improved bicycle connection to Bellevue Montessori School; The Little School nearby
- **Access to Parks:** Improved bicycle connection to Hidden Valley Park; several others nearby
- **Access to Public Services:** Bellevue Library
- **Regional Trail Connection:** Improved north-south connections to 520 Trail (PBC EW-1), Eastside Rail Corridor (PBC NS-3)

Cost Estimates: Capital: $342,500 | **O&M:** $12,500 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

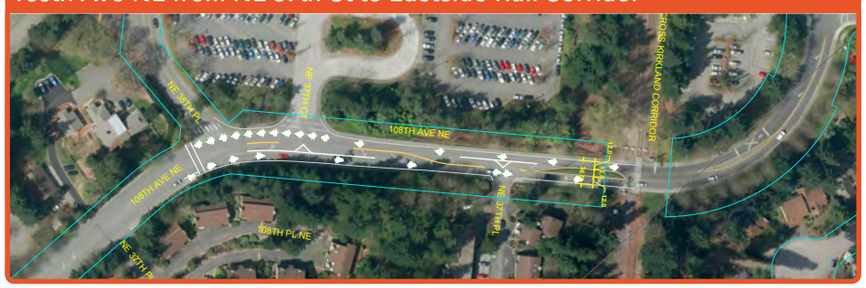
112th Ave NE from NE 12th St to Hidden Valley Sports Park

112th Ave NE from Hidden Valley Sports Park to south of NE 24th St

112th Ave NE from south of NE 24th St to Pedestrian Trail (110th Ave NE)

112th Ave NE from Pedestrian Trail (110th Ave NE) to SR-520 EB on-ramp

108th Ave NE from NE 37th St to Eastside Rail Corridor



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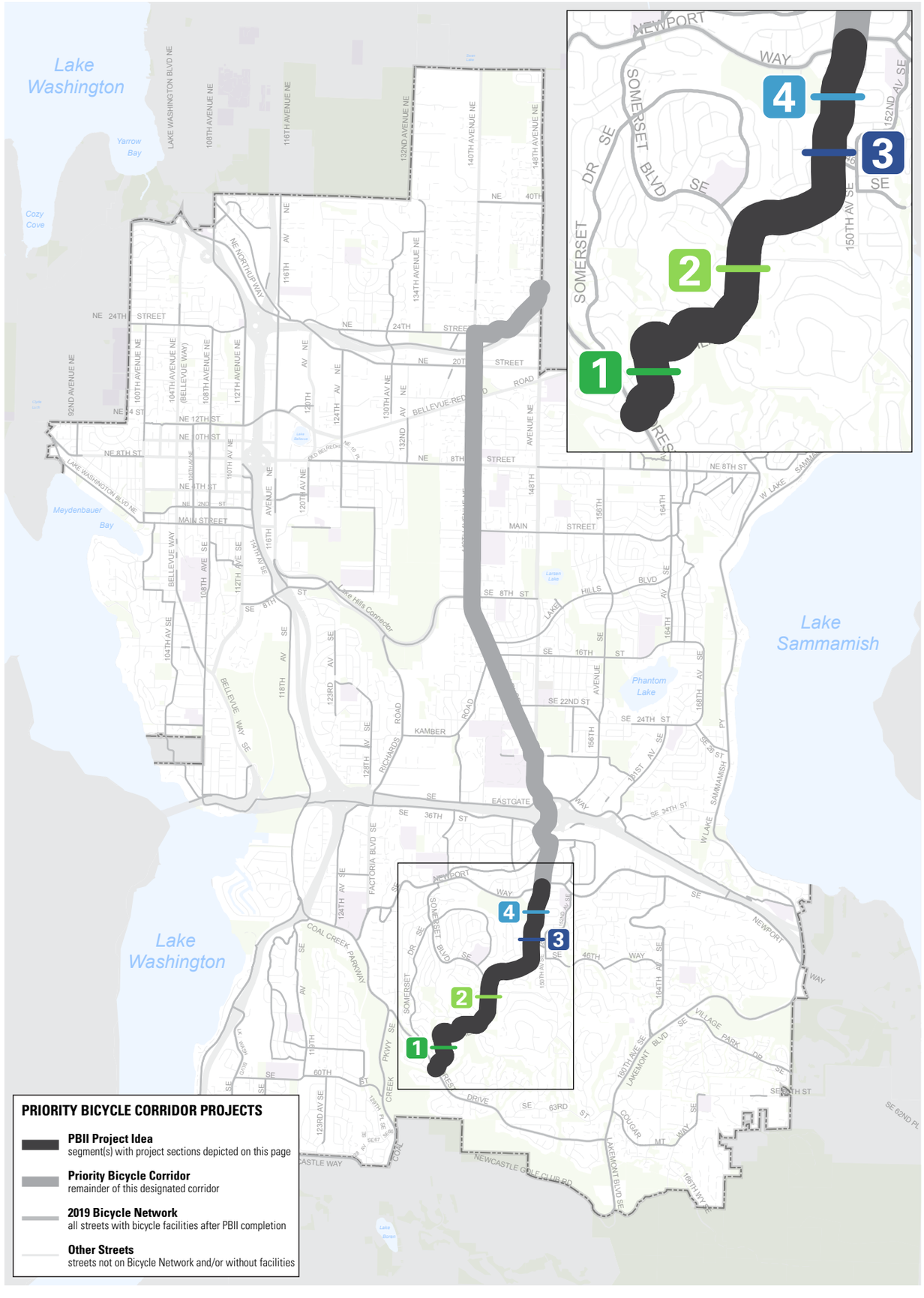


PROJECT IDEA PBC-7:
HIGHLAND DR, 148TH AVE SE

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Other Arterial

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides

Major Nearby Destinations:
Somerset Elementary School, Eastgate Elementary School, South Bellevue Community Center, Newport Way Library

Bicycle Network Connections:
Forest Dr SE (PBC EW-5), Somerset Blvd SE, SE Newport Way

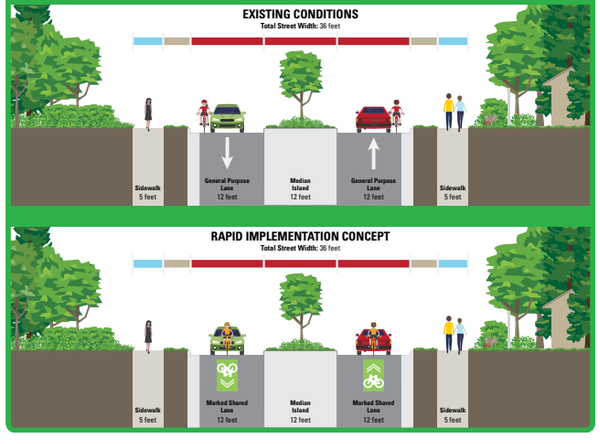
Population (¼-mile buffer): 4,693 residents

Employment (¼-mile buffer): 456 jobs

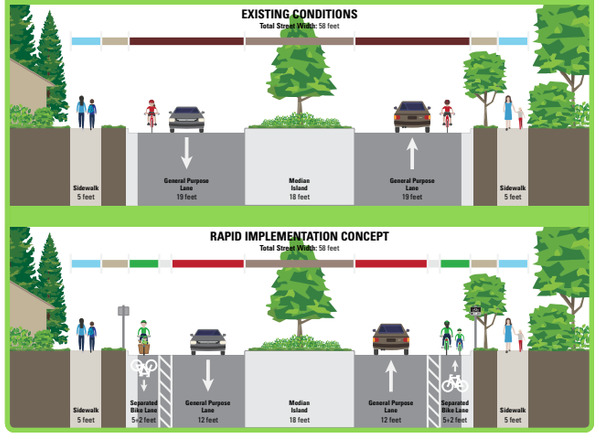
2009 Plan Projects: B-305 (High)

Typical Street Sections:

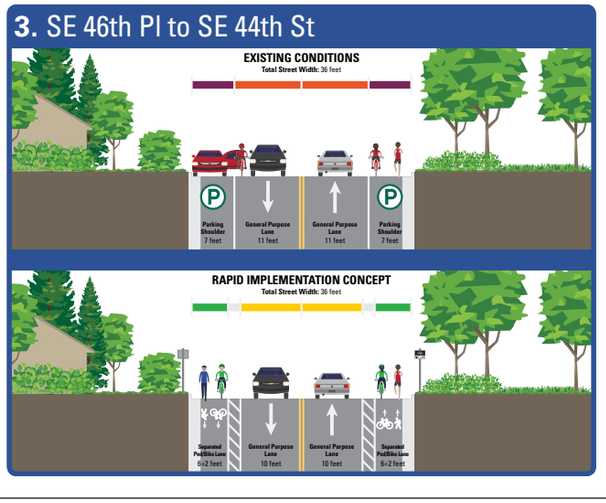
1. Forest Dr SE to SE 52nd Pl



2. SE 52nd Pl to Somerset Blvd SE



3. SE 46th Pl to SE 44th St



4. SE 44th St to SE 43rd St

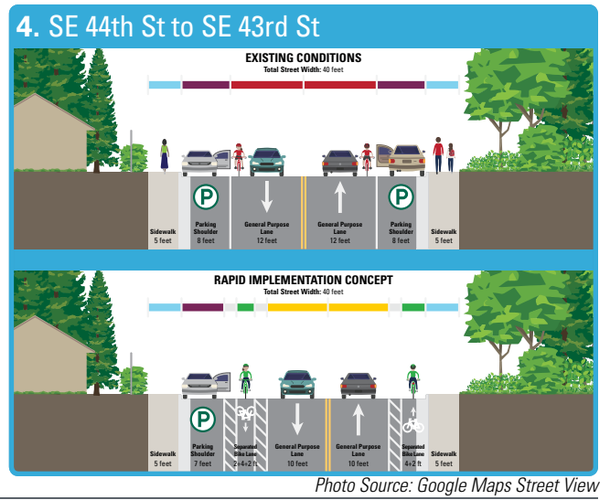


Photo Source: Google Maps Street View

DRAFT

Issues:

- **Requires 10-foot Travel Lanes:** SE 52nd Pl to SE 43rd St
- **Parking Displacement Required (est. 0.5 miles):** 148th Ave SE from SE 46th St to SE 43rd St

Opportunities:

Green-Backed Sharrow (0.65 miles): Forest Dr SE to SE 52nd Pl and SE 43rd St to SE Newport Way
Separated Bike Lanes (1.2 miles): SE 52nd Pl to SE 43rd St
On-Street Pedestrian Paths (0.3 miles): SE 46th Pl to SE 44th St

- **Nearby Transit:** Eastgate Park-and-Ride
- **Access to Schools:** Improved bicycle connections to Somerset Elementary School and Eastgate Elementary School
- **Nearby Schools:** Tyee Middle School, Forest Ridge School of the Sacred Heart
- **Nearby Parks:** Improved bicycle connection Eastgate Park
- **Nearby Public Services:** Improved bicycle connections to South Bellevue Community Center, Newport Way Library

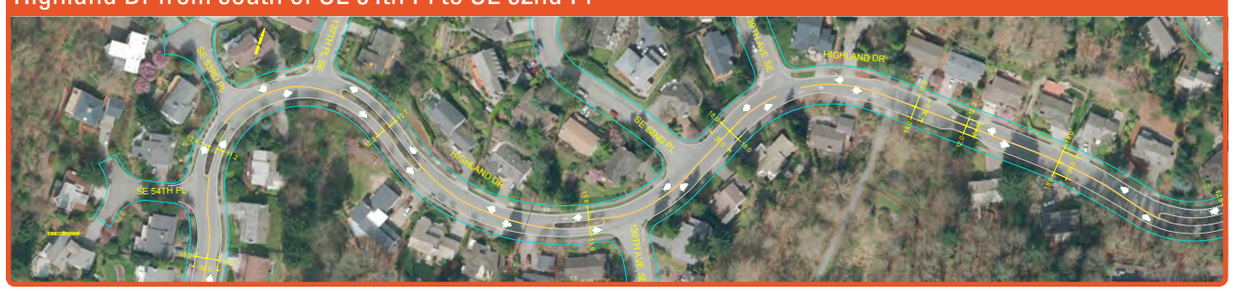
Cost Estimates: Capital: $399,800 | **O&M:** $15,000 annually

Conceptual Layouts:

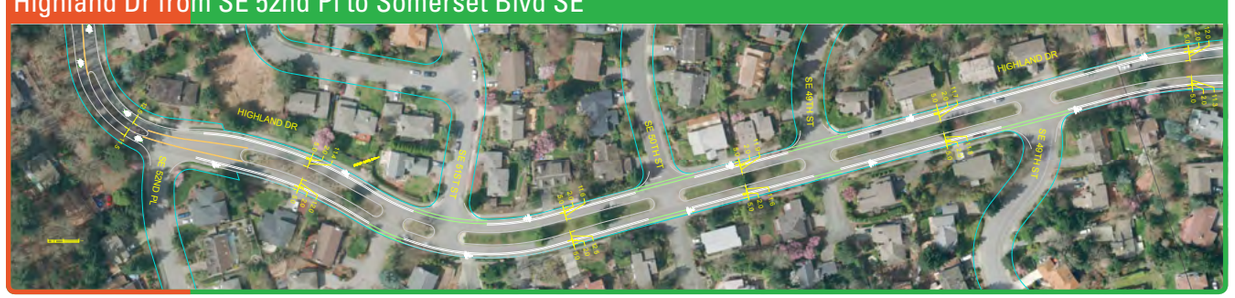
Note: All dimensions are approximate pending field verification

Highland Dr from Forest Dr SE to south of SE 54th Pl

Highland Dr from south of SE 54th Pl to SE 52nd Pl

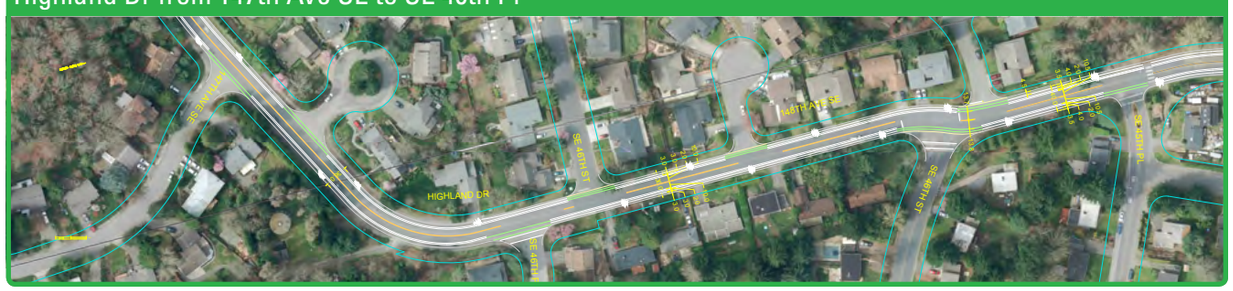


Highland Dr from SE 52nd Pl to Somerset Blvd SE

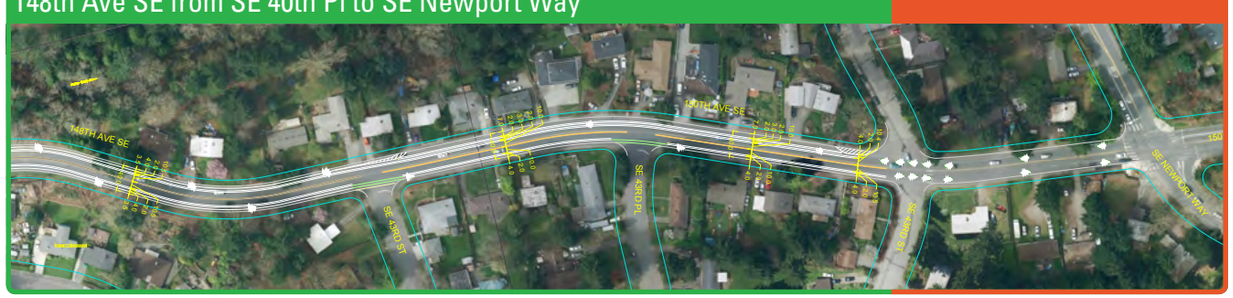


Highland Dr from Somerset Dr SE to 147th Ave SE

Highland Dr from 147th Ave SE to SE 40th Pl



148th Ave SE from SE 40th Pl to SE Newport Way



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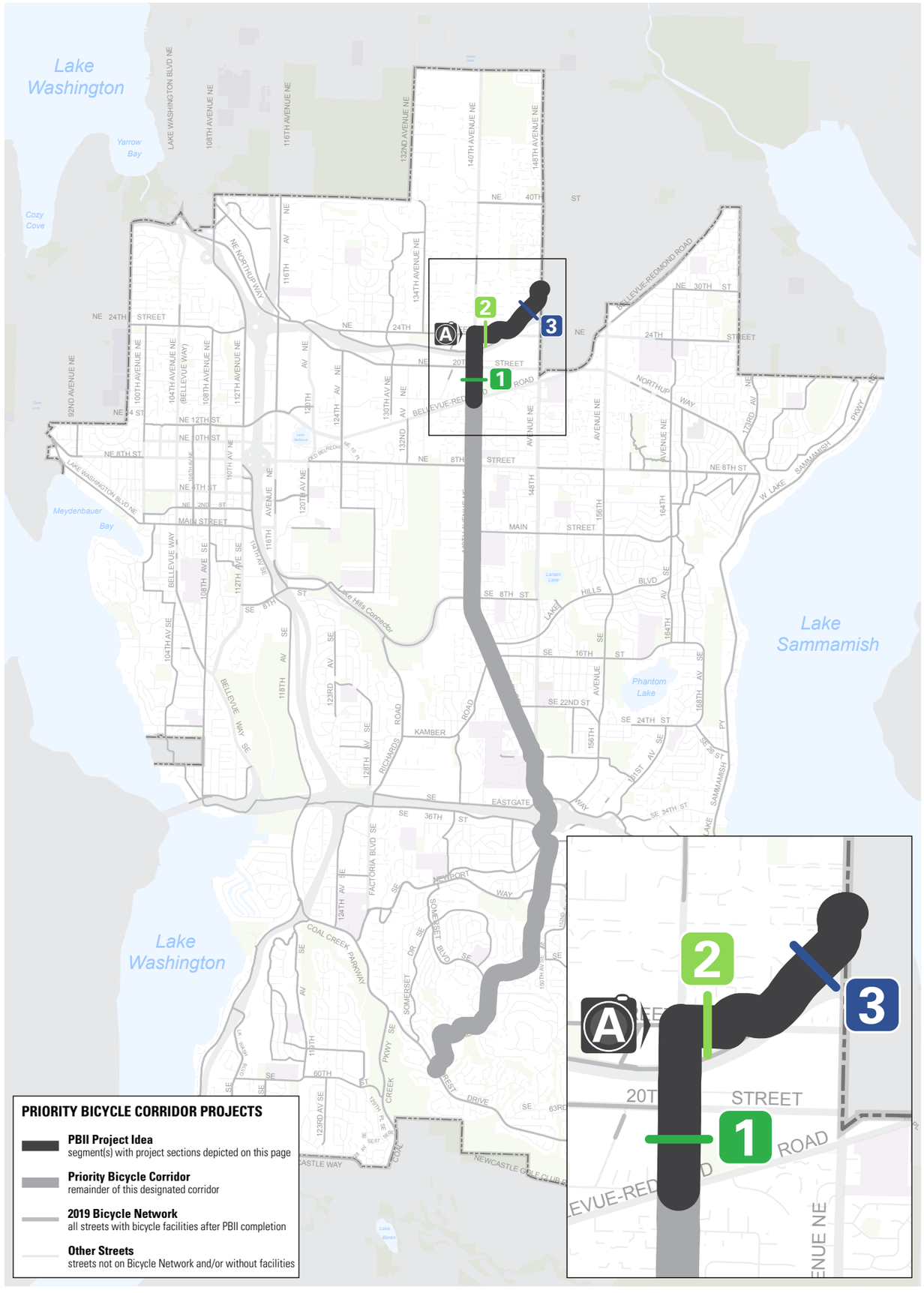


PRIORITY BICYCLE CORRIDOR PROJECTS

- **PBII Project Idea** — segment(s) with project sections depicted on this page
- **Priority Bicycle Corridor** — remainder of this designated corridor
- **2019 Bicycle Network** — all streets with bicycle facilities after PBII completion
- **Other Streets** — streets not on Bicycle Network and/or without facilities

PROJECT IDEA PBC-8:
140TH AVE NE, NE 24TH ST, NE 29TH PL

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor/Collector Arterial

Traffic Volumes (AAWT):
18,300 (Bel-Red Rd to NE 20th St); 23,700 (NE 20th St to NE 24th St); 14,500 (140th Ave NE to NE 29th Pl); 6,200 (NE 24th St to 148th Ave NE)

Posted Speed Limits:
30 MPH (Bel-Red Rd to NE 24th St);
35 MPH (140th Ave NE to 148th Ave NE)

Existing Bicycle Facilities: Conventional Bike Lane, Both Sides (NE 24th St to 148th Ave NE)

Major Nearby Destinations:
Highland Community Center Highlands Park, Bellevue College North Campus

Bicycle Network Connections:
Northup Way (PBC EW-2), 520 Trail (PBC EW-1)

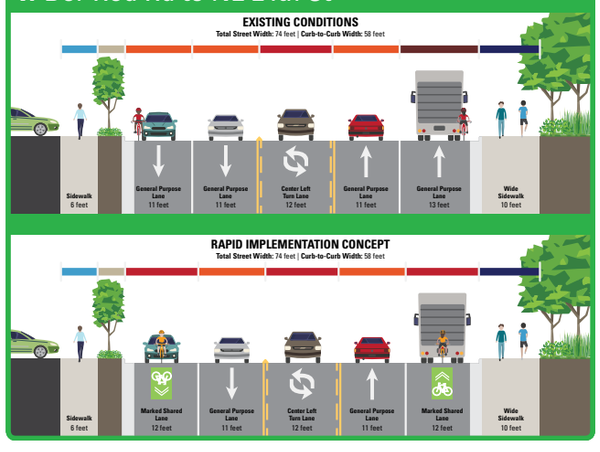
Population (¼-mile buffer):
2,861 residents

Employment (¼-mile buffer):
6,213 jobs

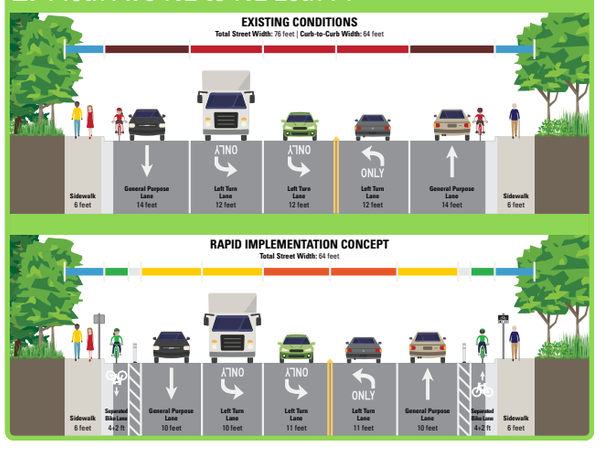
2009 Plan Projects:
B-112 (High), B-400 (Low)

Typical Street Sections:

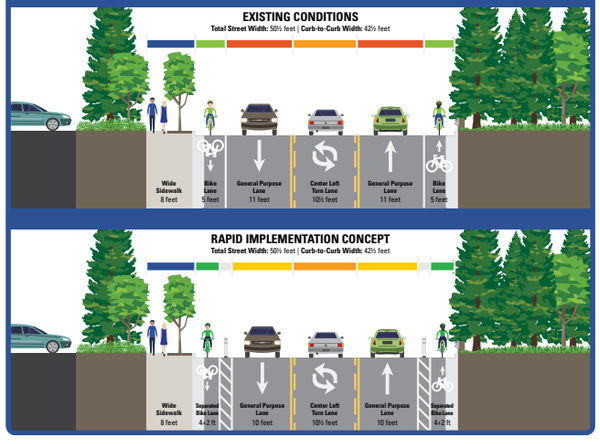
1. Bel-Red Rd to NE 24th St



2. 140th Ave NE to NE 29th Pl



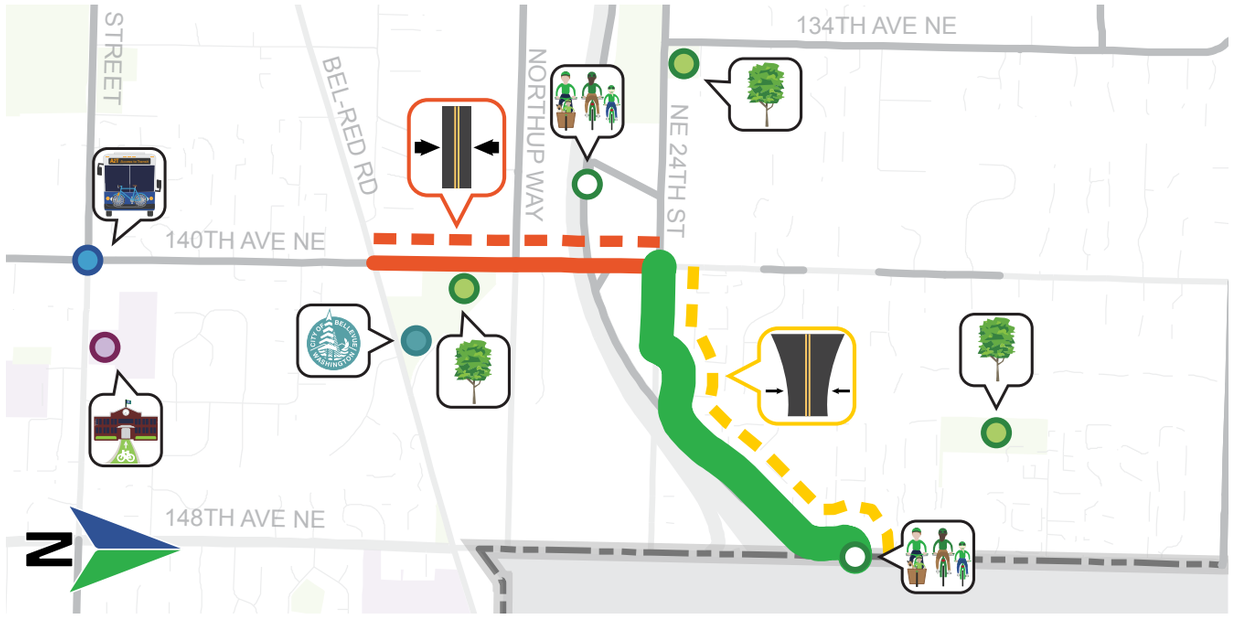
3. NE 24th St to 148th Ave NE



A. NE 24th St at 140th Ave NE, looking east

Photo Source: Google Maps Street View

DRAFT



Issues:

- **Constrained Pavement Width:** Street is too narrow to implement dedicated bicycle facilities without elimating a travel lane
- **Requires 10-foot Travel Lanes:** One or more travel lanes must be narrowed to 10 feet

Opportunities:

Green-Backed Sharrows (0.5 miles): 140th Ave NE from Bel-Red Rd to NE 24th St

Separated Bike Lanes (0.1 feet): NE 24th St from 140th Ave NE to NE 29th Pl

Separated Bike Lanes (0.6 miles): NE 29th Pl from NE 24th Pl to 148th Ave NE

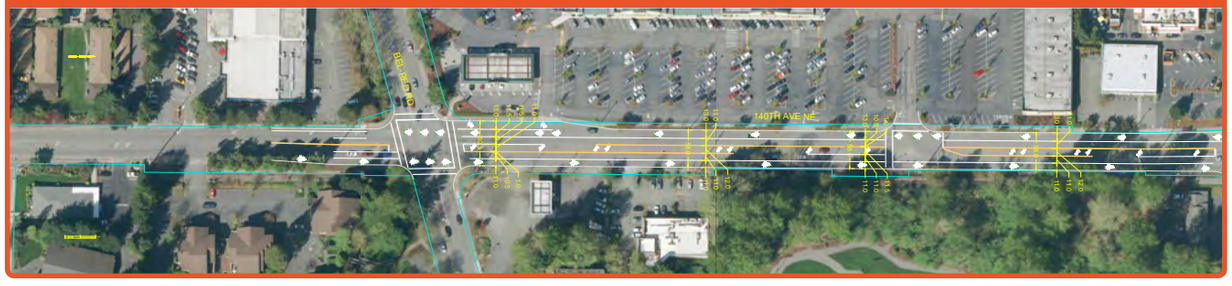
- **Nearby Transit:** Nearby bicycle connection to RapidRide B Line at 140th Ave NE and NE 8th St
- **Nearby School:** Stevenson Elementary School
- **Access to Parks:** Improved bicycle connection to Highlands Park; Bridle Trails Corner Park, Goldsmith Park nearby
- **Access to City Services:** Improved bicycle connection to Highland Community Center
- **Regional Trail Connection:** Improved north-south connections to 520 Trail (PBC EW-1) at 136th Pl NE, 148th Ave NE

Cost Estimates: Capital: $193,500 | **O&M:** $7,800 annually

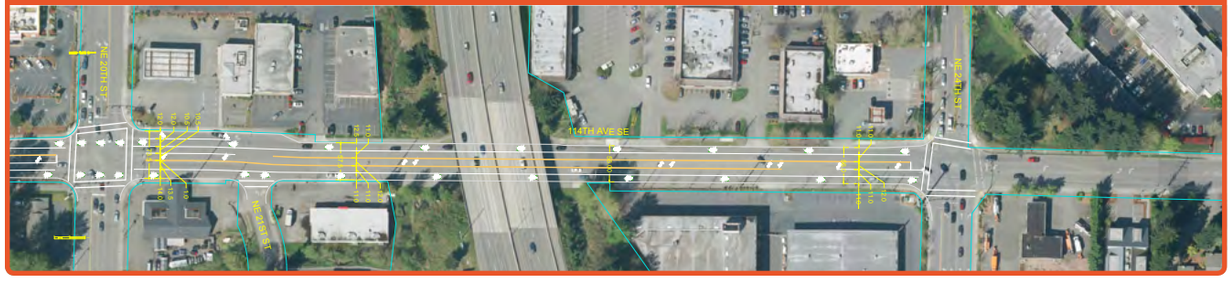
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

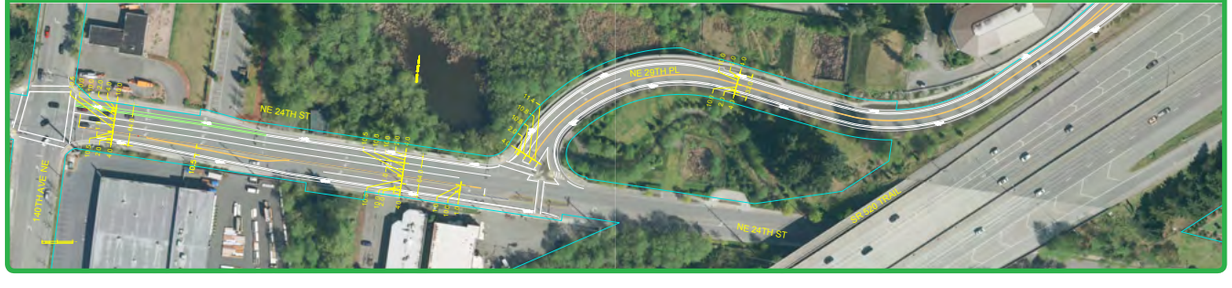
140th Ave NE from Bel-Red Rd to NE 20th St



140th Ave NE from NE 20th St to NE 24th St



NE 24th St from 140th Ave NE to NE 29th Pl, and NE 29th Pl from NE 24th St to CW Title Building



NE 29th Pl from CW Title Building to 148th Ave NE

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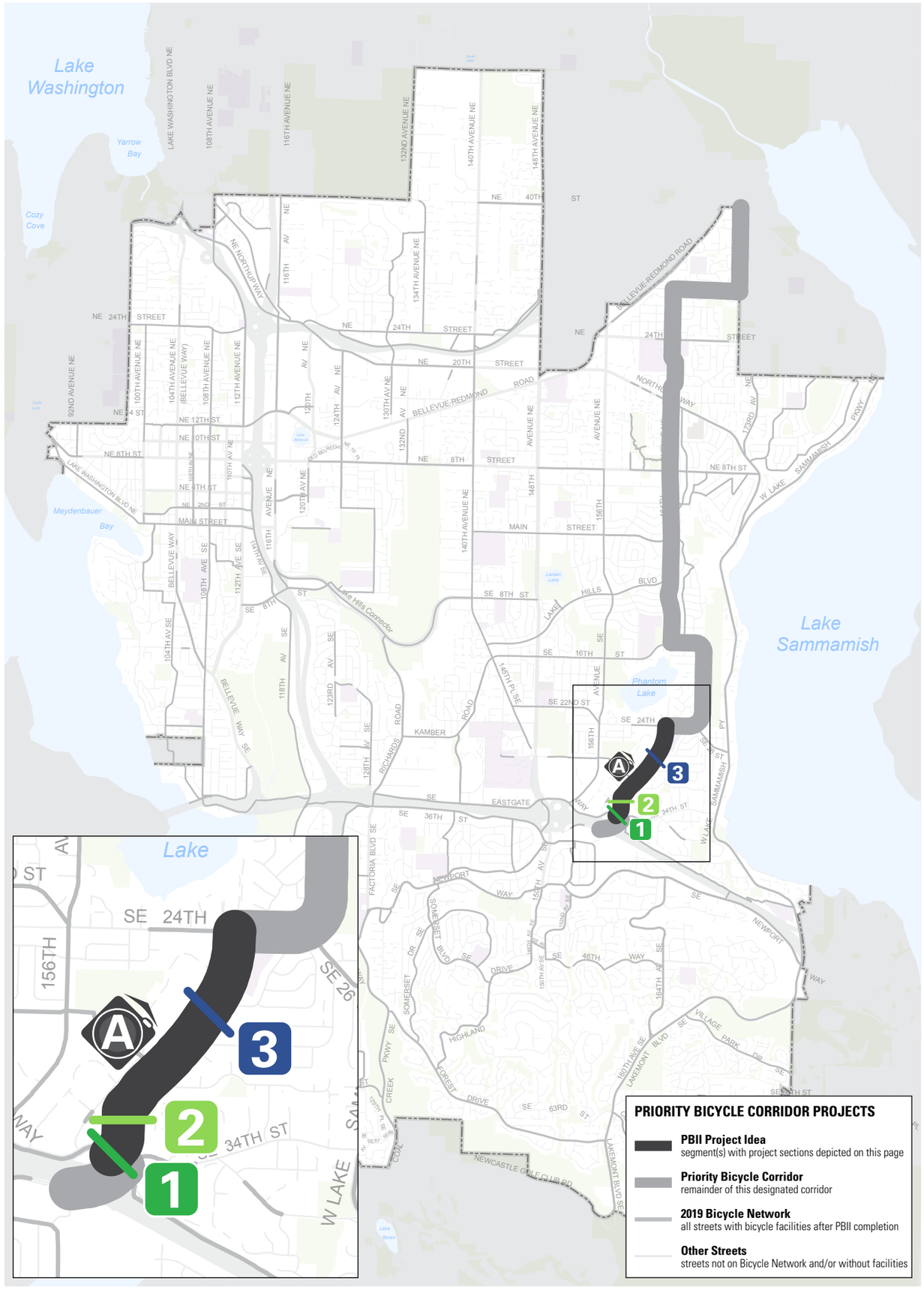


PROJECT IDEA PBC-9:
161ST AVE SE

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Local

Traffic Volumes (AAWT):
3,700

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Sharrows, Both Sides

Major Nearby Destinations:
Bellevue Airfield Park, Spiritridge Elementary School

Bicycle Network Connections:
SE Eastgate Way

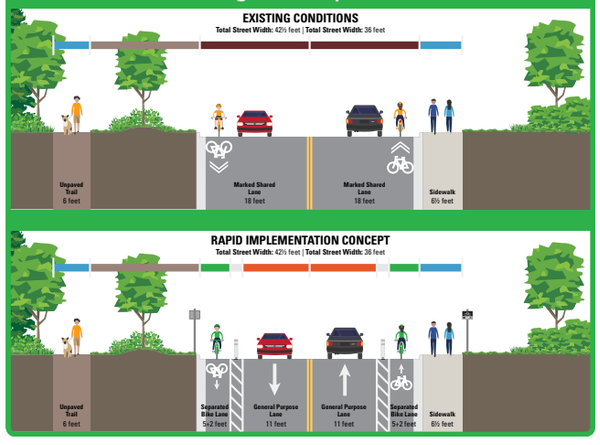
Population (¼-mile buffer):
1,935 residents

Employment (¼-mile buffer):
6,539 jobs

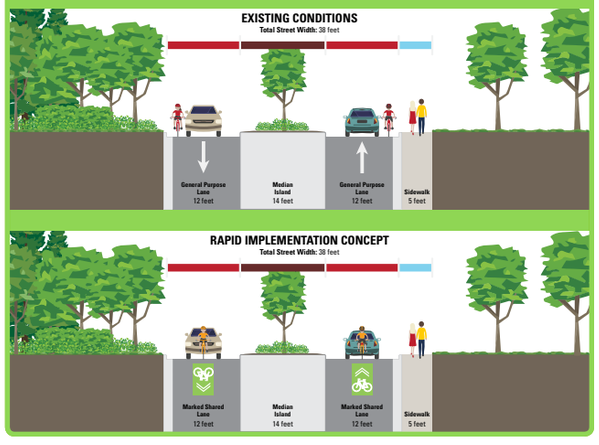
2009 Plan Projects:
O-134 (Medium)

Typical Street Sections:

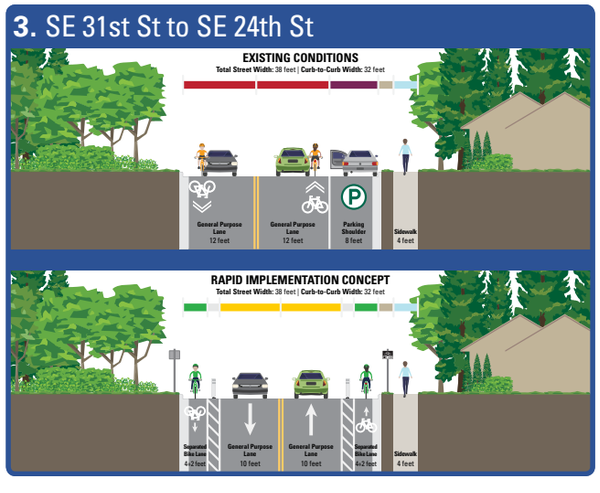
1. North of SE Eastgate Way



2. North of SE 33rd Pl



3. SE 31st St to SE 24th St



A. North of SE 31st St, looking north

Photo Source: Google Maps Street View

DRAFT

Issues:

- **Requires 10-foot Travel Lanes:** SE 31st St to SE 24th St
- **Parking Displacement Required (est. 0.6 miles):** SE 31st St to SE 24th St

Opportunities:

Separated Bike Lanes (0.8 miles): SE Eastgate Way to SE 24th St

- **Nearby Transit:** Eastgate Park-and-Ride
- **Access to School:** Improved bicycle connection to Spiritridge Elementary School
- **Nearby School:** Bellevue College
- **Access to Parks:** Improved bicycle connections to Spiritridge Park, Bellevue Airfield Park; Robinswood Park nearby
- **Regional Trail Connection:** Improved north-south connection to I-90 Trail

Cost Estimates:

Capital: $138,400 | **O&M:** $6,100 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

161st Ave SE from SE Eastgate Way to north of SE 31st St

161st Ave SE from north of SE 31st St to south of SE 24th St

161st Ave SE from south of SE 24th St to SE 24th St

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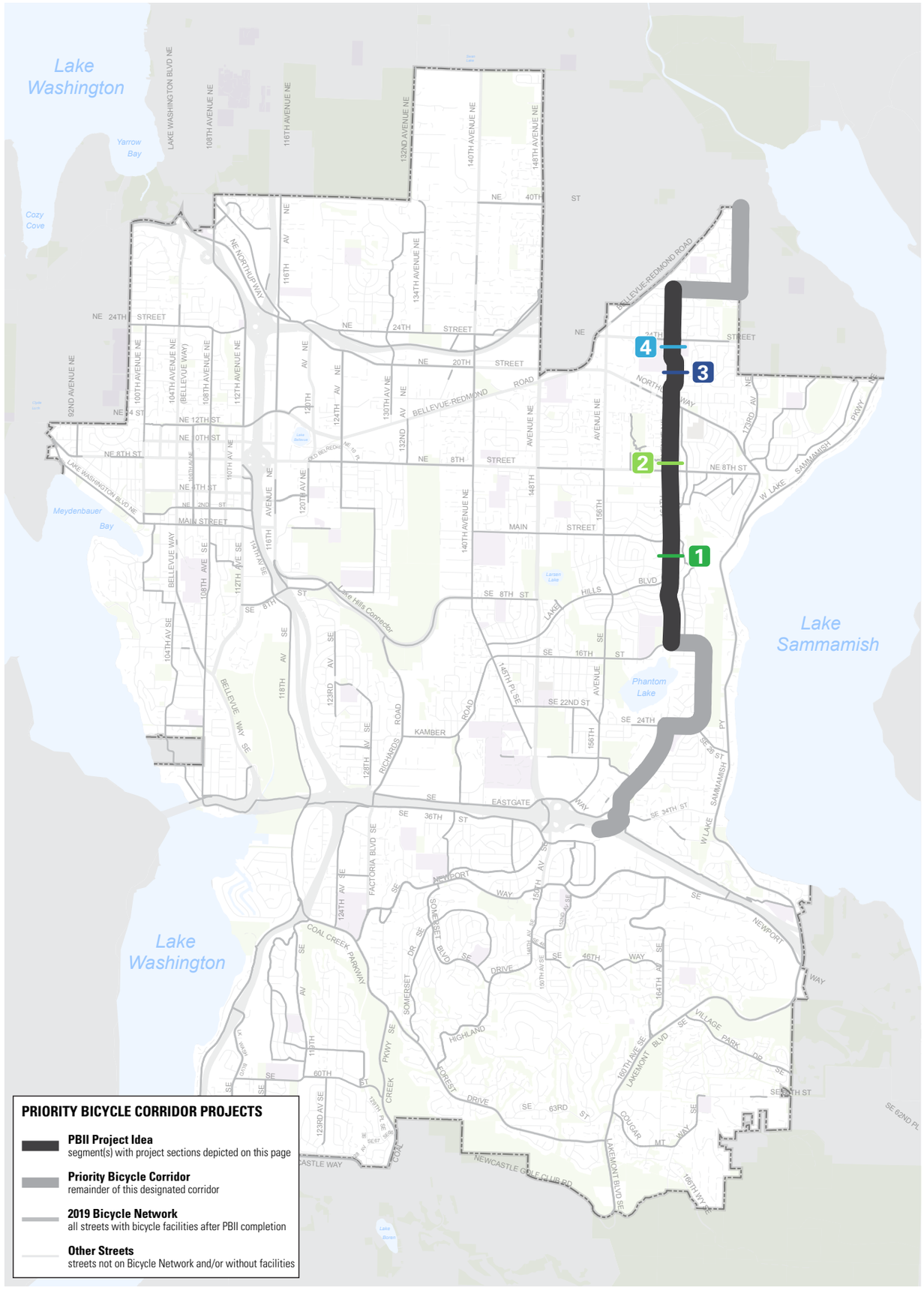


PRIORITY BICYCLE CORRIDOR PROJECTS

- **PBII Project Idea** — segment(s) with project sections depicted on this page
- **Priority Bicycle Corridor** — remainder of this designated corridor
- **2019 Bicycle Network** — all streets with bicycle facilities after PBII completion
- **Other Streets** — streets not on Bicycle Network and/or without facilities

PROJECT IDEA PBC-10: 164TH AVE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
6,300–9,300 (Lk Hills Blvd to NE 4th St to NE 24th St);
3,200-3,400 (NE 24th St to NE 30th St)

Posted Speed Limits: 25 MPH (predominates);
30 MPH (NE 4th St to Northup Way)

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides (predominates);
Bike Shoulders, One or Both Sides (NE 8th St to NE 18th St and NE 24th St to NE 30th St)

Major Nearby Destinations:
Crossroads Park and Community Center, Interlake High School, Tillicum Middle School, Bellevue Youth Theater

Bicycle Network Connections:
SE 14th St (PBC EW-3: Lake-to-Lake Trail), Lake Hills Blvd, Main St, Northup Way

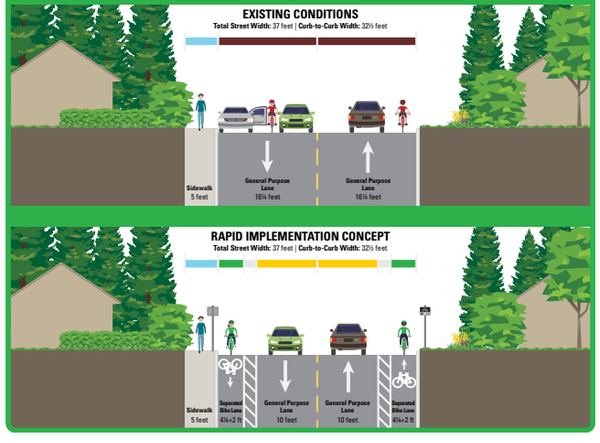
Population (¼-mile buffer): 8,616 residents

Employment (¼-mile buffer): 1,365 jobs

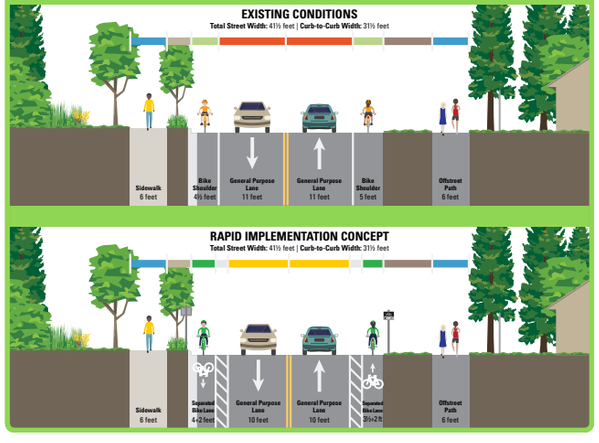
2009 Plan Projects:
B-112 (Medium), B-301 (Medium), B-302 (Medium)

Typical Street Sections:

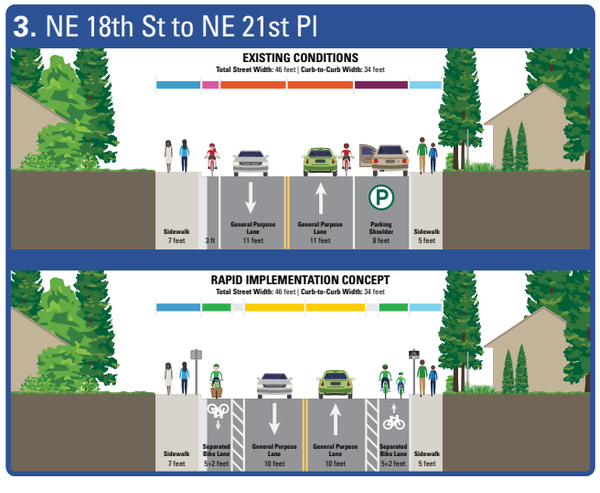
1. SE 12th St to NE 4th St



2. NE 8th St to Northup Way



3. NE 18th St to NE 21st Pl



4. Interlake High School to NE 24th St

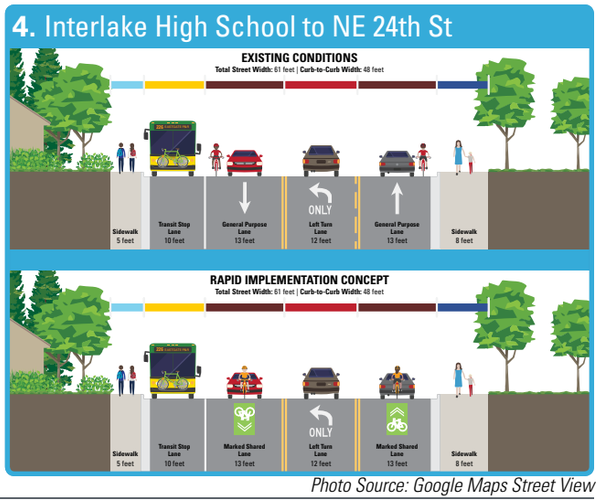


Photo Source: Google Maps Street View

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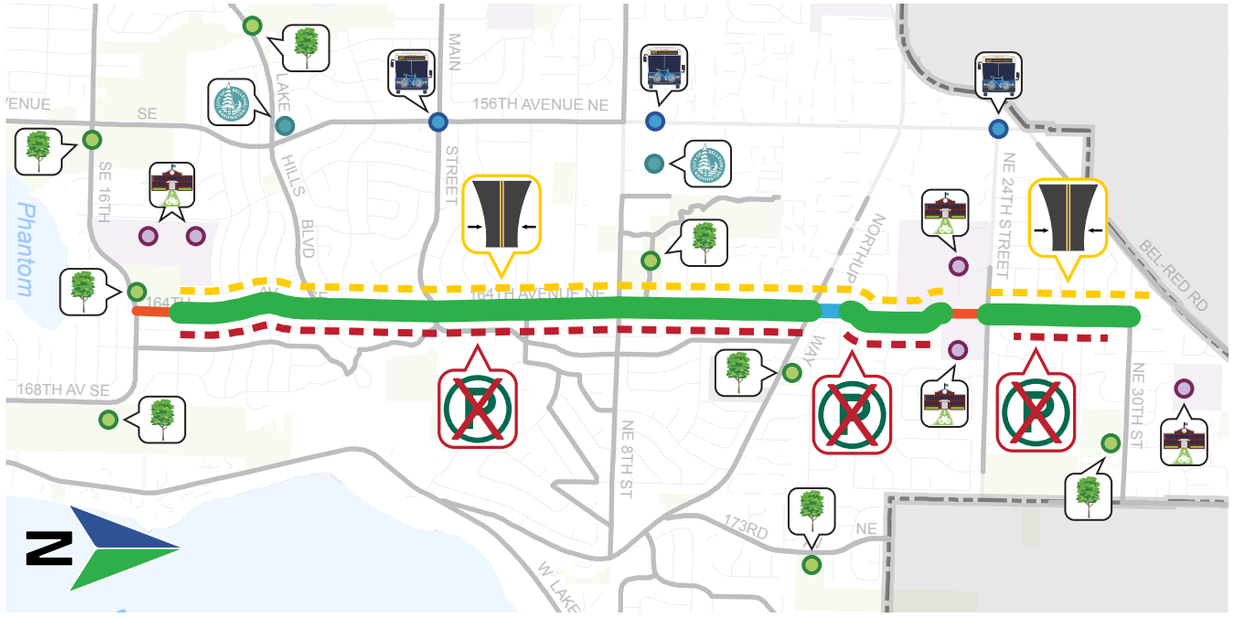


Issues:

- **Requires 10-foot Travel Lanes:** SE 12th St to Interlake HS and NE 24th St to NE 30th St
- **Parking Displacement Required (est. 2.3 miles):** SE 12th St–Northup Way; NE 18th St–Interlake HS; NE 24th St–NE 30th St

Opportunities:

Green-Backed Sharrows (0.25 miles): SE 14th St to SE 12th St and Interlake High School to NE 24th St

Separated Bike Lanes (2.35 miles): SE 12th St to Northup Way; NE 18th St to Interlake HS; NE 24th St to NE 30th St

Conventional Bike Lanes (550 feet): Northup Way to NE 18th St

- **Nearby Transit:** Frequent Route 245 (at Main St, NE 8th St, NE 24th St) and RapidRide B Line (at NE 8th St, NE 24th St)
- **Access to Schools:** Improved bicycle connections to Phantom Lake Elementary School, Tillicum Middle School, Interlake High School, Sherwood Forest Elementary School; Ardmore Elementary School nearby
- **Access to Parks:** Improved bicycle connections to Lake Hills Park, Crossroads Park
- **Nearby Parks:** Weowna Park, Lake Hills Greenbelt, Tom O'Shanter Park, Ardmore Park, Ivanhoe Park
- **Nearby Public Services:** Lake Hills Library, Crossroads Mini City Hall

Cost Estimates: Capital: $652,800 | **O&M:** $23,800 annually

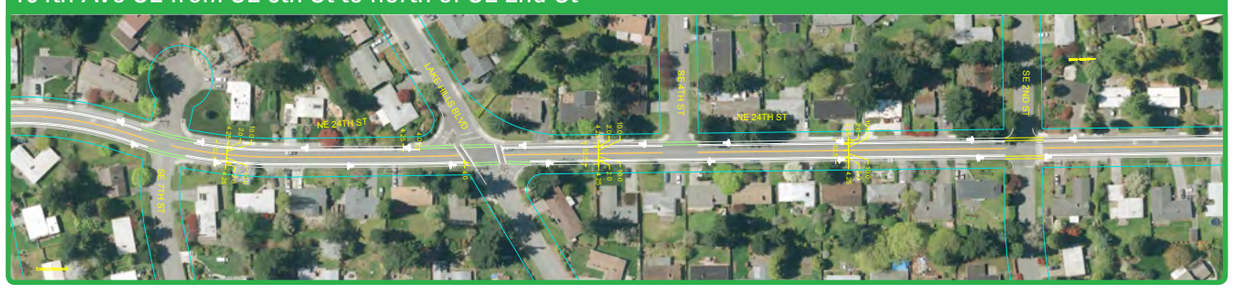
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

164th Ave SE from SE 14th St to SE 8th St

164th Ave SE from NE 4th St to Crossroads Park

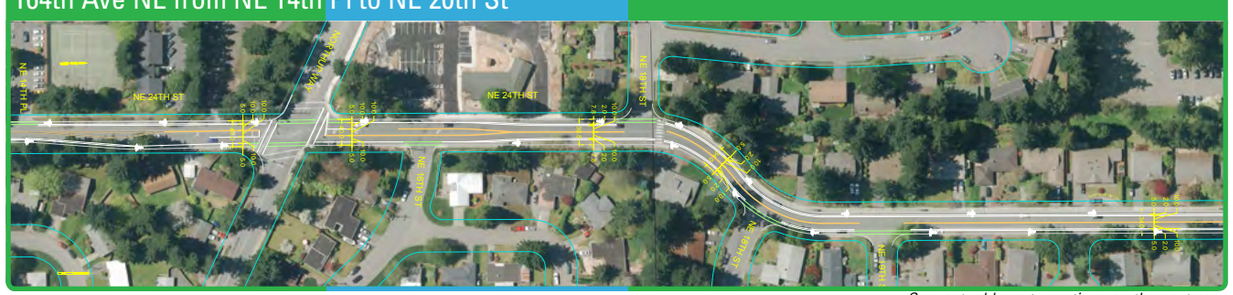
164th Ave SE from SE 8th St to north of SE 2nd St



164th Ave NE from Crossroads Park to NE 14th Pl

164th Ave SE from north of SE 2nd St to NE 4th St

164th Ave NE from NE 14th Pl to NE 20th St



Conceptual layouts continue on the next page

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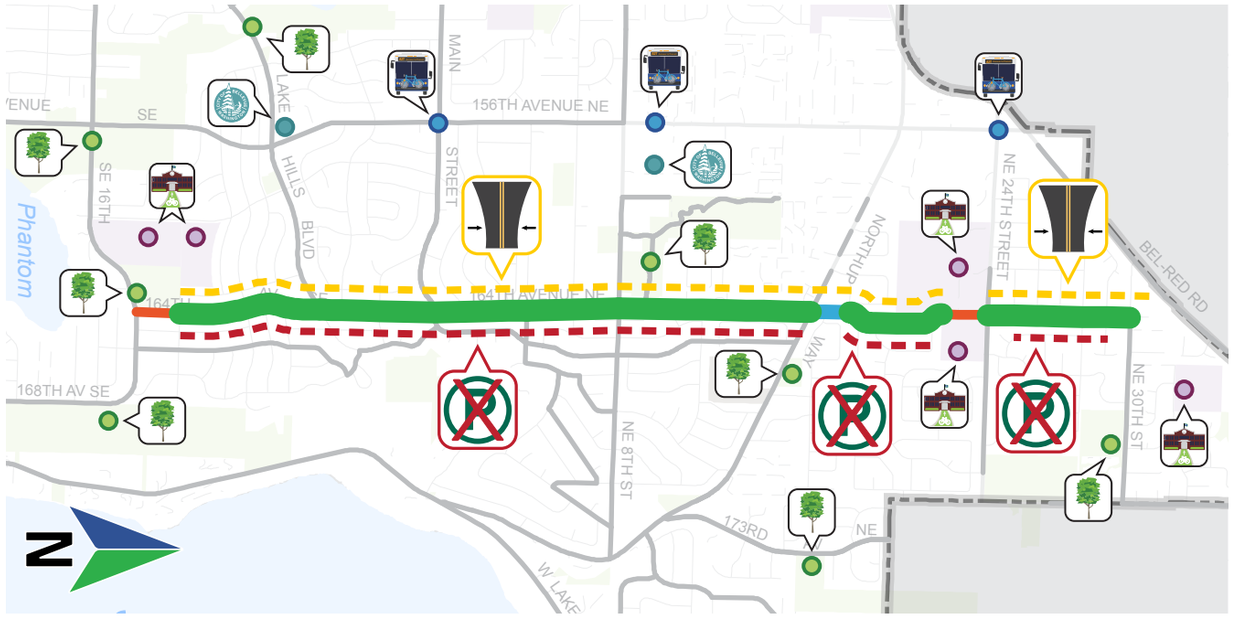


Issues:

- **Requires 10-foot Travel Lanes:** SE 12th St to Interlake HS and NE 24th St to NE 30th St
- **Parking Displacement Required (est. 2.3 miles):** SE 12th St–Northup Way; NE 18th St–Interlake HS; NE 24th St–NE 30th St

Opportunities:

Green-Backed Sharrows (0.25 miles): SE 14th St to SE 12th St and Interlake High School to NE 24th St

Separated Bike Lanes (2.35 miles): SE 12th St to Northup Way; NE 18th St to Interlake HS; NE 24th St to NE 30th St

Conventional Bike Lanes (550 feet): Northup Way to NE 18th St

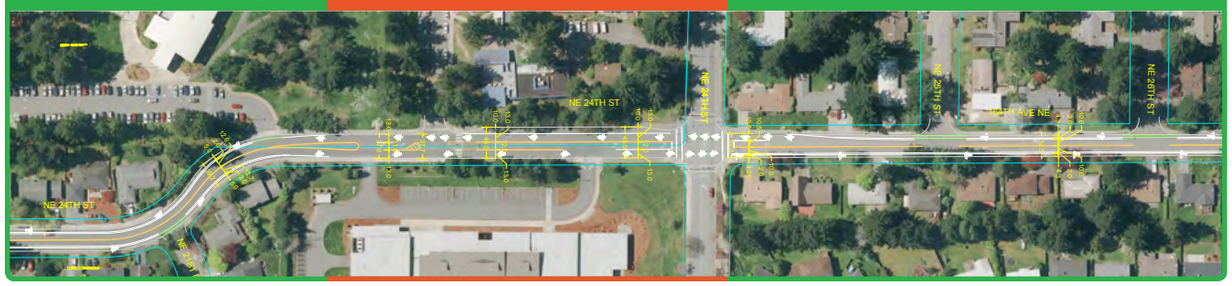
- **Nearby Transit:** Frequent Route 245 (at Main St, NE 8th St, NE 24th St) and RapidRide B Line (at NE 8th St, NE 24th St)
- **Access to Schools:** Improved bicycle connections to Phantom Lake Elementary School, Tillicum Middle School, Interlake High School, Sherwood Forest Elementary School; Ardmore Elementary School nearby
- **Access to Parks:** Improved bicycle connections to Lake Hills Park, Crossroads Park
- **Nearby Parks:** Weowna Park, Lake Hills Greenbelt, Tom O'Shanter Park, Ardmore Park, Ivanhoe Park
- **Nearby Public Services:** Lake Hills Library, Crossroads Mini City Hall

Cost Estimates: Capital: $652,800 | **O&M:** $23,800 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

164th Ave NE from NE 20th St to NE 24th St



164th Ave NE from NE 27th St to NE 30th St

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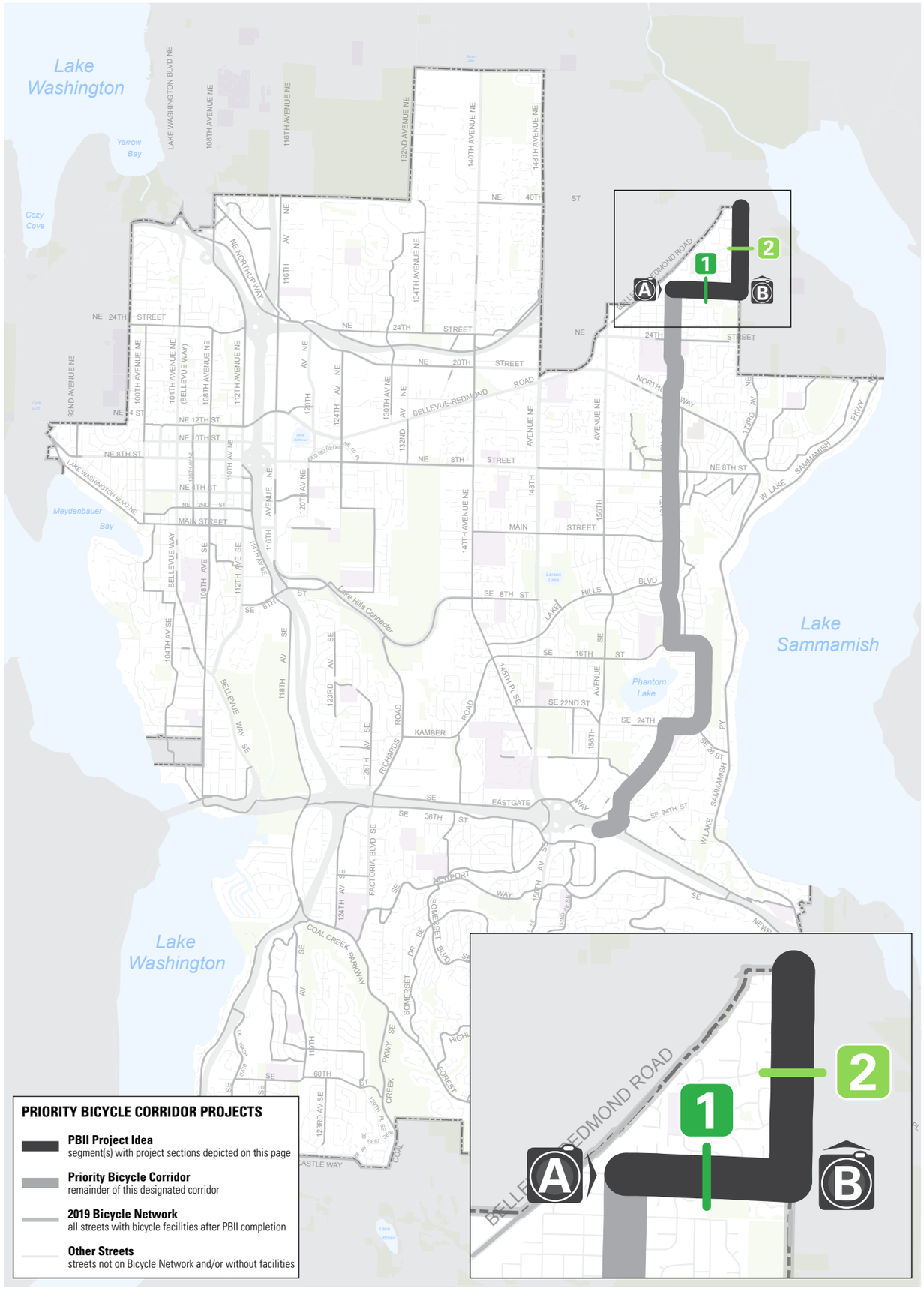


PROJECT IDEA PBC-11:
NE 30TH ST, 172ND AVE NE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
5,800–6,200 (NE 30th St)

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (164th Ave NE to 172nd Ave NE); Conventional bike Lanes, Both Sides (NE 30th St to NE 40th St)

Major Nearby Destinations:
Ardmore Elementary School, Ardmore Park

Bicycle Network Connections: N/A

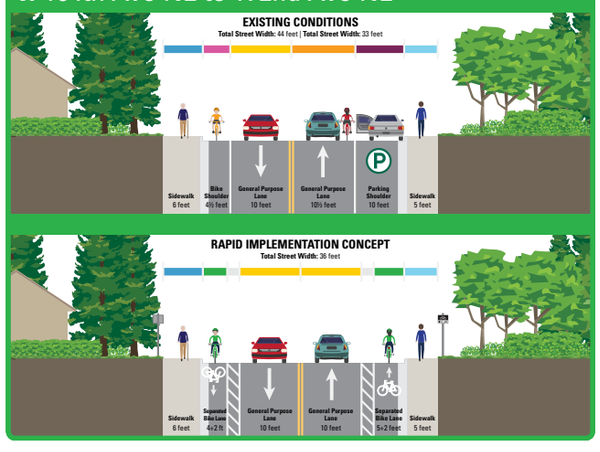
Population (¼-mile buffer):
3,981 residents

Employment (¼-mile buffer):
193 jobs

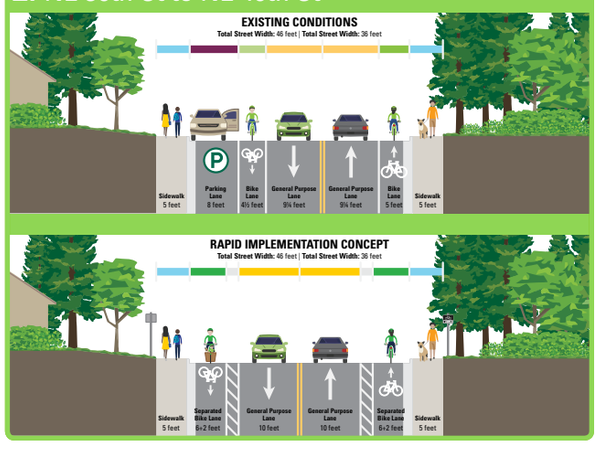
2009 Plan Projects: None

Typical Street Sections:

1. 164th Ave NE to 172nd Ave NE



2. NE 30th St to NE 40th St

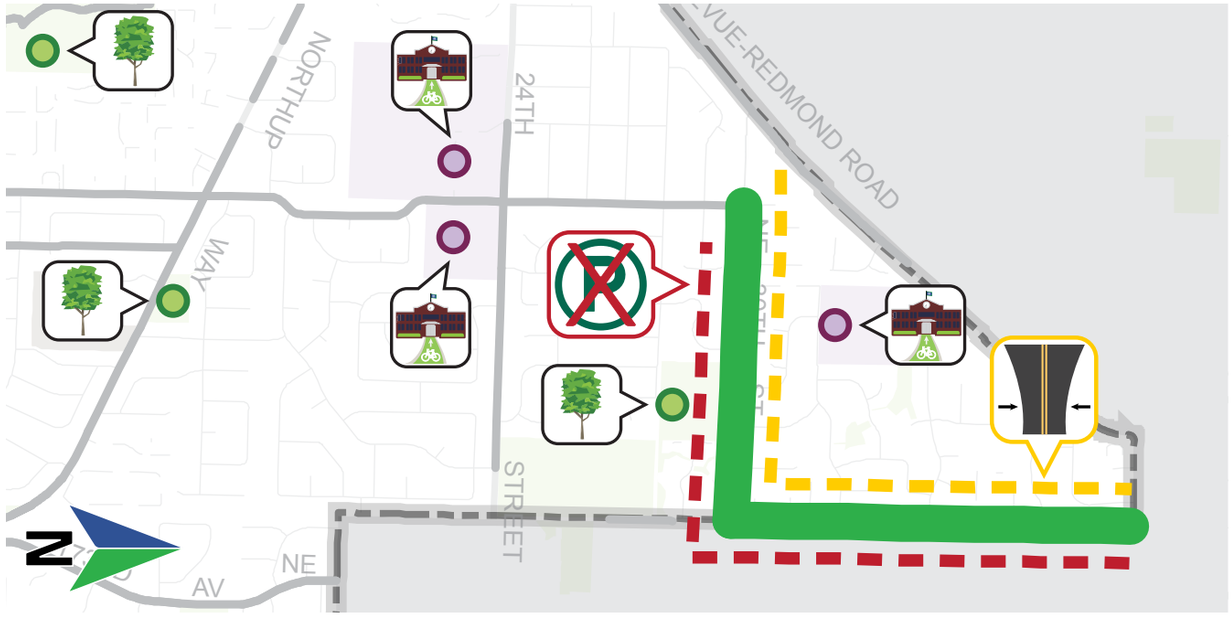


A. NE 30th St looking east from 164th Ave NE

B. 174th Ave NE looking north from NE 30th Pl

Photo Source: Google Maps Street View

DRAFT



Issues:

Requires 10-foot Travel Lanes: 164th Ave NE to 174th Ave NE; NE 30th St to north city limits

Parking Displacement Required (est. 1.1 miles): 164th Ave NE to 174th Ave NE; NE 30th St to north city limits

Opportunities:

Separated Bike Lanes (1.1 miles): 164th Ave NE to 174th Ave NE; NE 30th St to north city limits

Access to Schools: Improved bicycle connections to Ardmore Elementary School, Interlake High School, and Sherwood Forest Elementary School

Access to Parks: Improved bicycle connection to Ardmore Park; Crossroads Park, Ivanhoe Park nearby

Cost Estimates:

Capital: $214,500

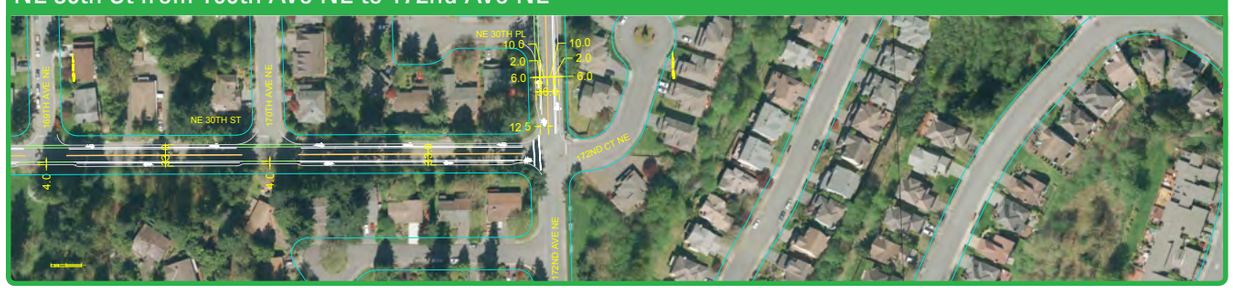
O&M: $9,400 annually

Conceptual Layouts:

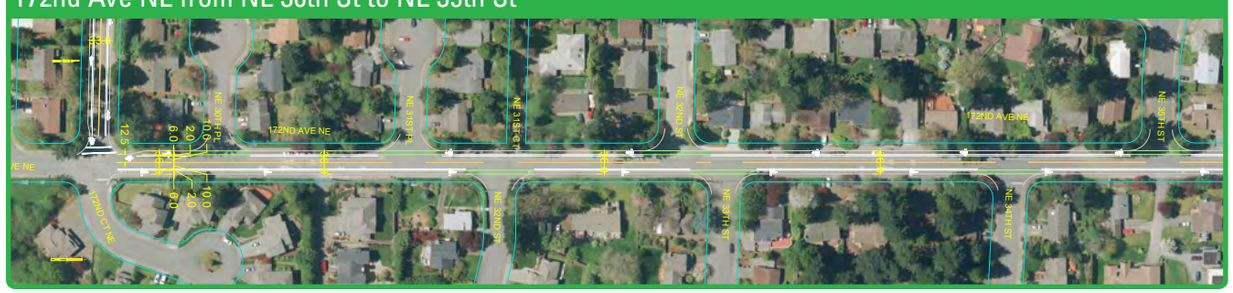
Note: All dimensions are approximate pending field verification

NE 30th St from 164th Ave NE to 169th Ave NE

NE 30th St from 169th Ave NE to 172nd Ave NE



172nd Ave NE from NE 30th St to NE 35th St



172nd Ave NE from NE 35th St to NE 40th St

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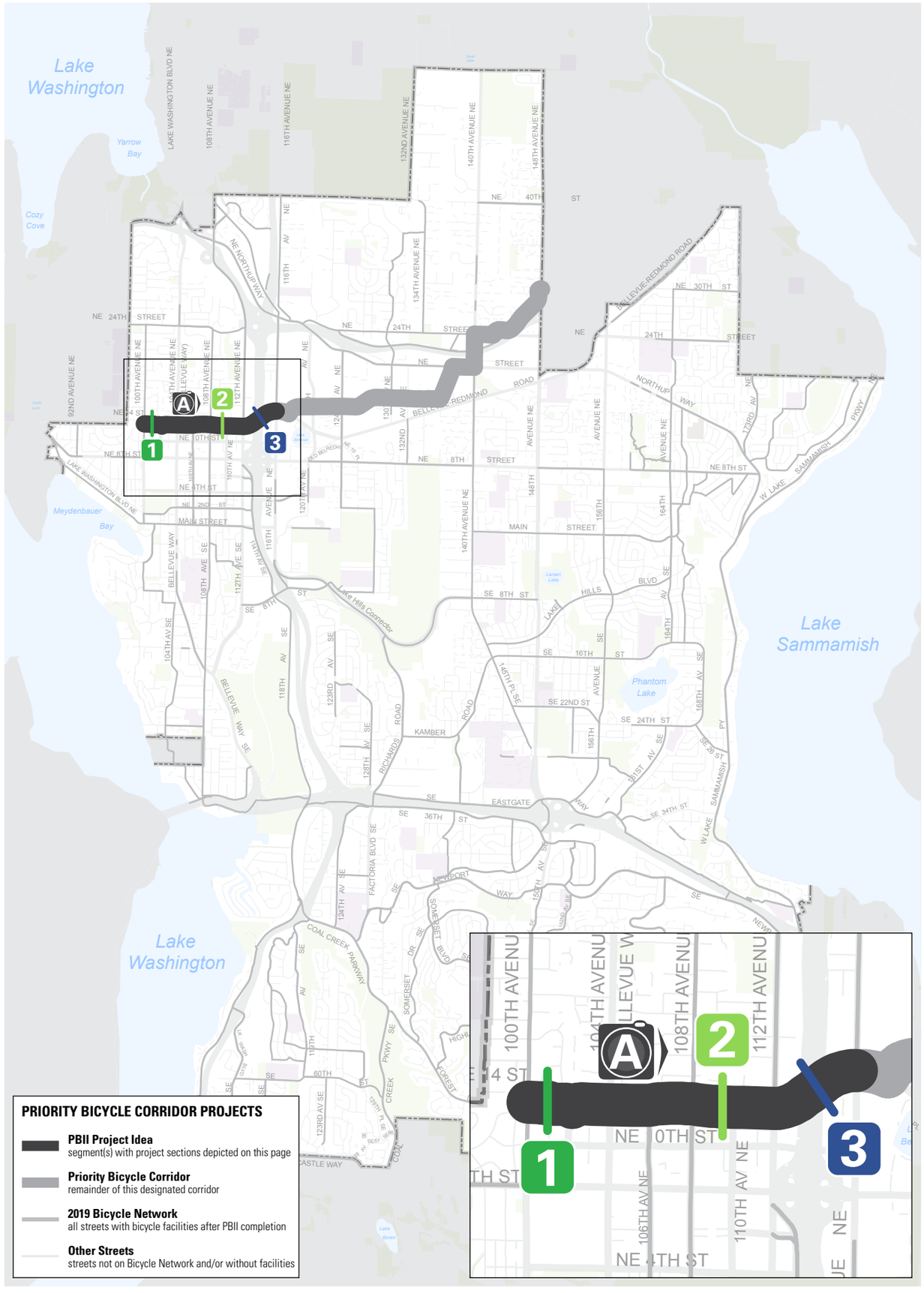


PRIORITY BICYCLE CORRIDOR PROJECTS

- **PBII Project Idea** — segment(s) with project sections depicted on this page
- **Priority Bicycle Corridor** — remainder of this designated corridor
- **2019 Bicycle Network** — all streets with bicycle facilities after PBII completion
- **Other Streets** — streets not on Bicycle Network and/or without facilities

PROJECT IDEA PBC-12: NE 12TH ST

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Major/Minor Arterial, Local

Traffic Volumes (AAWT):
6,300 (102nd Ave NE to Bellevue Way NE);
14,100– 16,700 (Bellevue Way NE to 112th Ave NE);
20,400 (112th Ave NE to 116th Ave NE)

Posted Speed Limits:
30 MPH (predominates);
25 MPH (100th Ave NE to 102nd Ave NE)

Existing Bicycle Facilities:
Off-Street Path (112th Ave NE to 116th Ave NE)

Major Nearby Destinations:
Downtown Bellevue, Overlake Medical Center, Bellevue Library, Ashwood Playfield, McCormick Park, Bellevue Post Office

Bicycle Network Connections:
106th Ave NE, 108th Ave NE (PBC NS-1), 116th Ave NE
112th Ave NE (PBC NS-2: Lake Washington Loop)

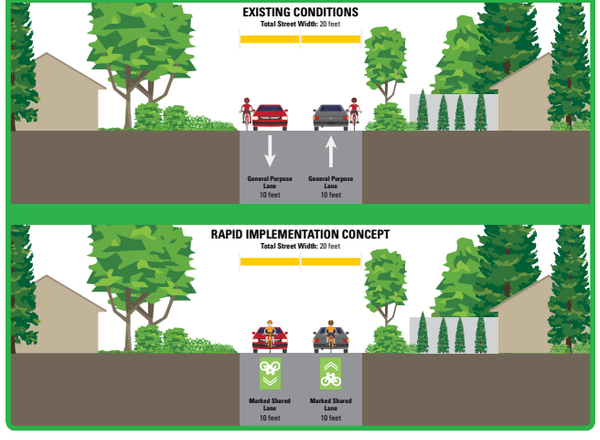
Population (¼-mile buffer): 7,685 residents

Employment (¼-mile buffer): 15,237 jobs

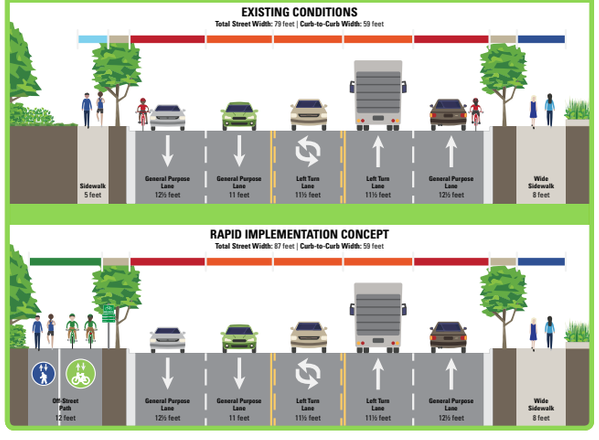
2009 Plan Projects:
O-108 (Medium)

Typical Street Sections:

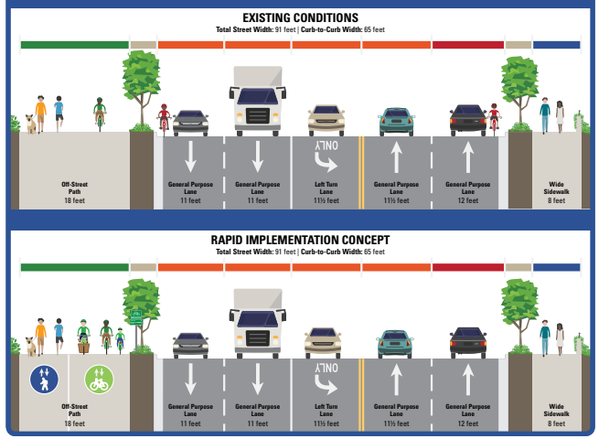
1. 100th Ave NE to 102nd Ave NE



2. 102nd Ave NE to 112th Ave NE



3. 112th Ave NE to 116th Ave NE



A. Looking east toward 108th Ave NE

Photo Source: Google Maps Street View

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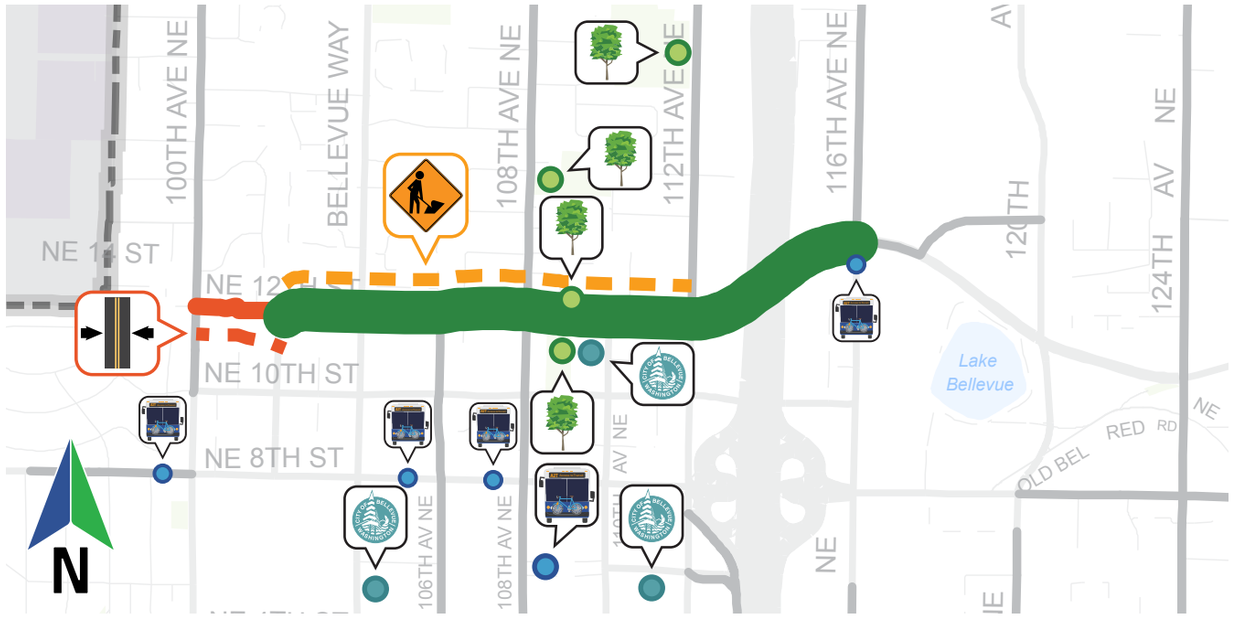


Issues:

- **Constrained Pavement Width:** Street is too narrow to implement dedicated bicycle facilities
- **Major Construction (0.6 miles):** Construct a new off-street path on the north side of NE 12th St

Opportunities:

Off-Street Path (0.6 miles): New off-street path from 102nd Ave NE to 112th Ave NE

Off-Street Path (0.3 miles): Signage and pavement markings on existing path from 112th Ave NE to 116th Ave NE

- **Access to Transit:** Improved bicycle connection to frequent Routes 234 and 235 at 116th Ave NE
- **Nearby Transit:** Bellevue Transit Center, frequent Route 271 (NE 8th St)
- **Access to Parks:** Improved bicycle connection to McCormick Park, Ashwood Playfield;
- **Nearby Parks:** Zumdieck Park, Hidden Valley Park
- **Access to Public Services:** Improved bicycle connection to Bellevue Library
- **Nearby Public Services:** Bellevue City Hall and Police Department, Bellevue Arts Museum

Cost Estimates: Capital: $3,826,700 | **O&M:** $6,800 annually

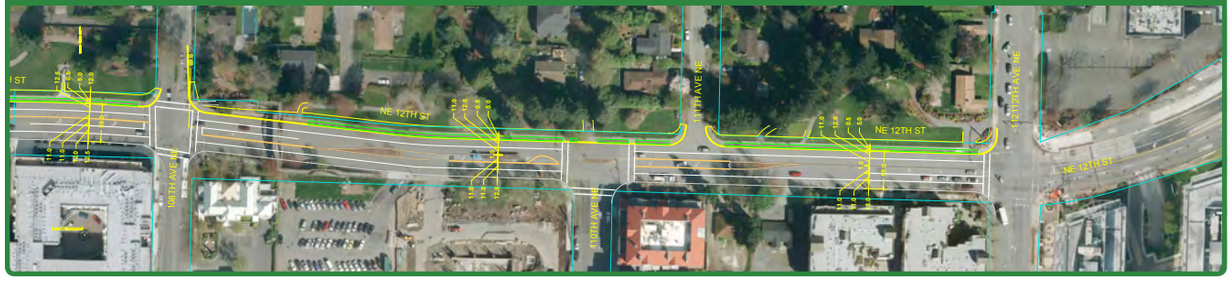
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

100th Ave NE to 102nd Ave NE

102nd Ave NE to 108th Ave NE

108th Ave NE to 112th Ave NE



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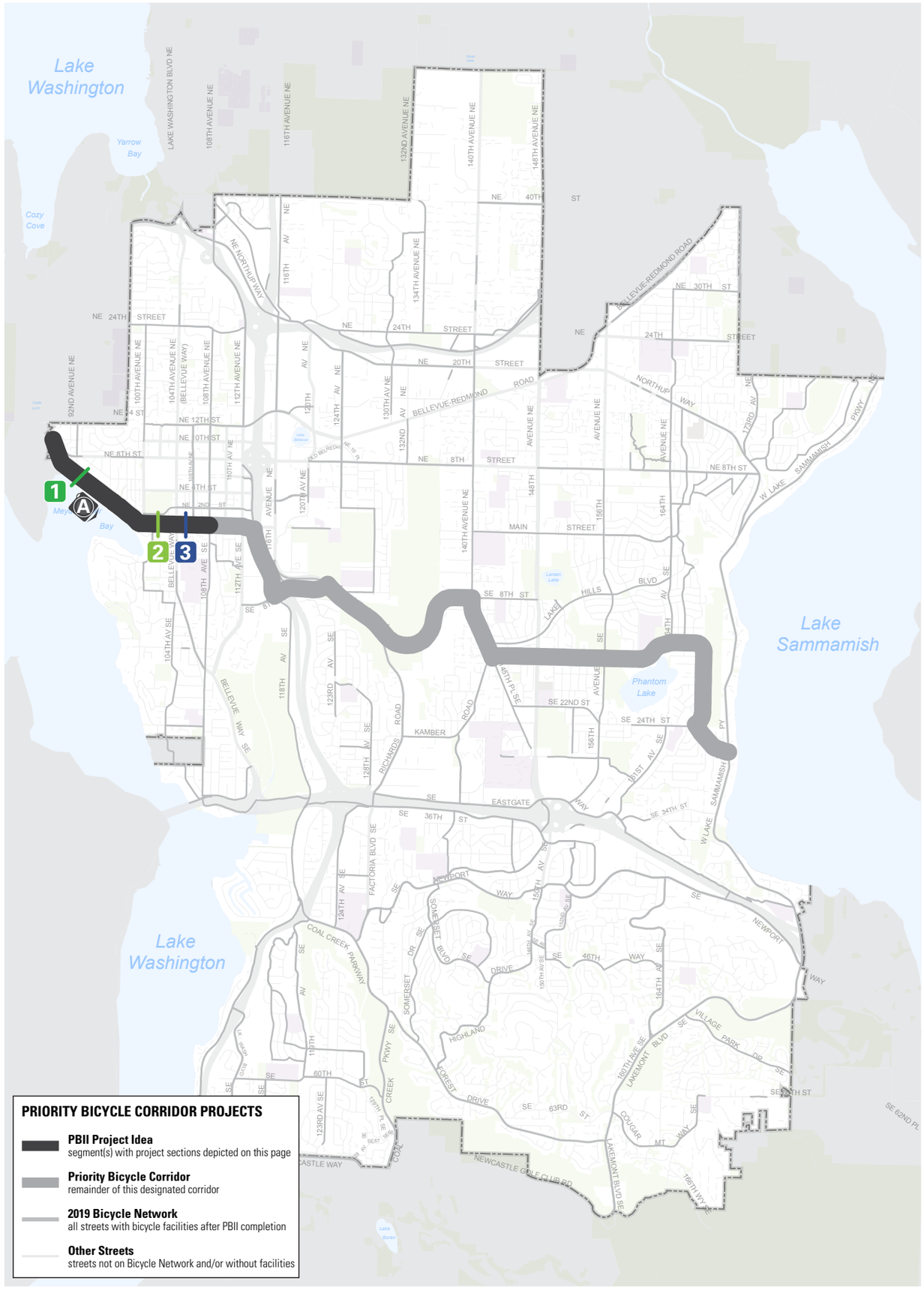


PRIORITY BICYCLE CORRIDOR PROJECTS

- **PBII Project Idea** segment(s) with project sections depicted on this page
- **Priority Bicycle Corridor** remainder of this designated corridor
- **2019 Bicycle Network** all streets with bicycle facilities after PBII completion
- **Other Streets** streets not on Bicycle Network and/or without facilities

PROJECT IDEA PBC-13: LAKE WASHINGTON BLVD NE, MAIN ST

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector/Minor Arterial

Traffic Volumes (AAWT):
6,600 (NE 1st St to 100th Ave);
15,500 (Bellevue Way 106th Ave);
17,900 (106th Ave to 108th Ave)

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Bike Shoulder, One or Both Sides (Lake Washington Blvd NE)

Major Nearby Destinations:
Downtown Bellevue, Old Bellevue, Downtown Park, Meydenbauer Beach Park

Bicycle Network Connections:
100th Ave NE, 106th Ave NE, 108th Ave (PBC NS-1), 112th Ave (PBC NS-2: Lake Washington Loop)

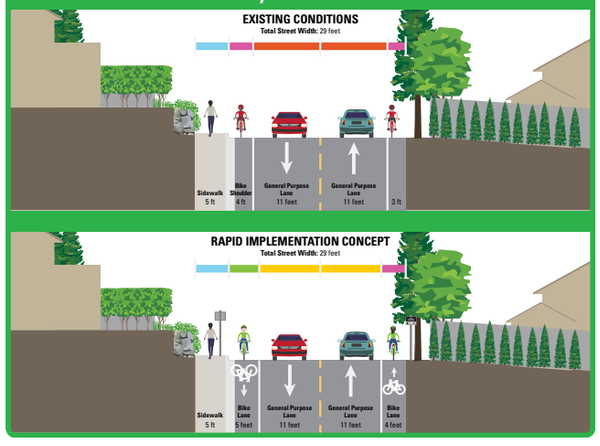
Population (¼-mile buffer): 8,500 residents

Employment (¼-mile buffer): 10,439 jobs

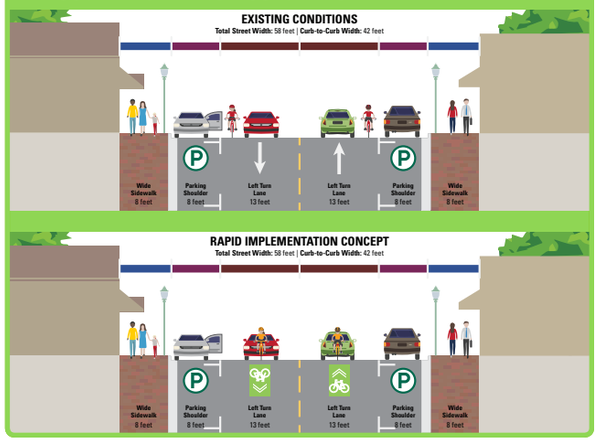
2009 Plan Projects:
B-208 (High), B-210 (High), B-129 (High), O-121 (High)

Typical Street Sections:

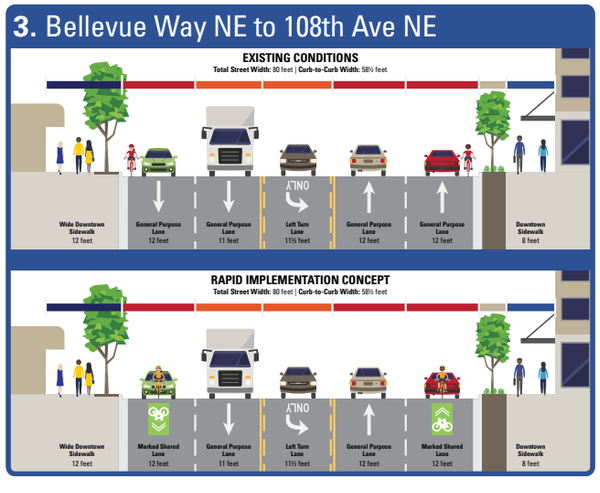
1. Overlake Dr to Meydenbauer Beach Park



2. 100th Ave NE to 103rd Ave NE



3. Bellevue Way NE to 108th Ave NE



A. Looking east from 94th Ave NE

Photo Source: Google Maps Street View

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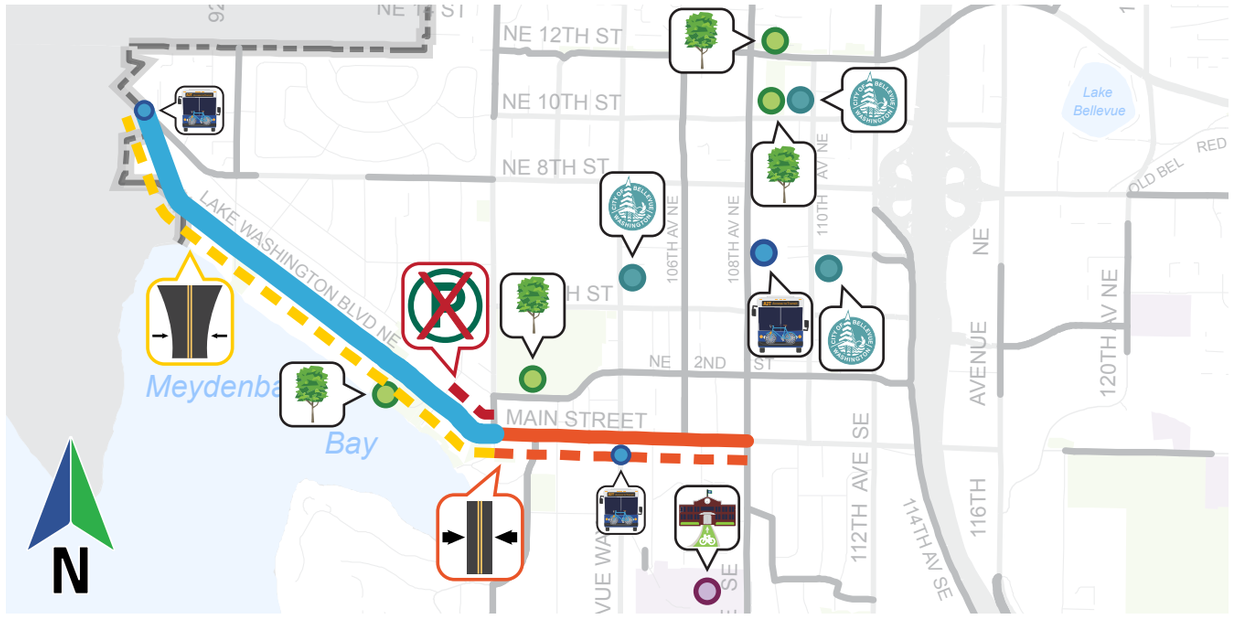

Issues:

- **Requires 10-foot Travel Lanes:** NE 1st St to 100th Ave NE
- **Parking Displacement Required (est. 500 feet):** 99th Ave NE to 100th Ave NE
- **Constrained Pavement Width:** Street is too narrow to implement dedicated bicycle facilities

Opportunities:

Conventional Bike Lanes (1 mile): NE 1st St to 100th Ave NE

Marked Shared Lanes (## miles): 100th Ave NE to 108th Ave NE

- **Access to Transit:** Improved bicycle connection to frequent Routes 271 (NE 1st St) and 550 (Bellevue Way SE)
- **Nearby Transit:** Bellevue Transit Center
- **Nearby School:** Bellevue High School
- **Access to Parks:** Improved bicycle connection to Meydenbauer Beach Park
- **Nearby Parks:** Downtown Park, Ashwood Playfield, McCormick Park
- **Nearby Public Services:** Bellevue Arts Museum, Bellevue City Hall and Police Department, Bellevue Library

Cost Estimates: Capital: $174,700 | **O&M:** $4,200 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Lake Washington Blvd NE from NE 1st St to 92nd Ave NE

Lake Washington Blvd NE from 92nd Ave NE to Meydenbauer Beach Park Bridge

Lake Washington Blvd NE from Meydenbauer Beach Park Bridge to 100th Ave NE

Main St from 100th Ave NE to Bellevue Way

Main St from Bellevue Way to 108th Ave

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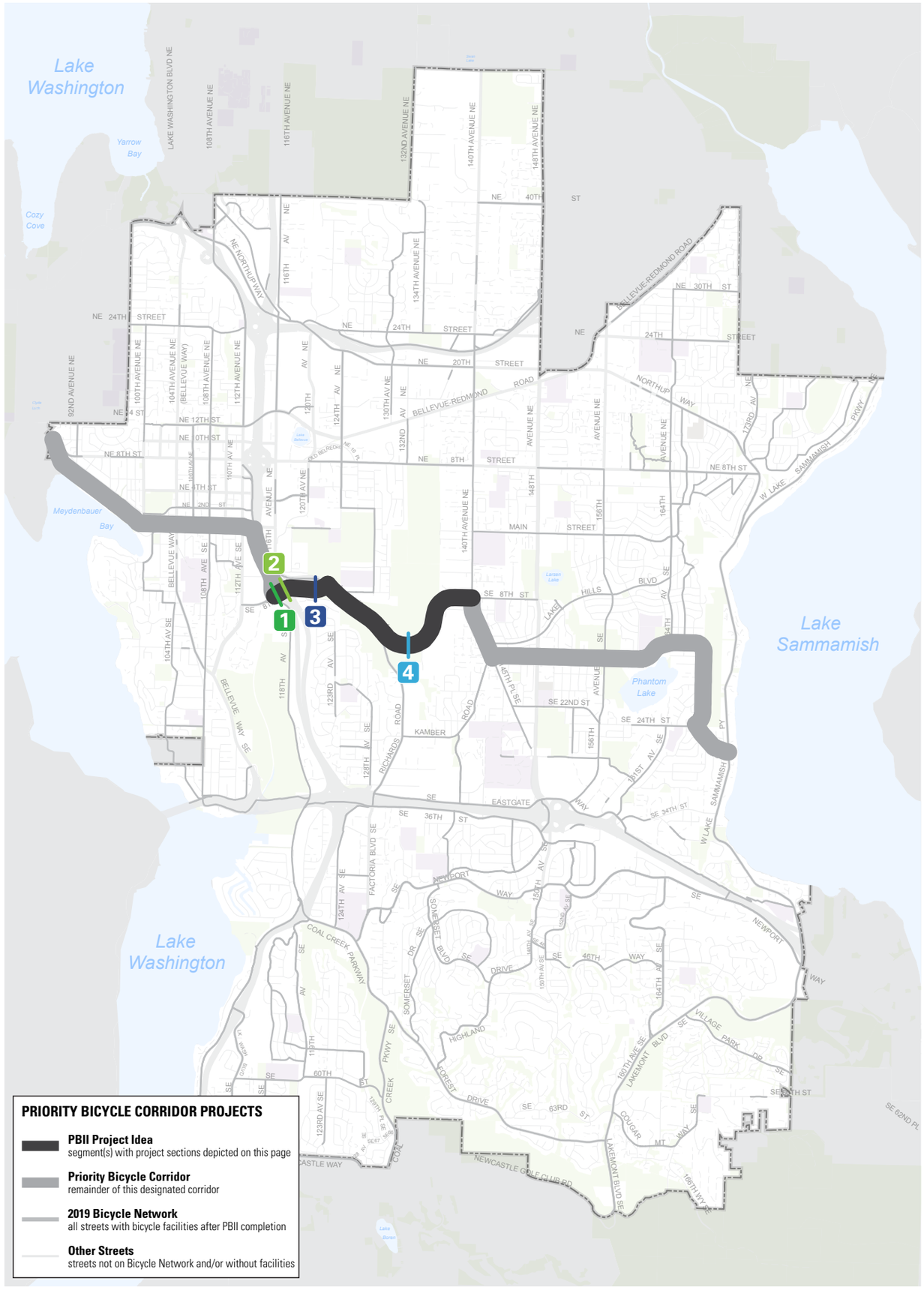


PROJECT IDEA PBC-14:
SE 8TH ST, LAKE HILLS CONNECTOR

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Major/Minor Arterial

Traffic Volumes (AAWT):
18,800 (114th Ave SE to Lake Hills Connector);
27,300 (SE 8th St to Richards Rd);
11,100 (Richards Rd to 148th Ave SE)

Posted Speed Limits:
35 MPH (114th Ave SE to Lk Hills Connector);
40 MPH (SE 8th St to 140th Ave SE);

Existing Bicycle Facilities:
None

Major Nearby Destinations:
Wilburton Park-and-Ride, Wilburton Hill Park, Bellevue Botanical Garden, Kelsey Creek Park, International School

Bicycle Network Connections:
114th Ave SE (PBC NS-2: Lake Washington Loop Trail), 116th Ave SE (via trail connection), 121st/123rd Ave SE, Richards Rd, 140th Ave SE (PBC NS-4)

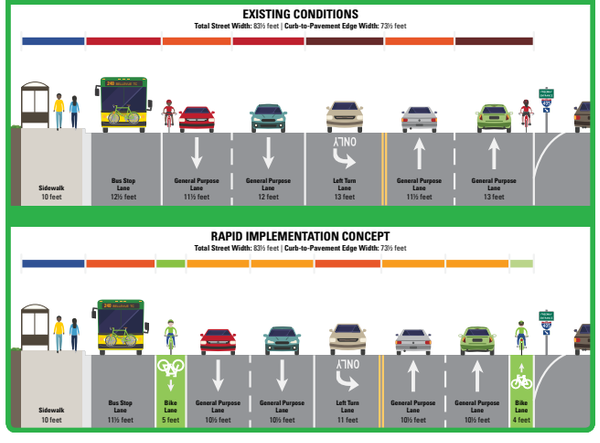
Population (¼-mile buffer): 2,569 residents

Employment (¼-mile buffer): 2,426 jobs

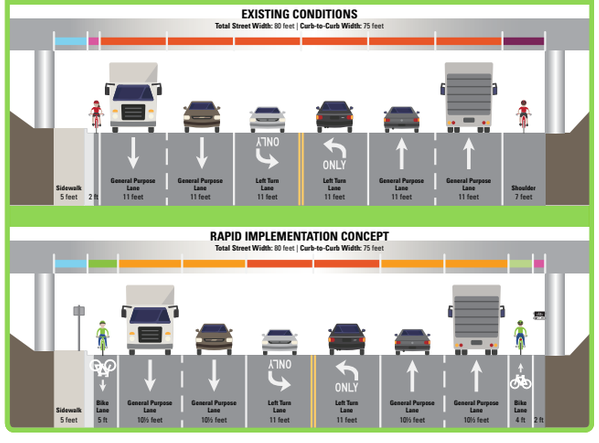
2009 Plan Projects:
B-135 (High), B-212 (High), O-123 (High), O-130 (High)

Typical Street Sections:

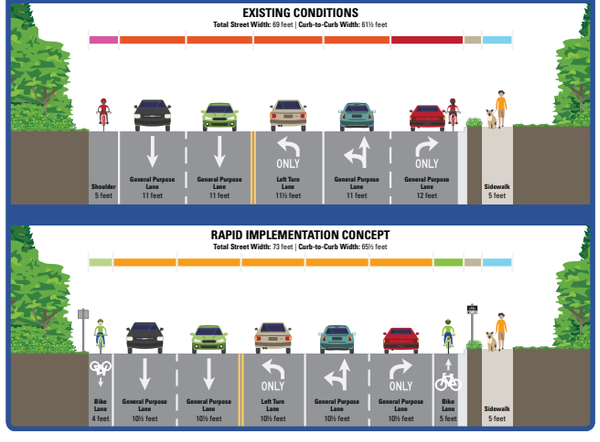
1. 114th Ave NE to I-405 SB off-ramp



2. I-405 SB off-ramp to I-405 NB on-ramp



3. I-405 NB on-ramp to Lake Hills Connector



4. SE 8th St to 140th Ave SE

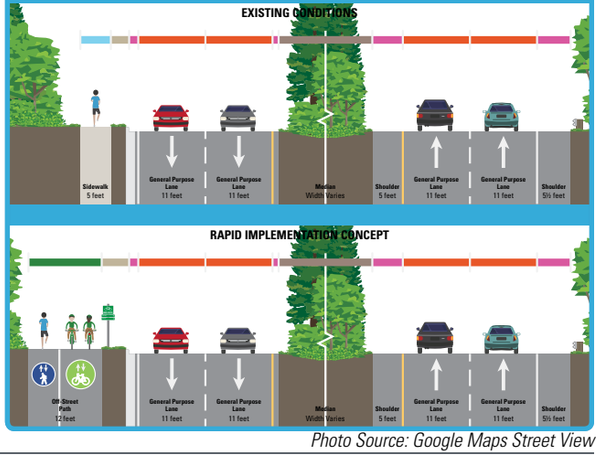


Photo Source: Google Maps Street View

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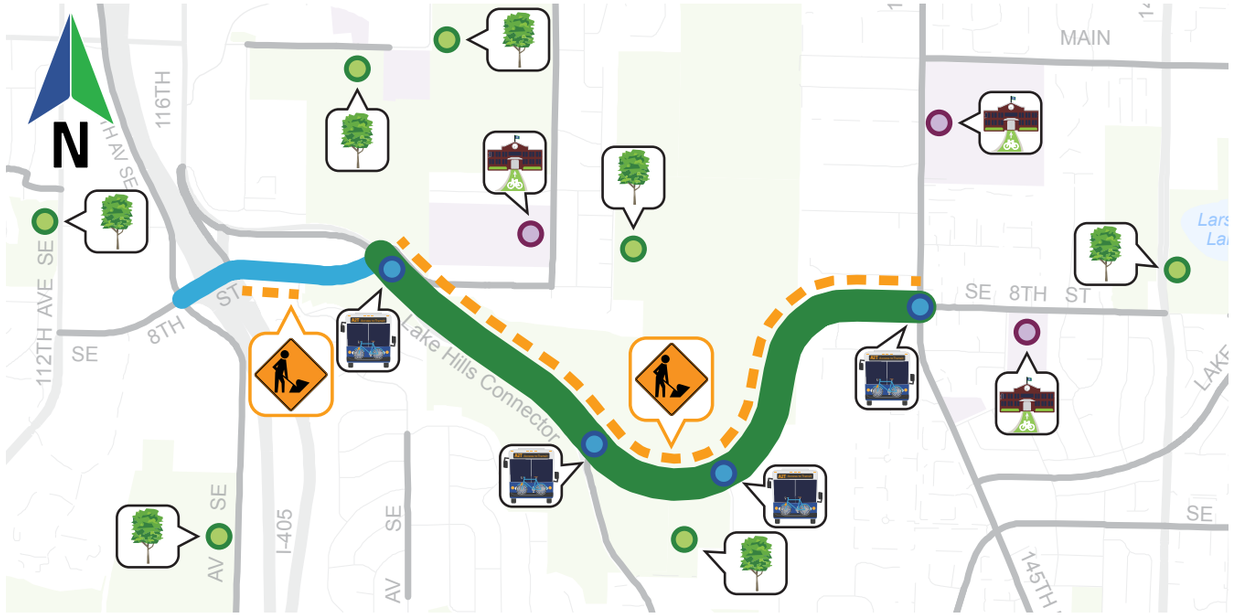


Issues:

- **Shoulder Widening Required (est. 500 feet):** I-405 Northbound ramps to 121st Ave SE
- **Major Construction (1.5 miles):** New off-street path from SE 8th St to 140th Ave SE

Opportunities:

Conventional Bike Lanes (0.4 miles): 114th Ave SE to Lake Hills Connector

Off-Street Path (1.5 miles): North side of Lake Hills Connector from SE 8th St to 140th Ave SE

- **Access to Transit:** Improved bicycle connections to frequent Route 271 (all stops along Lake Hills Connector) and frequent Route 245 (at 140th Ave SE)
- **Nearby Schools:** International School, Lake Hills Elementary School, Sammamish High School
- **Access to Parks:** Improved bicycle connection to Bannerwood Sports Park
- **Nearby Parks:** Surrey Downs Park, Mercer Slough Environmental Education Center, Botanical Garden, Wilburton Hill Park, Kelsey Creek Park, Lake Hills Greenbelt

Cost Estimates: Capital: $13,166,900 | **O&M:** $18,700 annually

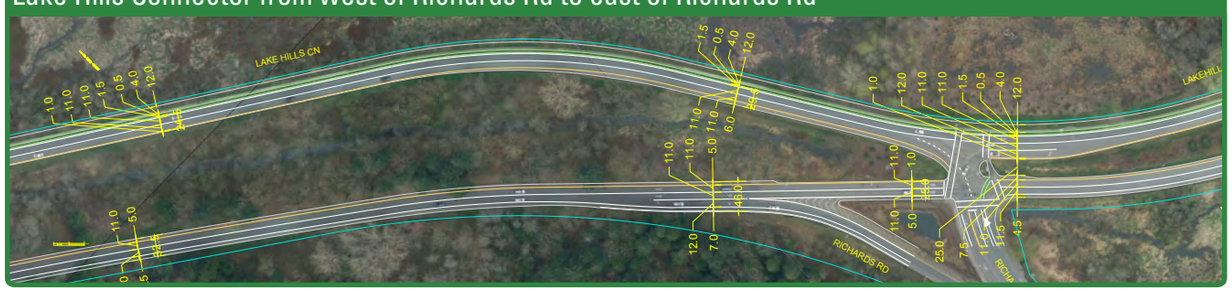
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE 8th St from 114th Ave SE to Lake Hills Connector

Lake Hills Connector from SE 8th St to west of Richards Rd

Lake Hills Connector from west of Richards Rd to east of Richards Rd



Lake Hills Connector from east of Richards Rd to east of 134th Ave SE

Lake Hills Connector from east of 134th Ave SE to 140th Ave SE

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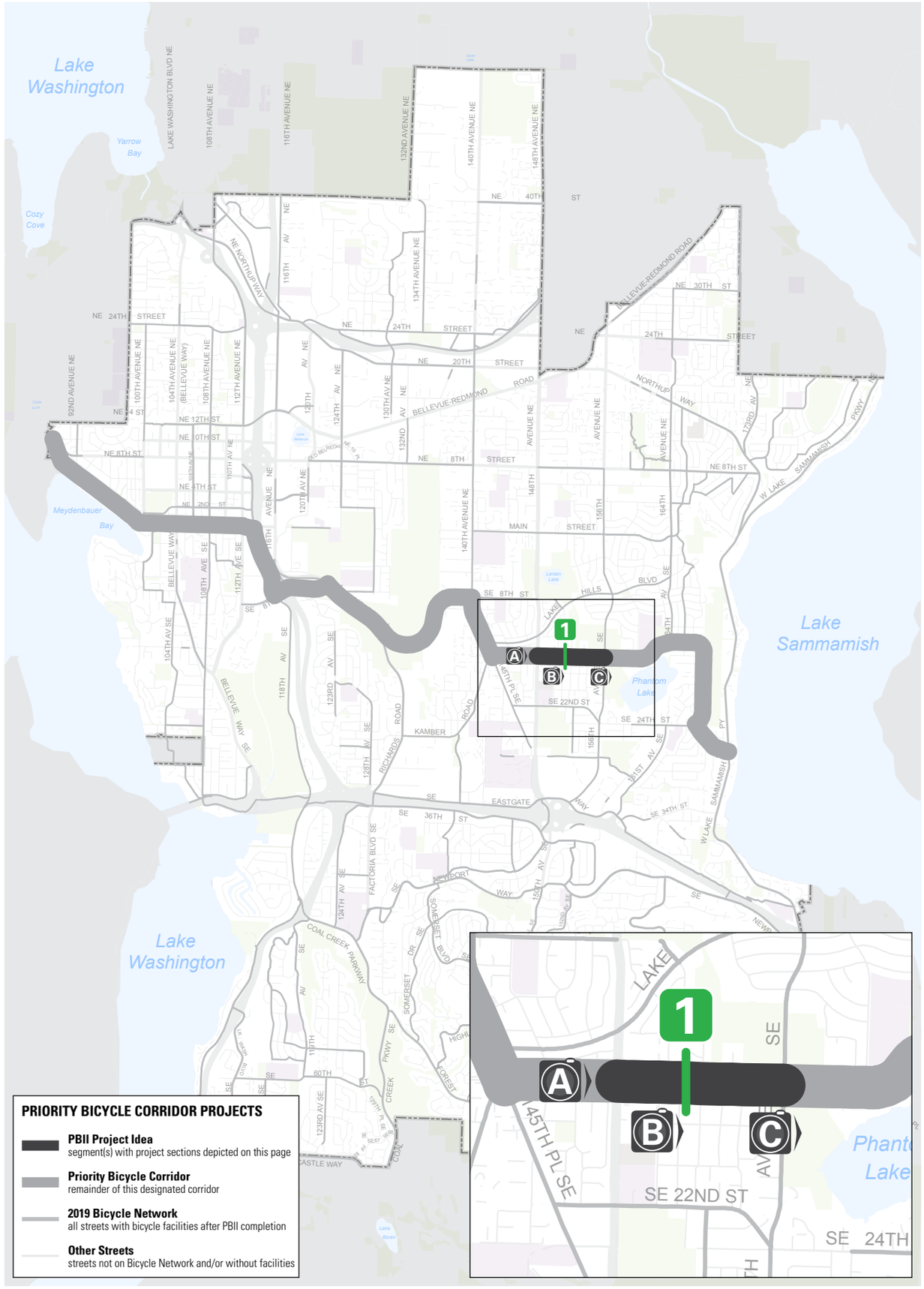


PRIORITY BICYCLE CORRIDOR PROJECTS

- **PBII Project Idea** segment(s) with project sections depicted on this page
- **Priority Bicycle Corridor** remainder of this designated corridor
- **2019 Bicycle Network** all streets with bicycle facilities after PBII completion
- **Other Streets** streets not on Bicycle Network and/or without facilities

PROJECT IDEA PBC-15: SE 16TH ST

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
4,600

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Bike Shoulder, One or Both Sides

Major Nearby Destinations:
Lake Hills Greenbelt Park

Bicycle Network Connections:
156th Ave SE

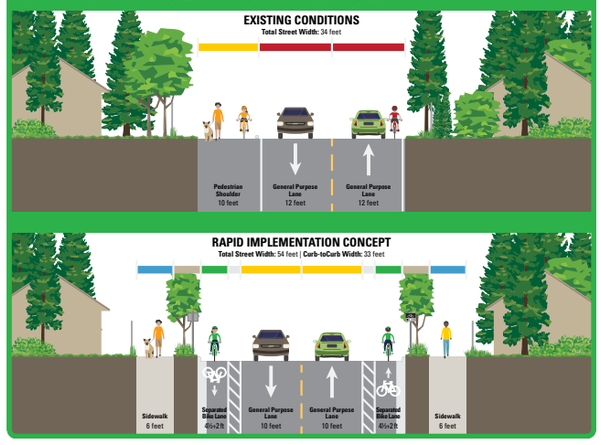
Population (¼-mile buffer):
2,165 residents

Employment (¼-mile buffer):
234 jobs

2009 Plan Projects:
S-346 (High), B-141 (High)

Typical Street Sections:

1. 148th Ave SE to 156th Ave SE



A. Looking east from 148th Ave SE

B. Looking east from 151st Ave SE

C. Lake Hills Greenbelt Park at 156th Ave SE

Photo Source: Google Maps Street View

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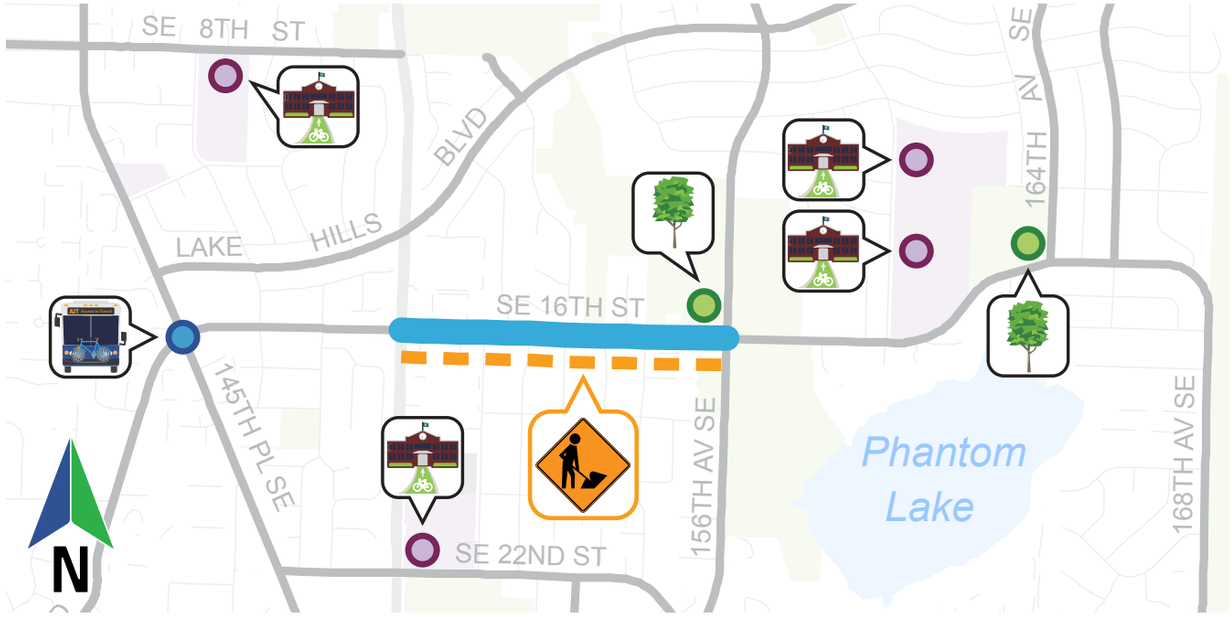


Issues:

Major Construction (0.5 miles): Roadway reconstruction and widening from 148th Ave SE to 156th Ave SE

Opportunities:

Separated Bike Lanes (0.5 miles): 148th Ave SE to 156th Ave SE

Nearby Transit: Frequent transit Routes 245 and 271 at 145th Pl SE

Nearby School: Big Picture School, Lake Hills Elem. School, Tillicum Middle School, Phantom Lake Elem. School

Access to Parks: Improved bicycle connection to Lake Hills Greenbelt; Lake Hills Park nearby

Cost Estimates:

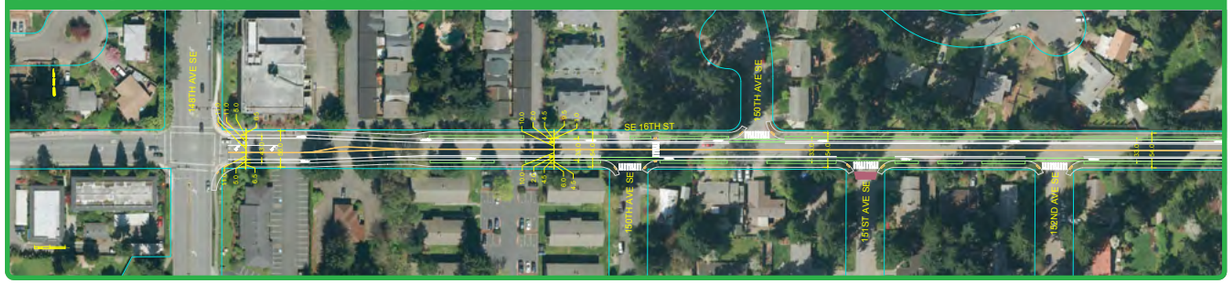
Capital: $5,871,700

O&M: $900 annually

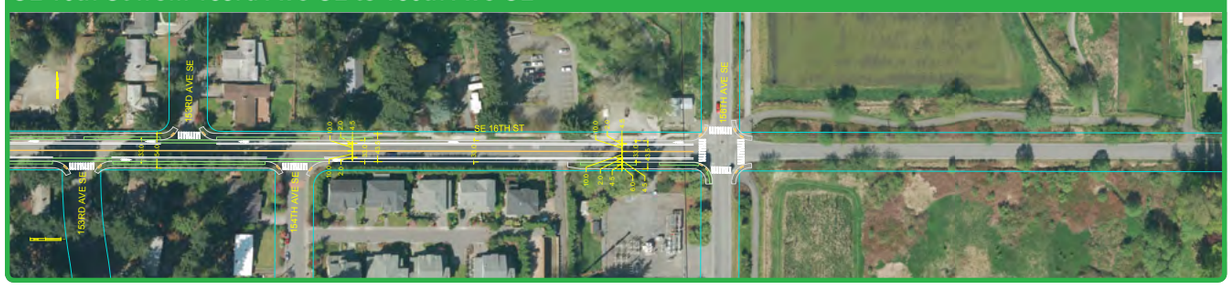
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE 16th St from 148th Ave SE to 153rd Ave SE



SE 16th St from 153rd Ave SE to 156th Ave SE



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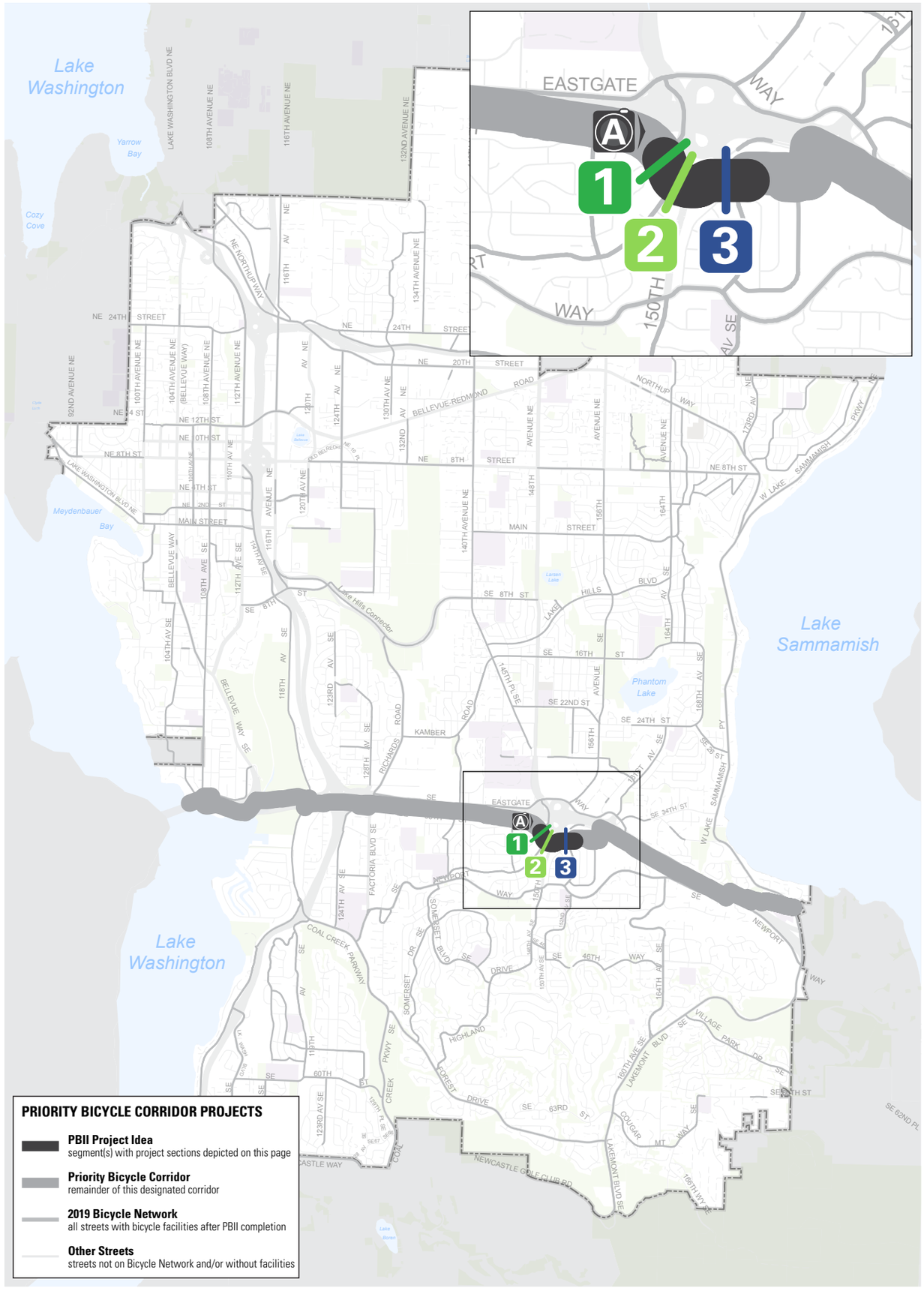


PROJECT IDEA PBC-16:
SE 38TH ST

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Minor Arterial, Local

Traffic Volumes (AAWT): N/A

Posted Speed Limits:
25 MPH (150th Ave SE to 154th Ave SE);
35 MPH (I-90 Overpass to 150th Ave SE)

Existing Bicycle Facilities:
Shared Wide Outside Lane, Both Sides (150th Ave SE to 154th Ave SE)

Major Nearby Destinations:
Eastgate Plaza

Bicycle Network Connections:
I-90 Ped/Bike Bridge to Eastgate Way (PBC NS-4), SE Allen Rd

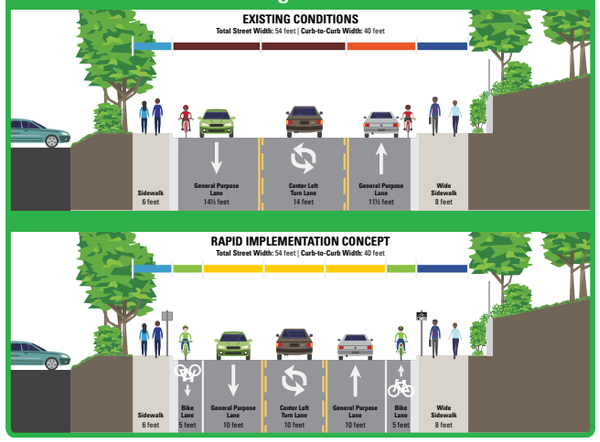
Population (¼-mile buffer):
762 residents

Employment (¼-mile buffer):
915 jobs

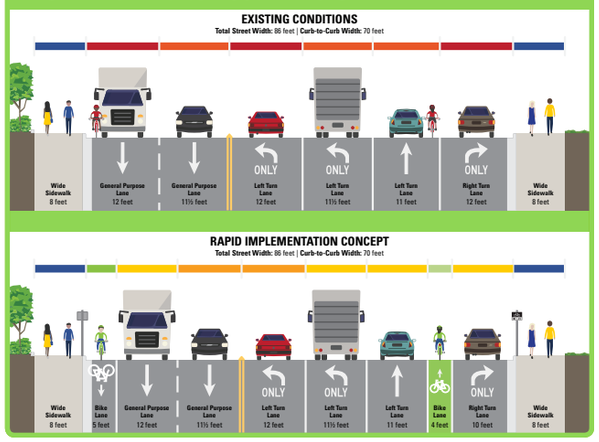
2009 Plan Projects:
O-137 (Medium)

Typical Street Sections:

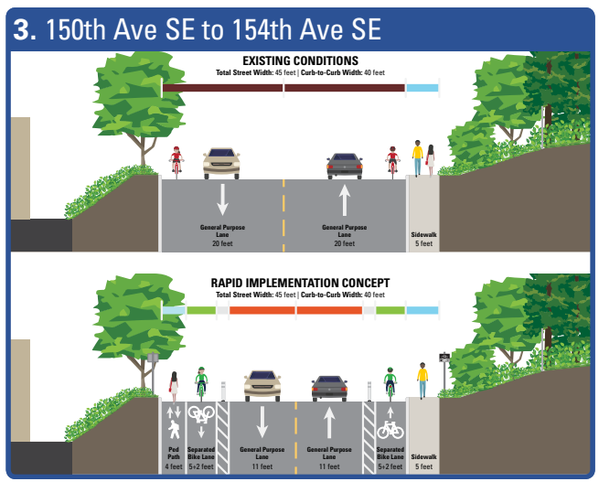
1. I-90 Pedestrian Bridge to SE Allen Rd



2. SE Allen Rd to 150th Ave SE



3. 150th Ave SE to 154th Ave SE



A. I-90 Ped/Bike Bridge to SE Eastgate Way

Photo Source: Google Maps Street View

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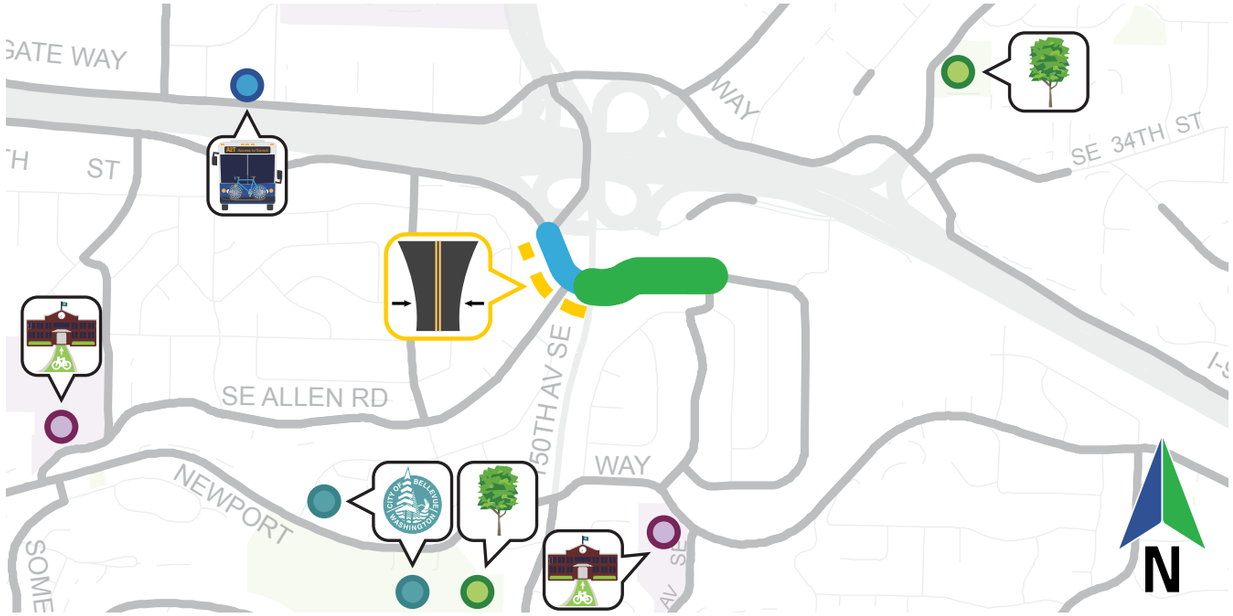


Issues:

Requires 10-foot Travel Lanes: I-90 Pedestrian Bridge to 150th Ave SE

Opportunities:

Conventional Bike Lanes (600 feet): I-90 Pedestrian Bridge to 150th Ave SE

Separated Bike Lanes (1,000 feet): 150th Ave SE to 154th Ave SE

Nearby Transit: Eastgate Park-and-Ride

Nearby Schools: Eastgate Elementary School, Tyee Middle School

Nearby Parks: Eastgate Park, Spiritridge Park

Nearby Public Services: South Bellevue Community Center, Newport Way Library

Cost Estimates:

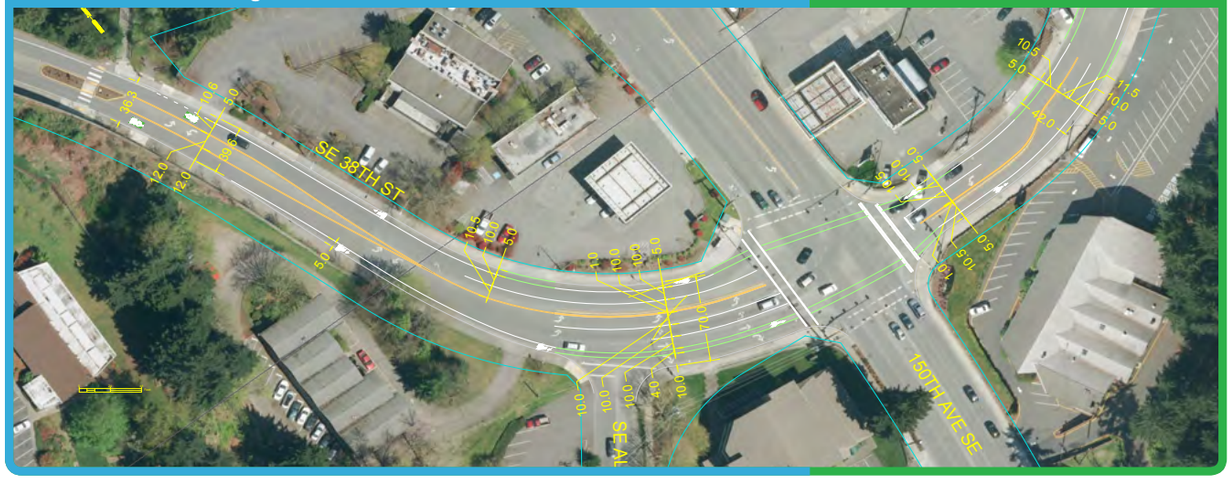
Capital: $116,700

O&M: $3,000 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

I-90 Pedestrian Bridge to 150th Ave SE



150th Ave SE to 154th Ave SE

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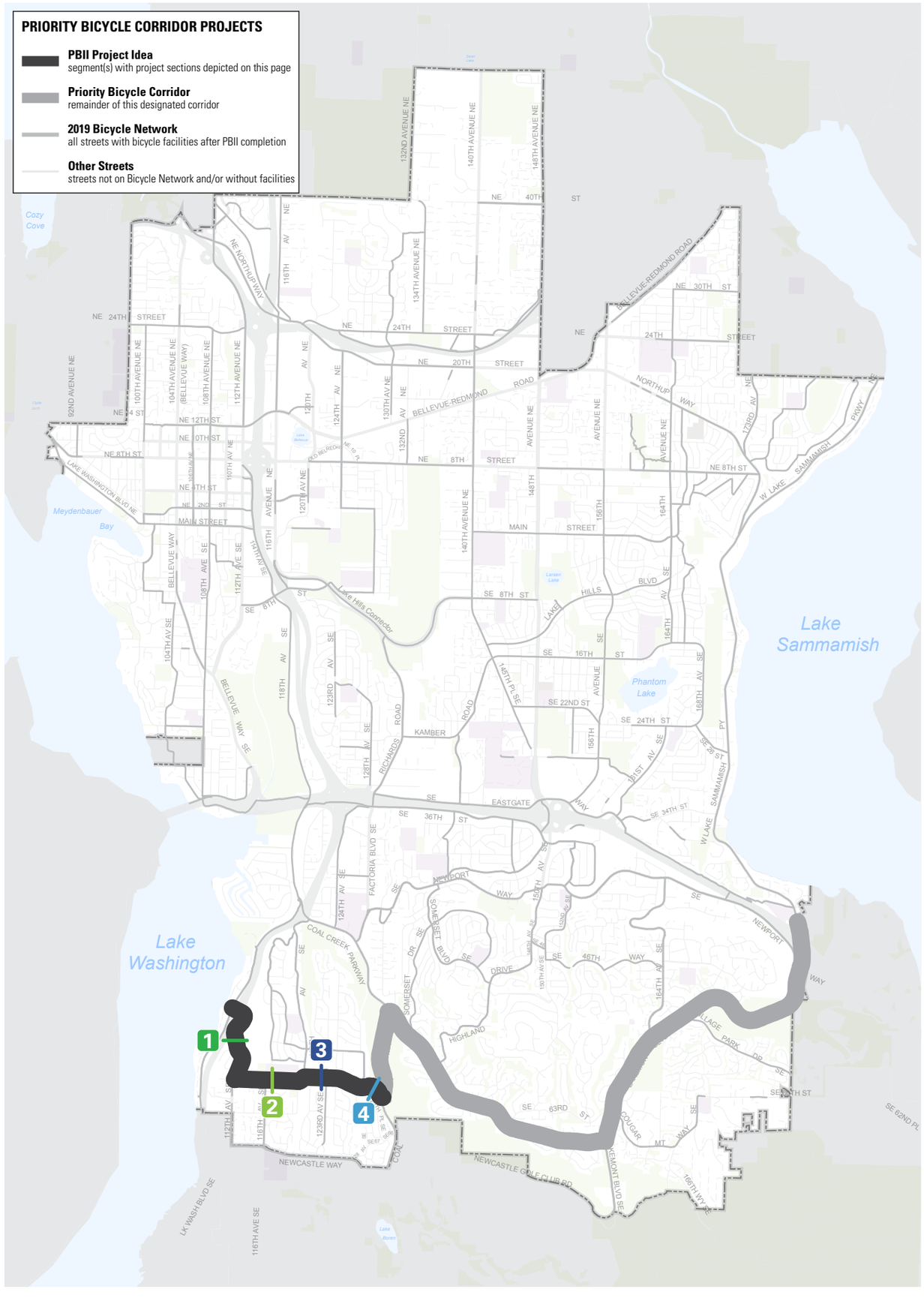


PROJECT IDEA PBC-17:
LAKE WASHINGTON BLVD SE, SE 60TH ST

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector/Minor Arterial, Local

Traffic Volumes (AAWT):
9,400 (Lake Washington Blvd SE);
4,900–5,300 (SE 60th St)

Posted Speed Limits:
30 MPH (Newport Hills Park-and-Ride to 120th Ave SE);
25 MPH (west of P&R and east of 120th Ave SE)

Existing Bicycle Facilities:
Conventional Bike Lanes: Newport Hills Park-and-Ride to 120th Ave SE; Bike Shoulder(s) east of 123rd Ave SE

Major Nearby Destinations:
Newport Hills Park-and-Ride, Olde Middle School, Ringdall Jr. High School, Newport Hills Park

Bicycle Network Connections:
106th Ave SE (PBC NS-2: Lake Washington Loop), 116th Ave SE, 119th Ave SE, Coal Creek Pkwy SE

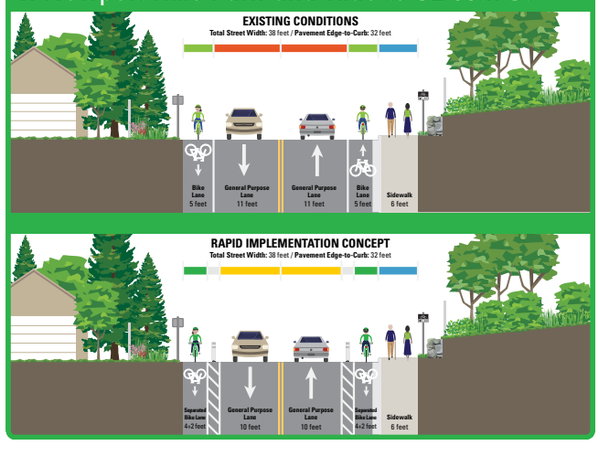
Population (¼-mile buffer):
3,769 residents

Employment (¼-mile buffer):
389 jobs

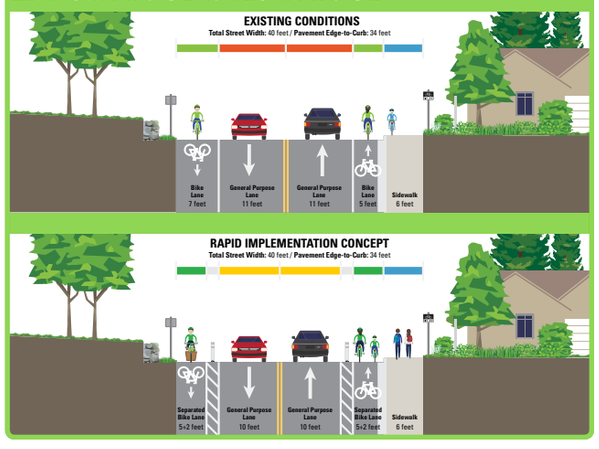
2009 Plan Projects: B-153 (Med), B-157 (Med)

Typical Street Sections:

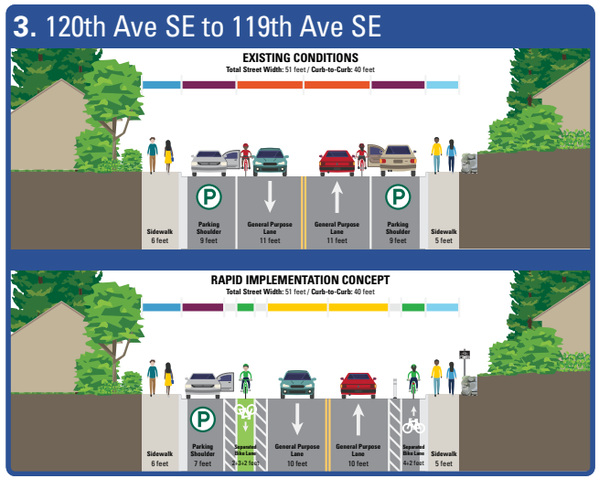
1. Newport Hills Park-and-Ride to SE 60th St



2. 116th Ave SE to 120th Ave SE



3. 120th Ave SE to 119th Ave SE



4. 119th Ave SE 123rd Ave SE

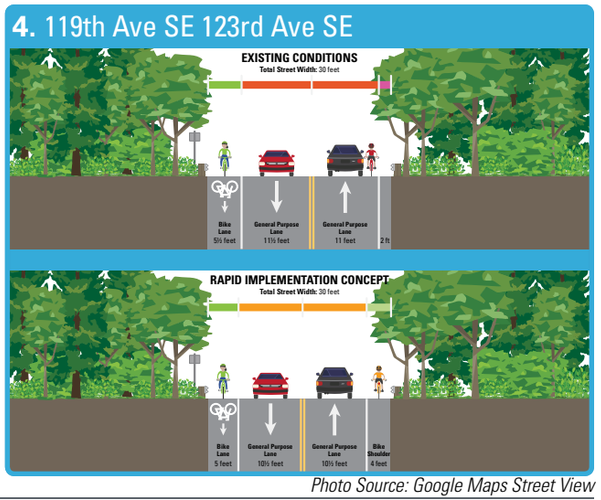


Photo Source: Google Maps Street View

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Issues:

- **Requires 10-foot Travel Lanes:** Lake Washington Blvd SE and SE 60th St from 106th Ave SE to 126th Ave SE
- **Parking Displacement Required (est. 0.4 miles):** SE 60th St from 119th Ave SE to 126th Ave SE

Opportunities:

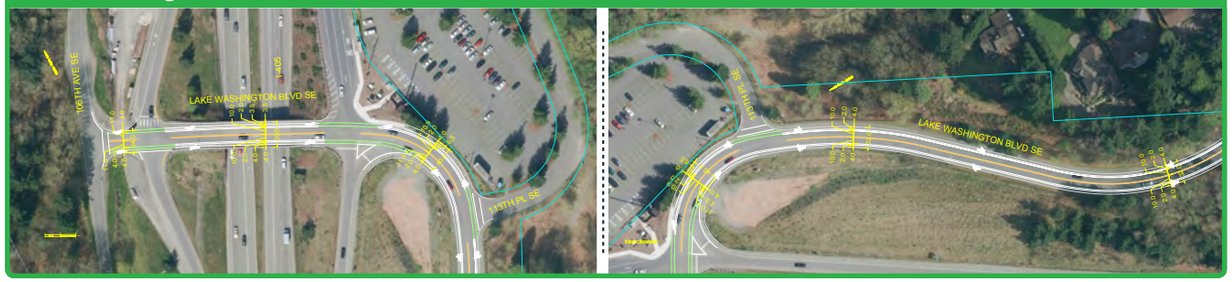
- **Separated Bike Lanes (1.1 miles):** Lake Washington Blvd SE and SE 60th St from 106th Ave SE to 120th Ave SE
- **Conventional Bike Lanes (300 feet):** SE 60th St from 120th Ave SE to 119th Ave SE
- **Separated Bike Lanes (0.4 miles):** SE 60th St from 119th Ave SE to 126th Ave SE
- **Conventional Bike Lanes (0.2 miles):** SE 60th St from 120th Ave SE to 119th Ave SE
- **Nearby Transit:** Newport Hills Park-and-Ride
- **Access to School:** Improved bicycle connections to Olde Middle School and Ringdall Jr. High School
- **Nearby Schools:** Newport Hills Elementary School, Jing Mei Elementary School
- **Access to Parks:** Improved bicycle connections to Tyler property park, Newport Hills Park

Cost Estimates: Capital: $367,900 | **O&M:** $13,600 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Lake Washington Blvd SE from 106th Ave SE to north of SE 54th Ln



Lake Washington Blvd SE from north of SE 54th Ln to SE 60th St

SE 60th St from Lake Washington Blvd SE to 116th Ave SE

SE 60th St from 116th Ave SE to 119th Ave SE

SE 60th St from 119th Ave SE to 126th Ave SE

SE 60th St from 126th Ave SE to Coal Creek Pkwy SE

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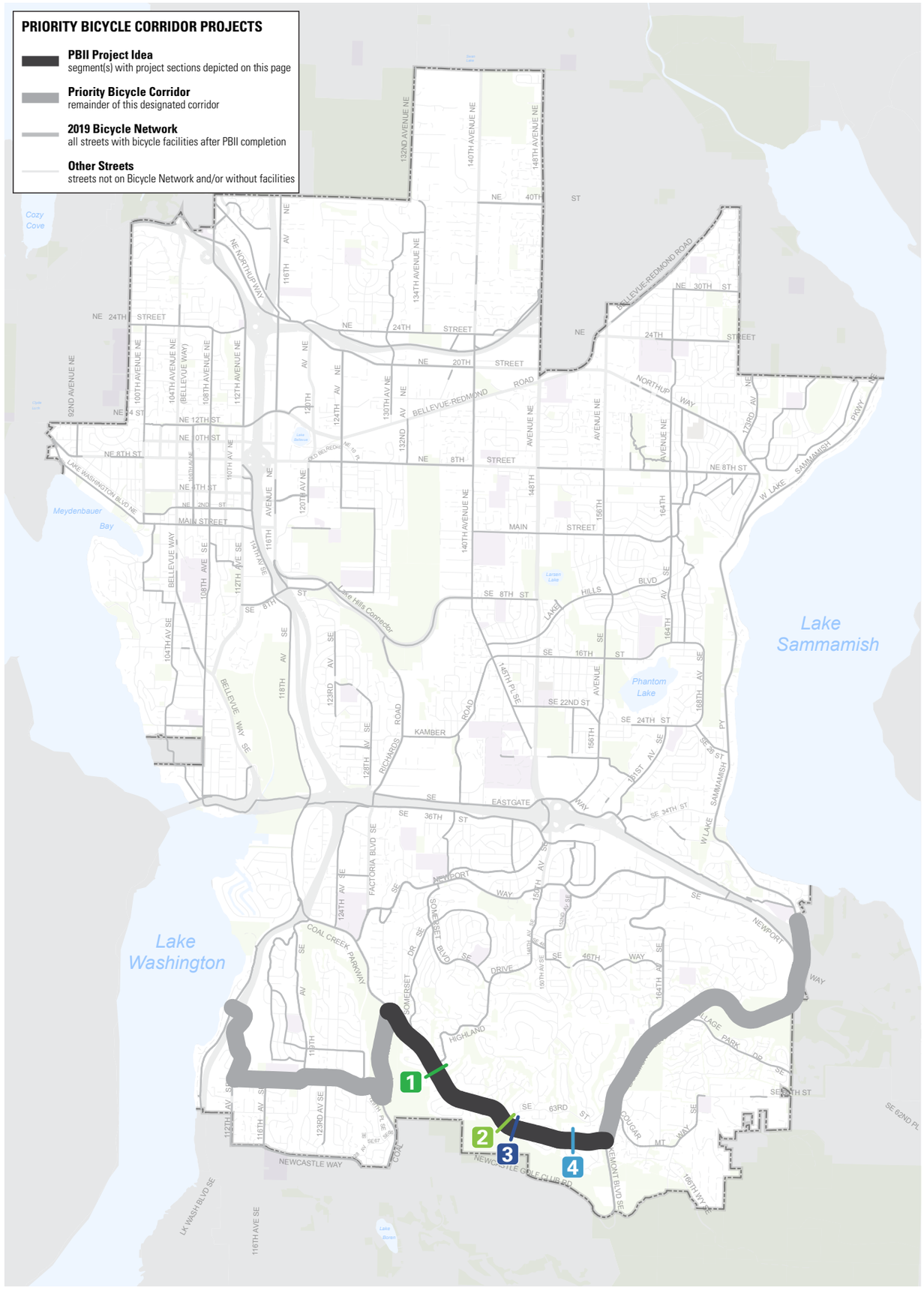


PROJECT IDEA PBC-18: FOREST DR SE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
3,100–9,000

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Conventional Bike Lanes, Both Sides (Coal Creek Pkwy SE to SE 63rd St); Bike Shoulders, One or Both Sides (152nd Ave SE to Lakemont Blvd);

Major Nearby Destinations:
Coal Creek Trail, Cougar Mountain Regional Wildland Park

Bicycle Network Connections:
Coal Creek Pkwy SE, Highland Dr (PBC NS-4), Lakemont Blvd SE

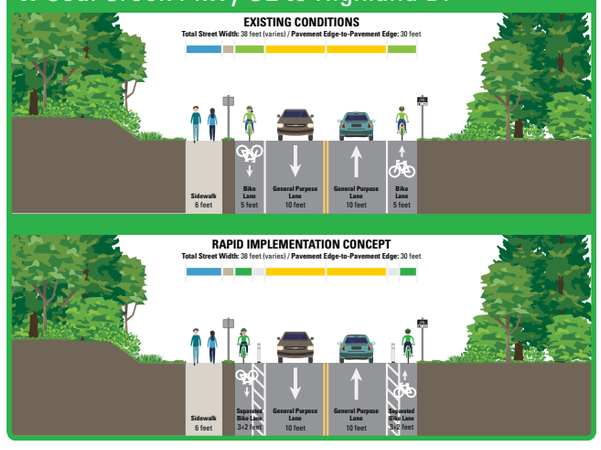
Population (¼-mile buffer):
4,605 residents

Employment (¼-mile buffer):
150 jobs

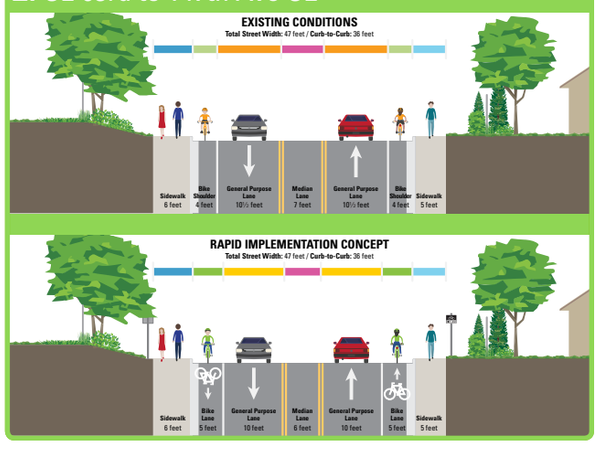
2009 Plan Projects:
B-157 (Med), O-139 (Med)

Typical Street Sections:

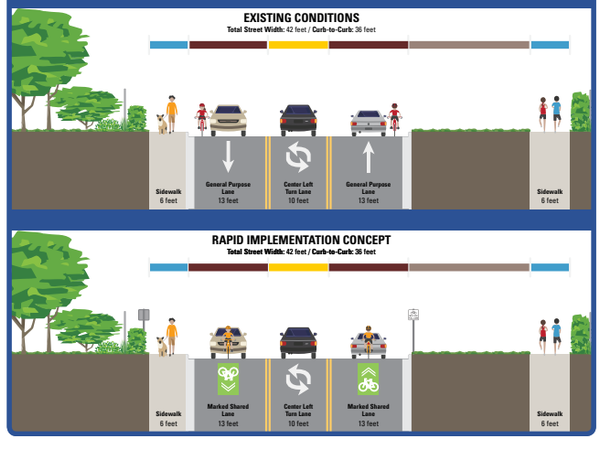
1. Coal Creek Pkwy SE to Highland Dr



2. SE 63rd to 147th Ave SE



3. 147th Ave SE to 148th Ave SE



4. 148th Ave SE Lakemont Blvd SE

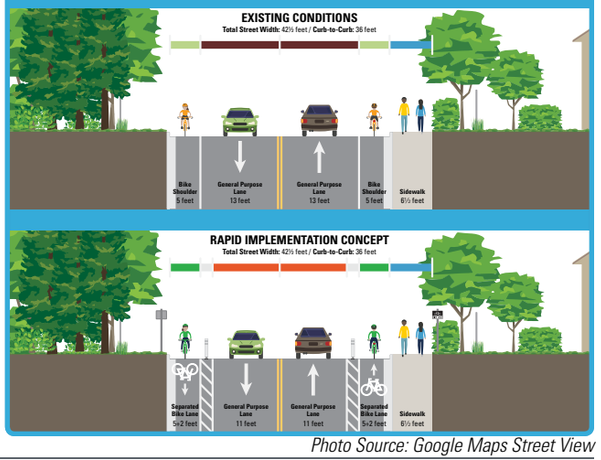


Photo Source: Google Maps Street View

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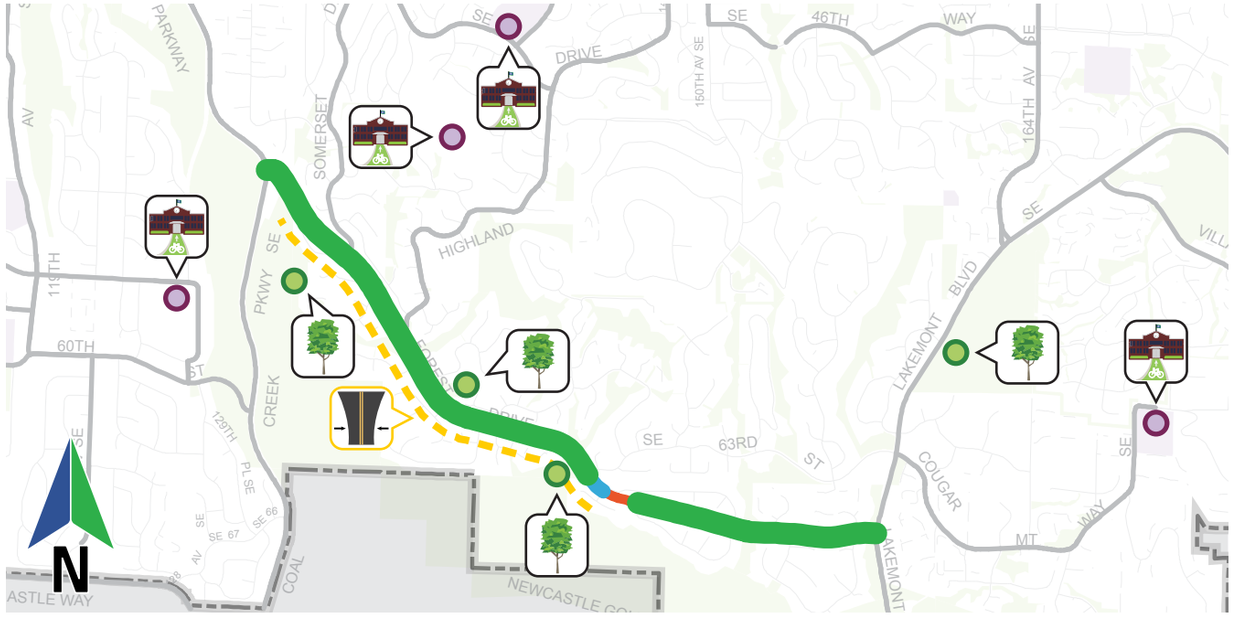


Issues:

- **Requires 10-foot Travel Lanes:** Forest Dr SE from Coal Creek Pkwy SE to SE 63rd St

Opportunities:

Separated Bike Lanes (1.3 miles): Coal Creek Pkwy SE to SE 63rd St
Conventional Bike Lanes (320 feet): SE 63rd St to 147th Ave SE
Marked Shared Lanes (525 feet): 147th Ave SE to 148th Ave SE
Separated Bike Lanes (0.7 mile): 148th Ave SE to Lakemont Blvd SE

- **Nearby Schools:** Jing Mei Elementary, Forest Ridge School, Somerset Elementary, Open Window School
- **Access to Parks:** Improved bicycle connections to Coal Creek Trail, Meadow Wood Park, Forest Glen Park
- **Nearby Parks:** Lewis Creek Park

Cost Estimates:

Capital: $363,500
O&M: $15,800 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

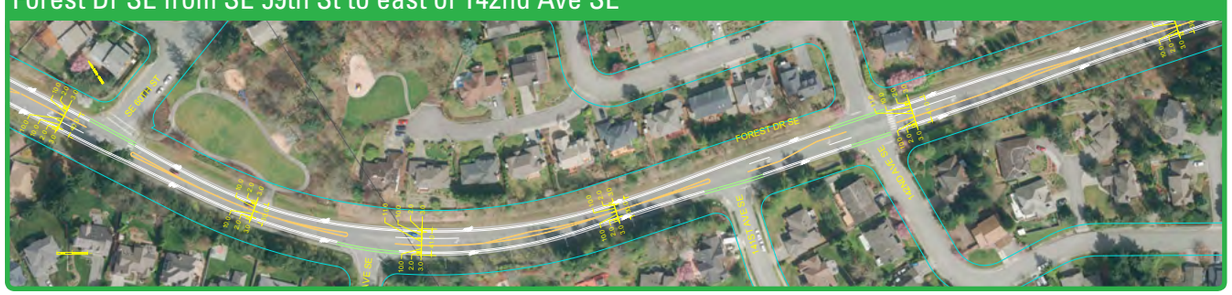
Forest Dr SE from Coal Creek Pkwy SE to Somerset Dr SE

Forest Dr SE from east of 142nd Ave SE to 148th Ave SE

Forest Dr SE from Somerset Dr SE to SE 59th St

Forest Dr SE from 148th Ave SE to east of 152nd Ave SE

Forest Dr SE from SE 59th St to east of 142nd Ave SE



Forest Dr SE from east of 152nd Ave SE to Lakemont Blvd SE

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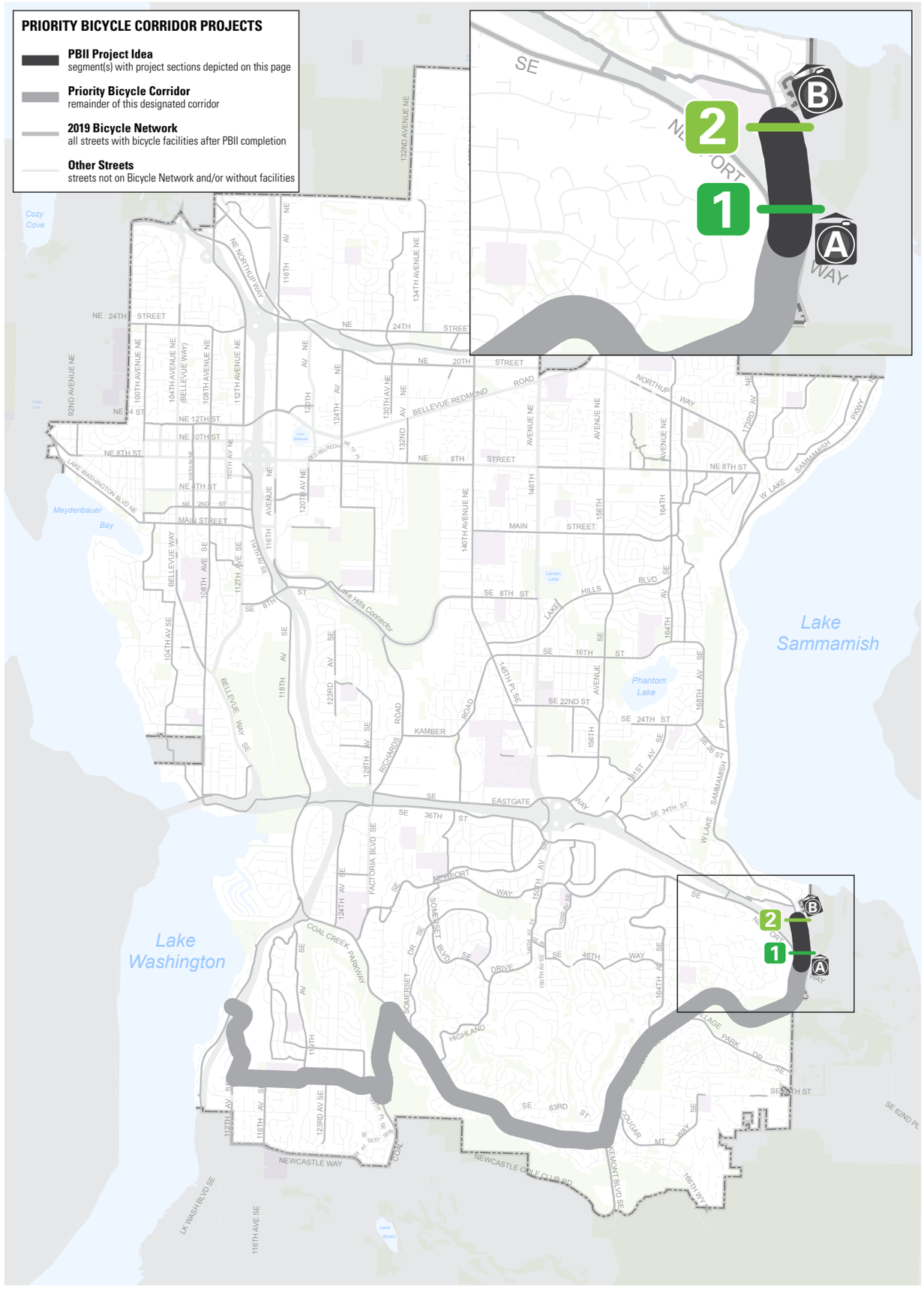


PROJECT IDEA PBC-19: LAKEMONT BLVD SE

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Minor Arterial

Traffic Volumes (AAWT):
19,000

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides

Major Nearby Destinations:
Sunset Elementary

Bicycle Network Connections:
West Lake Sammamish Pkwy (PBC NS-5),
SE Newport Way (PBC EW-4),

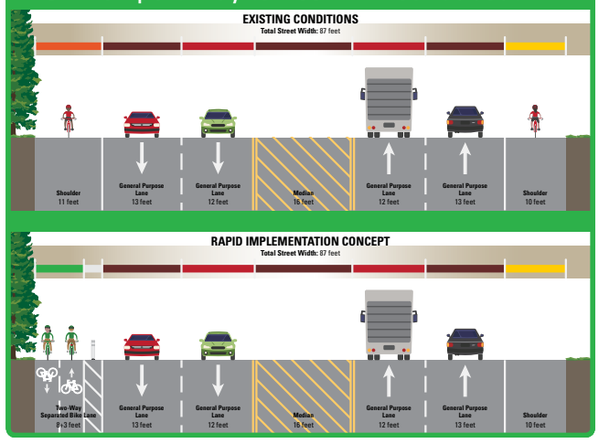
Population (¼-mile buffer):
1,149 residents

Employment (¼-mile buffer):
151 jobs

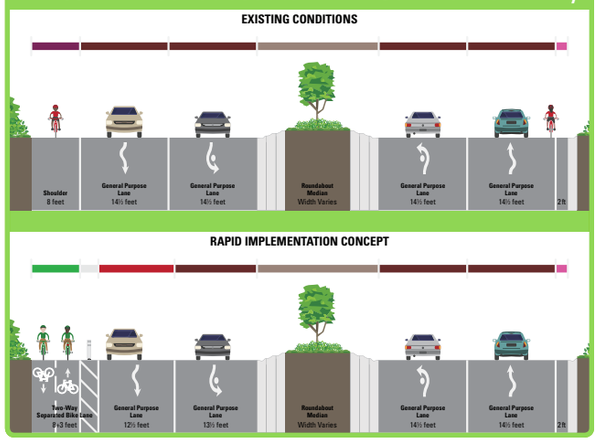
2009 Plan Projects:
B-218 (High)

Typical Street Sections:

1. SE Newport Way to I-90 WB Roundabout



2. I-90 WB Roundabout to W. Lk. Sammamish Pkwy



A. Looking east at I-90

B. Looking north at I-90 Westbound roundabout

Photo Source: Google Maps Street View

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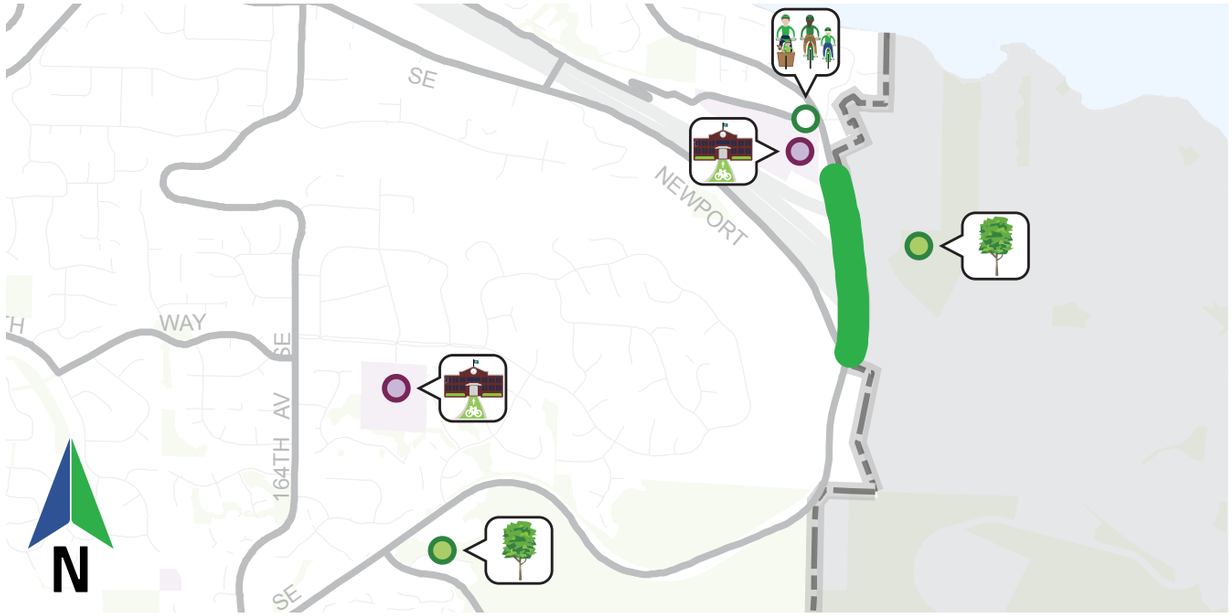


Issues:

No specific issues identified.

Opportunities:

Separated Bike Lanes (0.3 miles): SE Newport Way to West Lake Sammamish Pkwy SE

- **Access to Schools:** Improved bicycle connection to Sunset Elementary School; Cougar Ridge Elementary nearby
- **Nearby Parks:** Lakemont Park, Timberlake Park
- **Regional Trail Connection:** Improved north-south connection to I-90 Trail (PBC EW-4)

Cost Estimates:

Capital: $83,400

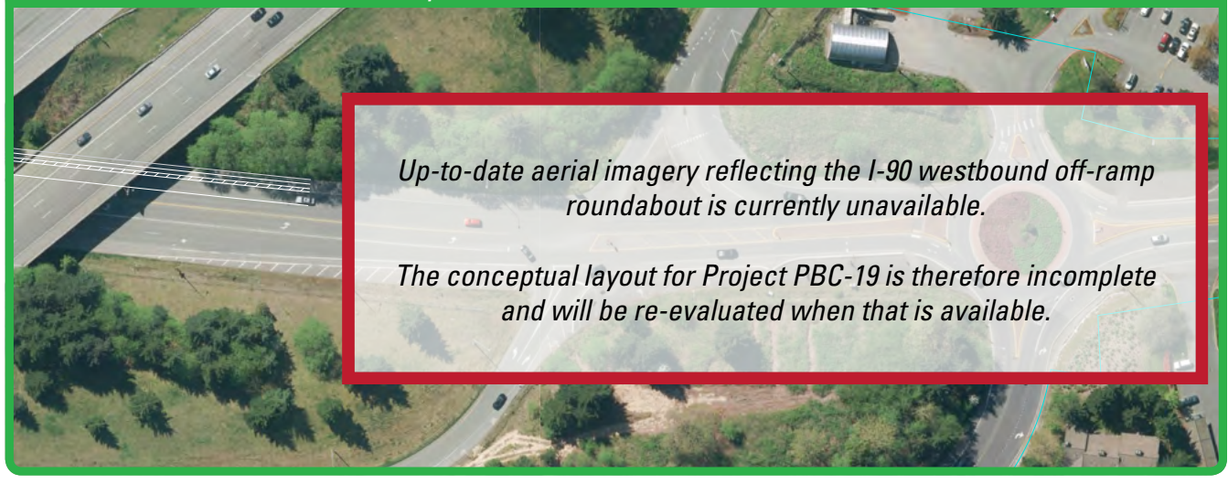
O&M: $3,500 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE Newport Way to I-90

I-90 to West Lake Sammamish Pkwy SE



Up-to-date aerial imagery reflecting the I-90 westbound off-ramp roundabout is currently unavailable.

The conceptual layout for Project PBC-19 is therefore incomplete and will be re-evaluated when that is available.

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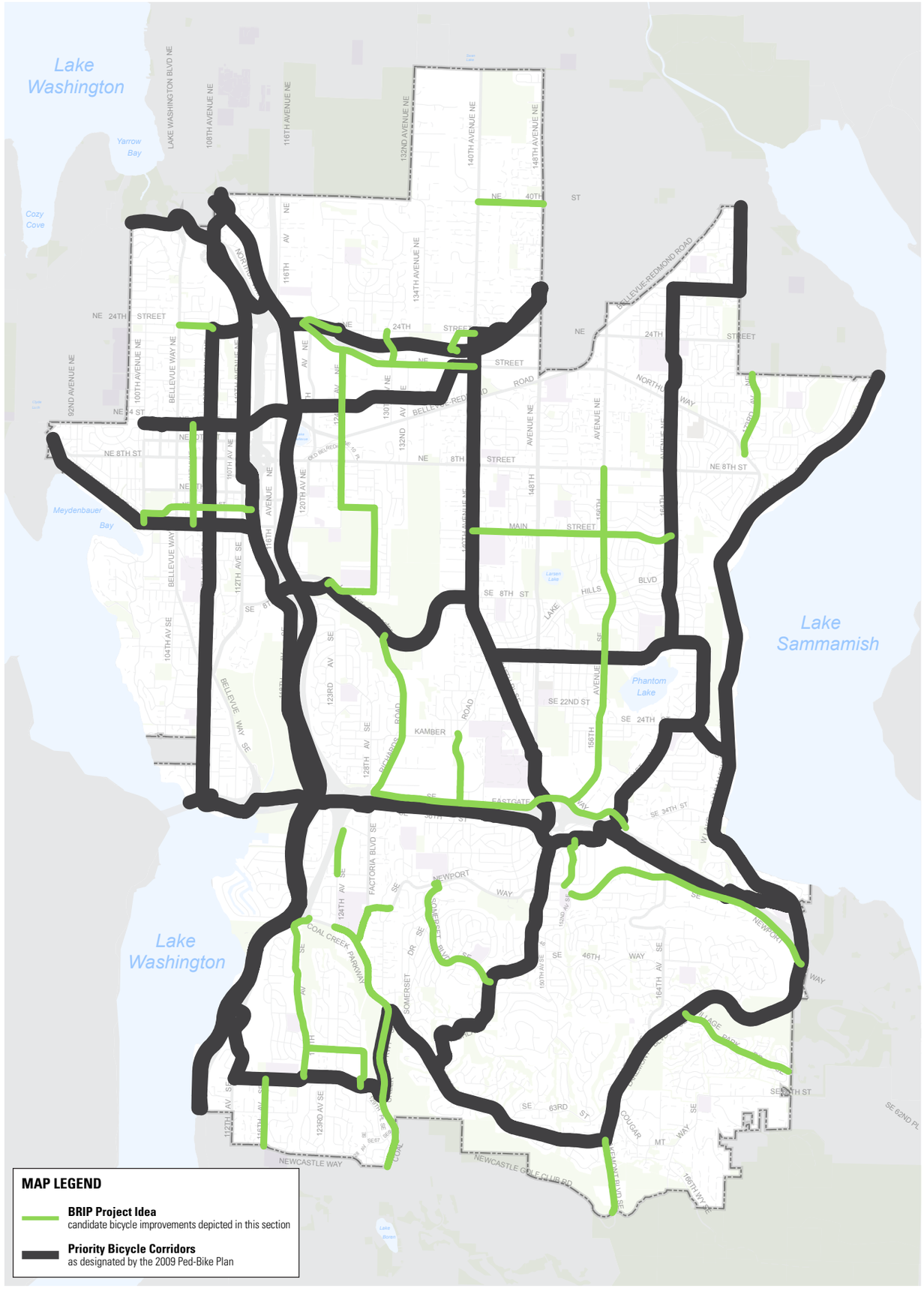

BICYCLE NETWORK PROJECT IDEAS

Project Idea No.	Location	From	To
BN-1	100th Ave NE	Main St	NE 1st St
BN-2	106th Ave NE	Main St	NE 12th St
BN-3	116th Ave SE	Newcastle Way	SE 60th St
BN-4	119th Ave SE	SE 60th St	Coal Creek Pkwy SE
BN-5	124th Ave SE	SE 41st Pl	Factoria Trail
BN-6	124th Ave, 128th Ave	Lake Hills Connector	NE 24th St
BN-7	128th Ave SE, 129th Ave SE	SE 60th St	SE 56th St
BN-8	130th Ave NE	Northup Way	NE 24th St
BN-9	136th Ave NE, NE 24th St	520 Trail	140th Ave NE
BN-10	139th Ave SE	SE Eastgate Way	Kamber Rd
BN-11	153rd Ave SE	SE Newport Way	SE 38th St
BN-12	156th Ave	SE Eastgate Way	NE 6th St
BN-13	173rd Ave NE	Northup Way	North City Limits
BN-14	Coal Creek Pkwy SE	South City Limits	124th Ave SE
BN-15	Factoria Blvd SE	Coal Creek Pkwy SE	SE Newport Way
BN-16	Lakemont Blvd SE (South City Limits)	Newcastle Golf Club Rd	Forest Dr SE
BN-17	Main St (Lake Hills)	140th Ave	164th Ave
BN-18	NE 2nd St	100th Ave NE	114th Ave NE
BN-19	NE 24th St (Northwest Bellevue)	Bellevue Way NE	108th Ave NE
BN-20	NE 24th St (520 Trail Connection)	Northup Way	520 Trail
BN-21	NE 40th St	140th Ave NE	148th Ave NE
BN-22	Northup Way	NE 24th St	140th Ave NE
BN-23	Richards Rd	SE Eastgate Way	Lake Hills Connector
BN-24	SE 56th St	119th Ave SE	129th Ave SE
BN-25	SE Eastgate Way	Richards Rd	I-90 Trail
BN-26	SE Newport Way (West of 150th Ave SE)	Factoria Blvd SE	SE Allen Rd
BN-27	SE Newport Way (East of 150th Ave SE)	152nd Ave SE	Lakemont Blvd SE
BN-28	Somerset Blvd SE	Highland Dr	SE Newport Way
BN-29	Village Park Dr SE	Lakemont Blvd SE	179th Ave SE

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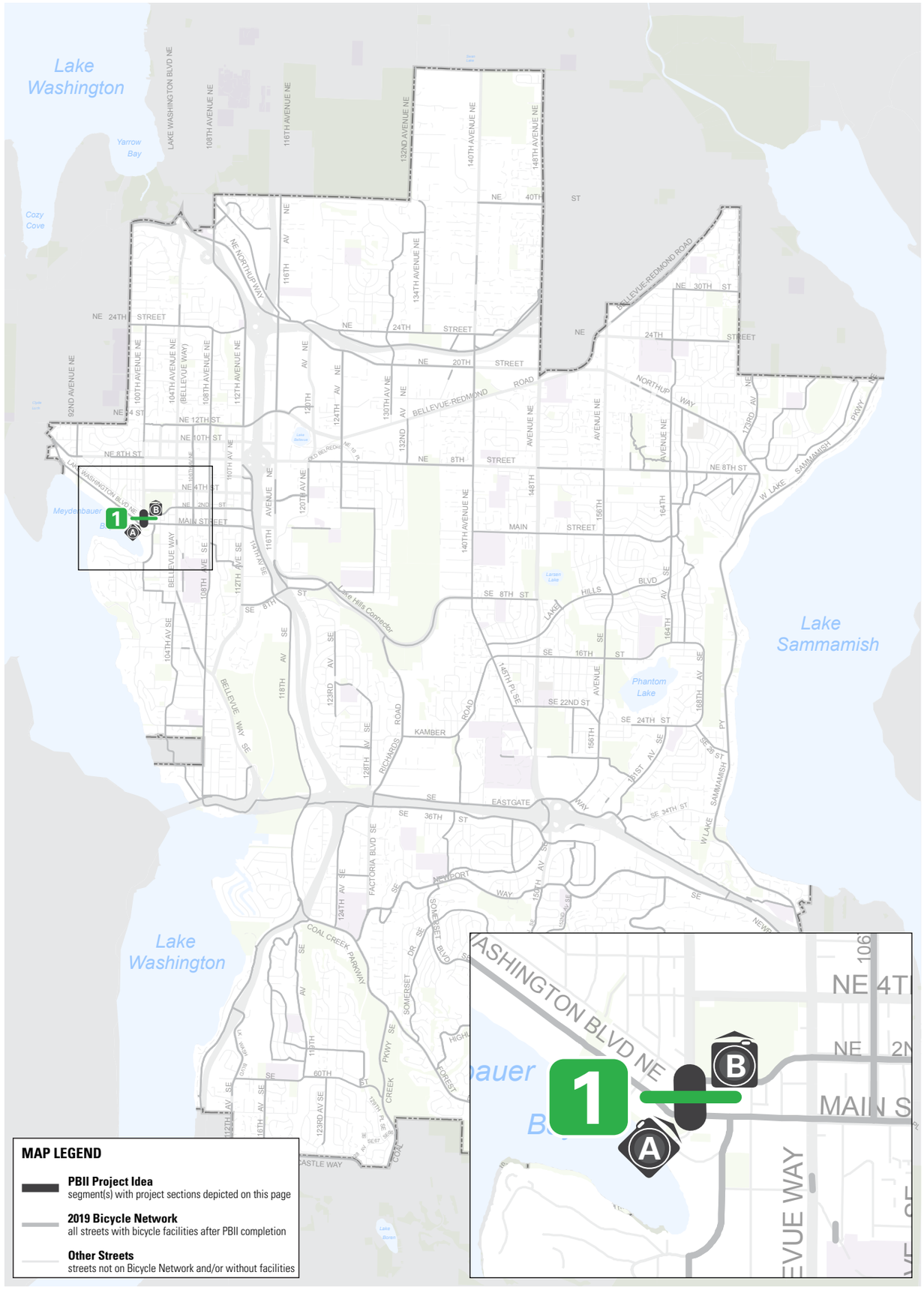


PROJECT IDEA BN-1:
100TH AVE NE

Bicycle Classification:
Bicycle Network

Street Classifications:
Minor Arterial

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
None

Major Nearby Destinations:
Downtown Bellevue, Downtown Park

Bicycle Network Connections:
Lake-to-Lake Trail (PBC EW-3), NE 2nd St

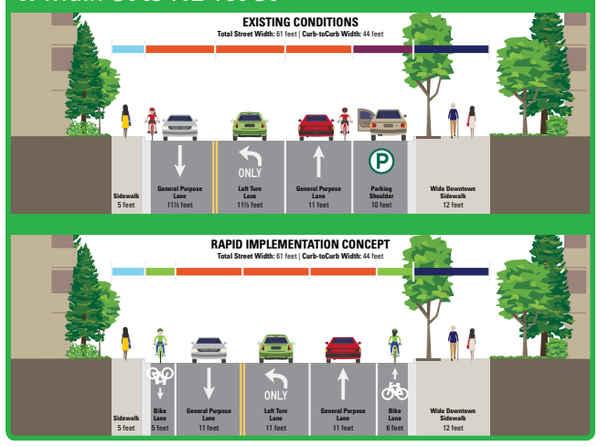
Population (¼-mile buffer):
3,685 residents

Employment (¼-mile buffer):
1,185 jobs

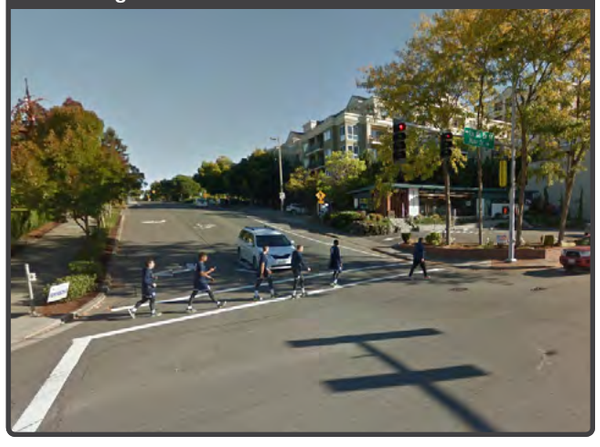
2009 Plan Projects:
B-209 (Medium)

Typical Street Sections:

1. Main St to NE 1st St



A. Facing north at Main St



B. Facing north toward NE 1st St

Photo Source: Google Maps Street View

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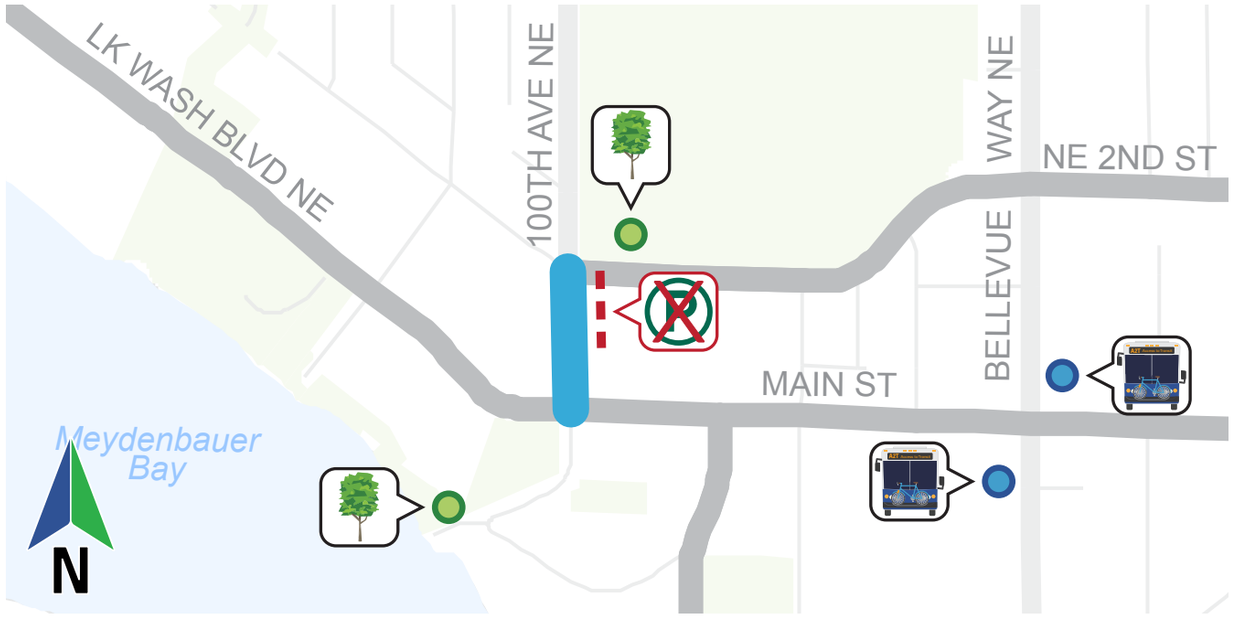


Issues:

Parking Displacement Required (est. 2 spaces): South of NE 1st St

Opportunities:

Conventional Bike Lanes (390 feet): Main St to 100th Ave NE

Access to Transit: Nearby frequent transit Route 550 at Main St and Bellevue Way

Access to Parks: Improved bicycle connection to Downtown Park

Other Nearby Parks: Meydenbauer Park

Cost Estimates:

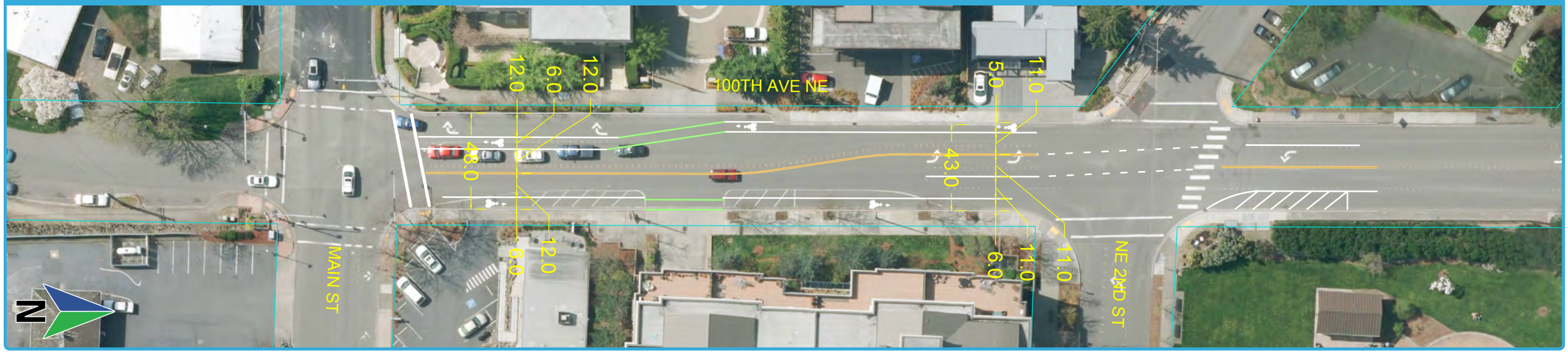
Capital: $37,600

O&M: $800 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Main St to NE 1st St



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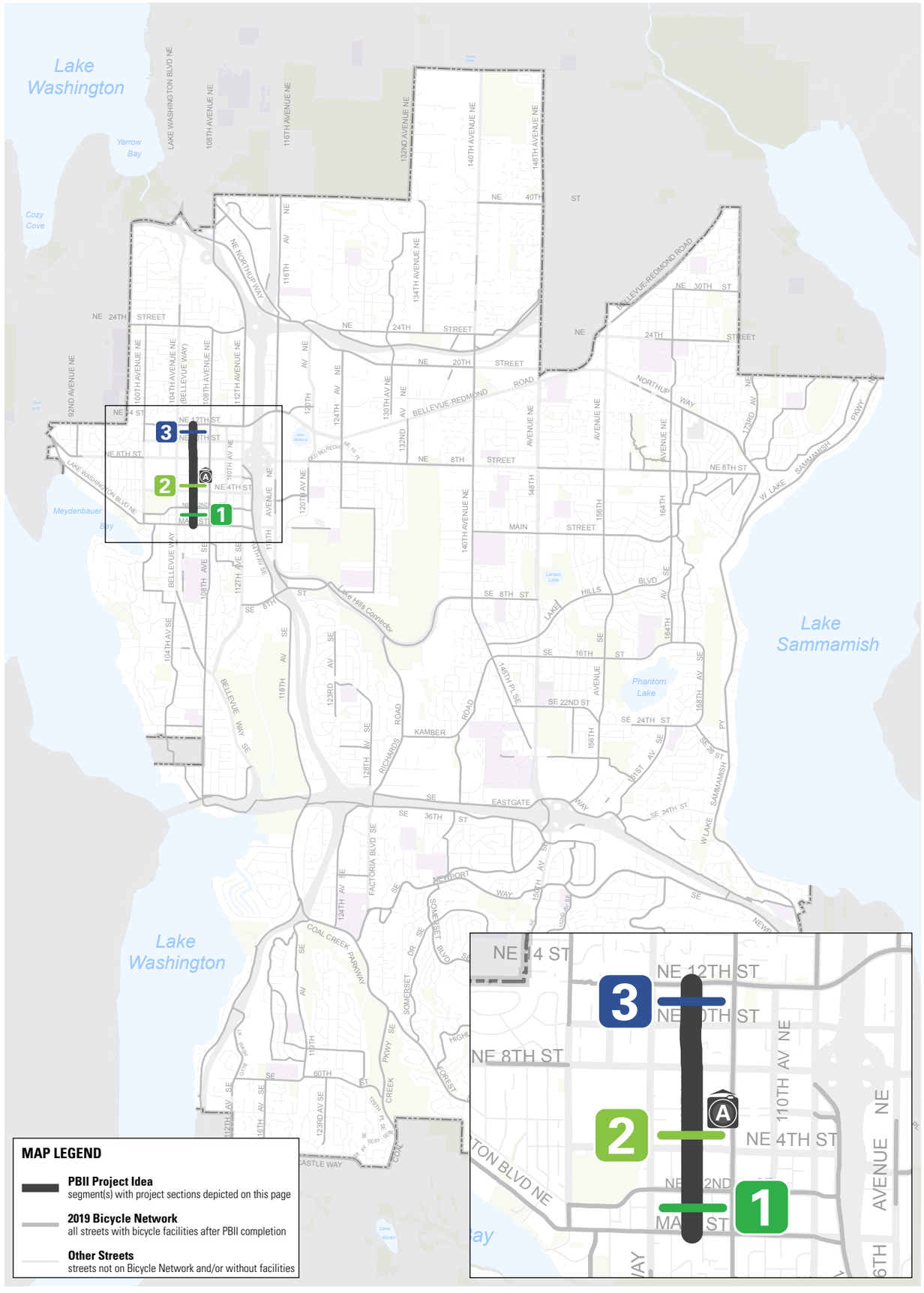


MAP LEGEND

PBII Project Idea
segment(s) with project sections depicted on this page

2019 Bicycle Network
all streets with bicycle facilities after PBII completion

Other Streets
streets not on Bicycle Network and/or without facilities

PROJECT IDEA BN-2: 106TH AVE NE

Bicycle Classification: Bicycle Network

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
5,700–7,500 (Main St to NE 4th St);
9,400 (NE 4th St to NE 8th St); 7,000-9,400 (NE 8th St to NE 12th St); 7,000 (NE 10th St to NE 12th St)

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (South of NE 2nd St to NE 4th St)

Major Nearby Destinations:
Downtown Bellevue, Bellevue Transit Center, Bellevue Square Mall

Bicycle Network Connections:
Lake-to-Lake Trail (PBC), Downtown-Overlake Connection (PBC), NE 2nd St

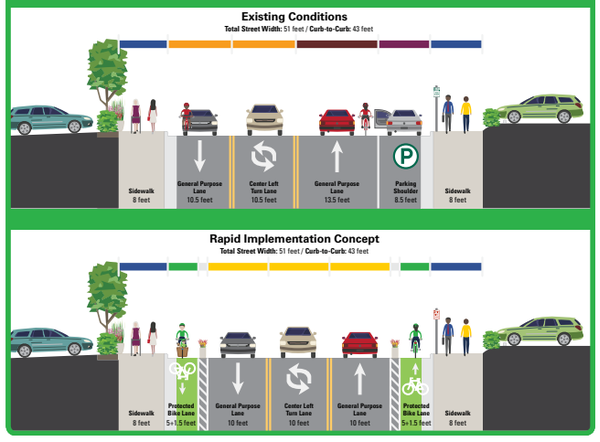
Population (¼-mile buffer):
9,043 residents

Employment (¼-mile buffer):
32,984 jobs

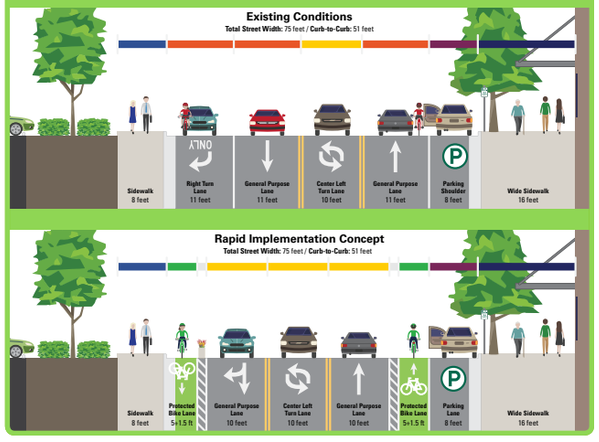
2009 Plan Projects: None

Typical Street Sections:

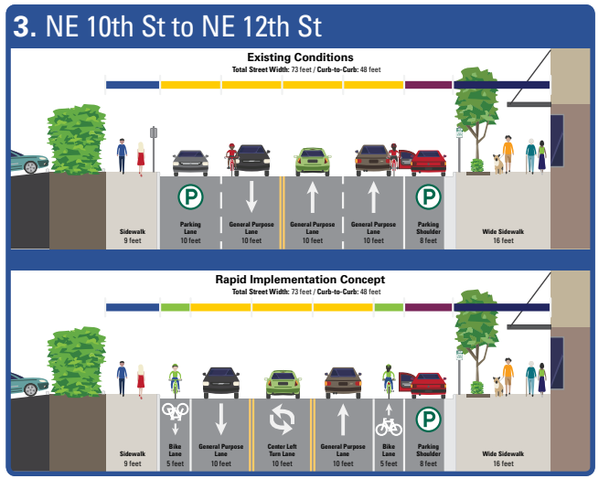
1. Main St to NE 4th St



2. NE 4th St to NE 8th St



3. NE 10th St to NE 12th St



A. Facing north at NE 6th St Pedestrian Corridor

Photo Source: Google Maps Street View

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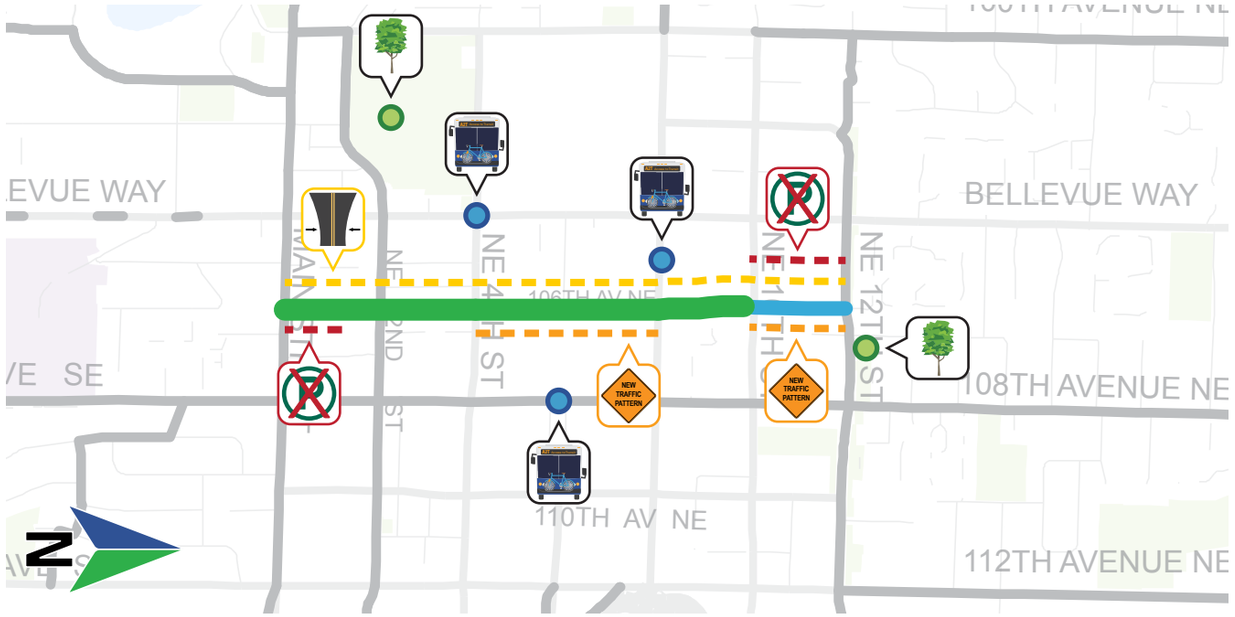


Issues:

- **Requires 10-foot Travel Lanes:** Main St to NE 12th St
- **Parking Displacement Required (est. 7 spaces):** Main St to NE 1st St
- **Parking Displacement Required (est. 8 spaces):** NE 10th St to NE 12th St (west side only)
- **Lane Reconfiguration:** 4 GP lanes reconfigured to 2 GP + two-way left turn lane, NE 10th St to NE 12th St
- **Lane Reconfiguration:** Right-turn lanes consolidated into thru lanes at NE 4th (SB) and NE 8th St (NB)

Opportunities:

Separated Bike Lanes (0.6 miles): Main St to NE 10th St

Conventional Bike Lanes (650 feet): NE 10th St to NE 12th St

- **Access to Transit:** Nearby connections to Bellevue Transit Center, Route 550 (NE 4th St), and Route 271 (NE 8th St)
- **Access to Parks:** Improved bicycle connection to Robert E. McCormick Park; Downtown Park nearby

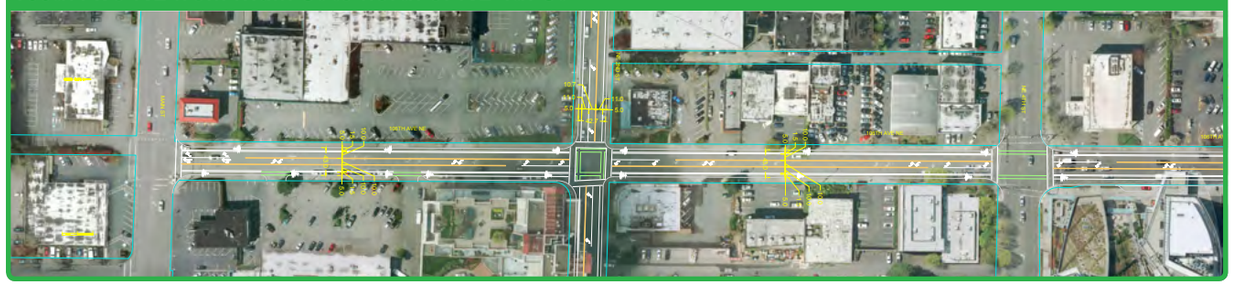
Cost Estimates:

Capital: $222,500 | **O&M:** $6,400 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

106th Ave NE from Main St to north of NE 4th St



106th Ave NE from north of NE 4th St to NE 10th St

106th Ave NE from NE 10th St to NE 12th St

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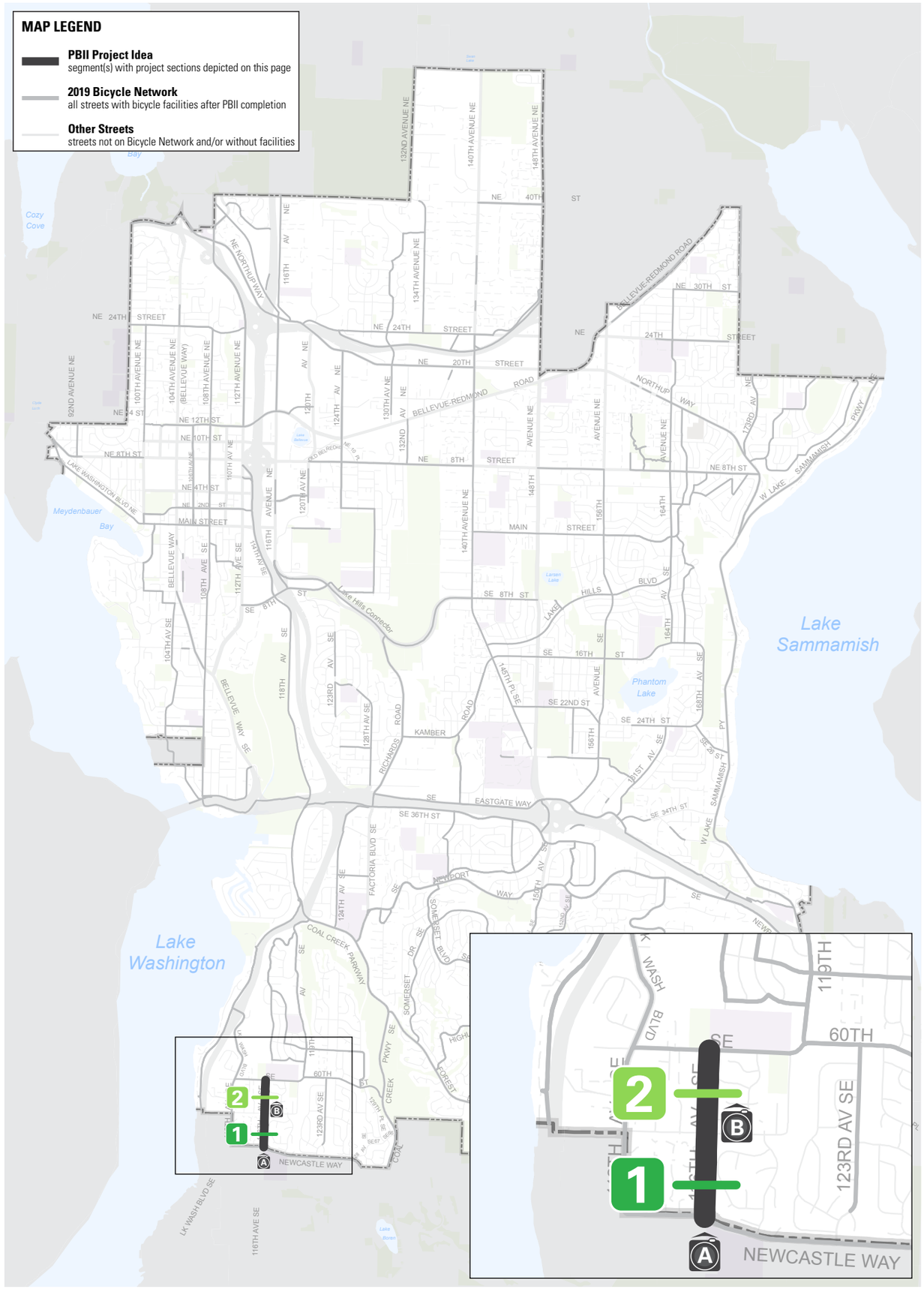


PROJECT IDEA BN-3:
116TH AVE SE

Bicycle Classification: Bicycle Network

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Wide Lane/Shared Shoulder, One Side Only (Newcastle Way to SE 65th St); Shared/Wide Outside Lane, Both Sides (SE 65th St to SE 60th St)

Major Nearby Destinations:
Ringdall Middle, Hazelwood Elementary

Bicycle Network Connections:
SE 60th St (PBC EW-5)

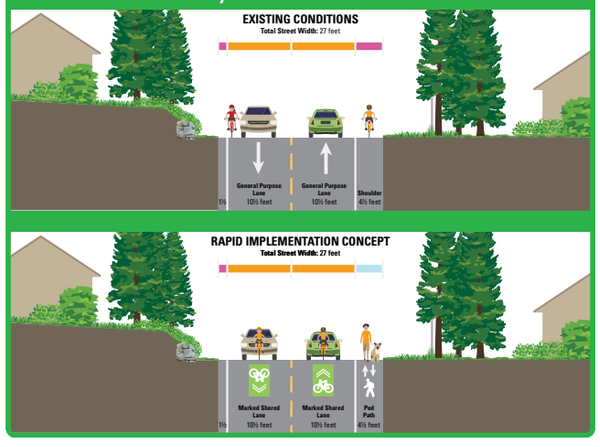
Population (¼-mile buffer):
1,975 residents

Employment (¼-mile buffer):
21 jobs

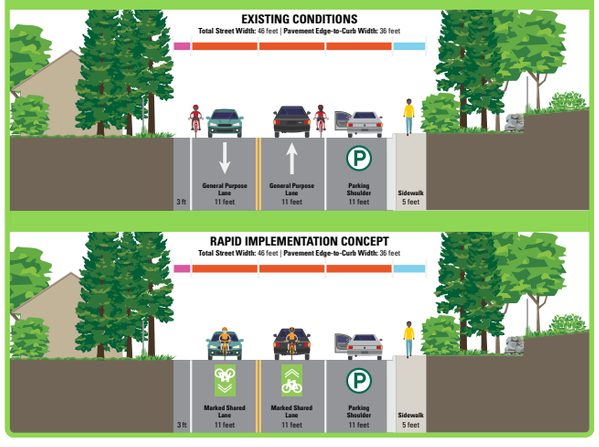
2009 Plan Projects:
B-306 (Low)

Typical Street Sections:

1. Newcastle Way to SE 65th Pl



2. SE 63rd St to SE 61st Pl



A. Facing north from Newcastle Way

B. Facing north at SE 62nd St

Photo Source: Google Maps Street View

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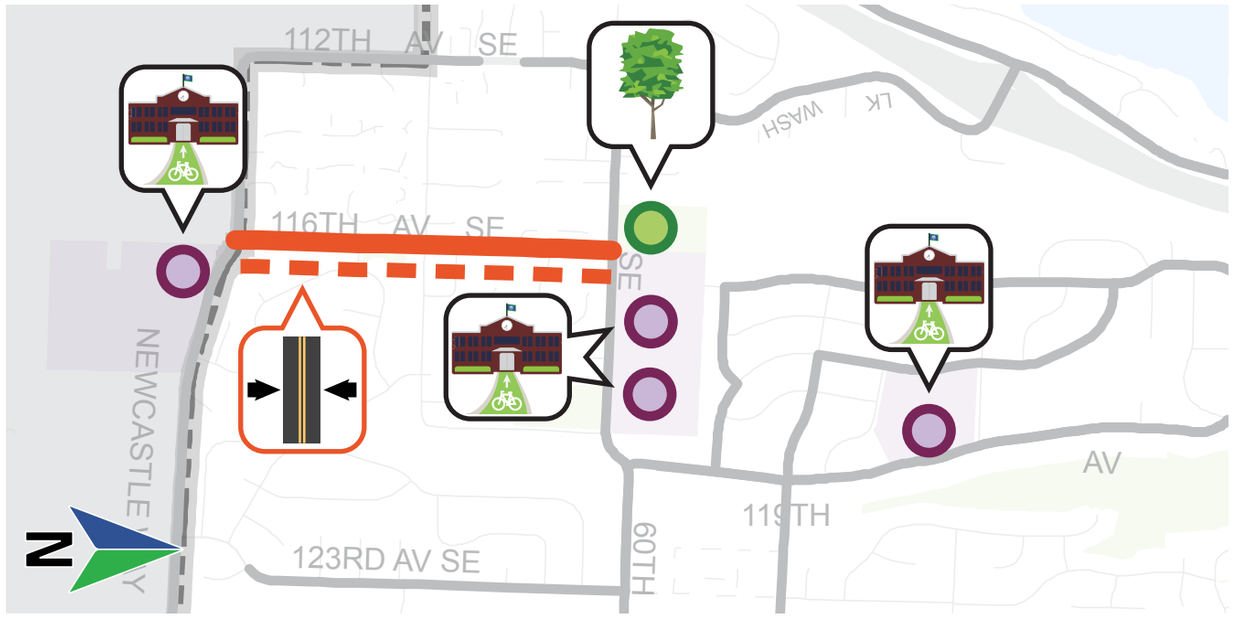


Issues:

Constrained Pavement Width: Street is too narrow to implement dedicated bicycle lanes

Opportunities:

Marked Shared Lanes (0.5 miles): Green-backed sharrows from Newcastle Way to SE 60th St

Access to Schools: Improved bicycle connections to Olde Middle School, Ringdall Jr. High School, and Renton Academy; Newport Heights Elementary School nearby

Access to Parks: Improved bicycle connection to Tyler property park

Cost Estimates:

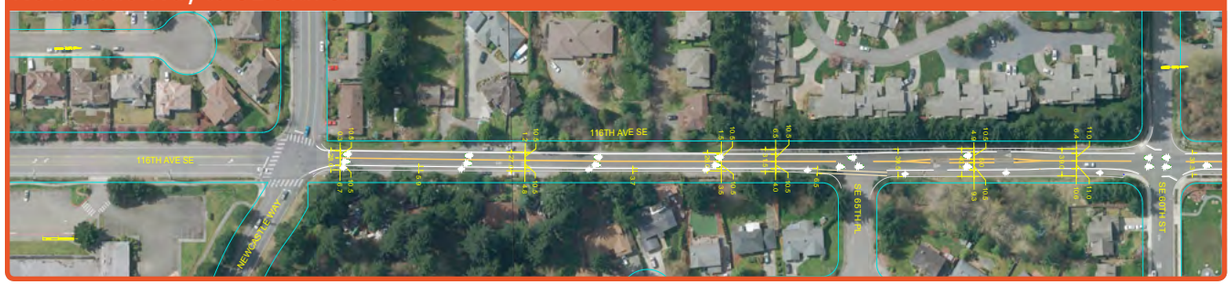
Capital: $21,700

O&M: $700 annually

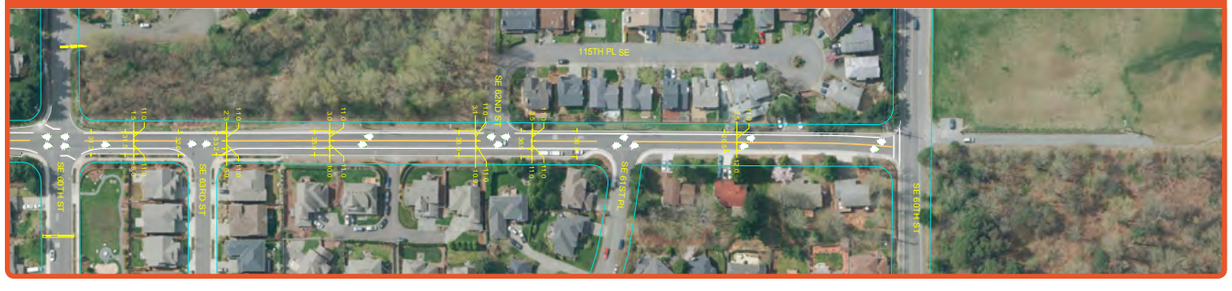
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Newcastle Way to SE 64th St



SE 64th St to SE 60th St



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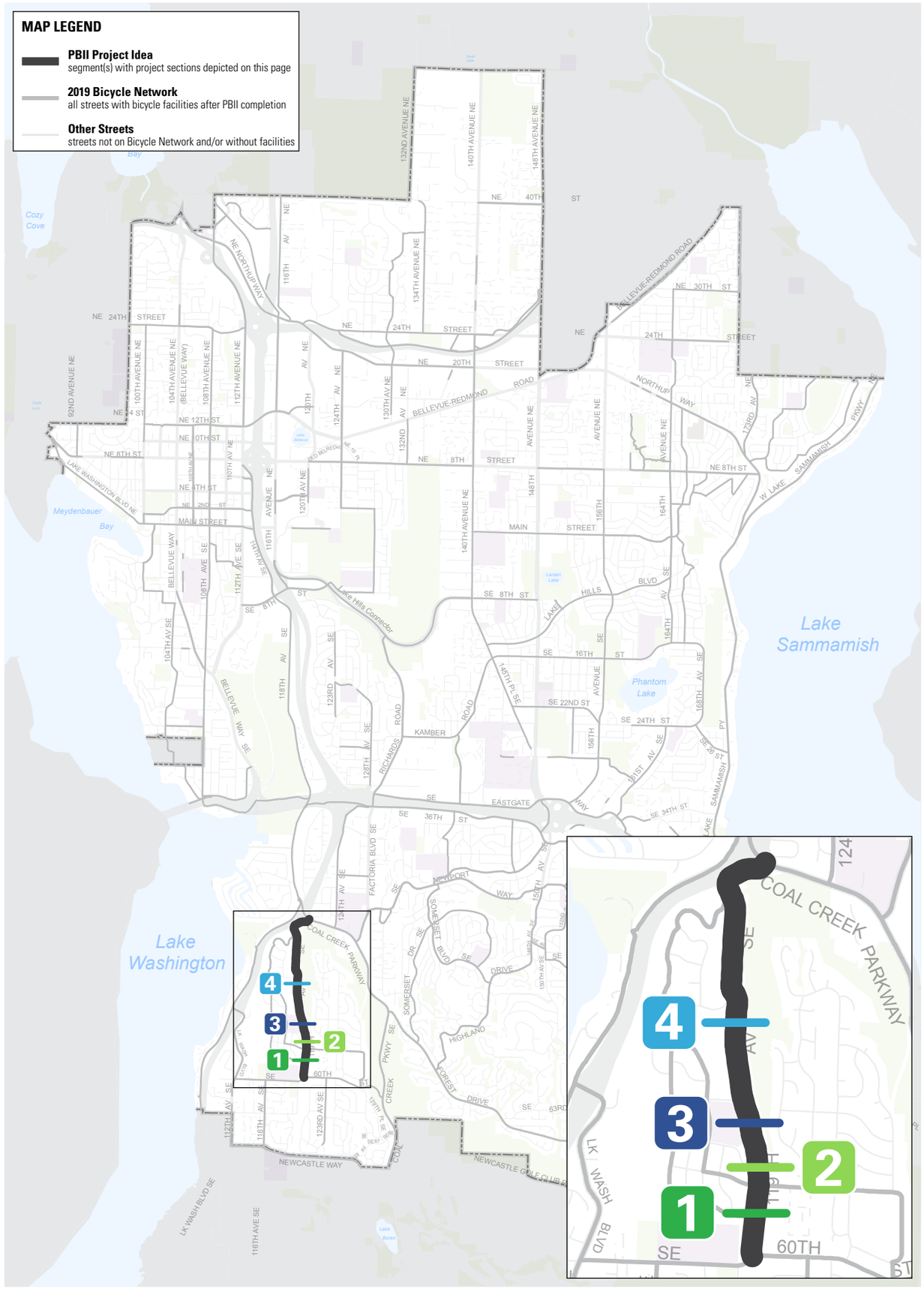


PROJECT IDEA BN-4:
119TH AVE SE

Bicycle Classification: Bicycle Network

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
5,800 (SE 60th St to SE 56th St); 6,300 (SE 56th St to Lk Heights St); 7,600 (Lk Heights St to Coal Creek Pkwy)

Posted Speed Limits: 25 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides (SE 60th St to SE 54th Pl); Wide Lane/Shared Shoulder, One Side Only (SE 52nd St to Lake Heights St)

Major Nearby Destinations:
Ringdall Middle, Newport Heights Elementary

Bicycle Network Connections:
Coal Creek-Cougar Mountain Connection (PBC), Coal Creek Pkwy SE, SE 56th St

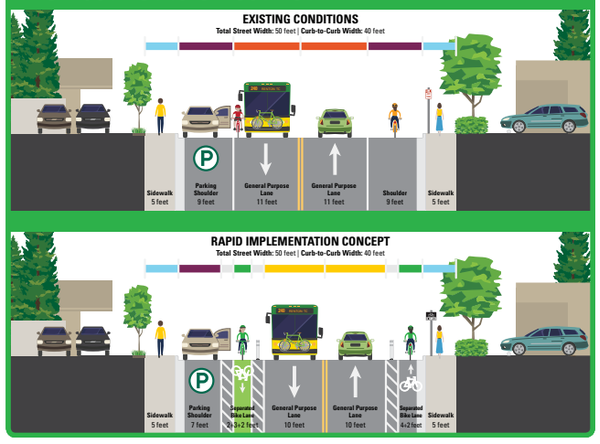
Population (¼-mile buffer):
3,601 residents

Employment (¼-mile buffer):
274 jobs

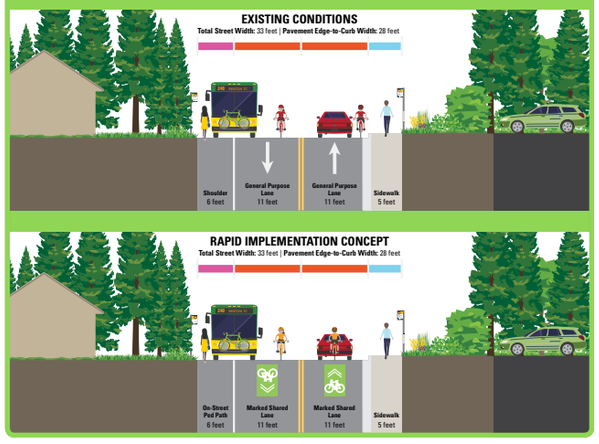
2009 Plan Projects: B-154 (Low)

Typical Street Sections:

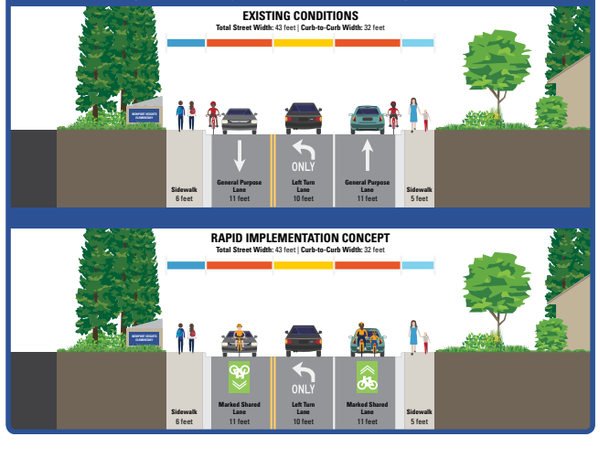
1. SE 60th St to SE 56th St



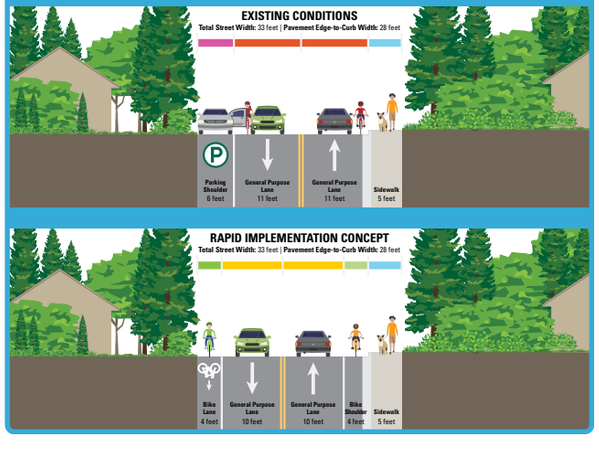
2. SE 56th St to SE 54th St



3. At Newport Heights Elementary School



4. SE 52nd St to Lake Heights St SE



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Issues:

Requires 10-foot Travel Lanes: SE 60th St to SE 56th St and SE 52nd St to Lake Heights St SE

Parking Displacement Required (est. 3,300 ft): SE 52nd St to Lake Heights St SE

Opportunities:

Separated Bike Lanes (0.2 miles): SE 60th St to SE 56th St

Marked Shared Lane (0.25 miles): Green-backed sharrows from SE 56th St SE to SE 52nd St

Conventional Bike Lane, One Side (0.7 miles): SE 52nd St to Lake Heights St SE

Marked Shared Lane (0.1 miles): Green-backed sharrows from Lake Heights St SE to Coal Creek Pkwy SE

Access to School: Improved bicycle connection to Newport Heights Elementary School

Other Nearby Schools: Newport High School, Olde Middle School, Ringdall Jr. High School

Access to Parks: Improved bicycle connection to Newport Hills Park

Cost Estimates:

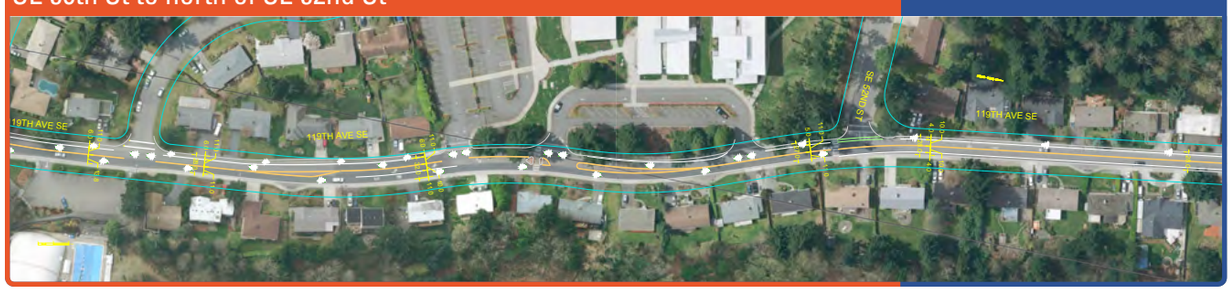
Capital: $127,000 | **O&M:** $3,500 annually

Conceptual Layouts:

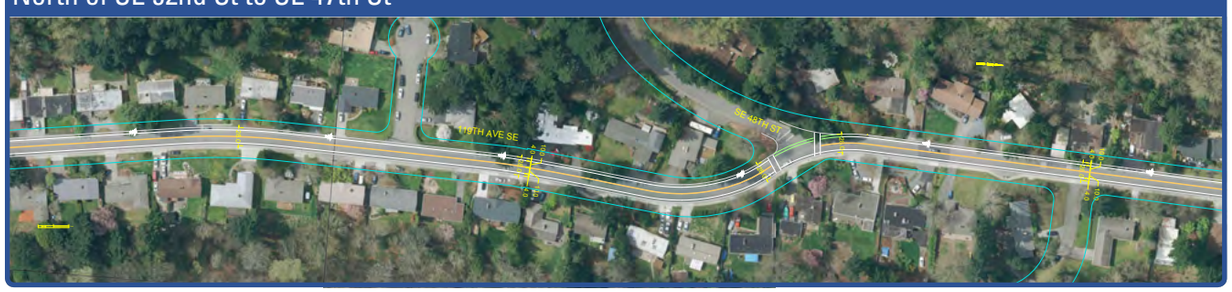
Note: All dimensions are approximate pending field verification

SE 60th St to SE 56th St

SE 56th St to north of SE 52nd St



North of SE 52nd St to SE 47th St



SE 47th St to north of Lake Heights St SE

North of Lake Heights St SE to Coal Creek Pkwy SE

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PROJECT IDEA BN-5:
124TH AVE SE

Bicycle Classification:
Bicycle Network

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
35 MPH

Existing Bicycle Facilities:
None

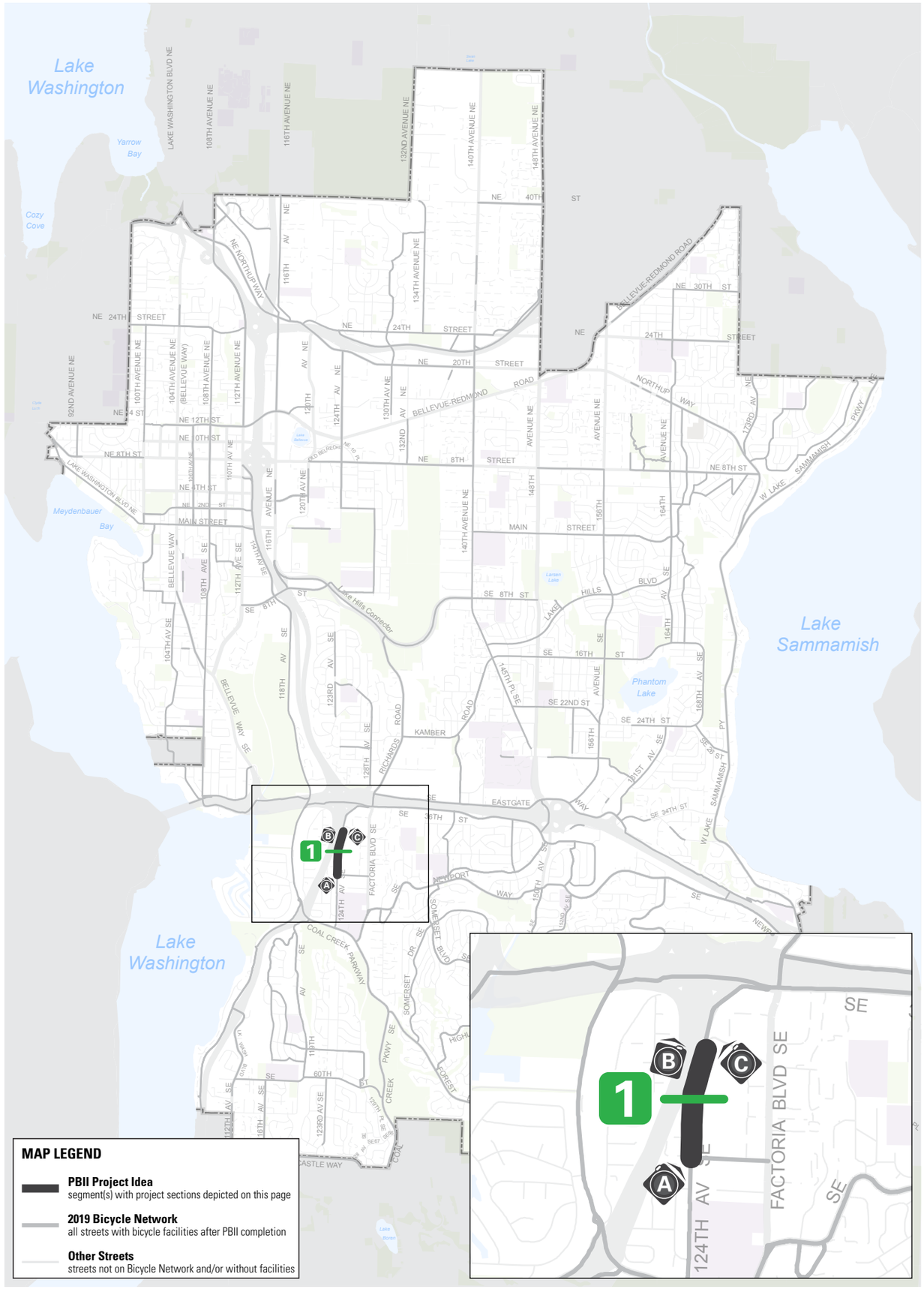
Major Nearby Destinations:
Factoria Mall, Newport High School

Bicycle Network Connections:
Mountains to Sound Greenway Trail (PBC EW-4) via Factoria Trail

Population (¼-mile buffer):
1,390 residents

Employment (¼-mile buffer):
2,643 jobs

2009 Plan Projects:
B-149 (Medium)

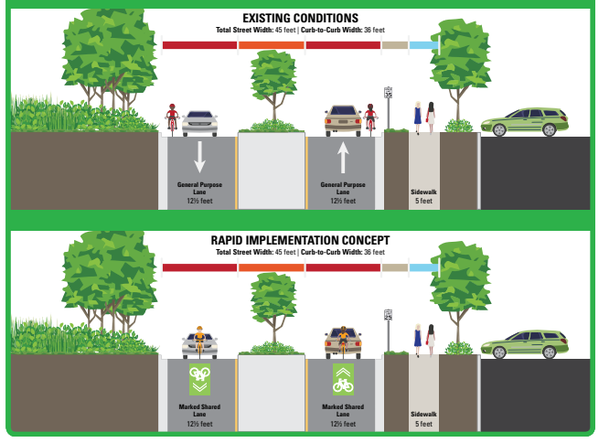


MAP LEGEND

- **PBII Project Idea** — segment(s) with project sections depicted on this page
- **2019 Bicycle Network** — all streets with bicycle facilities after PBII completion
- **Other Streets** — streets not on Bicycle Network and/or without facilities

Typical Street Sections:

1. SE 41st Pl to Factoria Trail



A. Facing north at SE 41st Pl

B. Facing northeast at Marketplace @ Factoria

C. Facing north at Factoria Trail

Photo Source: Google Maps Street View

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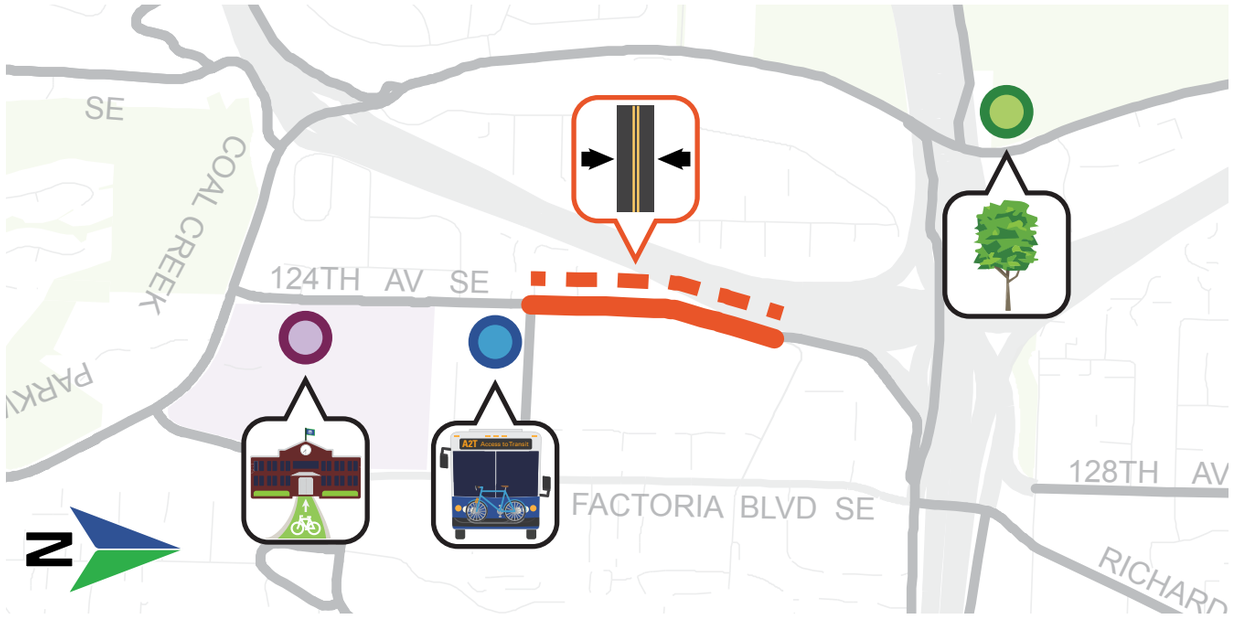

Issues:

Constrained Pavement Width: Street is too narrow to implement dedicated bicycle facilities

High Speed Limit: Consider reduction of posted speed limit from 35 MPH to more safely accommodate people on bicycles in shared lanes

Opportunities:

Marked Shared Lanes (0.3 miles): Green-backed sharrows from SE 41st Pl to Factoria Trail

Access to Transit: Improved bicycle connection to frequent transit Route 245 at 124th Ave SE/SE 41st Pl

Access to School: Improved bicycle connection to Newport High School

Nearby Parks: Mercer Slough Nature Park

Cost Estimates:

Capital: $15,000

O&M: $500 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE 41st Pl to Factoria Trail

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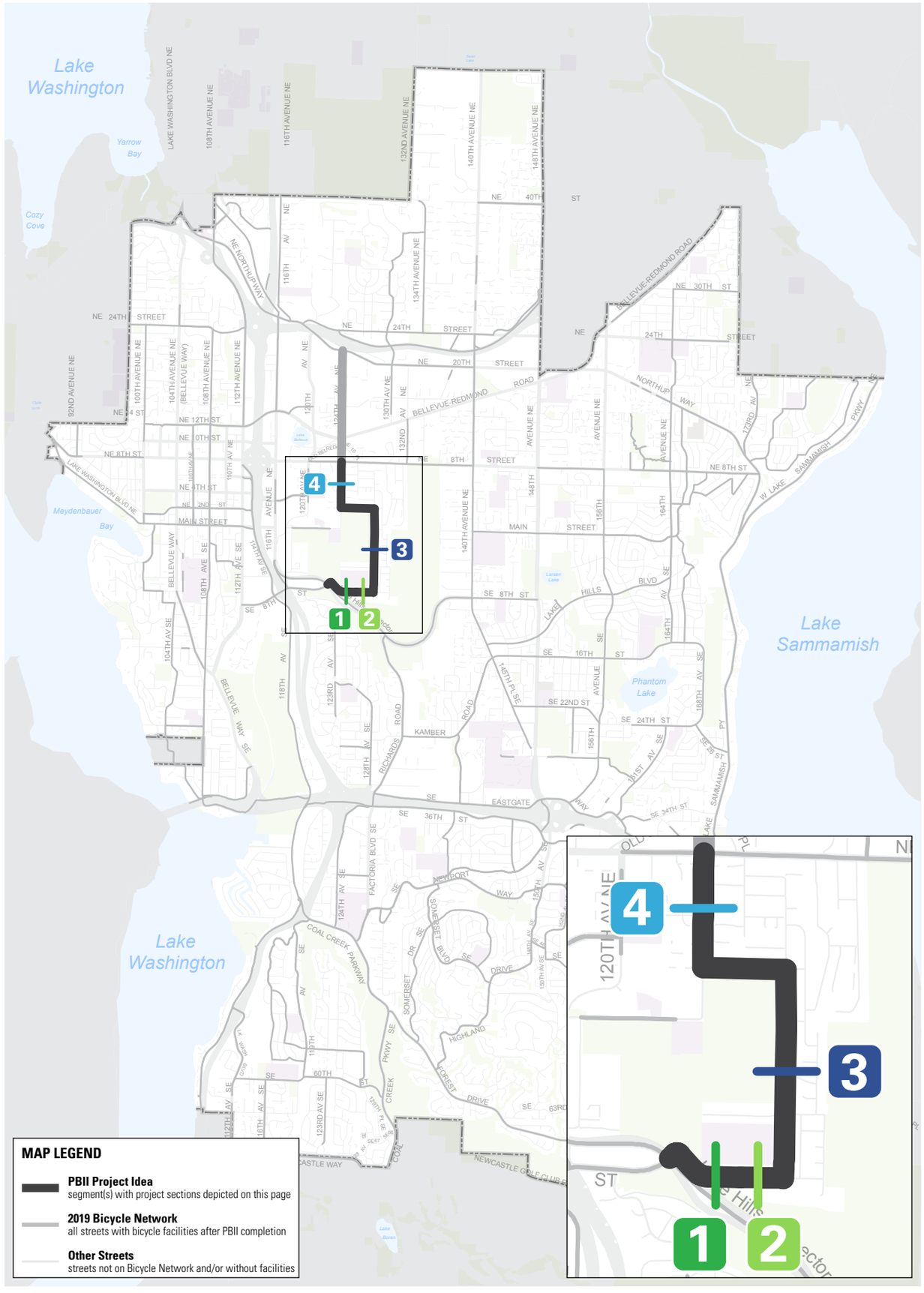


MAP LEGEND

- **PBII Project Idea** — segment(s) with project sections depicted on this page
- **2019 Bicycle Network** — all streets with bicycle facilities after PBII completion
- **Other Streets** — streets not on Bicycle Network and/or without facilities

PROJECT IDEA BN-6:
124TH AVE, 128TH AVE (PT 1: SE 7TH PL TO NE 8TH ST)

Bicycle Classification: Bicycle Network

Street Classifications: Major/Minor/Collector Arterial, Local

Traffic Volumes (AAWT): 1,800 (NE 4th Pl to NE 2nd St); 8,600 (Bel-Red Rd to Northup Way)

Posted Speed Limits:
30 MPH (NE 8th St to Northup Way); 25 MPH (Lk Hills Connector to NE 8th St)

Existing Bicycle Facilities: Bike Shoulders, One or Both Sides (NE 2nd St to NE 8th St); Shared/Wide Outside Lane, Both Sides (Bel-Red Rd to NE Spring Blvd)

Major Nearby Destinations:
International High, Wilburton Hill Community Park, Killarney Creek Park

Bicycle Network Connections:
Downtown-Overlake Connection (PBC EW-2), Lake-to-Lake Trail (PBC EW-3)

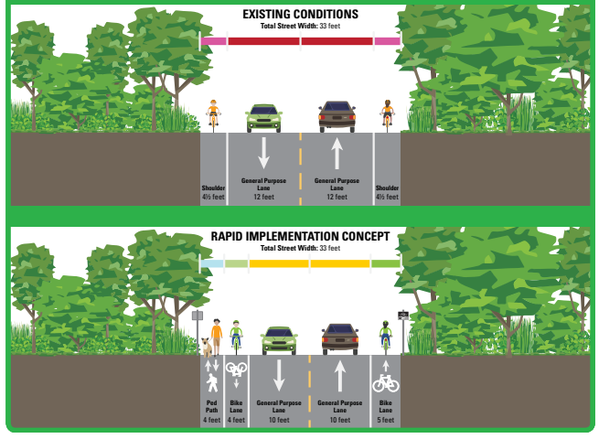
Population (¼-mile buffer): 3,138 residents

Employment (¼-mile buffer): 5,720 jobs

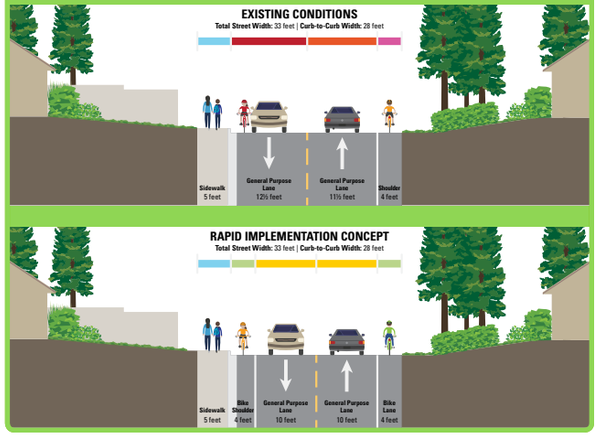
2009 Plan Projects:
O-128 (High), O-126 (Low), O-120 (Low), B-120 (High)

Typical Street Sections:

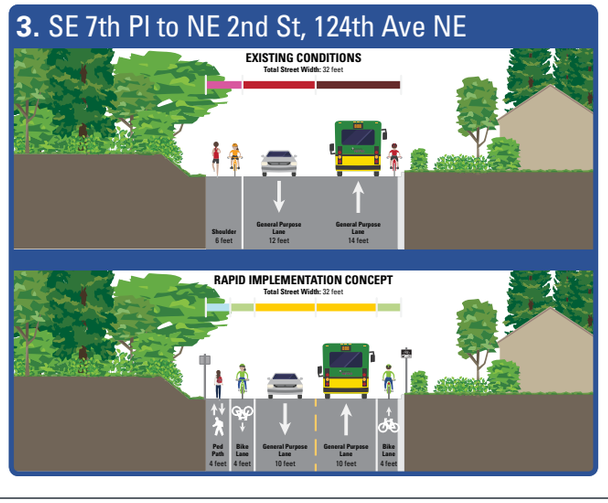
1. Lake Hills Connector to west of 128th Ave SE



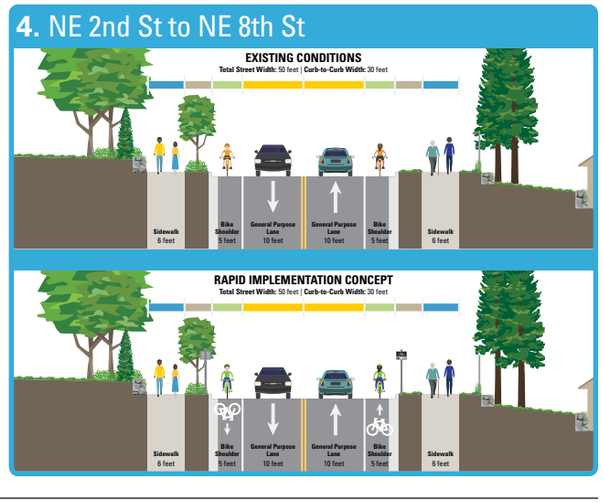
2. West of 128th Ave SE to 128th Ave SE



3. SE 7th Pl to NE 2nd St, 124th Ave NE



4. NE 2nd St to NE 8th St



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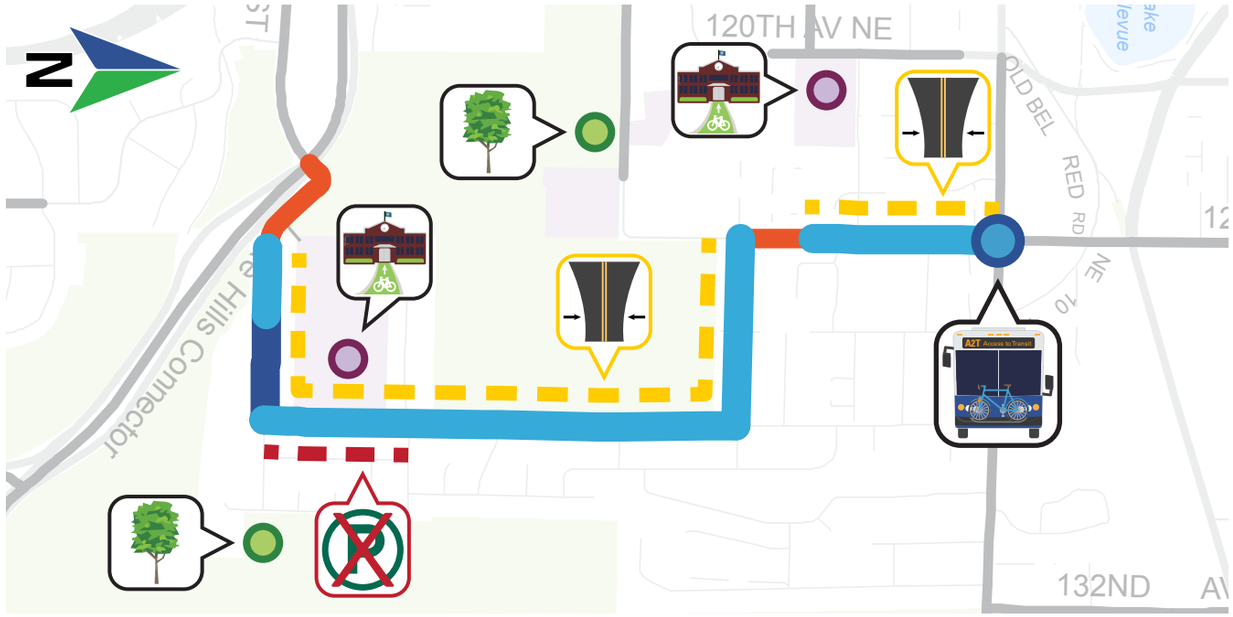


Issues:

Requires 10-foot Travel Lanes: East of Lake Hills Connector to

Parking Displacement Required (est. 28 spaces): RPZ 11 from SE 7th Pl to SE 4th Pl

Opportunities:

Marked Shared Lanes (0.25 miles): SE 7th Pl east of Lake Hills Connector and 124th Ave NE south of NE 4th Pl

Conventional Bike Lanes, both sides (1.2 miles): Center segment of SE 7th Pl; 128th Ave SE from SE 7th Pl to NE 2nd Pl; 124th Ave NE from south of NE 4th Pl to NE 8th St

Conventional Bike Lane, one side (0.15 miles): SE 7th Pl west of 128th Ave SE

Access to Transit: Improved bicycle connection to frequent transit RapidRide B Line at 124th Ave NE/NE 8th St

Access to Schools: Improved bicycle connection to International School; Three Cedars Waldorf School nearby

Access to Parks: Improved bicycle connection Kelsey Creek Park; Wilburton Hill Park and Bellevue Botanic Garden nearby

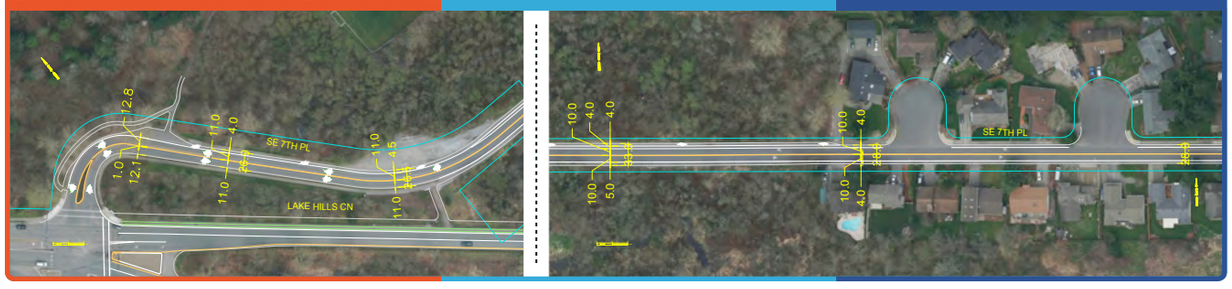
Cost Estimates:

Capital: $363,900 | **O&M:** $15,100 annually

Conceptual Layouts:

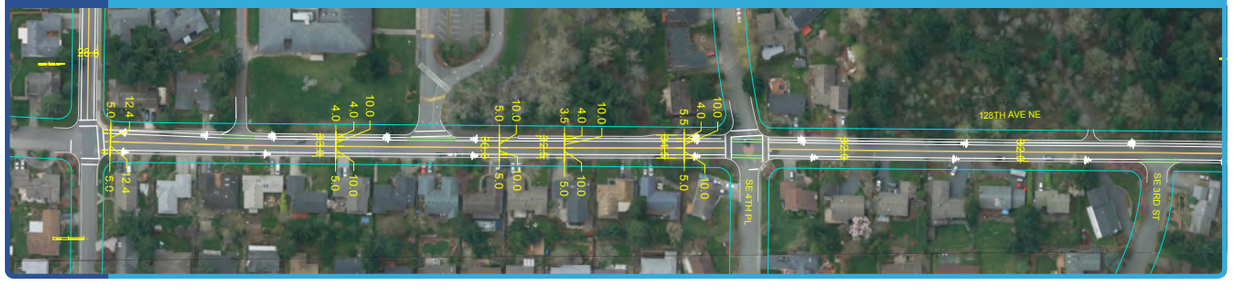
Note: All dimensions are approximate pending field verification

Lake Hills Connector to 128th Ave SE

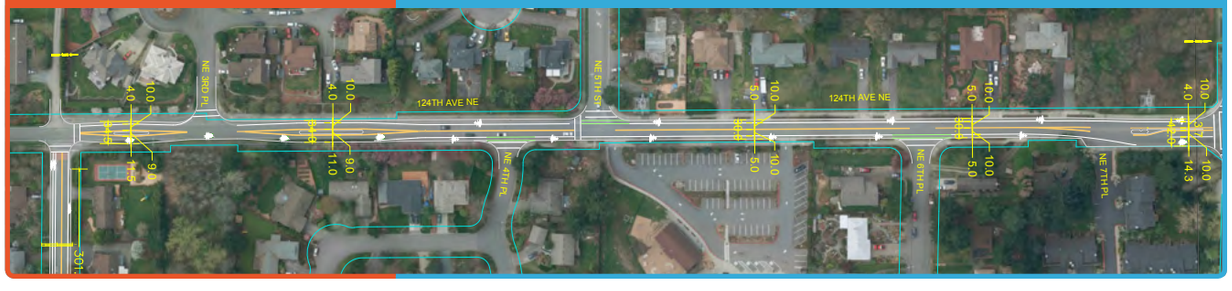


128th Ave NE to 124th Ave NE

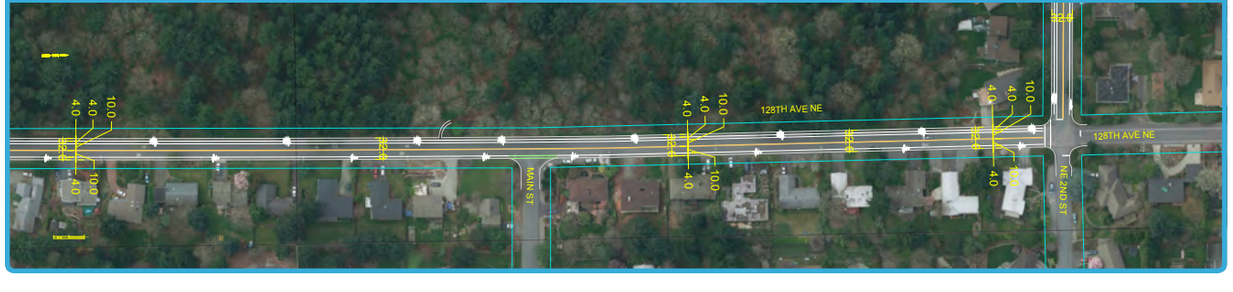
SE 7th Pl to SE 3rd St



NE 2nd St to NE 8th St



SE 3rd St to NE 2nd St



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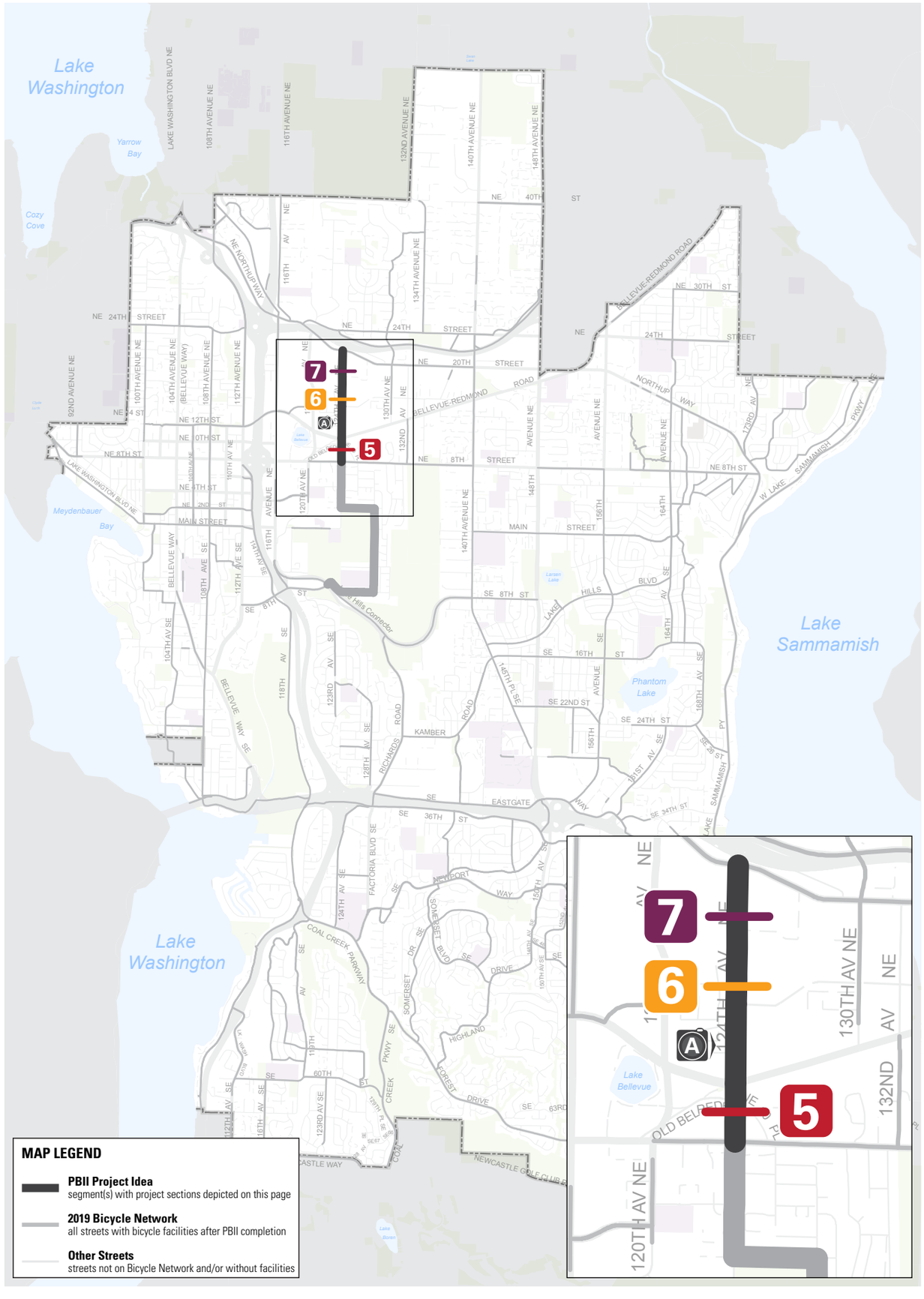


PROJECT IDEA BN-6:
124TH AVE, 128TH AVE (PT 2: NE 8TH ST TO NORTHUP WAY)

Bicycle Classification: Bicycle Network

Street Classifications: Major/Minor/Collector Arterial, Local

Traffic Volumes (AAWT): 1,800 (NE 4th Pl to NE 2nd St); 8,600 (Bel-Red Rd to Northup Way)

Posted Speed Limits:
30 MPH (NE 8th St to Northup Way); 25 MPH (Lk Hills Connector to NE 8th St)

Existing Bicycle Facilities: Bike Shoulders, One or Both Sides (NE 2nd St to NE 8th St); Shared/Wide Outside Lane, Both Sides (Bel-Red Rd to NE Spring Blvd)

Major Nearby Destinations:
International High, Wilburton Hill Community Park, Killarney Creek Park

Bicycle Network Connections:
Downtown-Overlake Connection (PBC EW-2), Lake-to-Lake Trail (PBC EW-3)

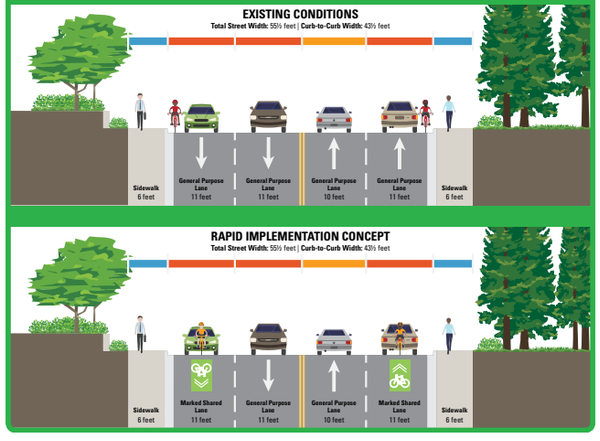
Population (¼-mile buffer): 3,138 residents

Employment (¼-mile buffer): 5,720 jobs

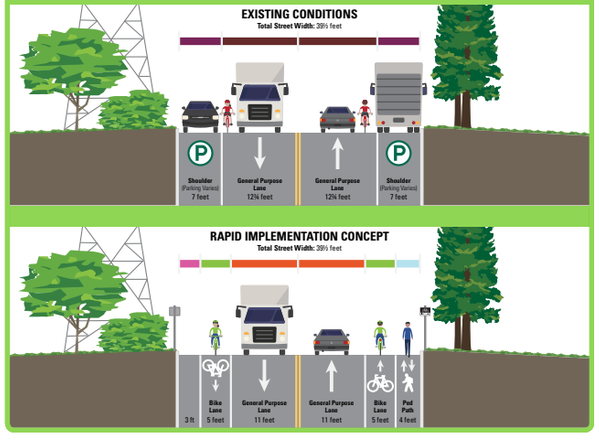
2009 Plan Projects:
O-128 (High), O-126 (Low), O-120 (Low), B-120 (High)

Typical Street Sections:

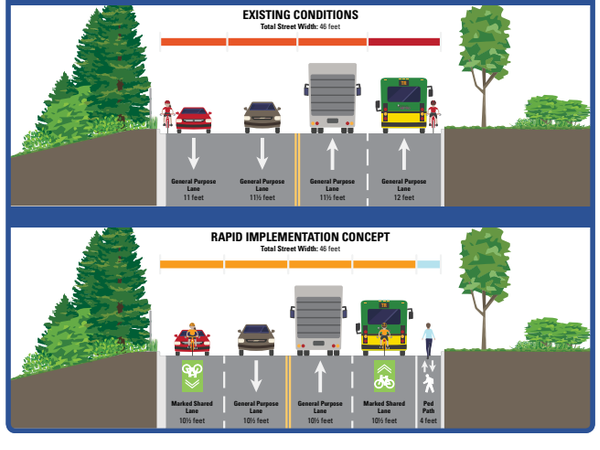
1. NE 8th St to Bel-Red Rd



2. Bel-Red Rd to NE Spring Blvd



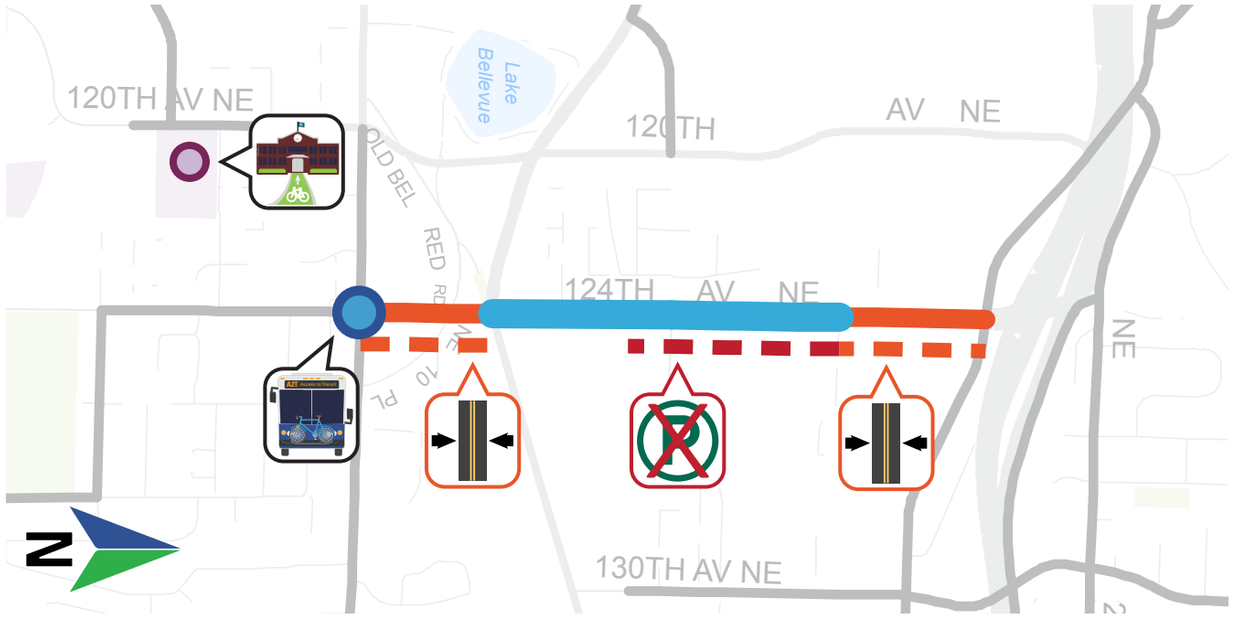
3. Metro Bellevue Base to Northup Way



A. Future Spring District Block 16

Photo Source: Wright Runstad

DRAFT



Issues:

Parking Removal Required (est. 1,600 feet): South of NE Spring Blvd to south of Metro Bellevue Base

Constrained Pavement Width: Street is too narrow to implement dedicated bicycle facilities

Opportunities:

Marked Shared Lanes (950 feet): NE 8th St to Bel-Red Rd

Conventional Bike Lanes (2 miles): Bel-Red Rd to Metro Bellevue Base

Marked Shared Lanes (1,050 feet): Metro Bellevue Base to Northup Way

Access to Transit: Improved bicycle connection to RapidRide B Line at 124th Ave NE/NE 8th St

Nearby Schools: Three Cedars Waldorf School

Cost Estimates:

Capital: $363,900

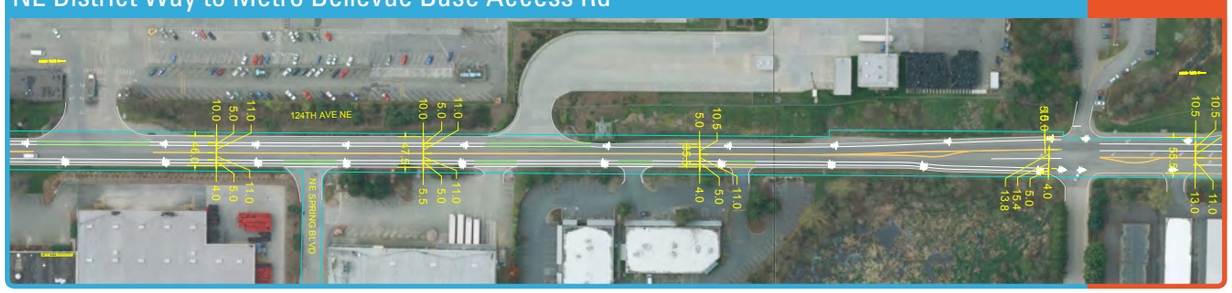
O&M: $15,100 annually

Conceptual Layouts:

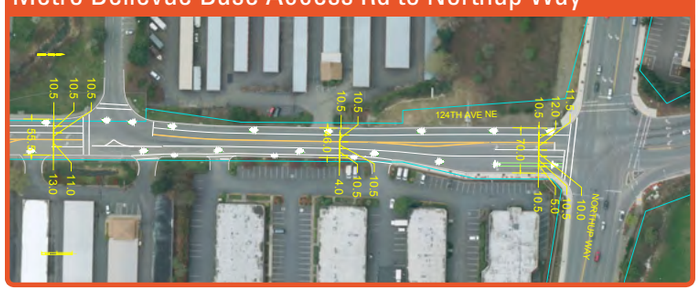
Note: All dimensions are approximate pending field verification

NE 8th St to NE District Way

NE District Way to Metro Bellevue Base Access Rd



Metro Bellevue Base Access Rd to Northup Way



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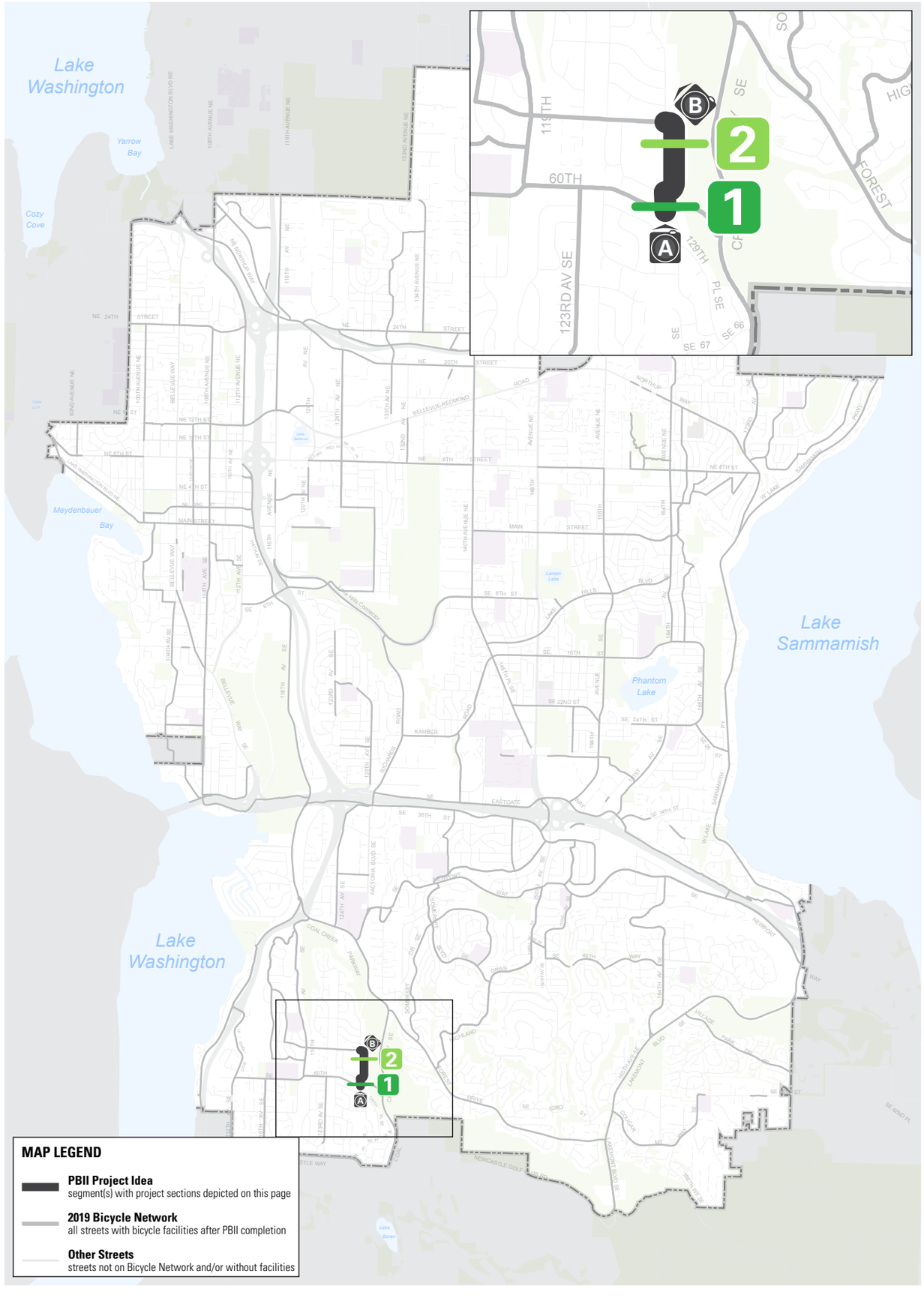


PROJECT IDEA BN-7:
128TH AVE SE, 129TH AVE SE

Bicycle Classification:
Bicycle Network

Street Classifications:
Local

Traffic Volumes (AAWT): N/A

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides (SE 60th St to SE 59th St); Wide Lane/Shared Shoulder, One Side Only (SE 59th St to SE 56th St)

Major Nearby Destinations:
Jing Mei Elementary School, Newport Hills Shopping Center

Bicycle Network Connections:
Coal Creek-Cougar Mountain Connection (PBC EW-5), SE 56th St

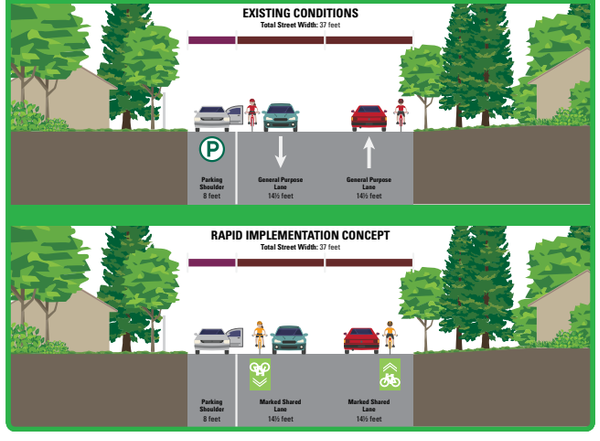
Population (¼-mile buffer):
1,055 residents

Employment (¼-mile buffer):
132 jobs

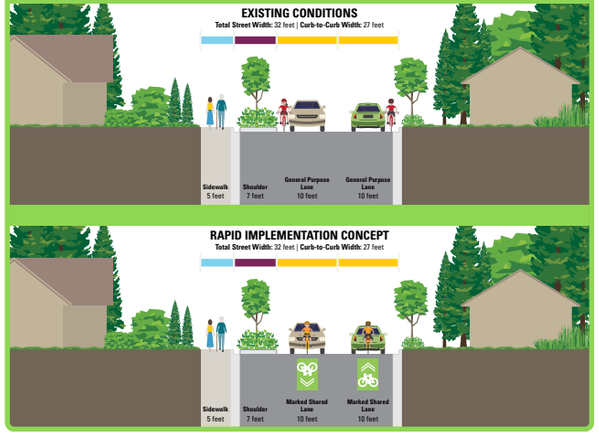
2009 Plan Projects: N/A

Typical Street Sections:

1. SE 60th St to SE 59th St



2. SE 59th St to SE 56th St

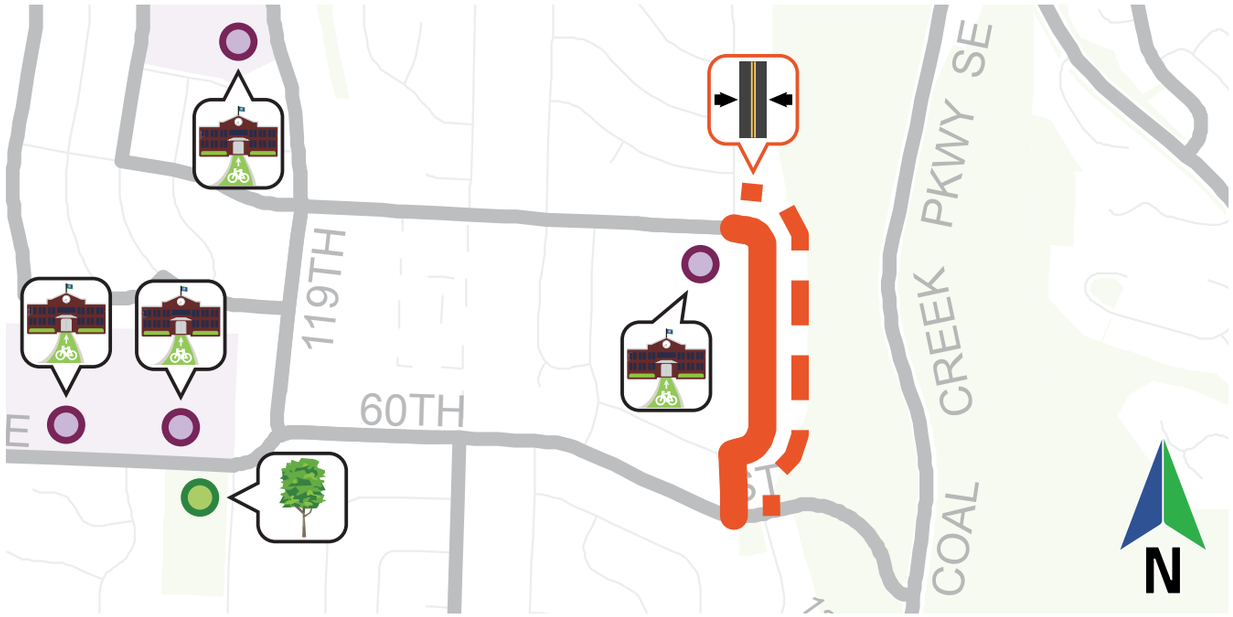


A. Facing northeast at SE 60th St

B. Facing north, south of SE 56th St

Photo Source: Google Maps Street View

DRAFT



Issues:

Constrained Pavement Width: Street is too narrow to implement dedicated bicycle facilities

Opportunities:

Marked Shared Lanes (0.3 miles): Green-backed sharrows from SE 60th St to SE 56th St

Access to Schools: Jing Mei Elementary School; other nearby schools include Newport Heights Elementary School, Ringdall Jr. High School, Olde Middle School

Nearby Parks: Newport Hills Park

Cost Estimates:

Capital: $13,400

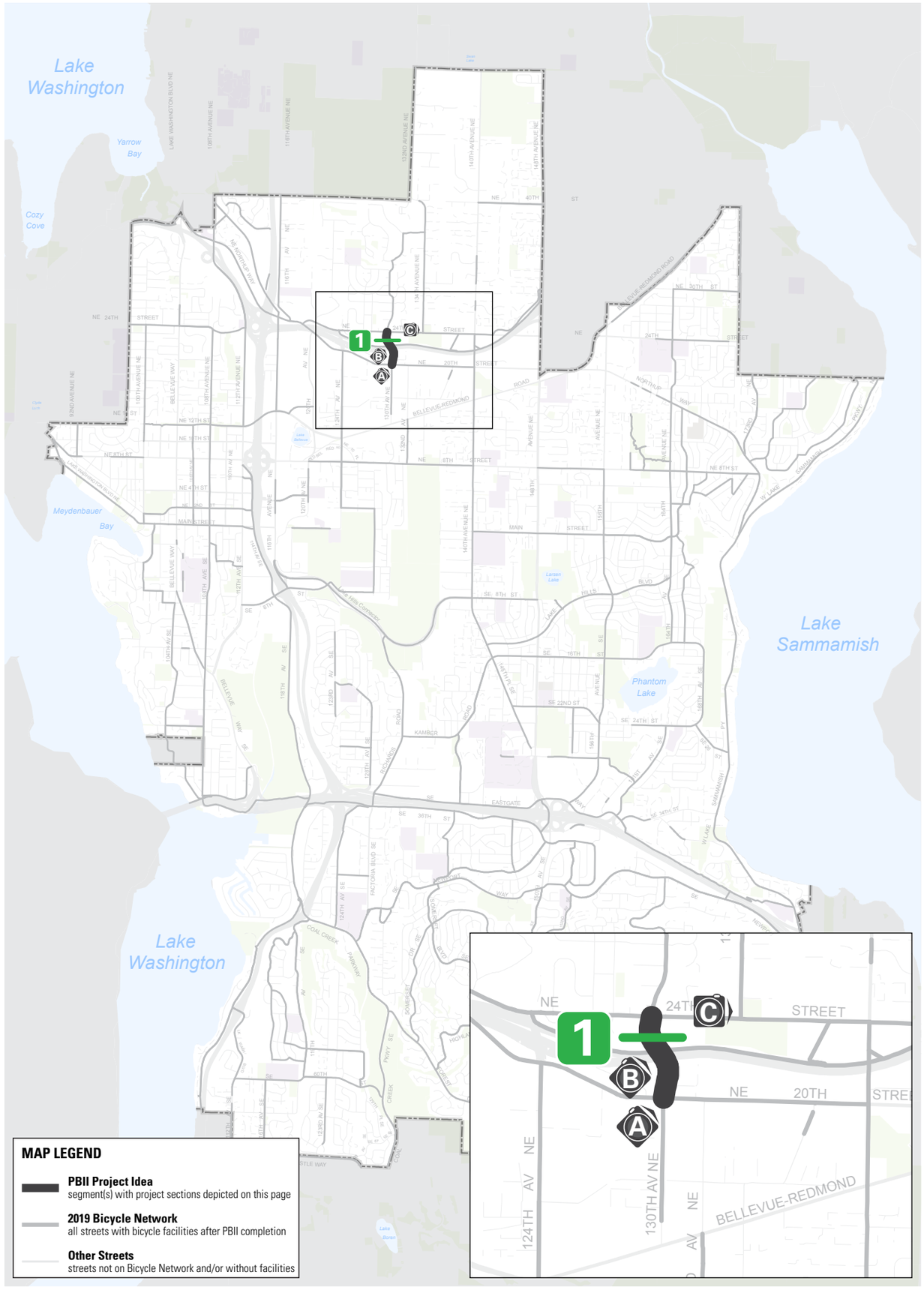
O&M: $1,000 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

128th and 129th Ave SE from SE 60th St to SE 56th St

DRAFT



PROJECT IDEA BN-8:
130TH AVE NE

Bicycle Classification:
Bicycle Network

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
6,600

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
None

Major Nearby Destinations:
Bridle Trails and Bel-Red neighborhoods

Bicycle Network Connections:
520 Trail (PBC EW-1), Northup Way, NE 24th St

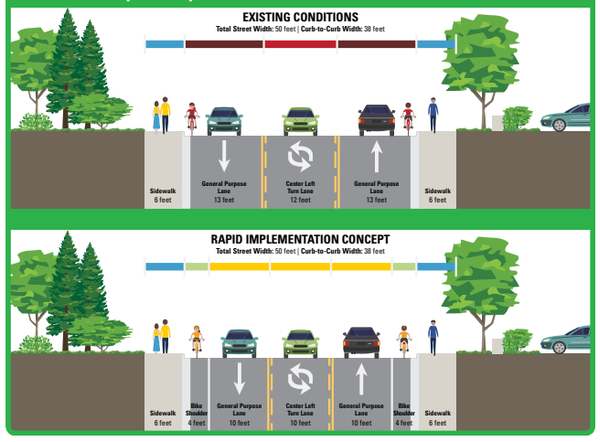
Population (¼-mile buffer):
488 residents

Employment (¼-mile buffer):
2,831 jobs

2009 Plan Projects:
B-113 (Medium)

Typical Street Sections:

1. Northup Way to NE 24th St



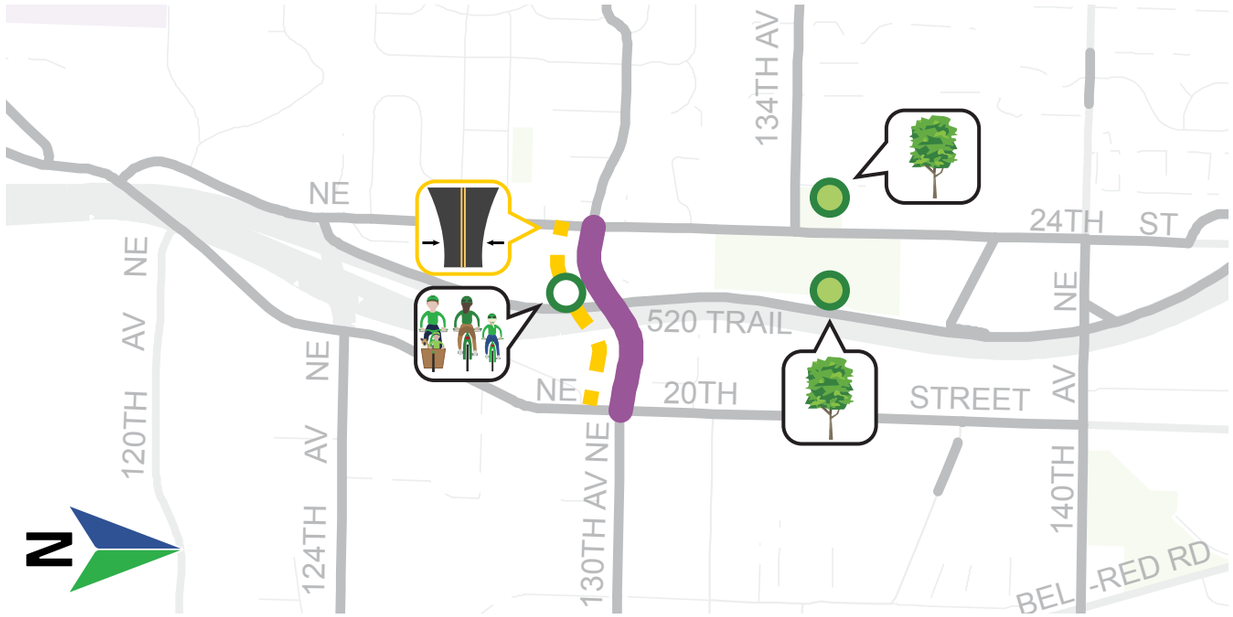
A. 130th Ave NE at Northup Way

B. 130th Ave NE south of NE 24st St

C. Bridle Trails Corner Park

Photo Source: Google Maps Street View

DRAFT



Issues:

Requires 10-foot Travel Lanes: Northup Way to NE 24th St

Opportunities:

Bike Shoulders (0.25 miles): Northup Way to NE 24th St

Nearby Parks: Bridle Trails Corner Park, Viewpoint Park

Regional Trail Connection: Improved north-south connection to 520 Trail (PBC EW-1)

Cost Estimates:

Capital: $61,900

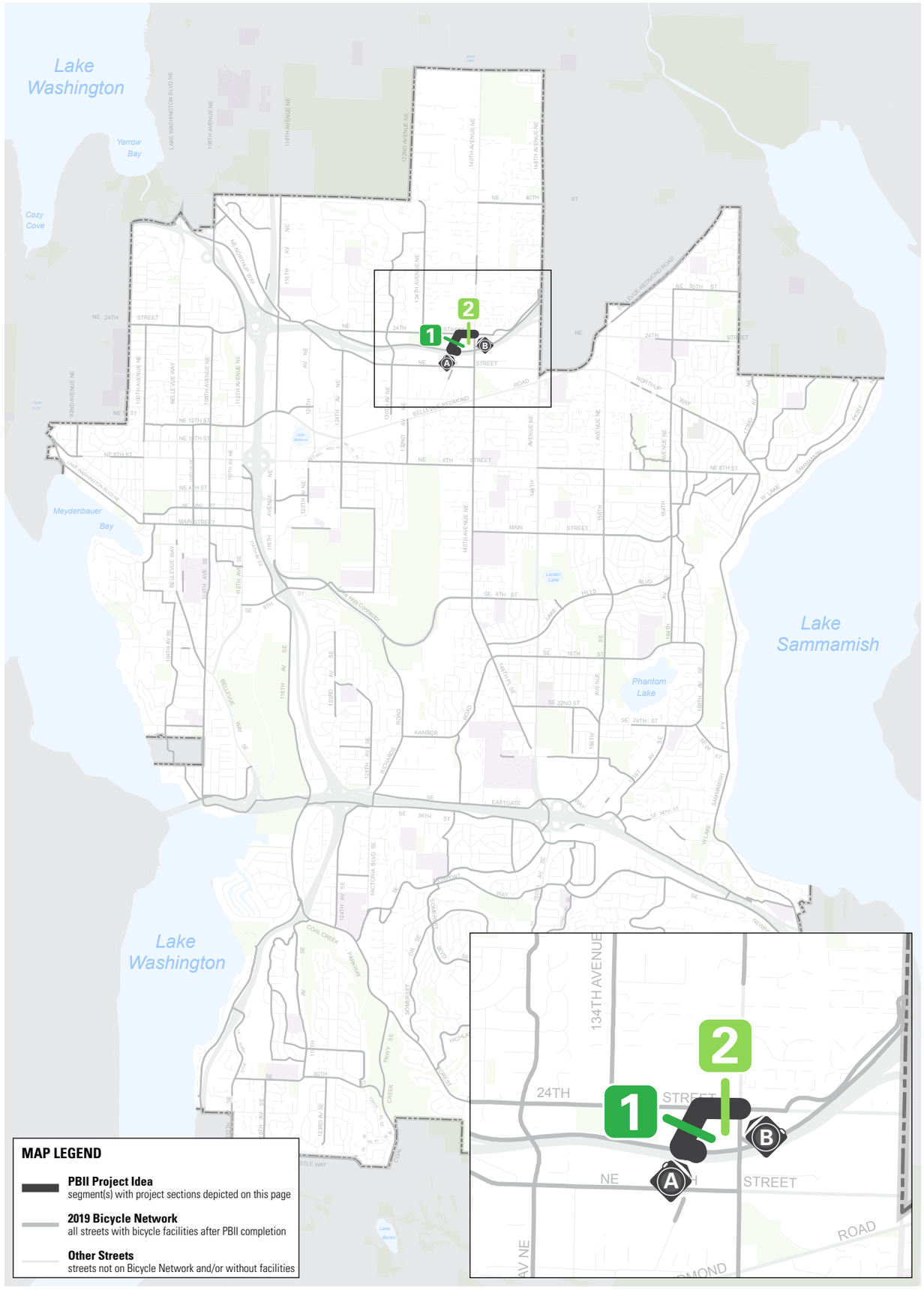
O&M: $800 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Northup Way to NE 24th St

DRAFT



PROJECT IDEA BN-9:
136TH PL NE, NE 24TH ST

Bicycle Classification:
Bicycle Network

Street Classifications:
Local, Collector Arterial

Traffic Volumes (AAWT):
10,800 (136th Pl NE to 140th Pl NE)

Posted Speed Limits:
30 MPH (136th Pl NE to 140th Pl NE);
25 MPH (140 Pl NE to 520 Trail)

Existing Bicycle Facilities:
None

Major Nearby Destinations:
Bridle Trails neighborhood

Bicycle Network Connections:
520 Trail (PBC EW-1), 140th Ave NE (PBC NS-4)

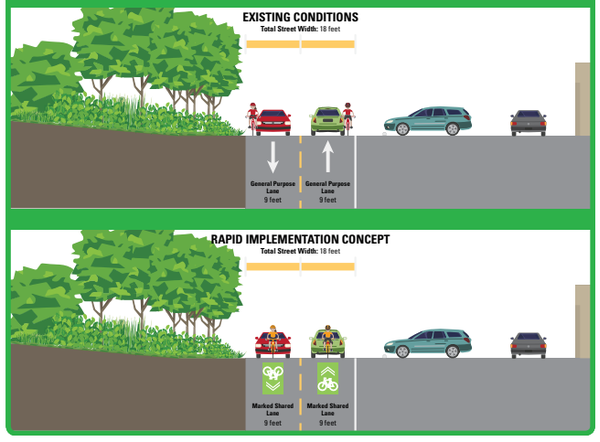
Population (¼-mile buffer):
261 residents

Employment (¼-mile buffer):
3,203 jobs

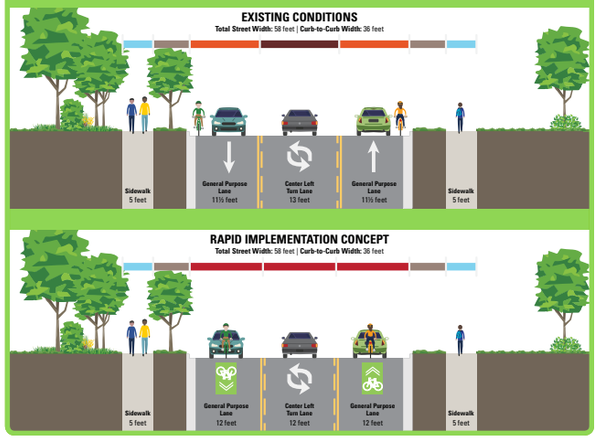
2009 Plan Projects:
B-203 (Low), B-300 (Low)

Typical Street Sections:

1. 520 Trail to NE 24th St



2. 136th Ave NE to 140th Ave NE

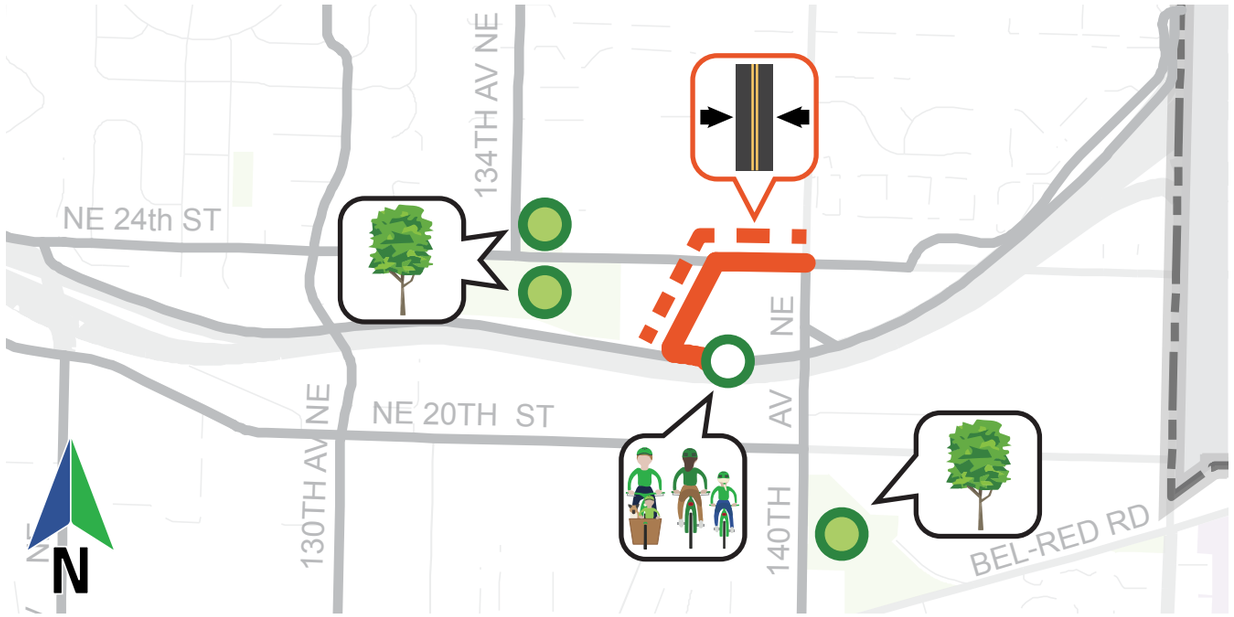


A. Looking east at 520 Trail (EW-1)

B. Looking west at 140th Ave NE (NS-4/EW-2)

Photo Source: Google Maps Street View

DRAFT



Issues:

Constrained Pavement Width: Streets are too narrow to implement dedicated bicycle facilities

Opportunities:

Separated Bike Lanes (## miles): New bicycle facilities from Richards Rd to 150th Ave SE

Nearby Parks: Viewpoint Park, Bridle Trails Corner Park, Bellevue Highlands Park

Regional Trail Connection: Improved connection to 520 Trail (PBC EW-1)

Cost Estimates:

Capital: $12,900

O&M: $500 annually

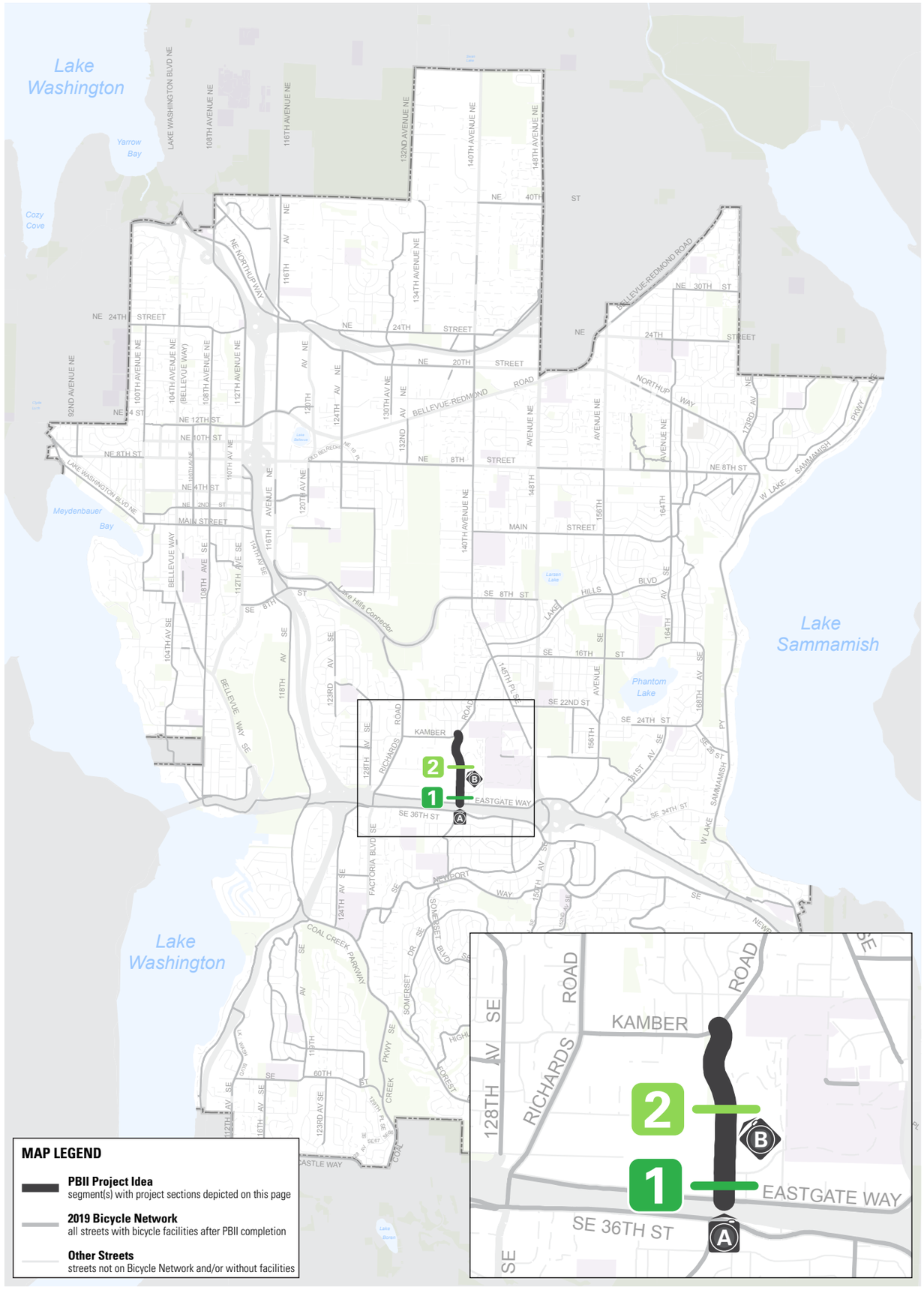
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

136th Pl NE from 520 Trail to NE 24th St

NE 24th St from 136th Pl NE to 140th Ave NE

DRAFT



MAP LEGEND

- **PBII Project Idea** segment(s) with project sections depicted on this page
- **2019 Bicycle Network** all streets with bicycle facilities after PBII completion
- **Other Streets** streets not on Bicycle Network and/or without facilities

PROJECT IDEA BN-10: 139TH AVE SE

Bicycle Classification: Bicycle Network

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
5,200

Posted Speed Limits:
35 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (Eastgate Way SE to SE 32nd St); Shared/Wide Outside Lane, Both Sides (SE 32nd St to SE 26th St)

Major Nearby Destinations:
Eastgate Park-and-Ride, Bellevue College

Bicycle Network Connections:
SE Eastgate Way, SE 26th St, Kamber Rd

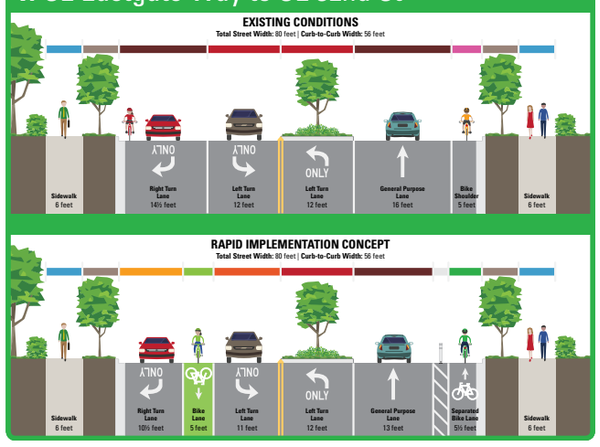
Population (¼-mile buffer):
1,009 residents

Employment (¼-mile buffer):
5,479 jobs

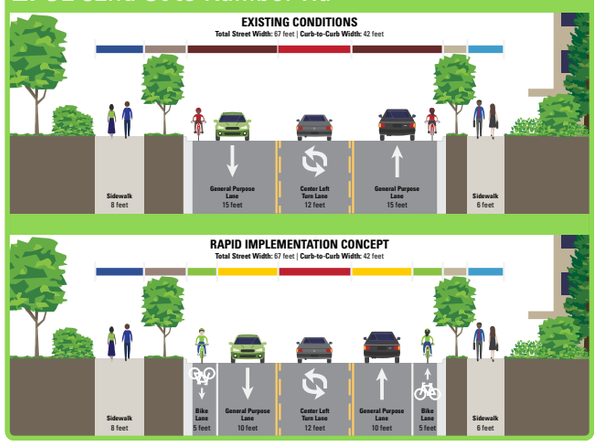
2009 Plan Projects:
B-404 (high)

Typical Street Sections:

1. SE Eastgate Way to SE 32nd St



2. SE 32nd St to Kamber Rd



A. Looking north from SE Eastgate Way

B. Looking north, north of SE 32nd St

Photo Source: Google Maps Street View

DRAFT

Issues:

Requires 10-foot Travel Lanes: SE 32nd St to Kamber Rd

Opportunities:

Separated Bike Lane, one side; Conventional Bike Lane, one side (450 feet): SE Eastgate Way to SE 32nd St

Conventional Bike Lane, both sides (0.5 miles): SE 32nd St to Kamber Rd

Access to Transit: Improved bicycle connection to Eastgate Park-and-Ride

Nearby School: Bellevue College

Access to Parks: Improved bicycle connection to Sunset Park; Robinswood Park nearby

Cost Estimates:

Capital: $98,800

O&M: $1,600 annually

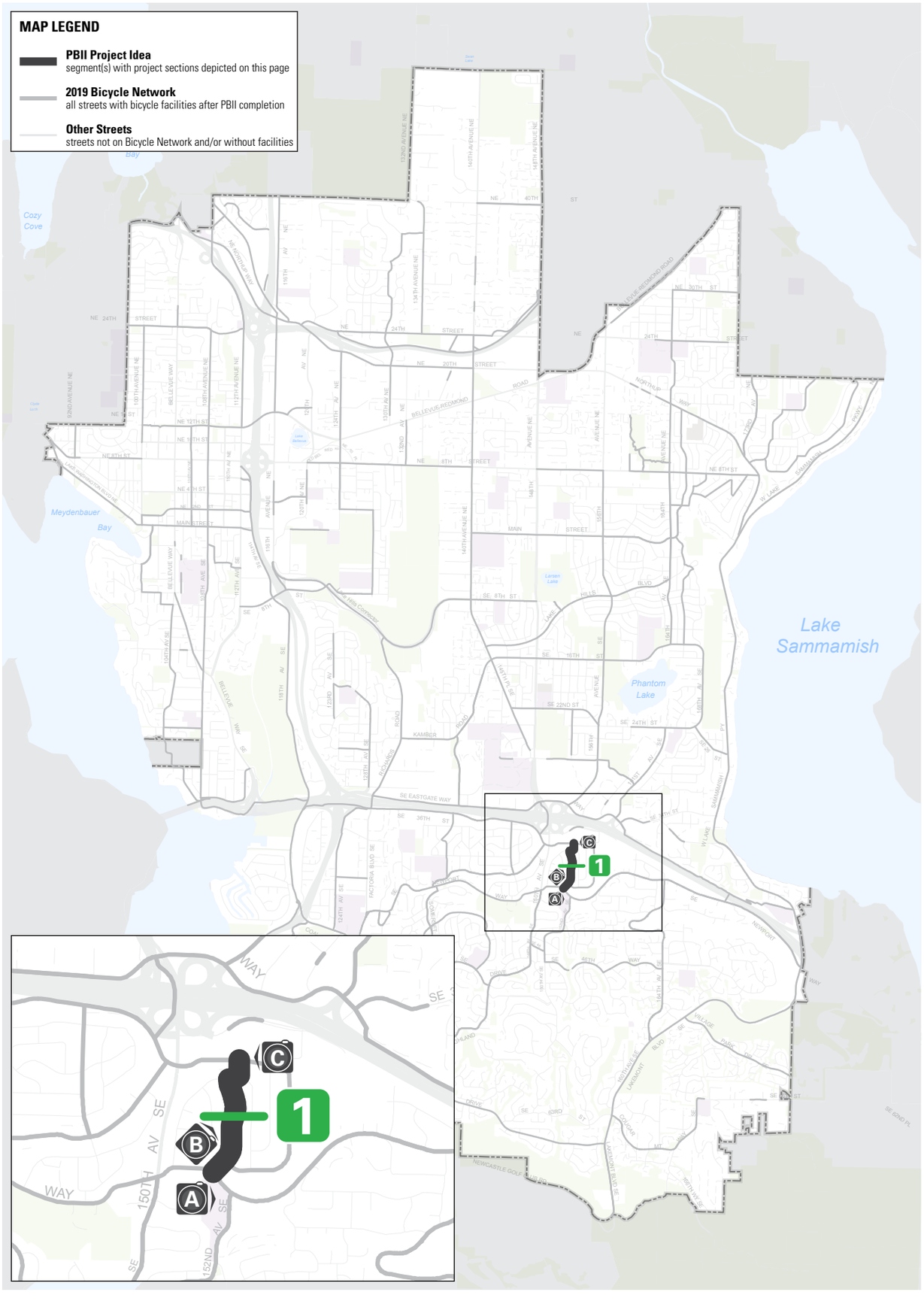
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE Eastgate Way to Madrona Park local access road

Madrona Park local access road to Kamber Rd

DRAFT



PROJECT IDEA BN-11:
153RD AVE SE

Bicycle Classification:
Bicycle Network

Street Classifications:
Local

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides

Major Nearby Destinations:
Eastgate Elementary School

Bicycle Network Connections:
Mountains-to-Sound Greenway (PBC EW-4), SE Newport Way

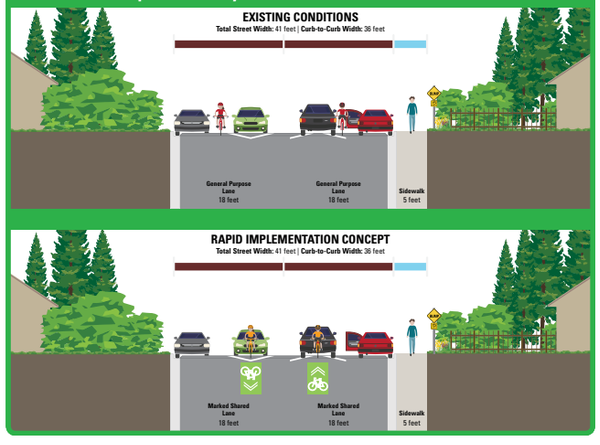
Population (¼-mile buffer):
1,258 residents

Employment (¼-mile buffer):
869 jobs

2009 Plan Projects:
None

Typical Street Sections:

1. SE Newport Way to SE 38th St



A. Eastgate Elementary School

B. Looking north, north of SE 42nd St

C. 154th Ave SE at SE 38th St

Photo Sources: NAC Architecture, Google Maps Street View

DRAFT

Issues:

No specific issues identified

Opportunities:

Marked Shared Lanes (## miles): Green-backed sharrows from SE Newport Way to SE 38th St

Access to School: Improved bicycle connection to Eastgate Elementary School

Nearby Park: Eastgate Park

Nearby City Services: South Bellevue Community Center

Cost Estimates:

Capital: $16,200

O&M: $1,300 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE Newport Way to SE 38th St

DRAFT

PROJECT IDEA BN-12:
156TH AVE (PT 1: EASTGATE WAY TO LAKE HILLS BLVD)

Bicycle Classification: Bicycle Network

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
9,300 (S/O SE 16th St);
10,700 (SE Eastgate Way to SE 24th St)

Posted Speed Limits:
30 MPH (predominates, SE Eastgate Way to SE 11th St);
25 MPH (SE 27th St to SE 24th St and SE 11th St to Lake Hills Blvd)

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides (predominant)

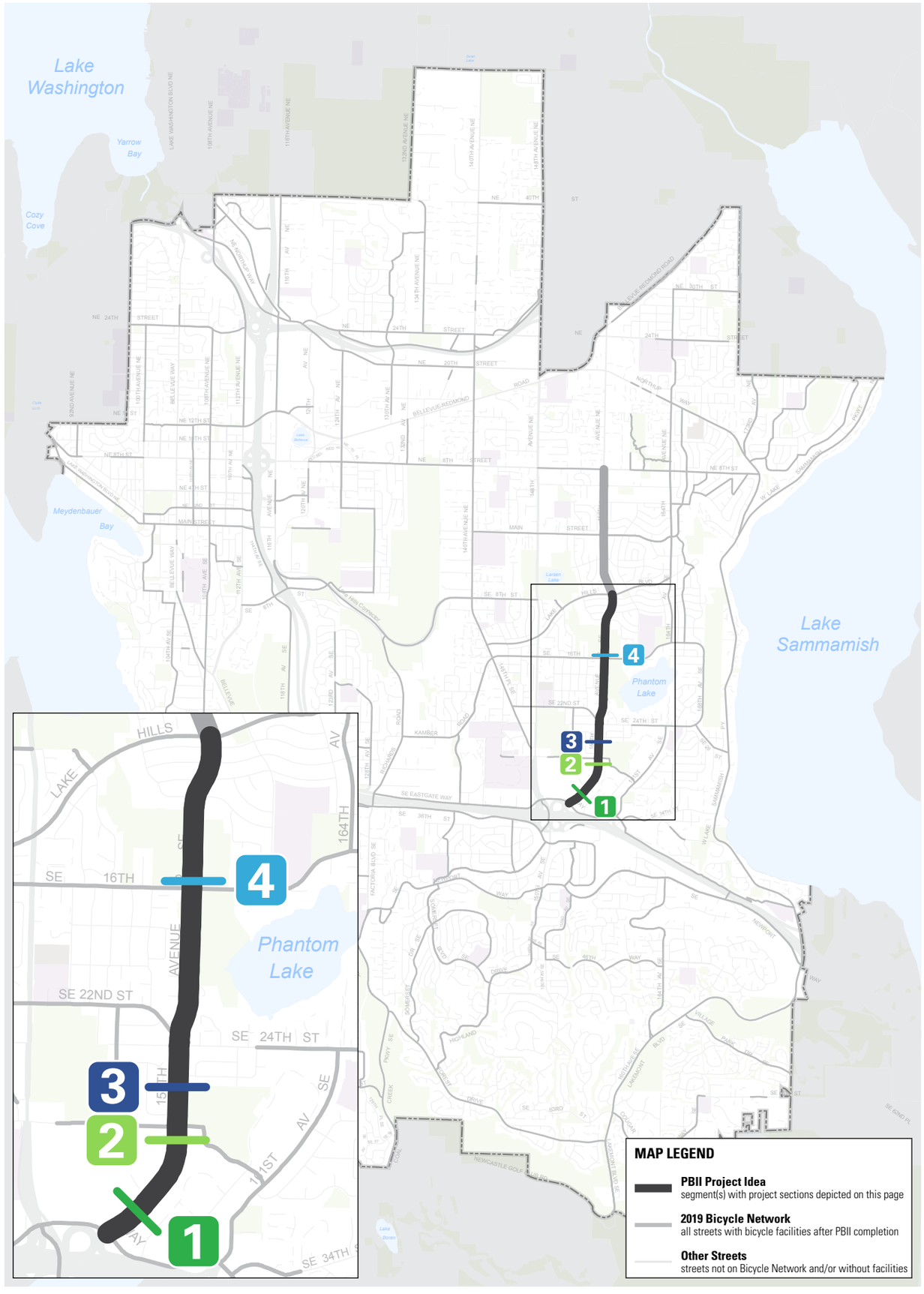
Major Nearby Destinations:
Crossroads Mall, Lake Hills Library, Lake Hills Greenbelt, Bellevue Airfield Park

Bicycle Network Connections:
Lake-to-Lake Trail (PBC EW-3), SE Eastgate Way, NE 22nd St, Lake Hills Blvd

Population (¼-mile buffer):
6,243 residents

Employment (¼-mile buffer):
8,248 jobs

2009 Plan Projects: B-216 (Low), B-214 (Low)



MAP LEGEND

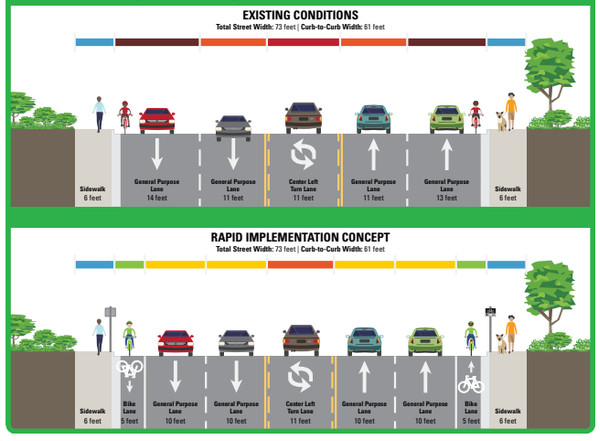
PBII Project Idea
segment(s) with project sections depicted on this page

2019 Bicycle Network
all streets with bicycle facilities after PBII completion

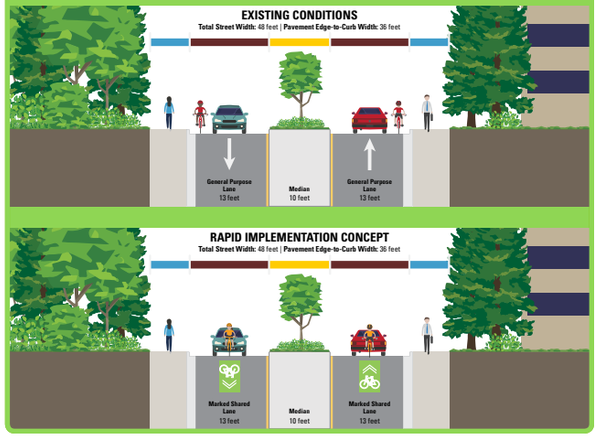
Other Streets
streets not on Bicycle Network and/or without facilities

Typical Street Sections:

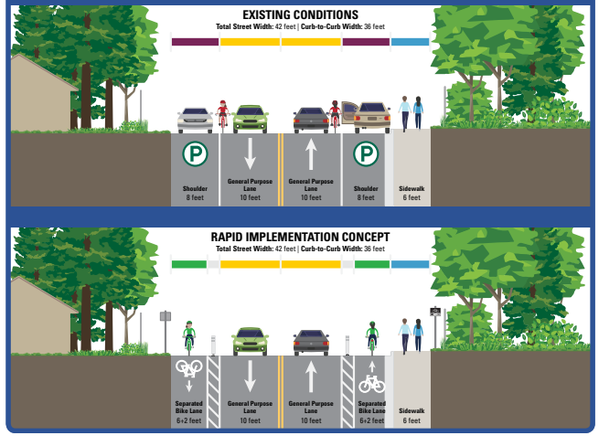
1. SE Eastgate Way to north of SE 30th Pl



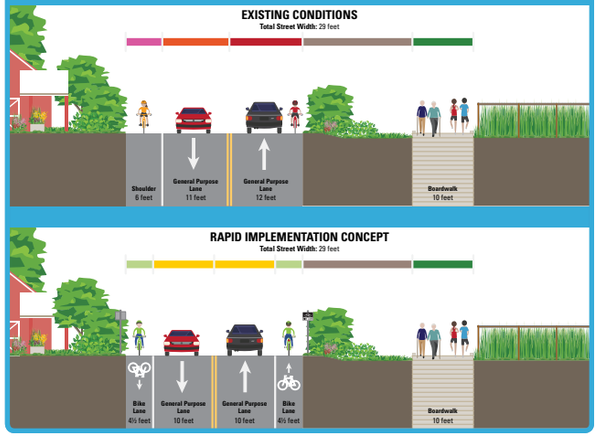
2. North of SE 30th Pl to SE 27th St



3. SE 26th St to Lake Hills Greenbelt



4. Lake Hills Greenbelt to SE 16th St



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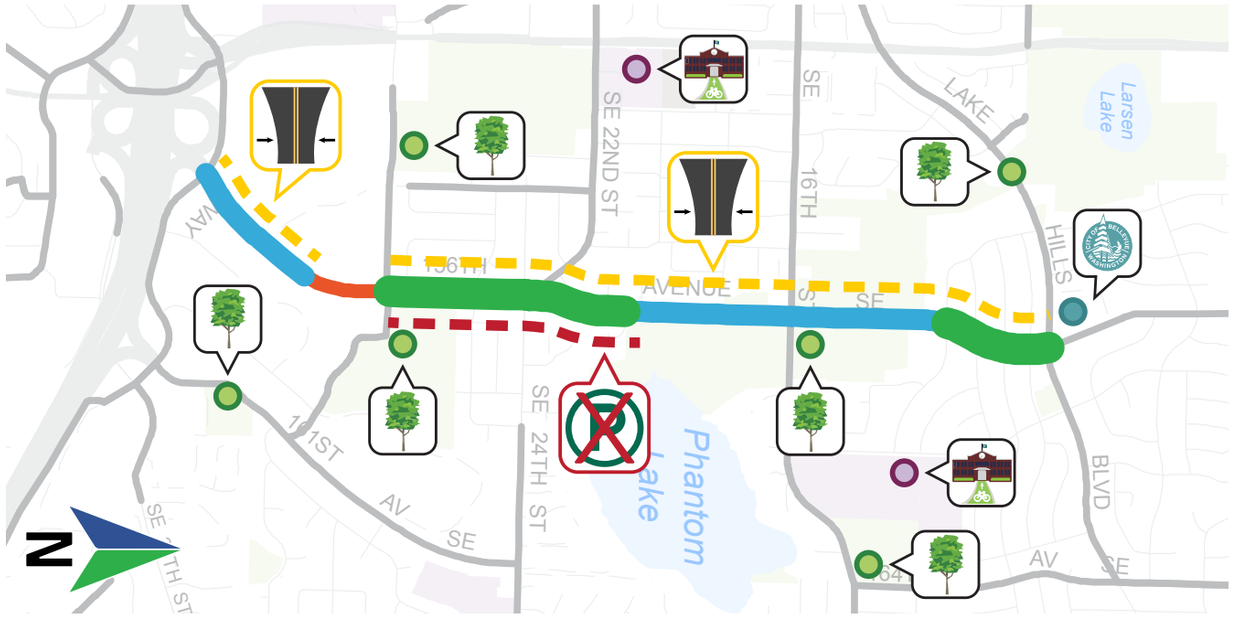


Issues:

- **Requires 10-foot Travel Lanes:** SE Eastgate Way to north of SE 30th Pl and SE 27th St to Lake Hills Blvd
- **Parking Displacement Required (est. 0.4 miles):** SE 27th St to Lake Hills Greenbelt

Opportunities:

Conventional Bike Lanes (0.25 miles): SE Eastgate Way to north of SE 30th Pl
Marked Shared Lanes (0.2 miles): Green-backed sharrows from north of SE 30th Pl to SE 27th St
Separated Bike Lanes (0.6 miles): SE 27th St to Lake Hills Greenbelt and SE 11th St to Lake Hills Blvd
Conventional Bike Lanes (0.6 miles): Lake Hills Greenbelt to SE 11th St

- **Nearby Schools:** Big Picture School, Tillicum Middle School, Phantom Lake Elementary School
- **Access to Parks:** Improved bicycle connections to Bellevue Airfield Park, Lake Hills Greenbelt; others nearby
- **Access to City Services:** Improved bicycle connection to Lake Hills Library

Cost Estimates:

Capital: $475,600 | **O&M:** $16,700 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

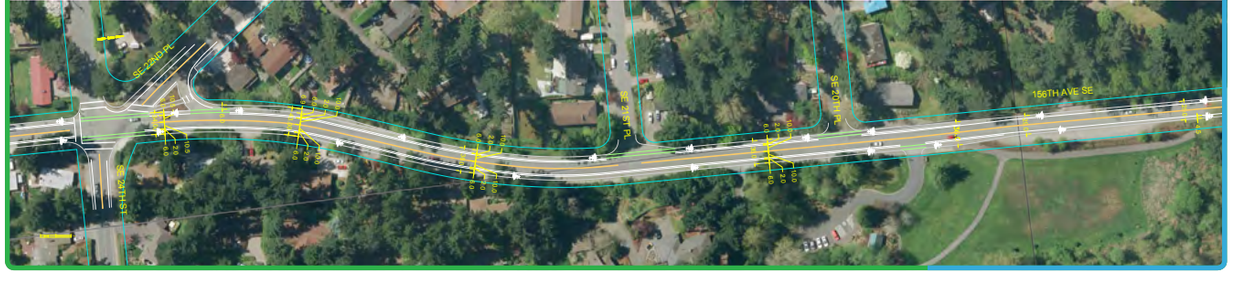
SE Eastgate Way to south of SE 27th St

South of SE 16th St to SE 11th St

South of SE 27th St to SE 22nd Pl

SE 11th St to Lake Hills Blvd

SE 22nd Pl to south of SE 16th St



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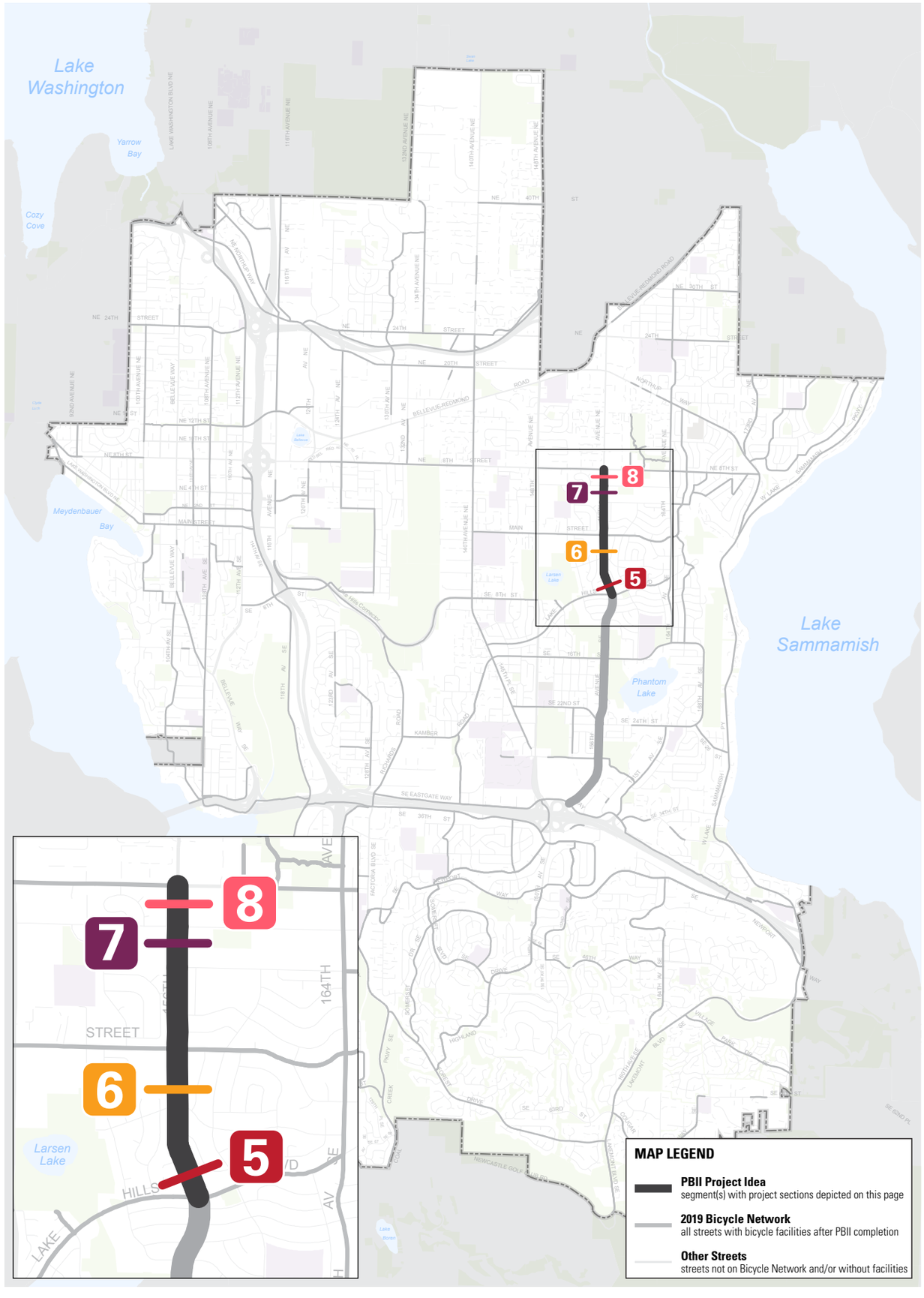


PROJECT IDEA BN-12:
156TH AVE (PT 2: LAKE HILLS BLVD TO NE 8TH ST)

Bicycle Classification: Bicycle Network

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
18,100 (S/O NE 8th St);
12,400 (S/O Main St)

Posted Speed Limits:
25 MPH (Lake Hills Blvd to NE 4th St);
30 MPH (NE 4th St to NE 8th St)

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides (predominant)

Major Nearby Destinations:
Crossroads Mall, Lake Hills Library, Lake Hills Greenbelt, Bellevue Airfield Park

Bicycle Network Connections:
Lake-to-Lake Trail (PBC EW-3), SE Eastgate Way, NE 22nd St, Lake Hills Blvd

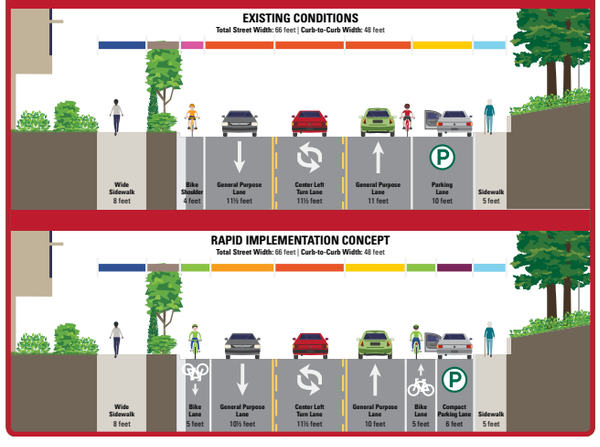
Population (¼-mile buffer):
6,243 residents

Employment (¼-mile buffer):
8,248 jobs

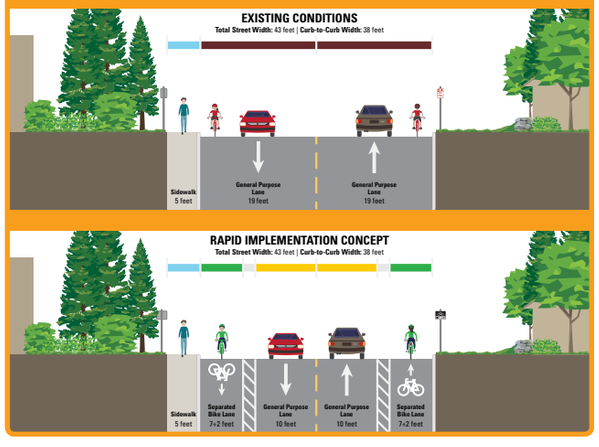
2009 Plan Projects: B-216 (Low), B-214 (Low)

Typical Street Sections:

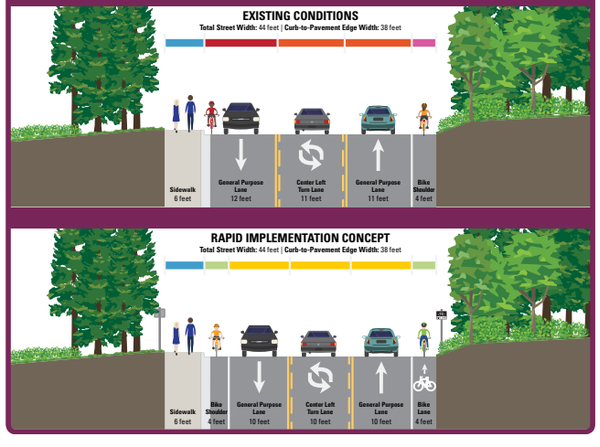
5. Lake Hills Blvd to SE 5th Ct



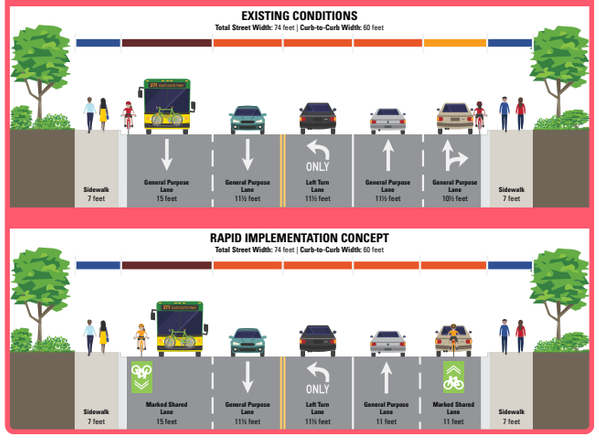
6. SE 4th St to NE 4th St



7. NE 4th St to NE 6th St



8. NE 6th St to SE 8th St



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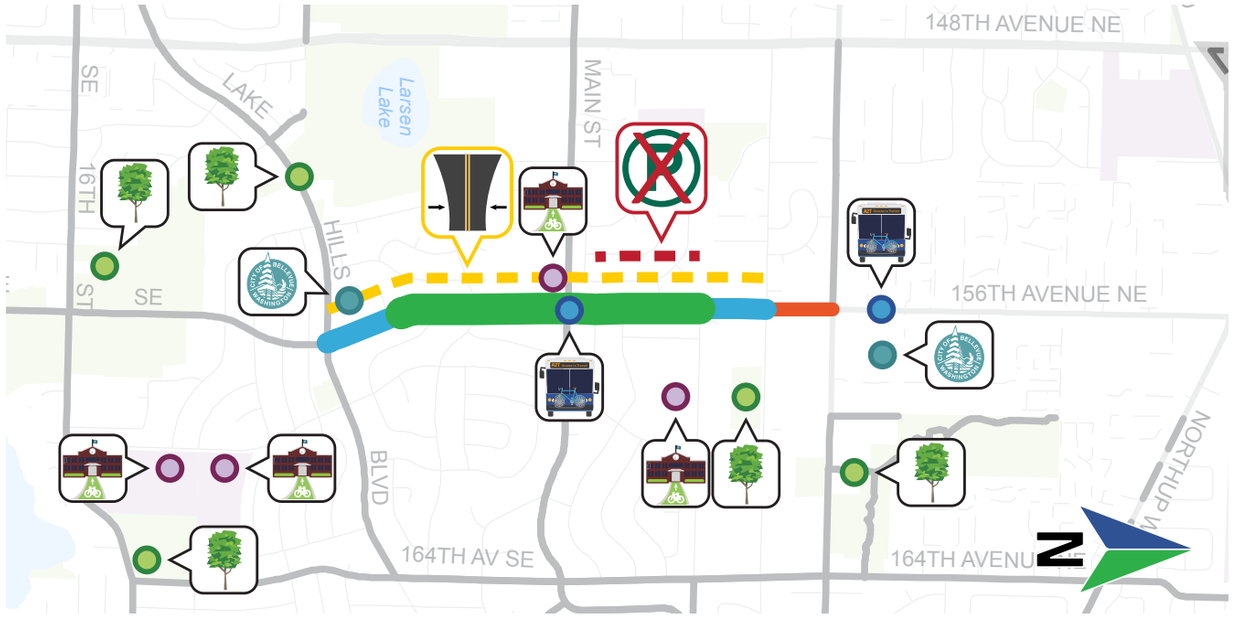


Issues:

- **Requires 10-foot Travel Lanes:** Lake Hills Blvd to NE 6th St
- **Parking Displacement Required (est. 1,000 feet):** NE 1st Pl to south of NE 4th St

Opportunities:

Conventional Bike Lanes (0.3 miles): Lake Hills Blvd to SE 5th Ct and NE 4th St to NE 6th St

Separated Bike Lanes (0.55 miles): SE 5th Ct to NE 4th St

Marked Shared Lanes (650 feet): NE 6th St to NE 8th St

- **Access to Transit:** Improved connection to frequent Route 245 (Main St); RapidRide B Line nearby (north of NE 8th St)
- **Access to Schools:** St. Louise School; Tillicum Middle School, Phantom Lake Elementary, Jewish Day School nearby
- **Nearby Parks:** Lake Hills Park, Lake Hills Greenbelt, Hillaire Park, Crossroads Park
- **Access to City Services:** Lake Hills Library, Crossroads Mini City Hall

Cost Estimates:

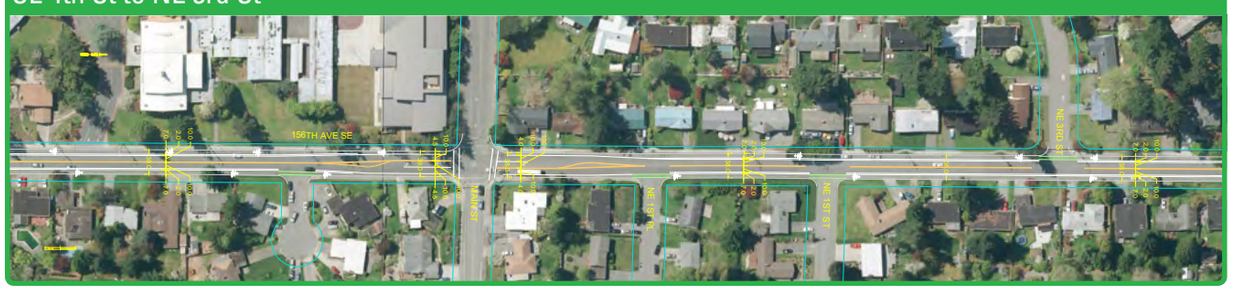
Capital: $475,600 | **O&M:** $16,700 annually

Conceptual Layouts:

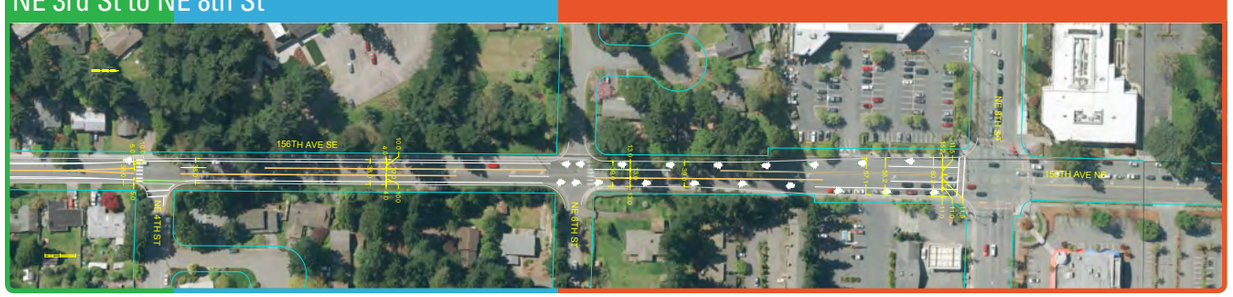
Note: All dimensions are approximate pending field verification

Lake Hills Blvd to SE 4th St

SE 4th St to NE 3rd St



NE 3rd St to NE 8th St



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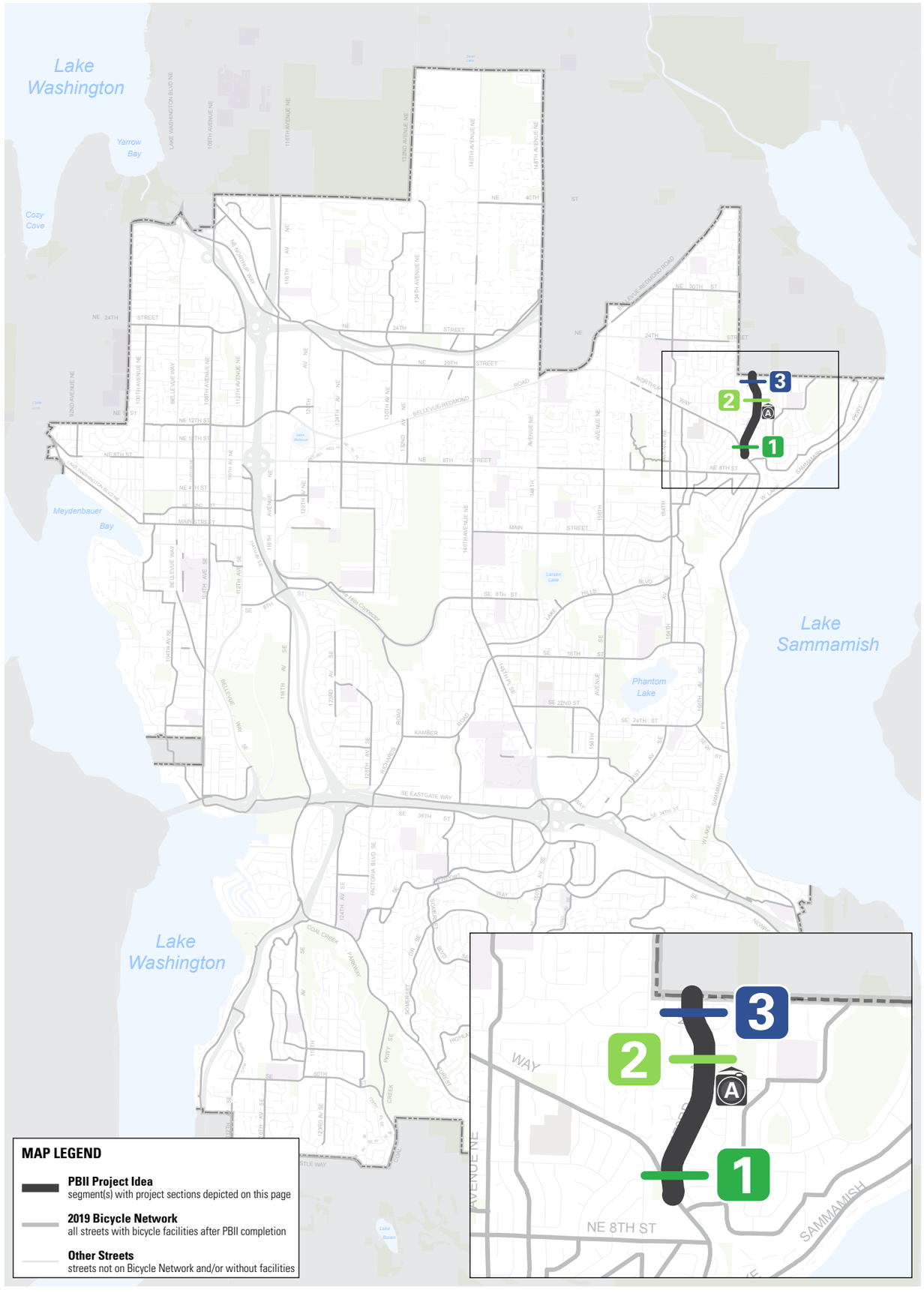


PROJECT IDEA BN-13:
173RD AVE NE

Bicycle Classification: Bicycle Network

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
1,500

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Wide Lane/Shared Shoulder, One Side Only
Bike Shoulders, One or Both Sides

Major Nearby Destinations:
Bennett Elementary, Tam O'Shanter Park

Bicycle Network Connections:
Northup Way

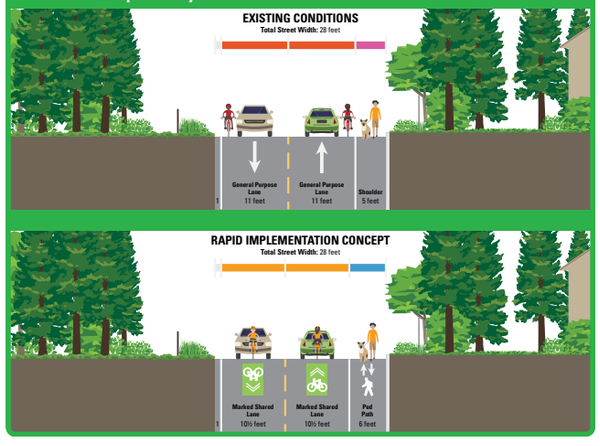
Population (¼-mile buffer):
2,700 residents

Employment (¼-mile buffer):
133 jobs

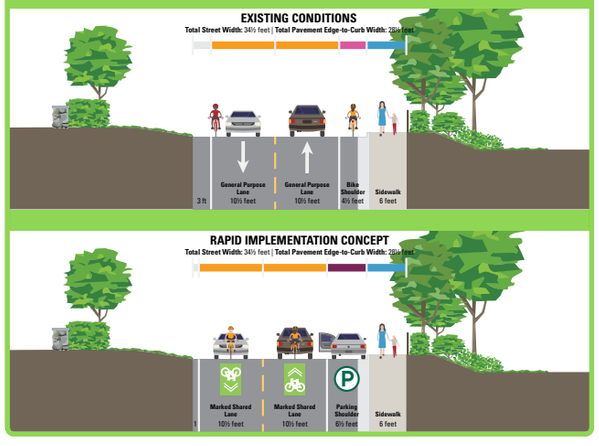
2009 Plan Projects:
B-206 (Low)

Typical Street Sections:

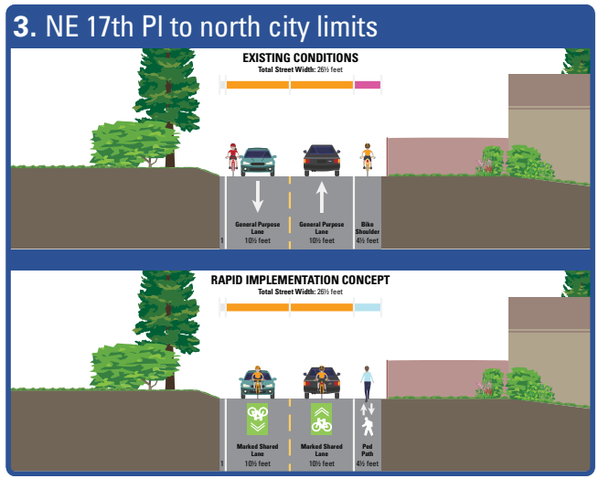
1. Northup Way to NE 12th St



2. Tam O'Shanter Park to NE 17th Pl



3. NE 17th Pl to north city limits



A. Tam O'Shanter Park

Photo Source: Google Maps Street View

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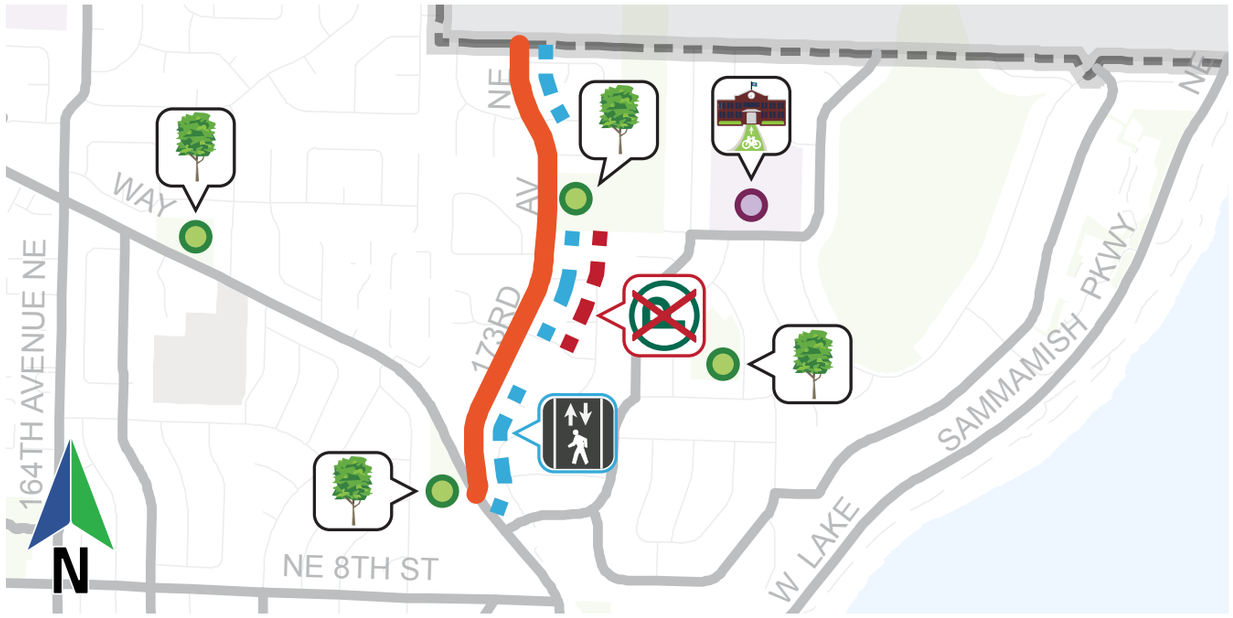

Issues:

Parking Displacement Required (est. 750 feet): NE 13th Pl to Tam O'Shanter Park

Opportunities:

Marked Shared Lanes (0.6 miles): Northup Way to north city limits

On-Street Pedestrian Path, one side (0.35 miles): Northup Way to NE 12th St; NE 13th Pl to Tam O'Shanter Park; NE 18th Pl to north city limits

Nearby School: Richard Bennett Elementary School

Access to Parks: Improved bicycle connection to Tam O'Shanter Park

Nearby Parks: Keeney Park, Tam O'Shanter Community Park, Ivanhoe Park

Cost Estimates:

Capital: $28,400

O&M: $1,000 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Northup Way to NE 15th St

NE 15th St to North City Limits

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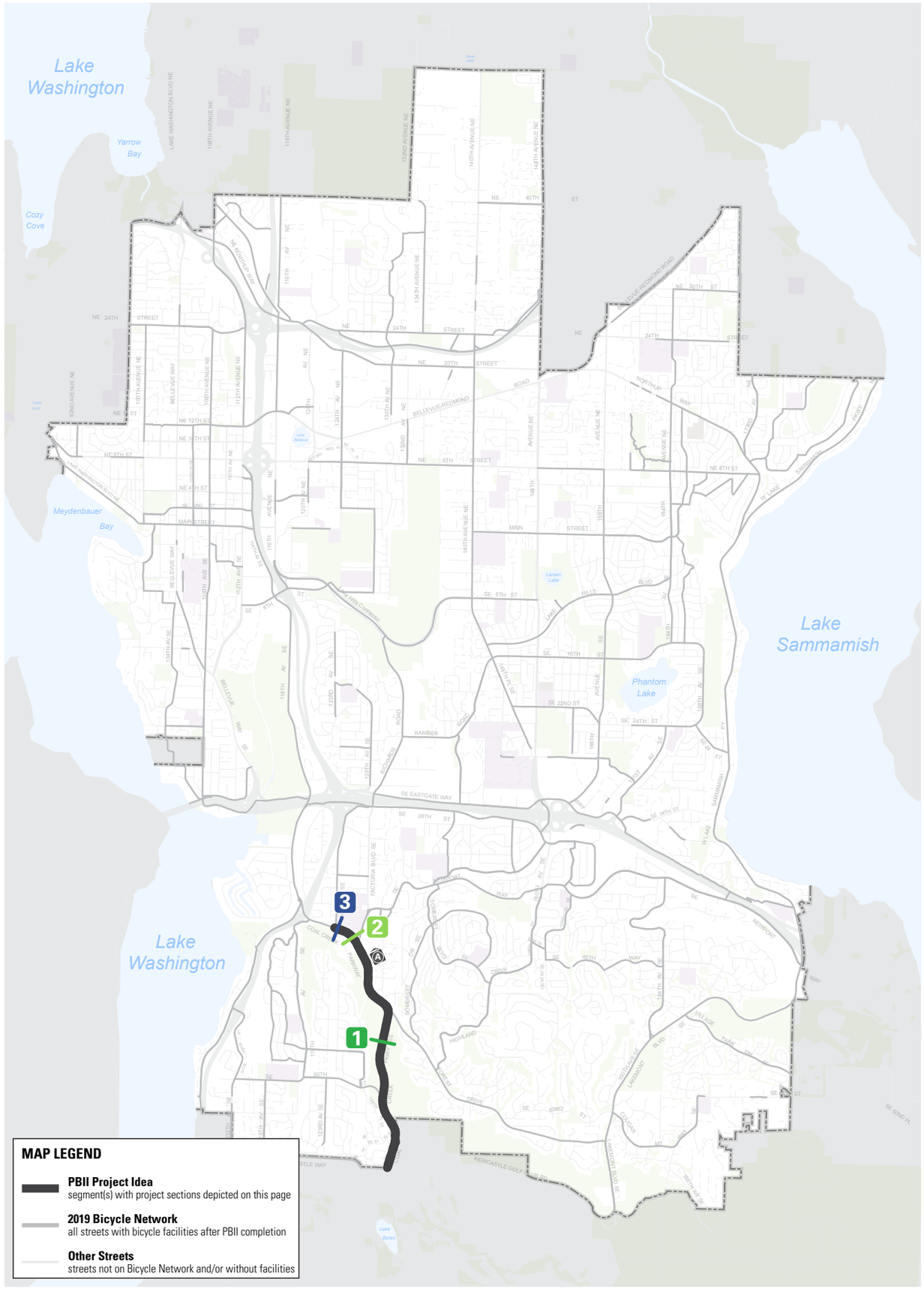


PROJECT IDEA BN-14: COAL CREEK PKWY SE

Bicycle Classification: Bicycle Network; Prioity Bicycle Corridor (SE 60th St to Forest Dr SE)

Street Classifications: Major Arterial

Traffic Volumes (AAWT):
27,900 (SE 60th St to Forest Dr);
37,200–38,600 (Forest Dr to 124th Ave SE)

Posted Speed Limits:
35 MPH (124th Ave SE to Factoria Blvd SE);
40 MPH (Factoria Blvd SE to South City Limits)

Existing Bicycle Facilities:
Conventional Bike Lanes, Both Sides

Major Nearby Destinations:
Newport High School, Coal Creek Park

Bicycle Network Connections:
SE 60th St (PBC EW-5), Forest Dr SE (PBC EW-5), Factoria Blvd SE, 124nd Ave SE

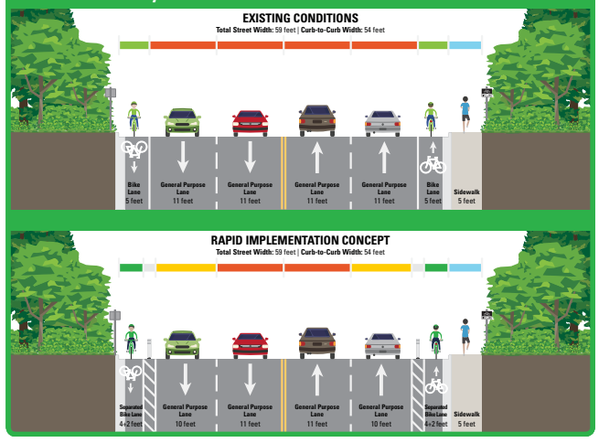
Population (¼-mile buffer):
3,879 residents

Employment (¼-mile buffer):
409 jobs

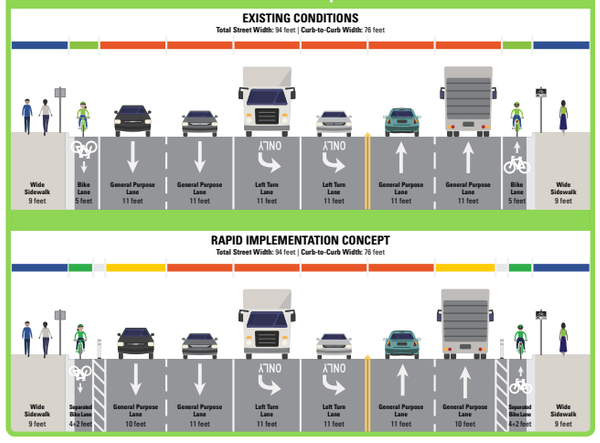
2009 Plan Projects:
O-139 (Medium)

Typical Street Sections:

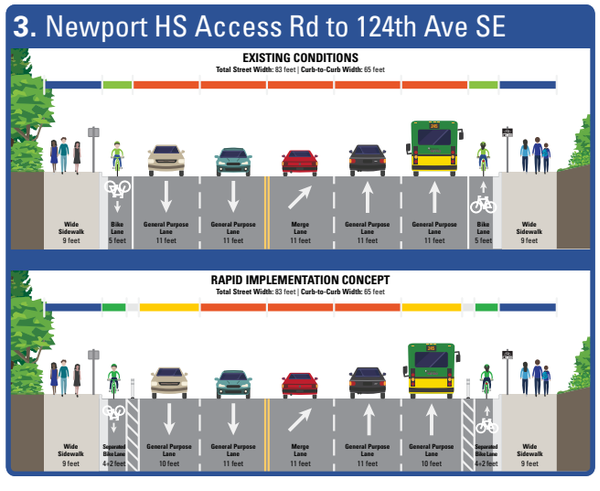
1. South City Limits to Factoria Blvd SE



2. Factoria Blvd SE to Newport HS Access Rd



3. Newport HS Access Rd to 124th Ave SE



A. Looking east at Factoria Blvd SE

Photo Source: Google Maps Street View

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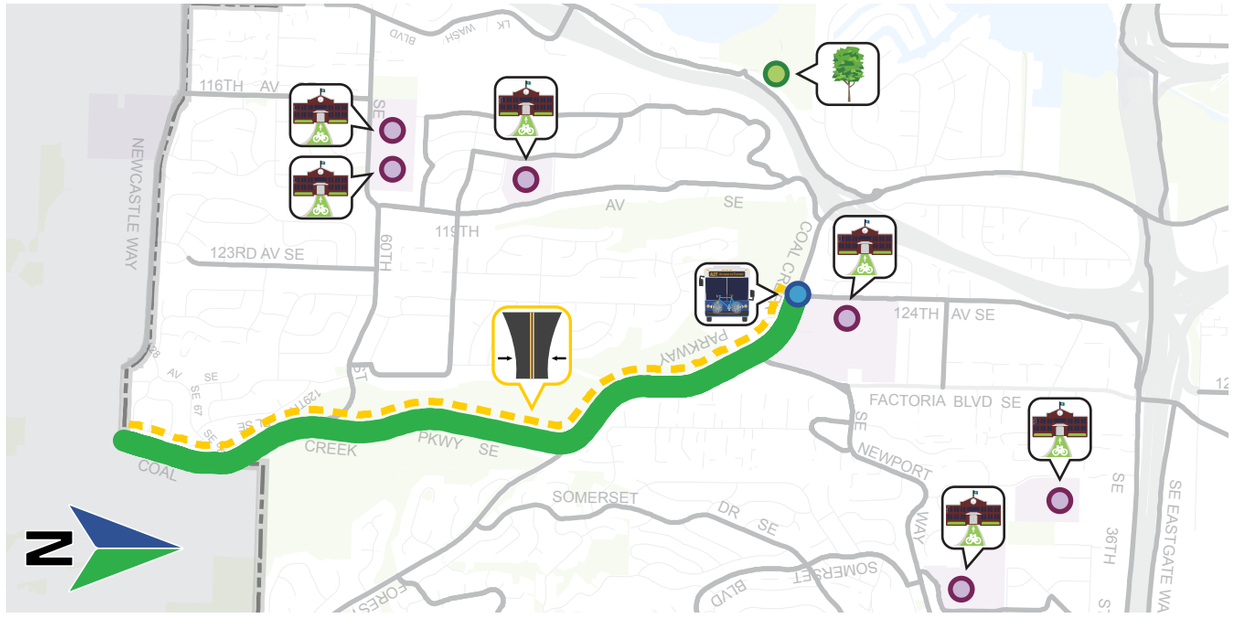


Issues:

- **Requires 10-foot Travel Lanes:** South city limits to 124th Ave SE

Opportunities:

Separated Bike Lanes (2 miles): New bicycle facilities from Richards Rd to 150th Ave SE

- **Access to Transit:** Improved bicycle connection to frequent Route 245 at 124th Ave SE
- **Access to School:** Improved bicycle connection to Newport High School
- **Nearby Schools:** Olde Middle School, Ringdall Jr. High School, Newport Heights Elementary School, Tyee Middle School, Puesta Del Sol Elementary School
- **Nearby Parks:** Newcastle Beach Park

Cost Estimates:

Capital: $308,100

O&M: $13,500 annually

Conceptual Layouts:

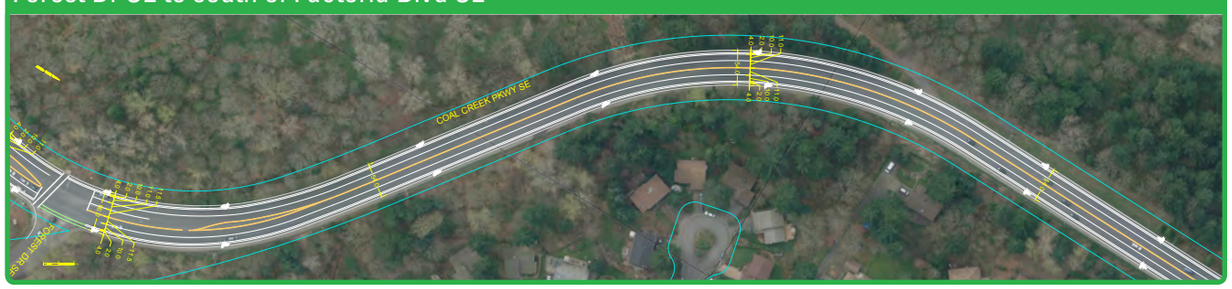
Note: All dimensions are approximate pending field verification

South City Limits to SE 66th St

South of Forest Dr SE to Forest Dr SE

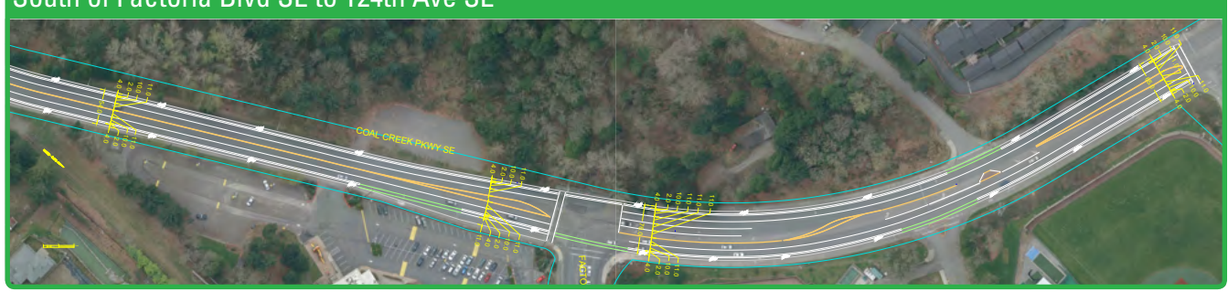
SE 66th St to SE 60th St

Forest Dr SE to south of Factoria Blvd SE



SE 60th St to south of Forest Dr SE

South of Factoria Blvd SE to 124th Ave SE



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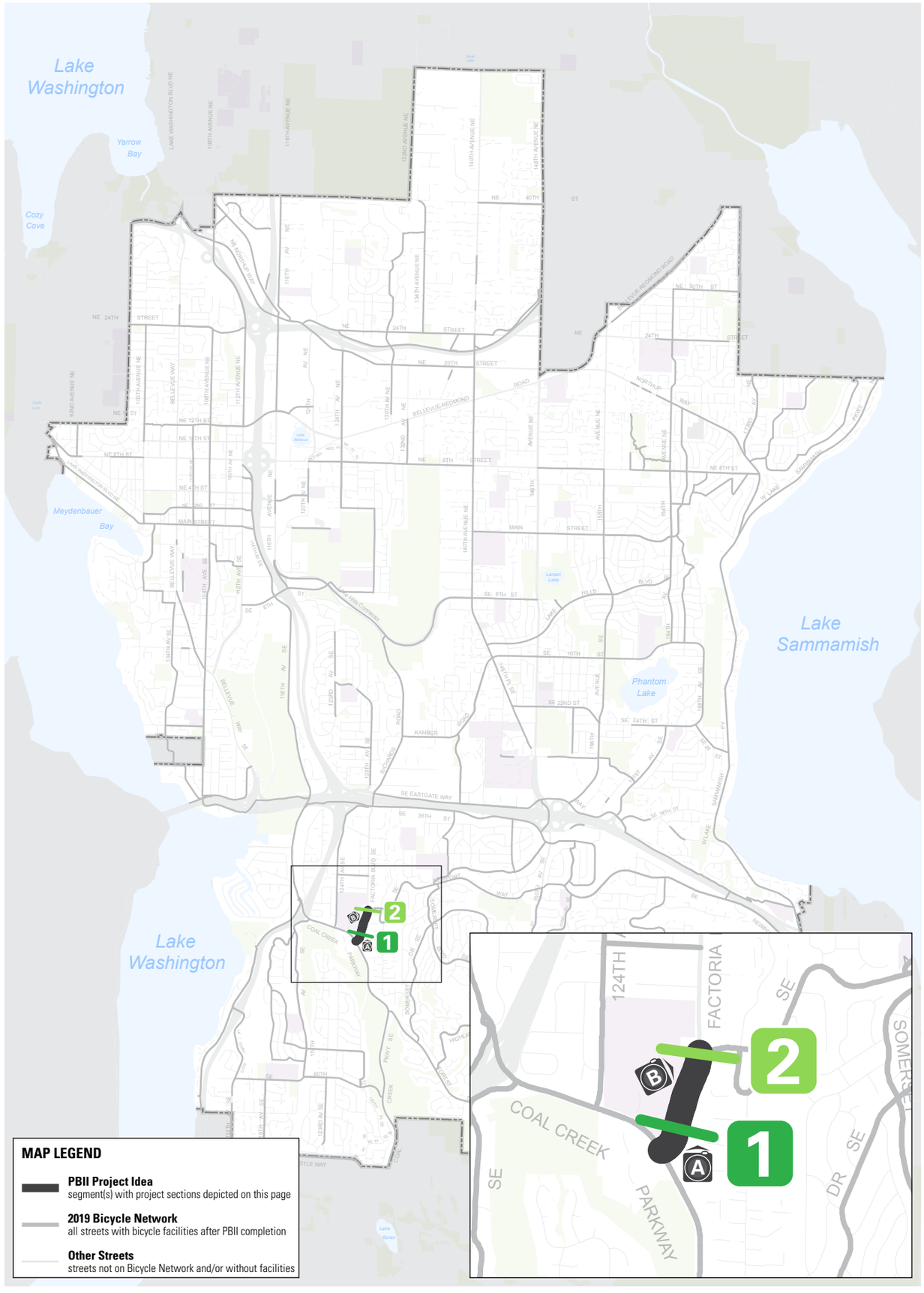


PROJECT IDEA BN-15: FACTORIA BLVD SE

Bicycle Classification:
Bicycle Network

Street Classifications:
Minor Arterial

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
35 MPH

Existing Bicycle Facilities:
Conventional Bike Lanes, Both Sides (predominant)

Major Nearby Destinations:
Newport High School, Factoria Mall

Bicycle Network Connections:
SE Coal Creek Pkwy, SE Newport Way

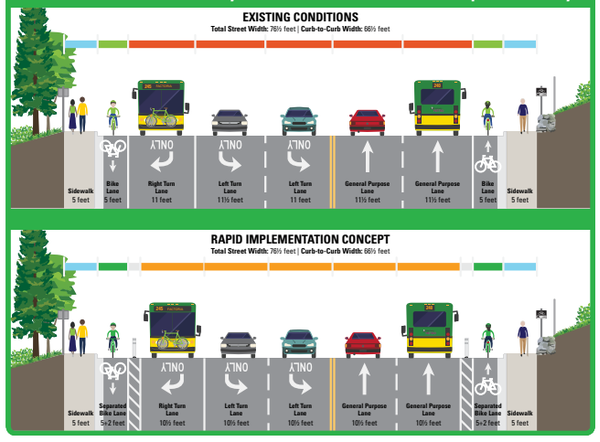
Population (¼-mile buffer):
1,343 residents

Employment (¼-mile buffer):
522 jobs

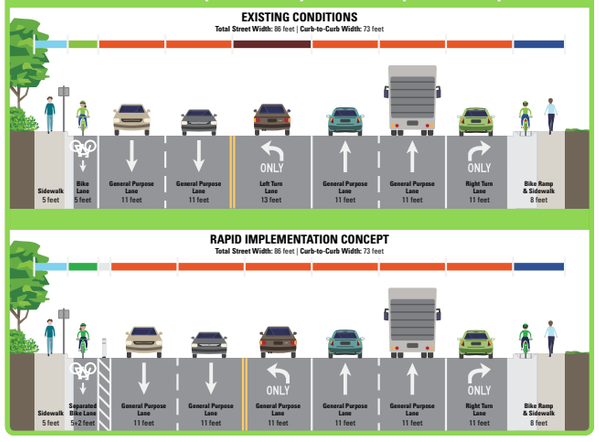
2009 Plan Projects:
B-151 (Medium)

Typical Street Sections:

1. Coal Creek Pkwy SE to south of Newport Way



2. South of Newport Way to Newport Way

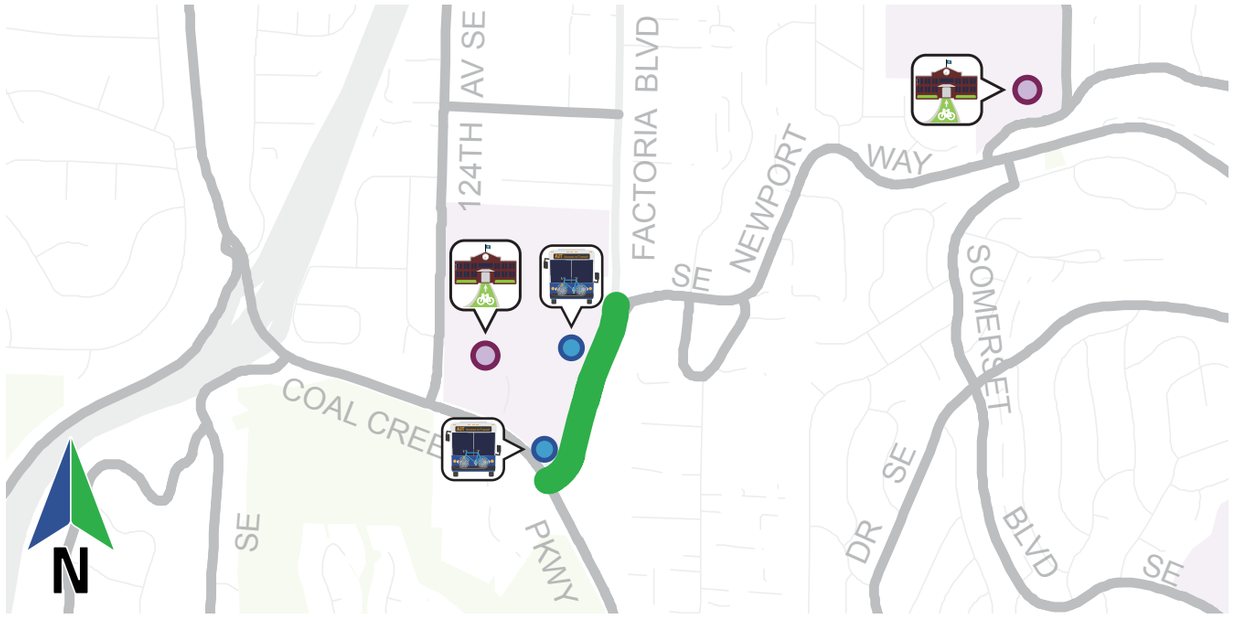


A. Looking north, north of Coal Creek Pkwy SE

B. Northbound path to SE Newport Way

Photo Source: Google Maps Street View

DRAFT



Issues:

No specific issues identified

Opportunities:

Separated Bike Lanes (0.25 miles): Coal Creek Pkwy SE to SE Newport Way

- **Access to Transit:** Improved bicycle connection to frequent Route 245 at Coal Creek Pkwy SE, SE Newport Way
- **Access to School:** Improved bicycle connection to Newport High School
- **Nearby School:** Tyee Middle School

Cost Estimates:

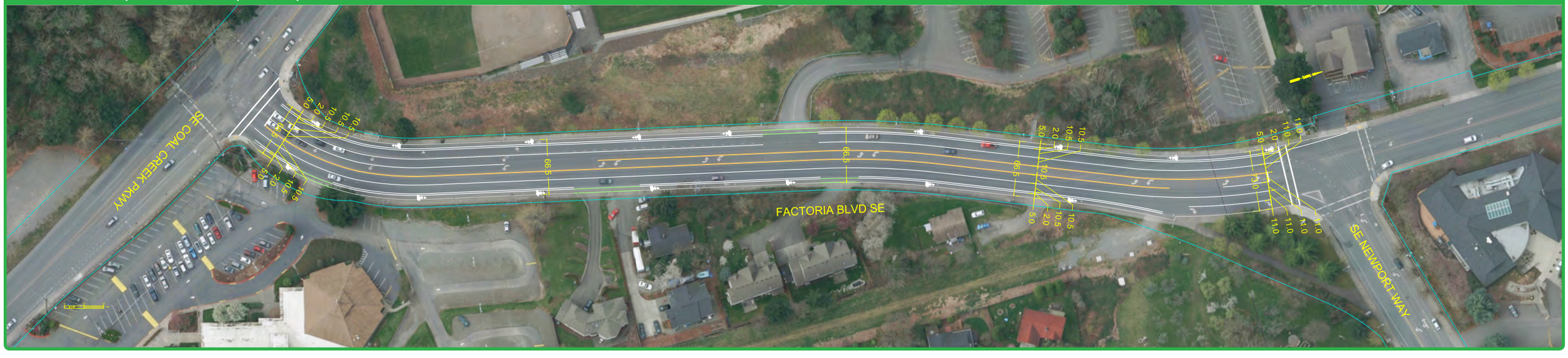
Capital: $39,300

O&M: $1,500 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Coal Creek Pkwy SE to SE Newport Way



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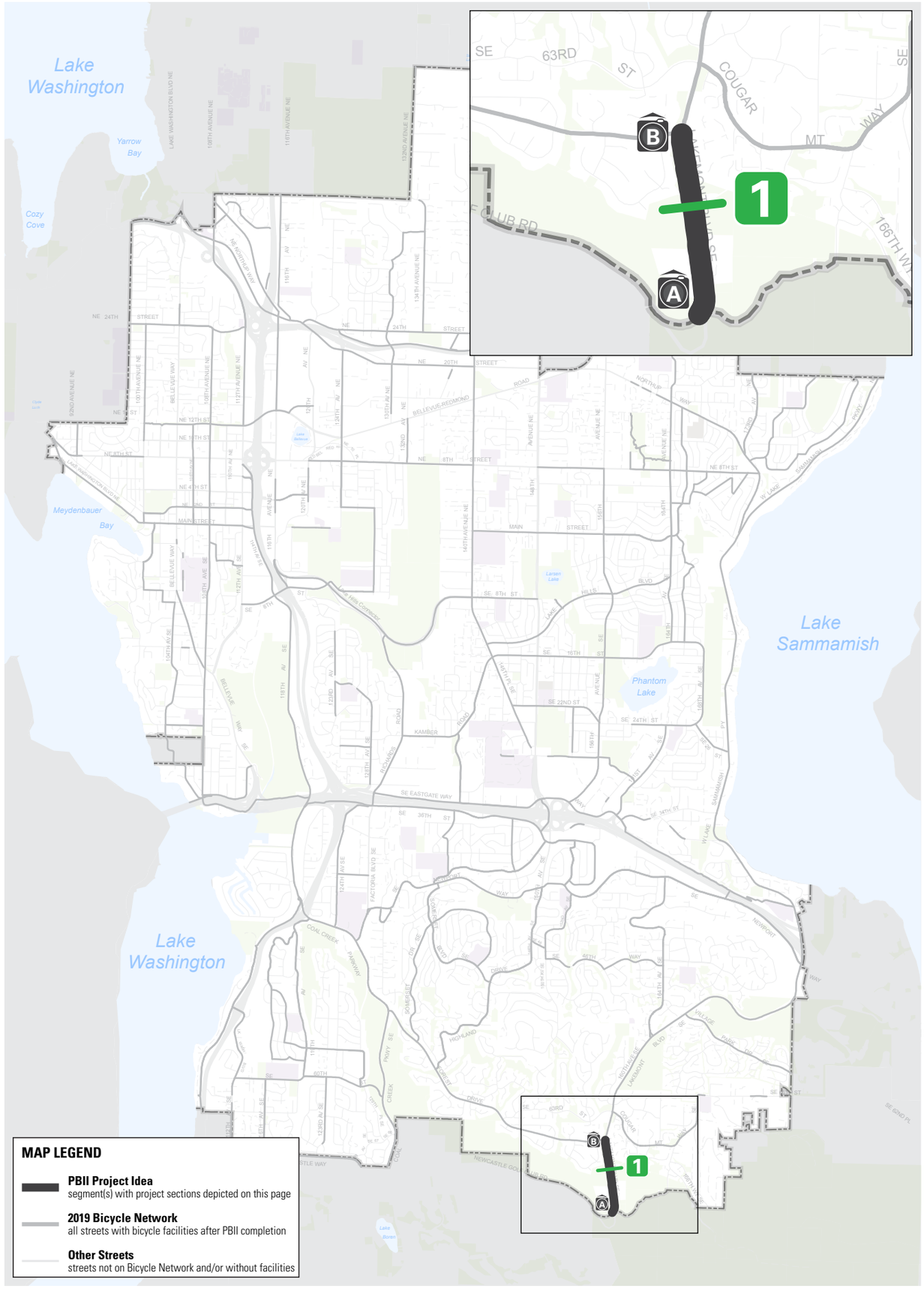


PROJECT IDEA BN-16: LAKEMONT BLVD SE (SOUTH CITY LIMITS)

Bicycle Classification:
Bicycle Network

Street Classifications:
Major Arterial

Traffic Volumes (AAWT):
7,000

Posted Speed Limits:
40 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides

Major Nearby Destinations:
Cougar Mountain Regional Wildland Park, Coal Creek Park

Bicycle Network Connections:
Coal Creek-Cougar Mountain Connection (PBC EW-5)

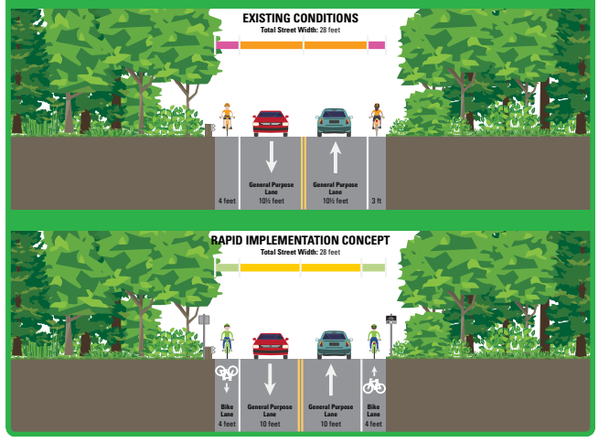
Population (¼-mile buffer):
1,100 residents

Employment (¼-mile buffer):
24 jobs

2009 Plan Projects:
B-159 (Medium)

Typical Street Sections:

1. Newcastle Golf Club Rd to Forest Dr SE



A. Looking north, north of Newcastle Golf Club Rd

B. Looking north at Forest Dr SE

Photo Source: Google Maps Street View

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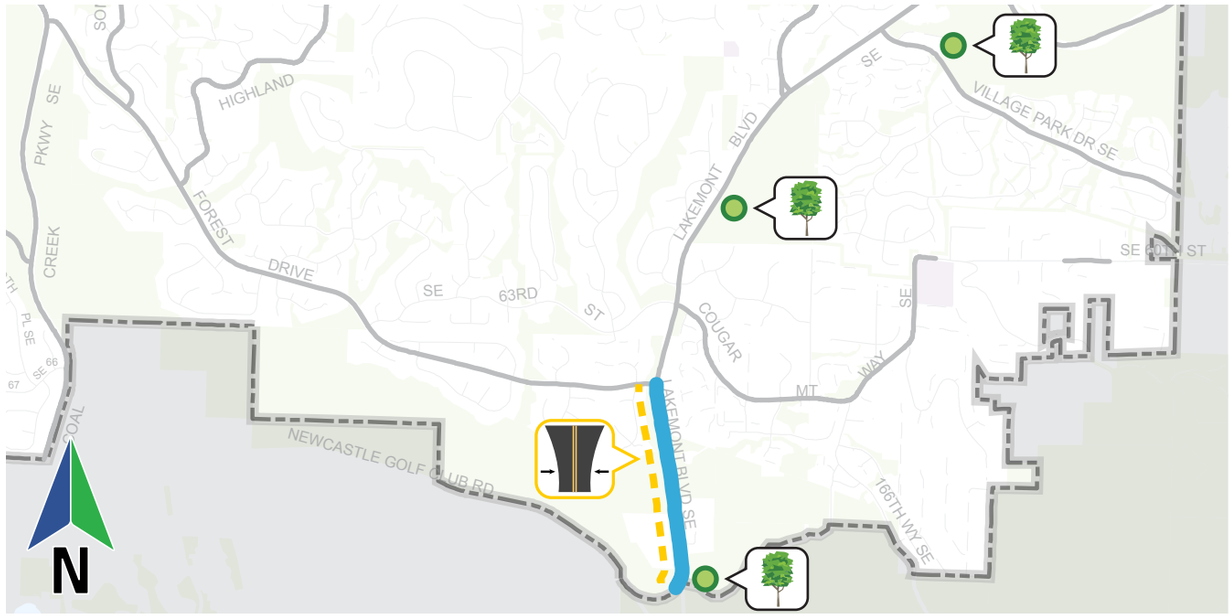


Issues:

Requires 10-foot Travel Lanes: South city limits to Forest Dr SE

Opportunities:

Conventional Bike Lanes (0.5 miles): South city limits to Forest Dr SE

Access to Parks: Improved bicycle connection to Cougar Mountain Regional Wildland Park

Cost Estimates:

Capital: $60,200

O&M: $1,700 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Newcastle Golf Club Rd to south of Forest Dr SE

South of Forest Dr SE to Forest Dr SE

DRAFT

PROJECT IDEA BN-17:
MAIN ST (LAKE HILLS)

Bicycle Classification:
Bicycle Network

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Conventional Bike Lanes, Both Sides (140th Ave to 156th Ave)

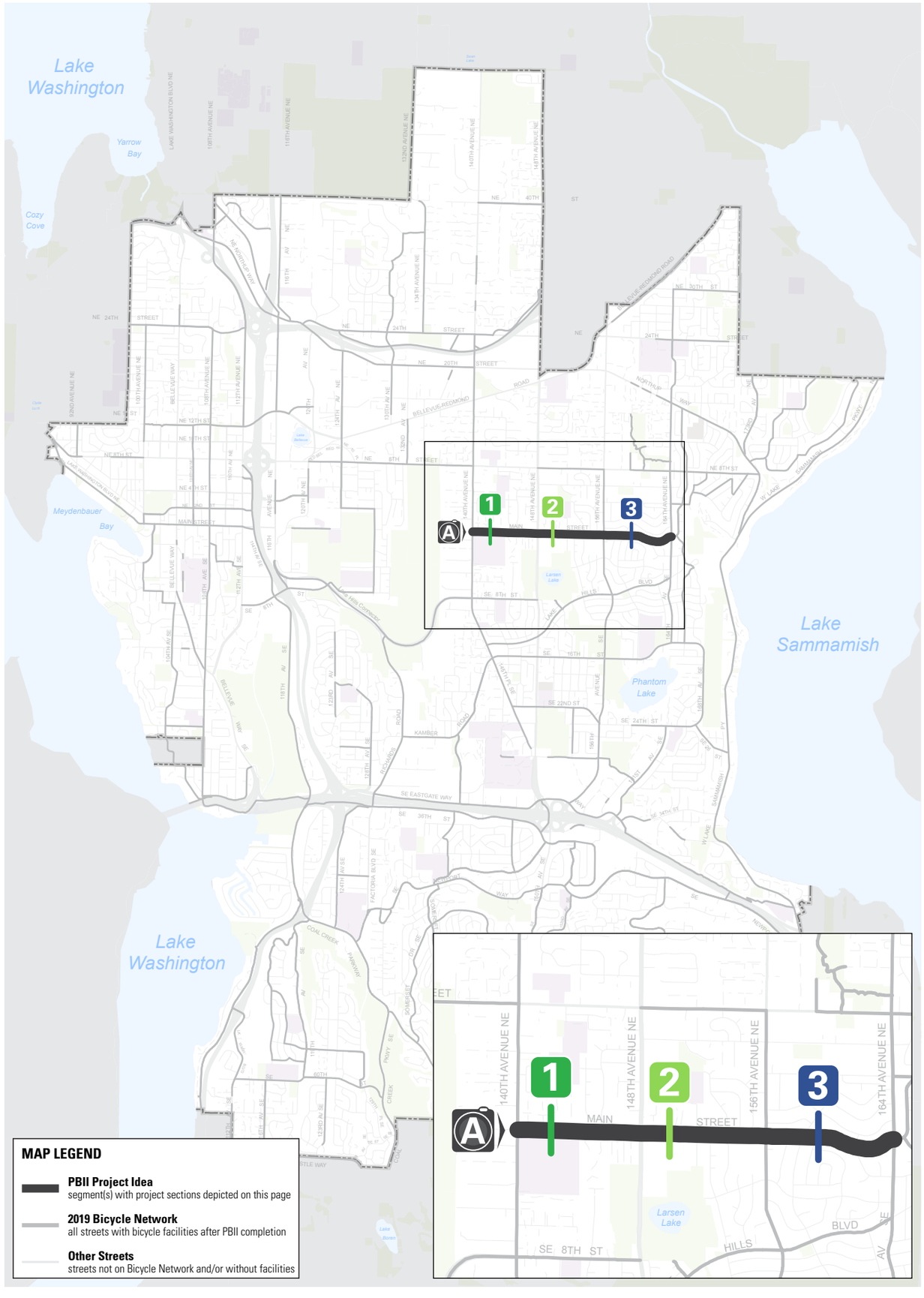
Major Nearby Destinations:
Sammamish High School, Kelsey Creek Shopping Center, Hopelink, Lake Hills Greenbelt

Bicycle Network Connections:
140th Ave (PBC NS-4), 156th Ave, 164th Ave (PBC NS-5)

Population (¼-mile buffer):
4,419 residents

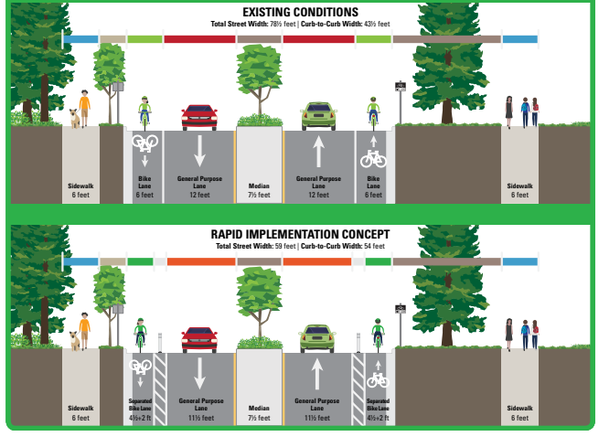
Employment (¼-mile buffer):
1,094 jobs

2009 Plan Projects:
B-132 (Low)

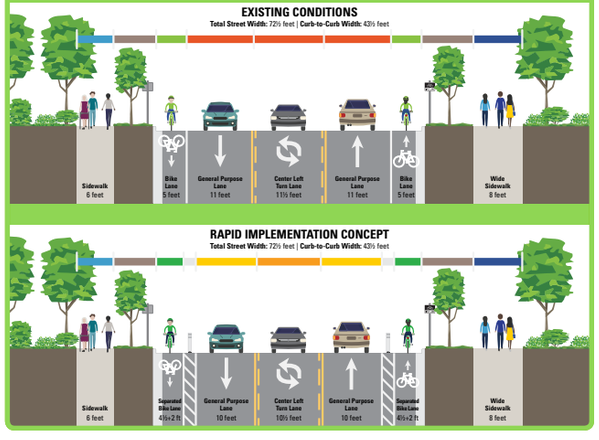


Typical Street Sections:

1. 140th Ave SE to 148th Ave SE



2. 148th Ave SE to 156th Ave SE



3. 156th Ave SE to 164th Ave SE

A. Sammamish HS, facing east at 140th Ave NE

Photo Source: Google Maps Street View

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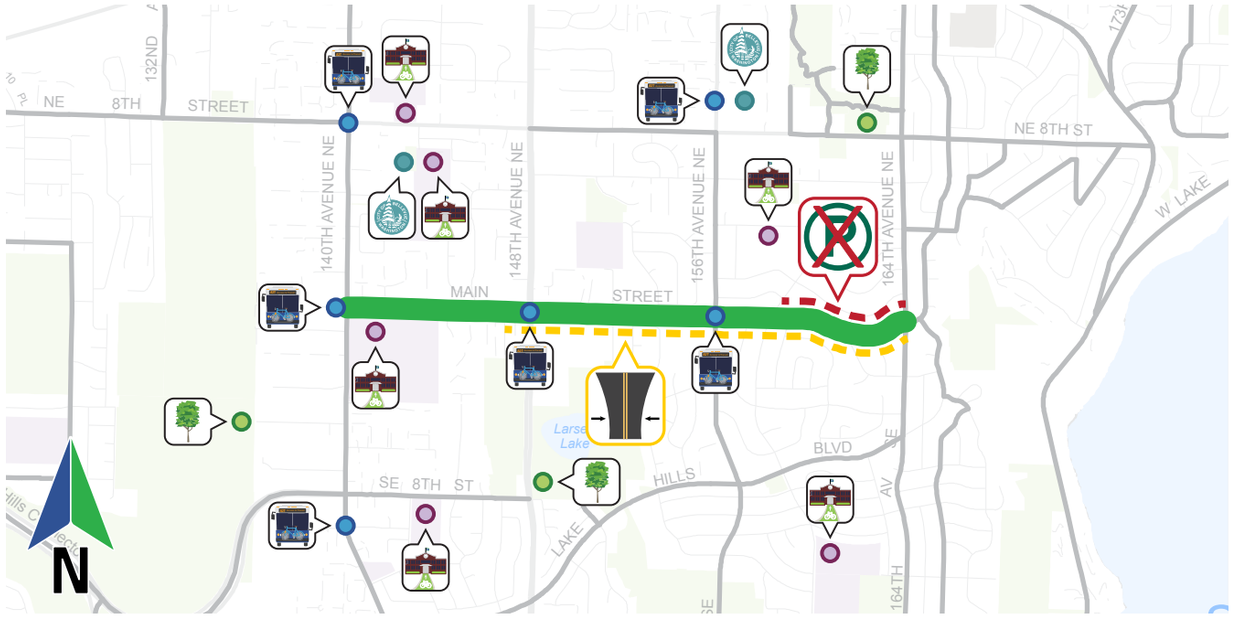


Issues:

- **Requires 10-foot Travel Lanes:** 147th Ave SE to 164th Ave SE
- **Parking Displacement Required (est. 0.4 miles):** 158th Pl SE to 164th Ave SE

Opportunities:

Separated Bike Lanes (1.5 miles): 140th Ave SE to 164th Ave SE

- **Access to Transit:** Improved bicycle connections to frequent Route 245 (at 140th, 148th, and 164th Ave SE)
- **Nearby Transit:** Frequent Route 271 (140th Ave SE/SE 8th St) and RapidRide B Line (NE 8th St)
- **Access to School:** Improved bicycle connection to Sammamish High School; Lake Hills Elementary School, Stevenson Elementary School, Jewish Day School nearby
- **Nearby Parks:** Lake Hills Greenbelt, Crossroads Park, Kelsey Creek Park
- **Nearby City Services:** Bellevue Aquatic Center, Crossroads Mini City Hall

Cost Estimates:

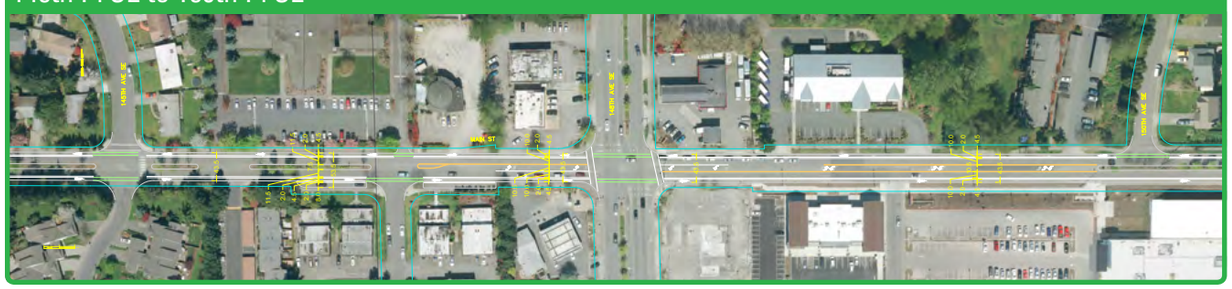
Capital: $377,700 | **O&M:** $13,400 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

140th Ave SE to 145th Pl SE

145th Pl SE to 150th Pl SE



150th Pl SE to 156th Ave SE

156th Ave SE to 162nd Ave SE

162nd Ave SE to 164th Ave SE

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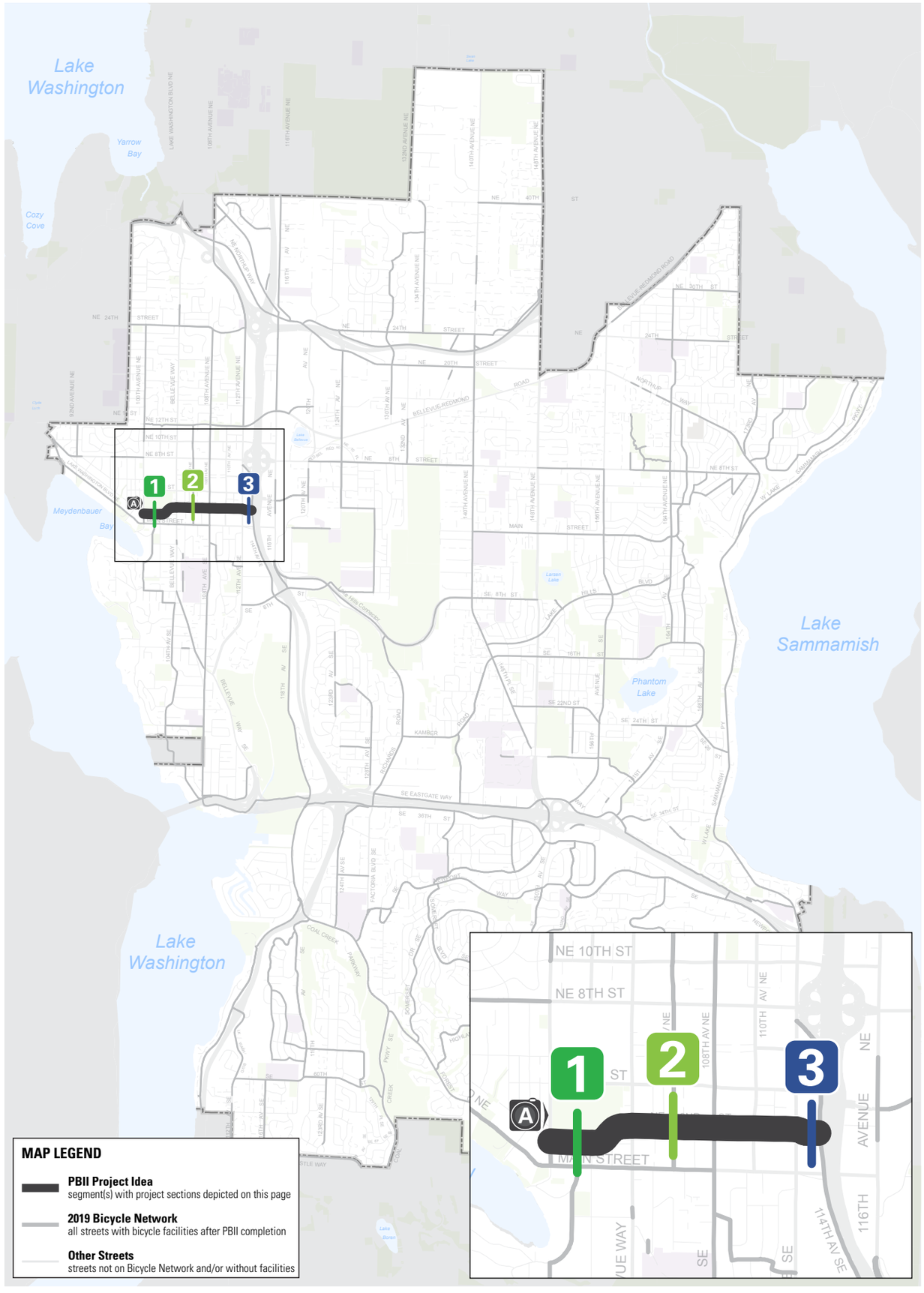


PROJECT IDEA BN-18: NE 1ST ST, NE 2ND ST

Bicycle Classification: Bicycle Network

Street Classifications: Minor Arterial/Collector Arterial

Traffic Volumes (AAWT):
5,200 (east of 102nd Ave NE); 8,100 (east of Bellevue Way NE); 7,300 (east of 108th Ave NE)

Posted Speed Limits:
25 MPH (100th Ave NE to Bellevue Way NE)
30 MPH (Bellevue Way NE to 114th Ave NE)

Existing Bicycle Facilities:
Wide Lane/Shared Shoulder: 100th Ave NE to 102nd Ave NE, 106th Ave NE to 112th Ave NE

Major Nearby Destinations:
Downtown Park, Bellevue Art Museum, Bellevue City Hall and Police Department

Bicycle Network Connections:
100th Ave NE, 106th Ave NE, 108th Ave NE (PBC NS-1), 114th Ave NE (PBC NS-2)

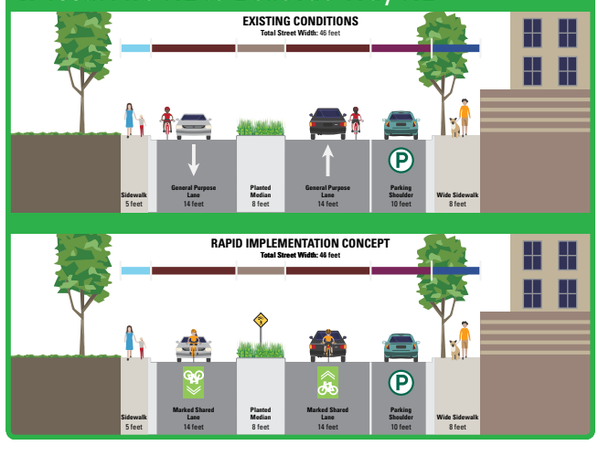
Population (½-mile network buffer)**:**
7,899 residents

Employment (½-mile network buffer)**:**
21,085 jobs

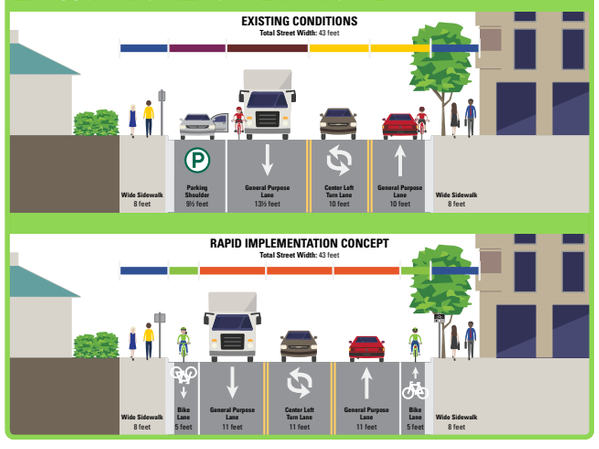
2009 Plan Projects: B-401 (Medium)

Typical Street Sections:

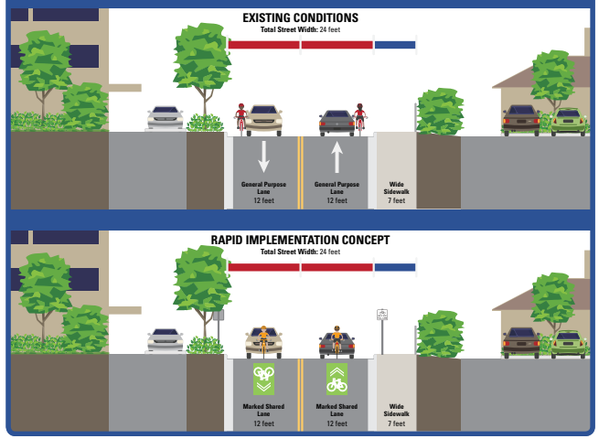
1. 100th Ave NE to Bellevue Way NE



2. 105th Ave NE to 112th Ave NE



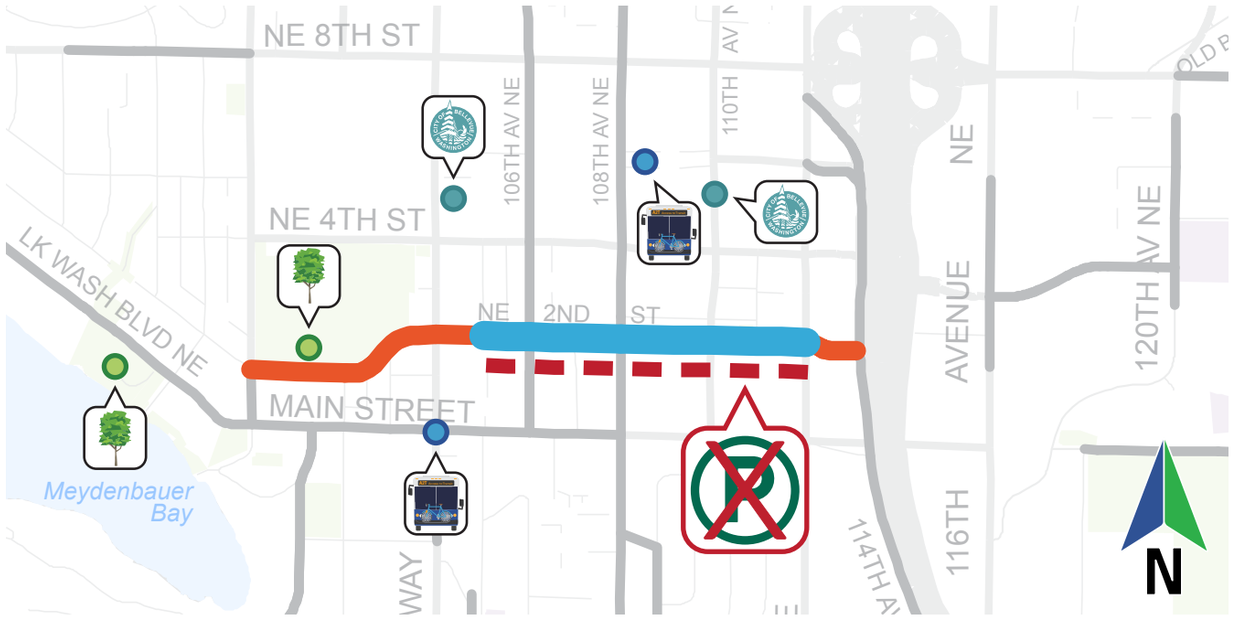
3. 112th Ave NE to 114th Ave NE



A. Downtown Park

Photo Source: Flickr user SounderBruce

DRAFT



Issues:

Parking Displacement Required (est. 0.4 miles): 105th Ave NE to 112th Ave NE

Opportunities:

Marked Shared Lanes (0.3 miles): 100th Ave NE to 105th Ave NE

Conventional Bike Lanes (0.4 miles): 105th Ave NE to 112th Ave NE

Green-Backed Sharrows (370 feet): 112th Ave NE to 114th Ave NE

Nearby Transit: Bellevue Transit Center (NE 6th St/108th Ave NE) and frequent Route 550 (Bellevue Way/Main St)

Access to Parks: Improved bicycle connection to Downtown Park; Meydenbauer Park nearby

Nearby City Services: Bellevue Art Museum, Bellevue City Hall and Police Department

Cost Estimates:

Capital: $191,100

O&M: $2,400 annually

Conceptual Layouts:

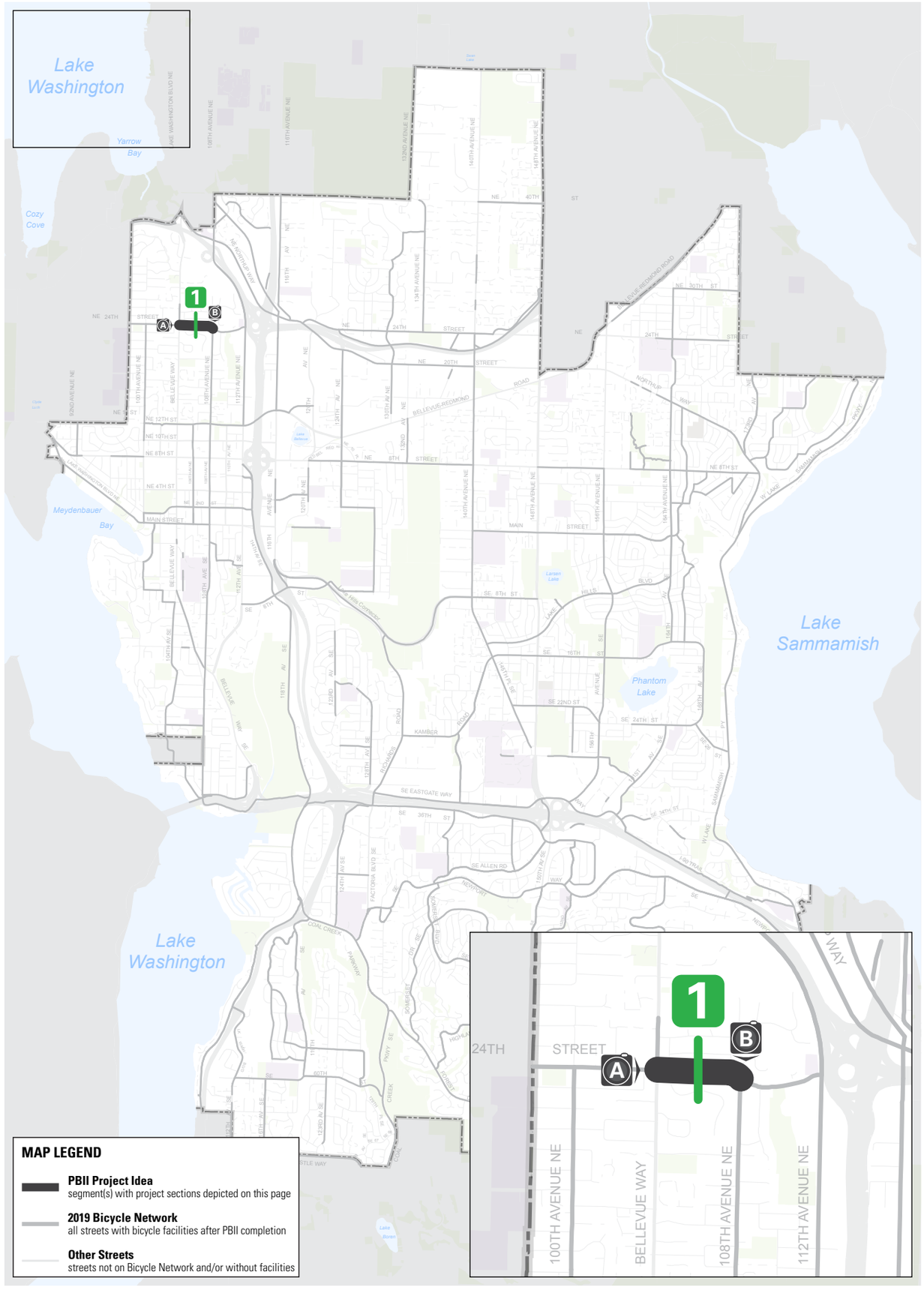
Note: All dimensions are approximate pending field verification

NE 1st St from 100th Ave NE to Bellevue Way NE

NE 2nd St from Bellevue Way NE to 108th Ave NE

NE 2nd St from 108th Ave NE to 114th Ave NE

DRAFT



PROJECT IDEA BN-19:
NE 24TH ST (NORTHWEST BELLEVUE)

Bicycle Classification:
Bicycle Network

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
3,400

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Wide Lane/Shared Shoulder, One Side Only

Major Nearby Destinations:
Hidden Valley Park, Bellevue Montessori School

Bicycle Network Connections:
108th Ave NE (PBC NS-1), 112th Ave NE (PBC NS-2)

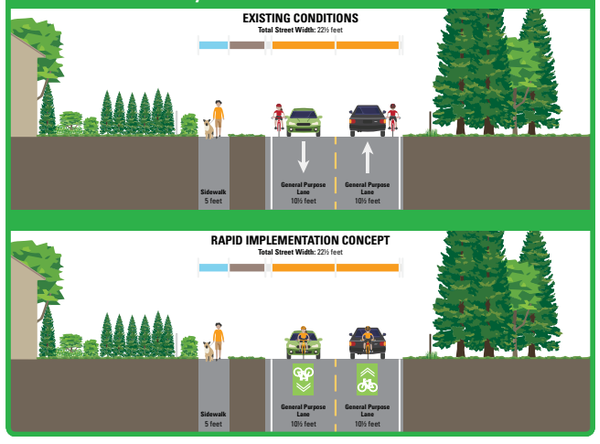
Population (¼-mile buffer):
948 residents

Employment (¼-mile buffer):
742 jobs

2009 Plan Projects:
B-201 (Medium)

Typical Street Sections:

1. Bellevue Way NE to 108th Ave NE

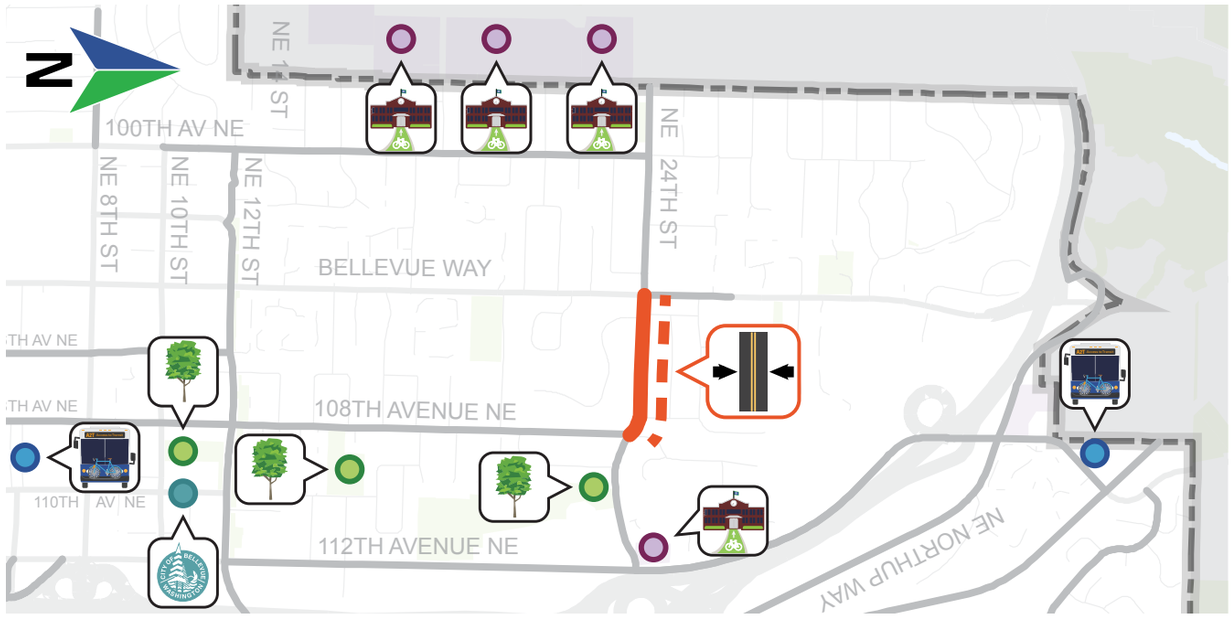


A. Looking east at Bellevue Way NE

B. Looking southeast at 108th Ave NE

Photo Source: Google Maps Street View

DRAFT



Issues:

Constrained Pavement Width: Street is too narrow to implement dedicated bicycle facilities

Opportunities:

Marked Shared Lanes (0.25 miles): Green-backed sharrows from Bellevue Way NE to 108th Ave NE

Nearby Transit: Bellevue Transit Center, South Kirkland Park-and-Ride

Access to School: Improved bicycle connection to Bellevue Montessori School

Other Nearby Schools: Clyde Hill Elementary School, Chinook Middle School, Bellevue Christian High School

Access to Parks: Improved bicycle connection to Hidden Valley Park; Zumdieck Park, Ashwood Playfield nearby

Nearby City Services: Bellevue Library

Cost Estimates:

Capital: $11,700

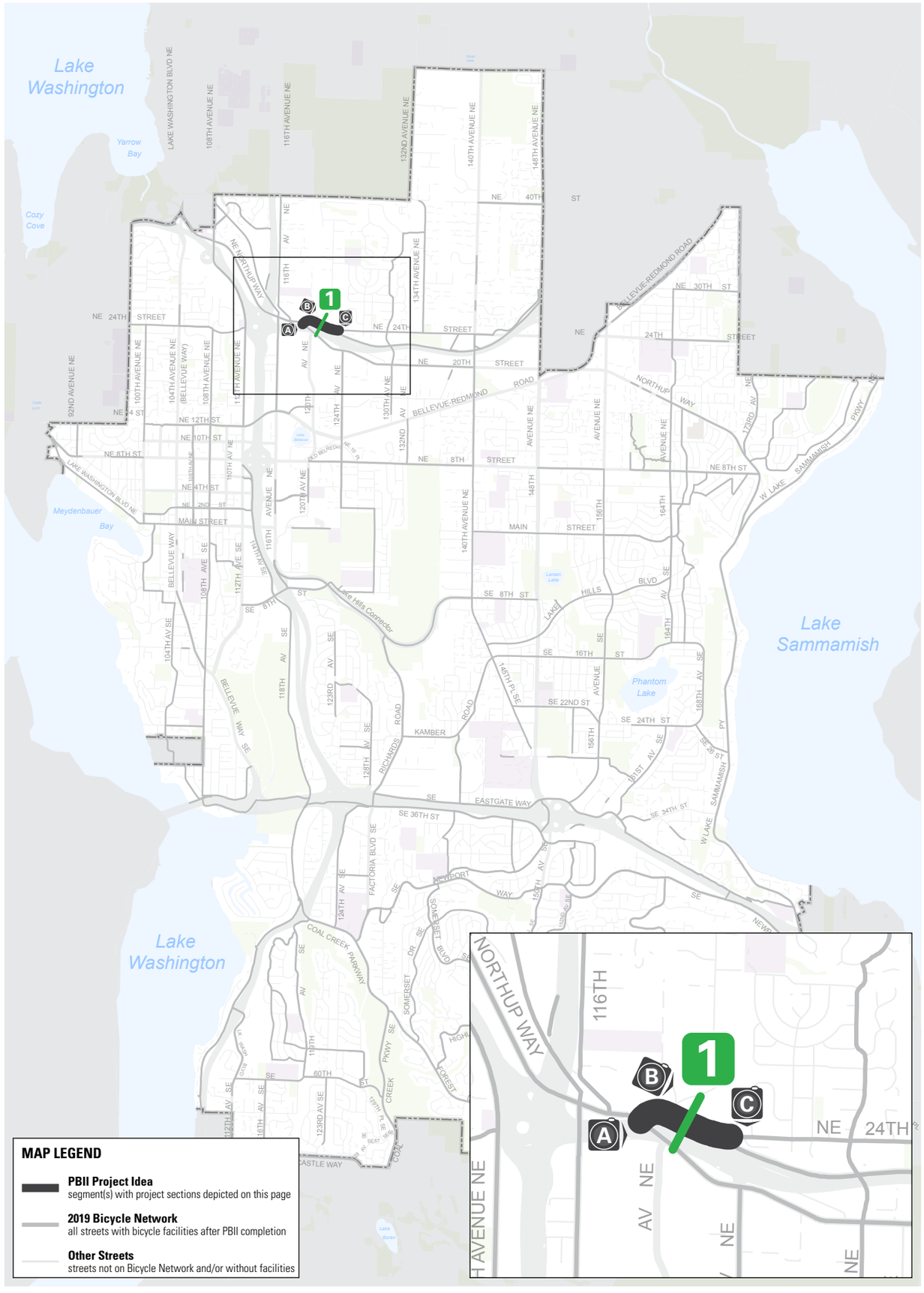
O&M: $300 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Bellevue Way NE to 108th Ave NE

DRAFT



PROJECT IDEA BN-20:
NE 24TH ST (520 TRAIL CONNECTION)

Bicycle Classification:
Bicycle Network

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
5,400

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Conventional Bike Lanes, Both Sides

Major Nearby Destinations:
N/A

Bicycle Network Connections:
520 Trail (PBC EW-1), Northup Way

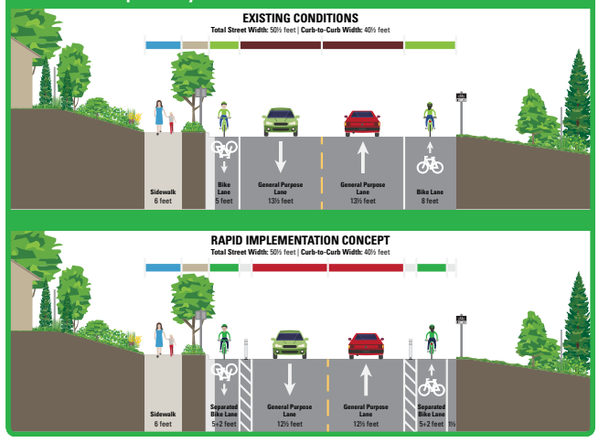
Population (¼-mile buffer):
495 residents

Employment (¼-mile buffer):
1,910 jobs

2009 Plan Projects:
None

Typical Street Sections:

1. Northup Way to 520 Trail



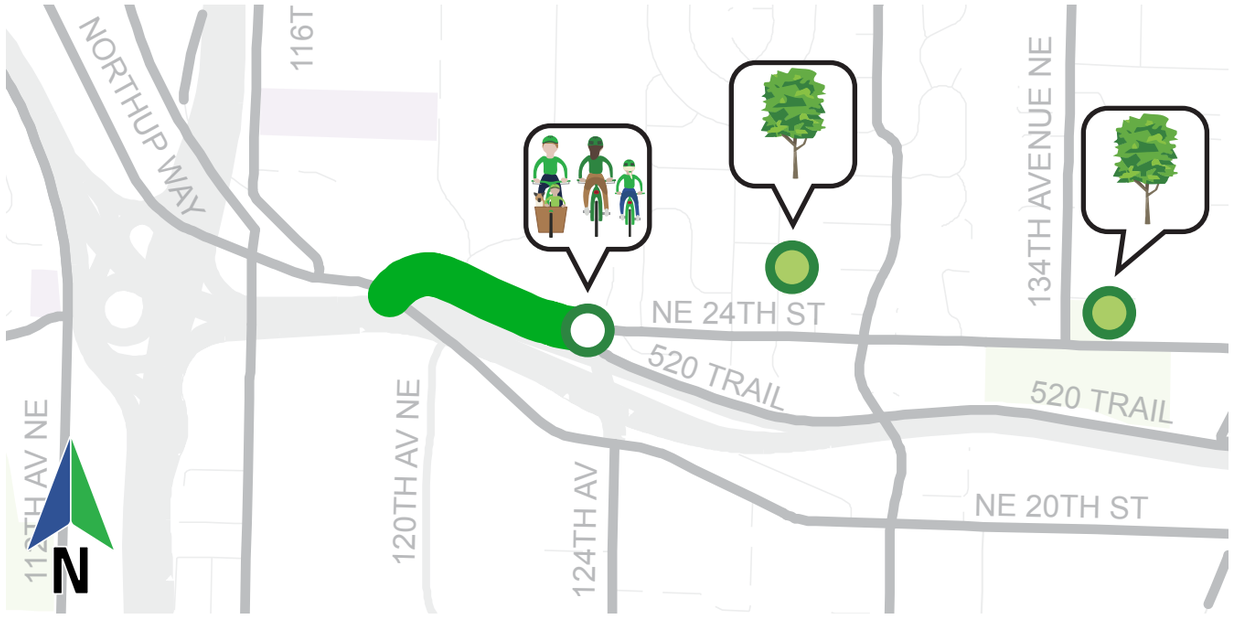
A. Looking northeast from Northup Way

B. Looking east toward 520 Trail

C. Connection to 520 Trail

Photo Source: Google Maps Street View

DRAFT



Issues:

No specific issues identified

Opportunities:

Separated Bike Lanes (0.3 miles): Northup Way to 520 Trail

- **Access to Parks:** Improved bicycle connections to Cherry Crest Park and Bridle Trails Corner Park
- **Regional Trail Connection:** Improved north-south connection to 520 Trail (PBC EW-1)

Cost Estimates:

Capital: $54,700

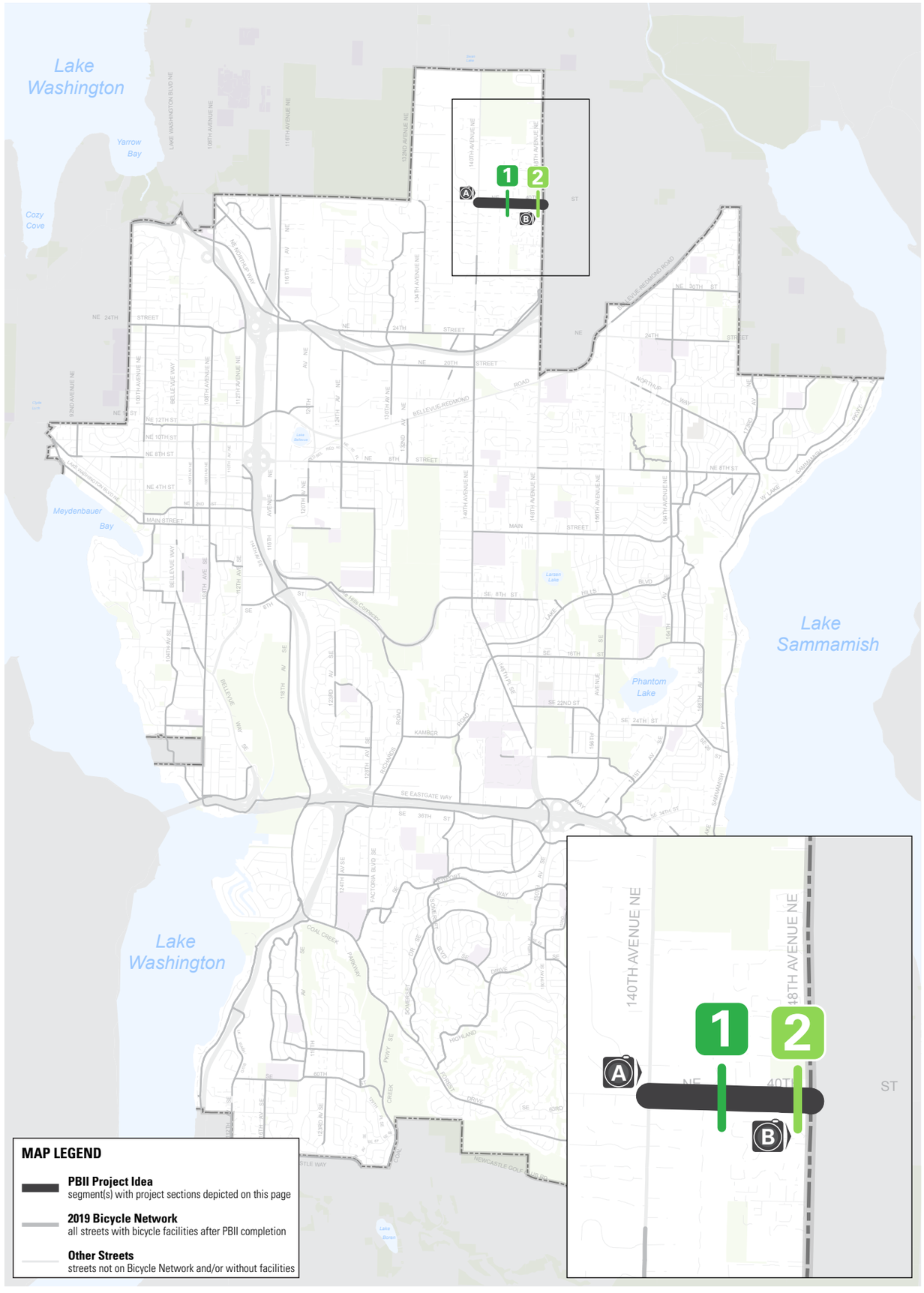
O&M: $2,000 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Northup Way to 520 Trail

DRAFT



PROJECT IDEA BN-21:
NE 40TH ST

Bicycle Classification:
Bicycle Network

Street Classifications:
Minor Arterial

Traffic Volumes (AAWT):
5,400

Posted Speed Limits:
35 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides;
Bike Shoulders, One or Both Sides

Major Nearby Destinations:
North Bellevue Community Center

Bicycle Network Connections:
140th Ave NE

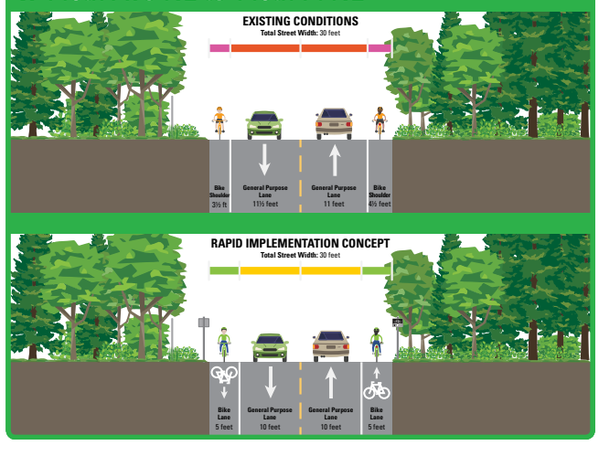
Population (¼-mile buffer):
3,074 residents

Employment (¼-mile buffer):
198 jobs

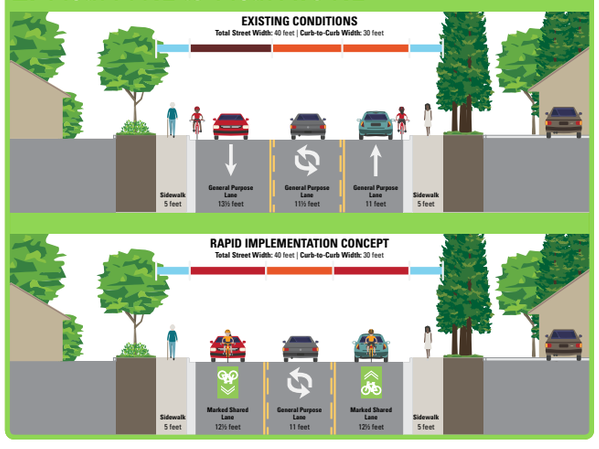
2009 Plan Projects:
B-106 (Medium)

Typical Street Sections:

1. 140th Ave NE to 146th Pl NE



2. 146th Pl NE to 148th Ave NE

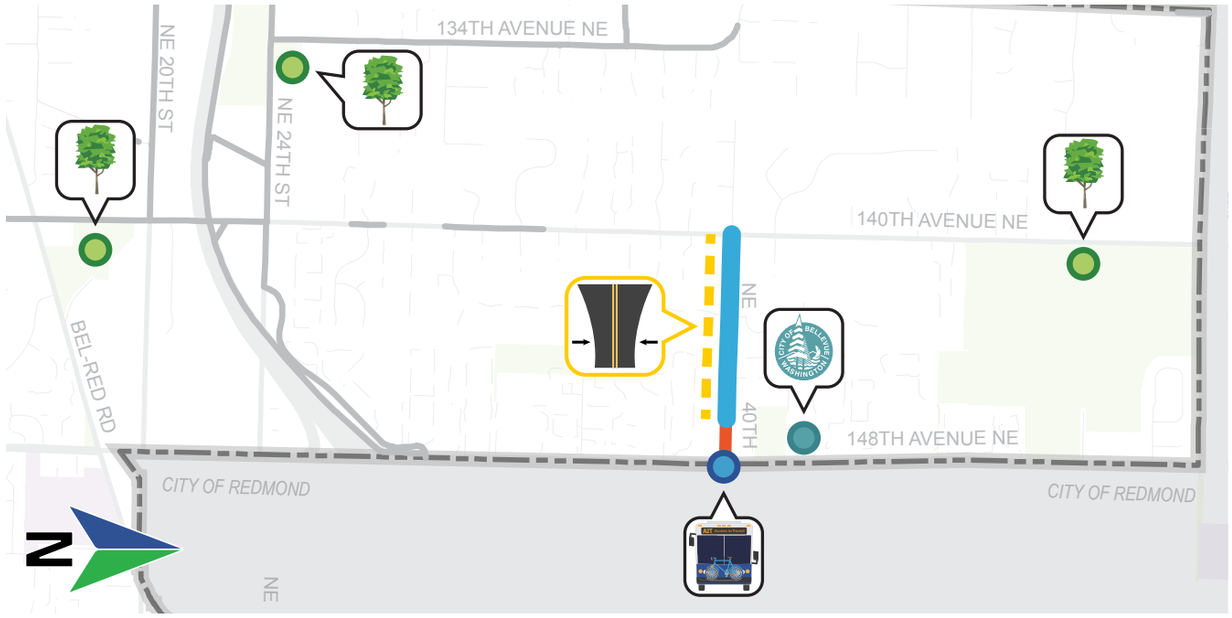


A. Looking southeast at 140th Ave NE

B. Looking east toward 148th Ave NE

Photo Source: Google Maps Street View

DRAFT



Issues:

Requires 10-foot Travel Lanes: 140th Ave NE to 146th Pl NE

Opportunities:

Conventional Bike Lanes (1,950 feet): 140th Ave NE to 146th Pl NE

Marked Shared Lanes (650 feet): Green-backed sharrows from 146th Pl NE to 148th Ave NE

Access to Transit: Improved bicycle connection to RapidRide B Line at 148th Ave NE

Nearby Parks: Bellevue Golf Course, Bridle Trails Corner Park, Bellevue Highlands Park

Access to City Services: Improved bicycle connection to North Bellevue Community Center

Cost Estimates:

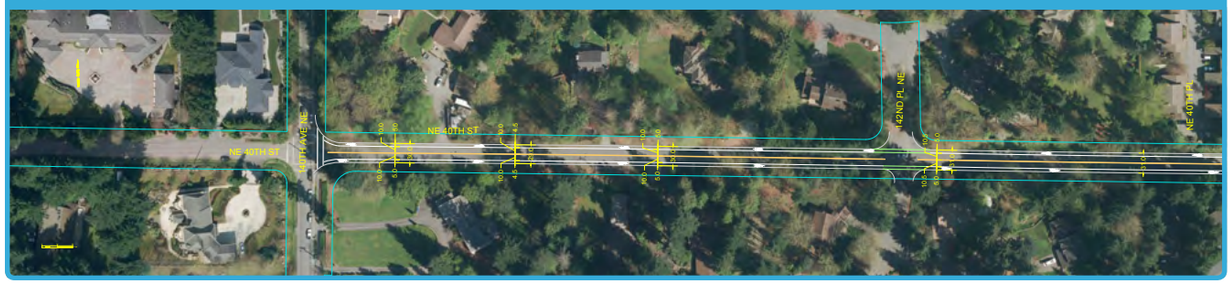
Capital: $61,600

O&M: $1,400 annually

Conceptual Layouts:

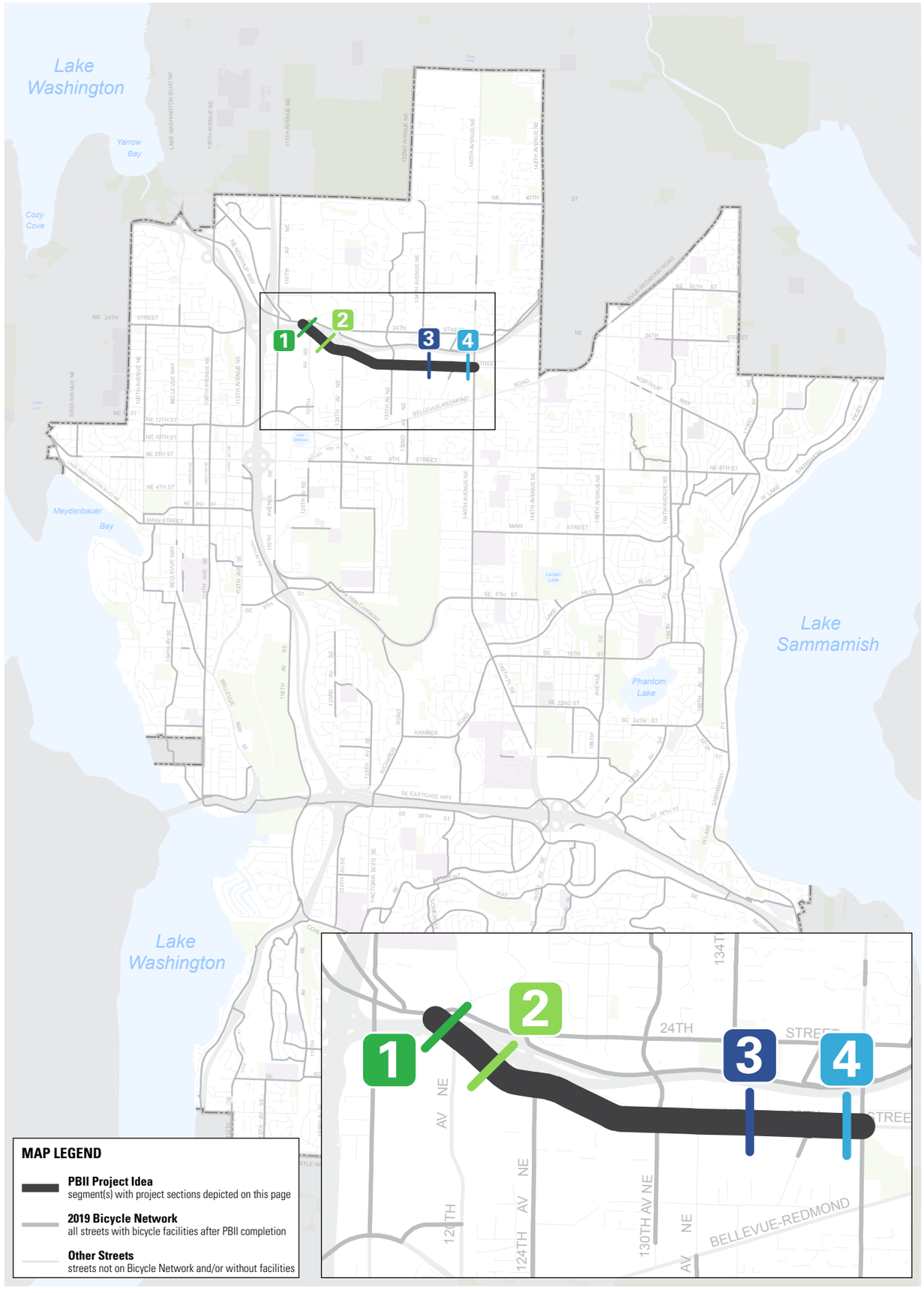
Note: All dimensions are approximate pending field verification

140th Ave NE to 144th Ave NE



144th Ave NE to 148th Ave NE

DRAFT



PROJECT IDEA BN-22: NORTHUP WAY

Bicycle Classification: Bicycle Network

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
24,100 (130th Ave NE to 136th Ave NE);
27,900 (124th Ave Ne to 130th Ave NE)

Posted Speed Limits:
35 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (120th Ave NE to E/O 124th Ave NE)

Major Nearby Destinations:
Highland Park and Community Center

Bicycle Network Connections:
NE 24th St (PBC EW-1), 120th Ave NE, 124th Ave NE, 130th Ave NE, 140th Ave NE (PBC NS-4)

Population (¼-mile buffer):
426 residents

Employment (¼-mile buffer):
10,178 jobs

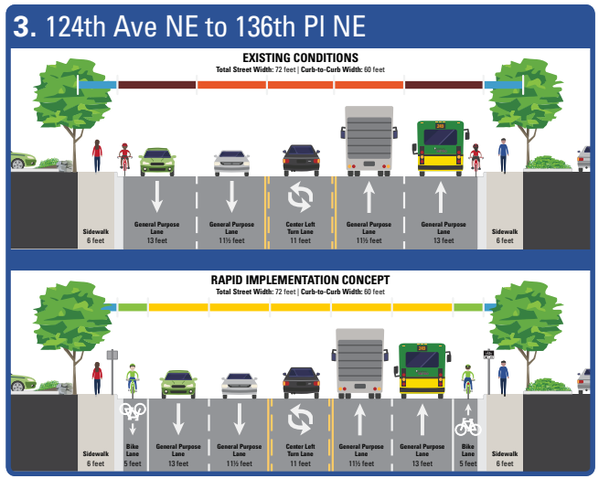
2009 Plan Projects: B-100 (High), B-110 (Low), B-111 (Medium)

Typical Street Sections:

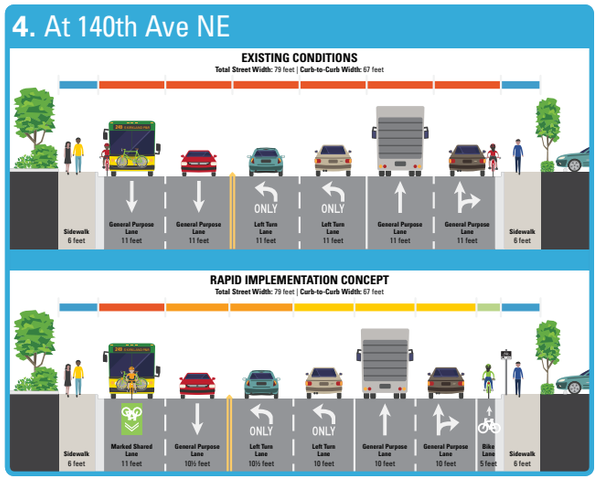
1. NE 24th St to 120th Ave NE

2. 120th Ave NE to 124th Ave NE

3. 124th Ave NE to 136th Pl NE



4. At 140th Ave NE



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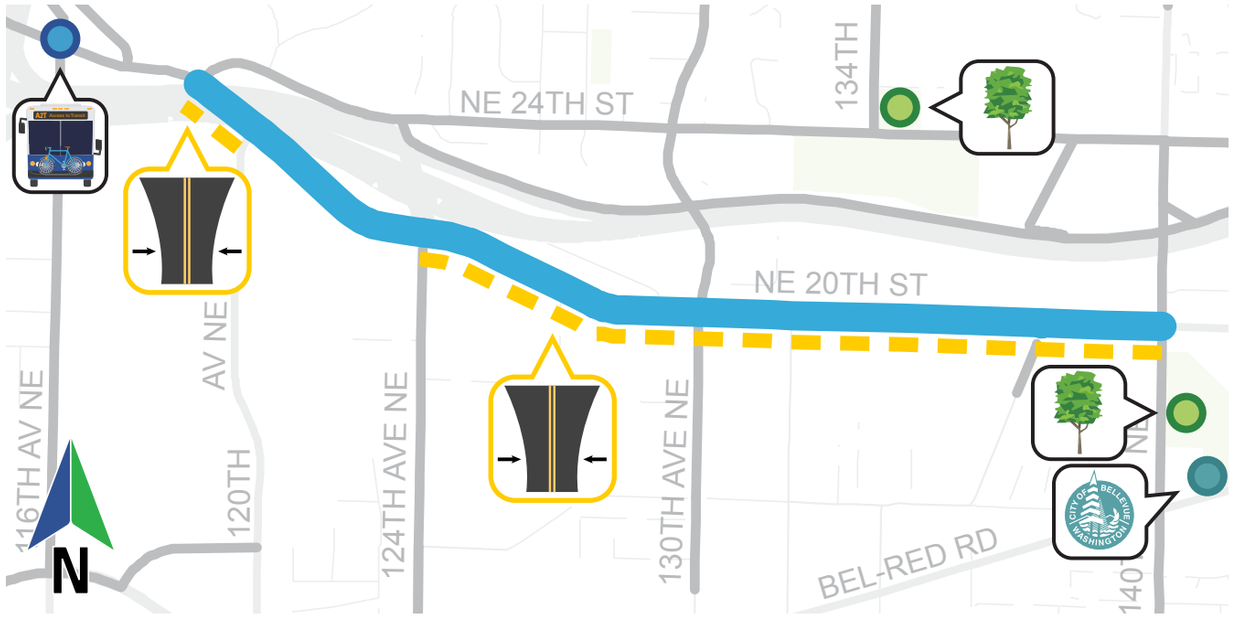


Issues:

- **Requires 10-foot Travel Lanes:** NE 24th St to 120th Ave NE
- **Requires 10-foot Travel Lanes:** 124th Ave NE to 140th Ave NE

Opportunities:

Conventional Bike Lanes (1.4 miles): NE 24th St to 120th Ave NE

- **Access to Transit:** Improved bicycle connection to frequent Route 234 and 235 at 116th Ave NE
- **Access to Parks:** Improved bicycle connection to Highland Park; Bridle Trails Corner Park nearby
- **Access to City Services:** Improved bicycle connection to Highland Community Center

Cost Estimates:

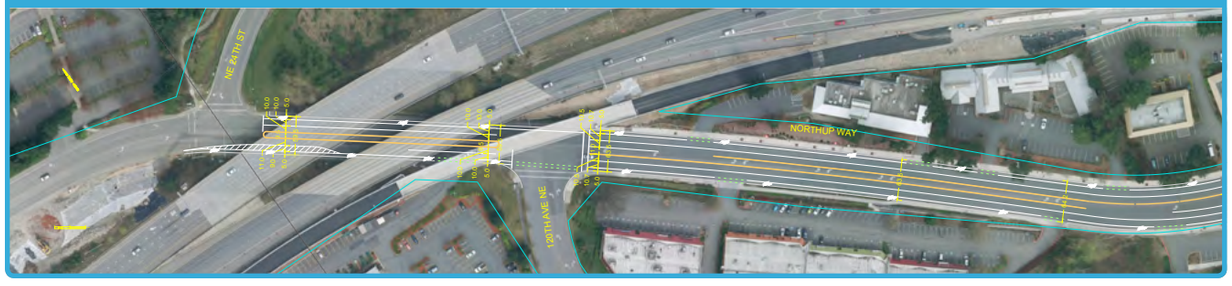
Capital: $409,800

O&M: $5,400 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

NE 24th St to west of 124th Ave NE

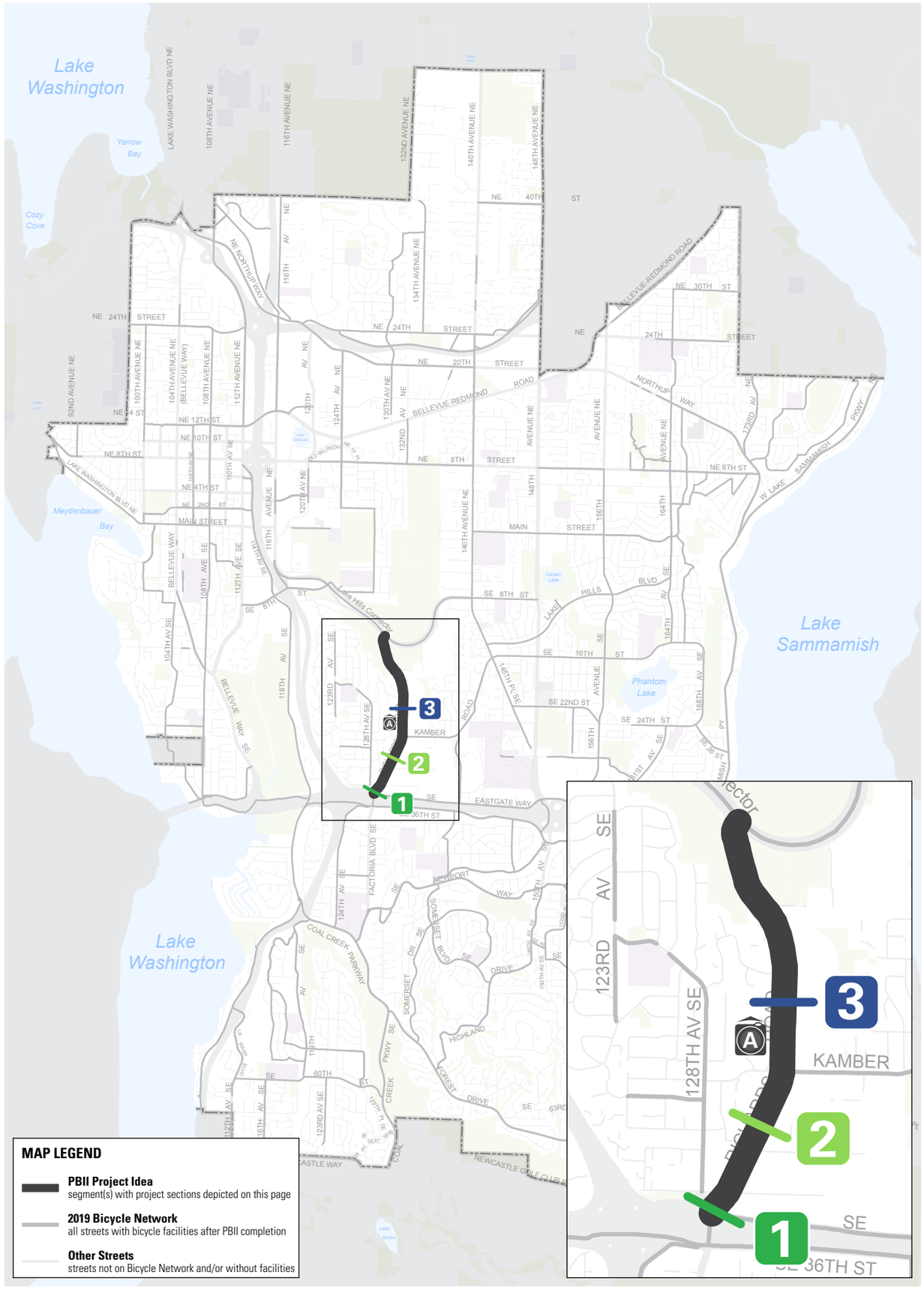


West of 124th Ave NE to east of 127th Ave NE

East of 127th Ave NE to east of 132nd Ave NE

East of 132nd Ave NE to 140th Ave NE

DRAFT



PROJECT IDEA BN-23: RICHARDS RD

Bicycle Classification:
Bicycle Network

Street Classifications:
Major Arterial

Traffic Volumes (AAWT):
21,900 (SE 26th St to SE 32nd St)

Posted Speed Limits:
35 MPH

Existing Bicycle Facilities:
None (SE Eastgate Way to SE 32nd St);
Conventional Bike Lanes, Both Sides (north of SE 32nd St)

Major Nearby Destinations:
Woodridge neighborhood, Factoria Mall

Bicycle Network Connections:
Mountains-to-Sound Greenway (PBC EW-4), SE Eastgate Way, SE 26th St, Lake-to-Lake Trail (PBC EW-3)

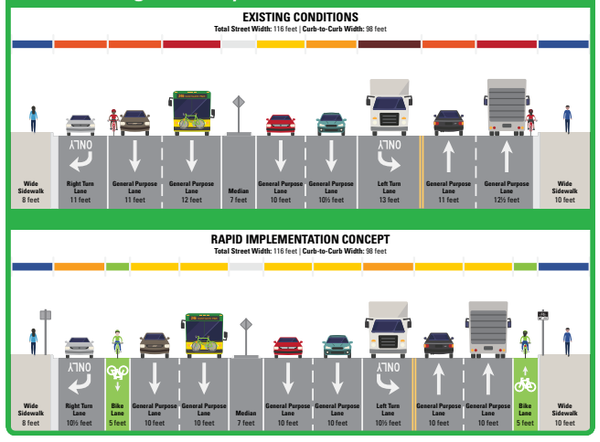
Population (¼-mile buffer):
3,439 residents

Employment (¼-mile buffer):
4,301 jobs

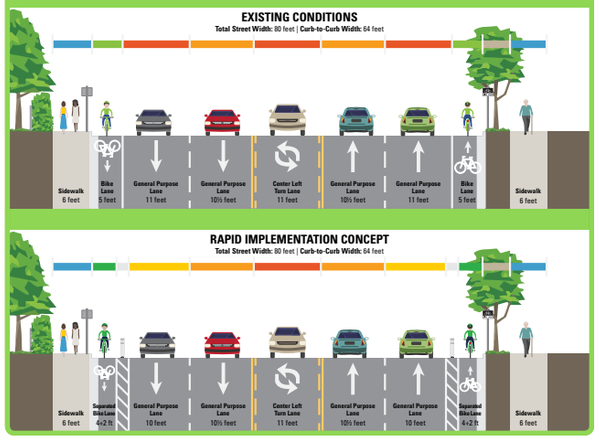
2009 Plan Projects: None

Typical Street Sections:

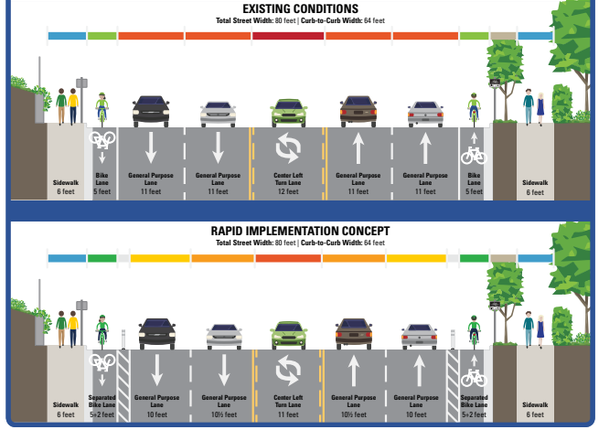
1. SE Eastgate Way to SE 32nd St



2. SE 32nd St to SE 26th St



3. SE 26th St to Lake Hills Connector



A. Looking north toward SE 23rd St

Photo Source: Google Maps Street View

DRAFT

Issues:

Requires 10-foot Travel Lanes: SE Eastgate Way to Lake Hills Connector

Opportunities:

Conventional Bike Lanes (420 feet): SE Eastgate Way to SE 32nd St

Separated Bike Lanes (1.2 miles): SE 32nd St to Lake Hills Connector

- **Access to Transit:** Improved bicycle connection to frequent Route 271 (Lake Hills Connector); Eastgate P&R nearby
- **Nearby Schools:** Woodridge Elem., International School, Lake Hills Elem., Tyee MS, Puesta Del Sol Elem., Newport HS
- **Bellevue College:** Bicycle network improvements near Bellevue College
- **Access to Parks:** Improved bicycle connection to Bannerwood Sports Park; Botanical Garden, Kelsey Creek Park nearby
- **Regional Trail Connection:** Improved north-south connections to Mountains to Sound Greenway Trail (EW-4) and Lake-to-Lake Trail (PBC EW-1)

Cost Estimates:

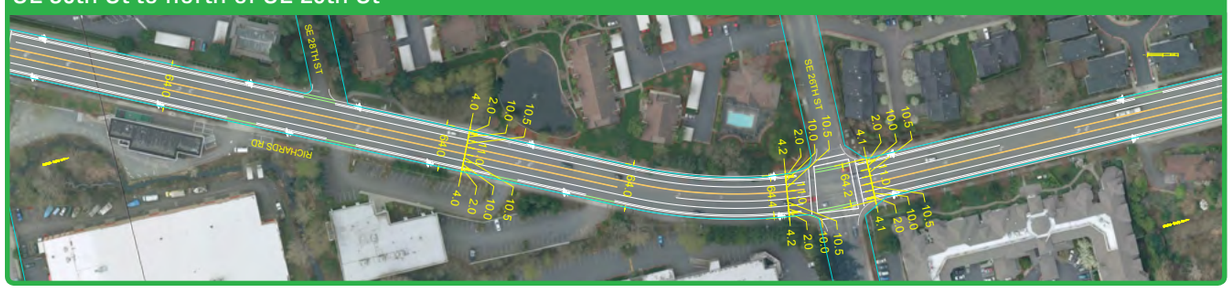
Capital: $509,300 | **O&M:** $10,100 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

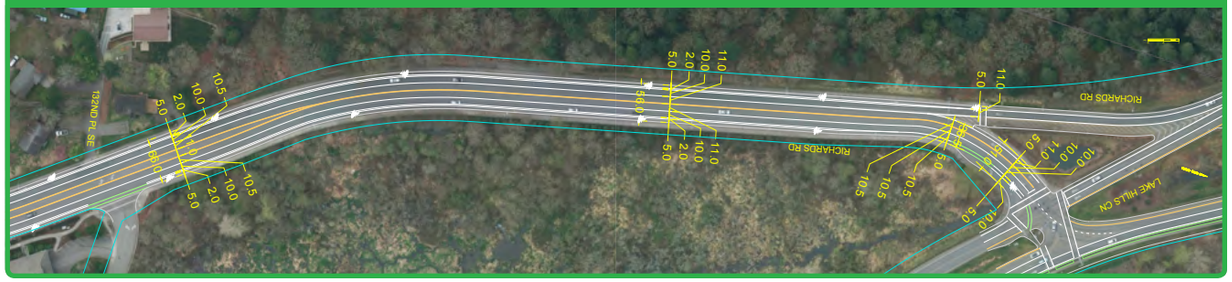
SE Eastgate Way to SE 30th St

SE 30th St to north of SE 26th St



North of SE 26th St to north of SE 21st Pl

North of SE 21st Pl to Lake Hills Connector



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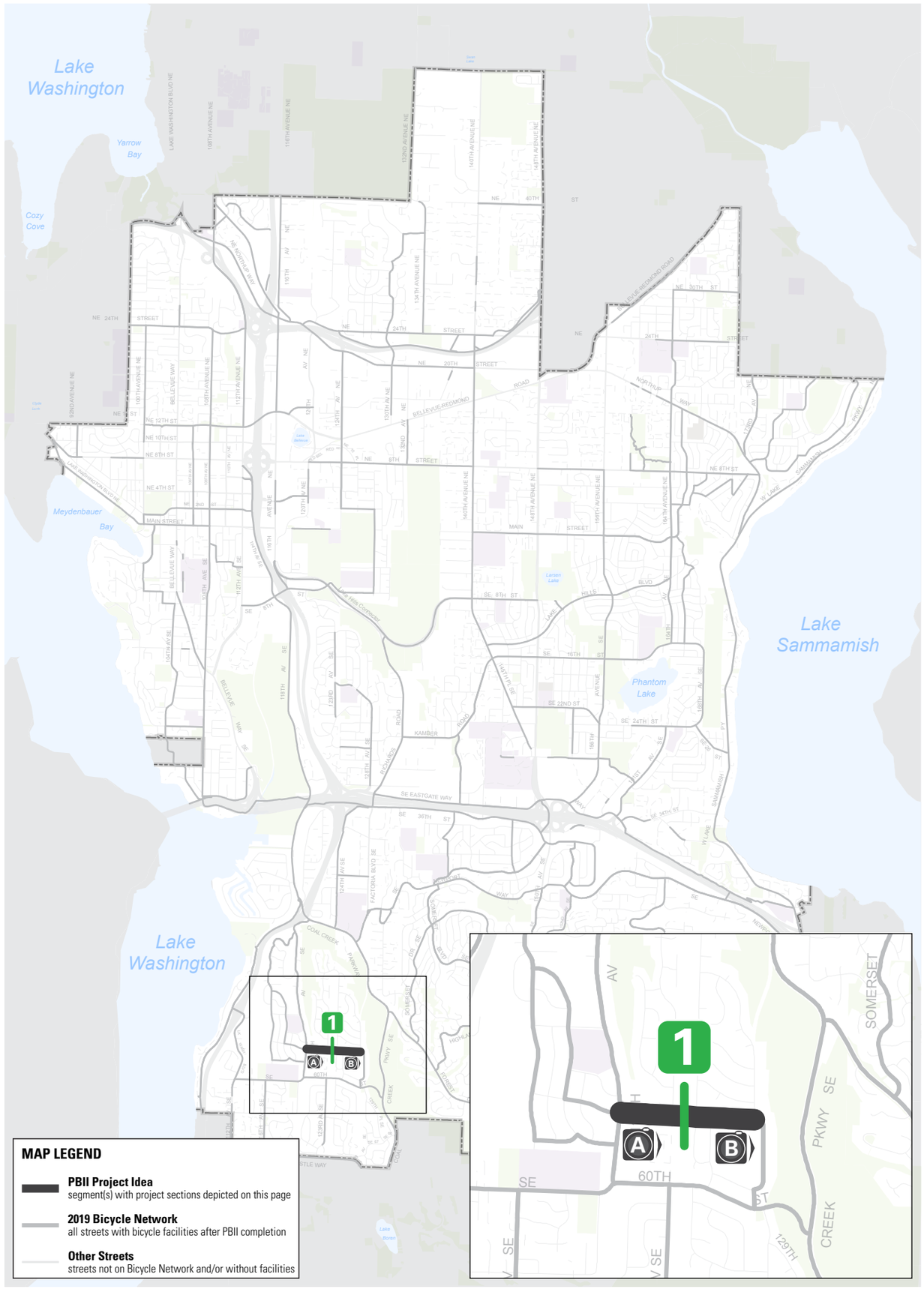


PROJECT IDEA BN-24:
SE 56TH ST

Bicycle Classification:
Bicycle Network

Street Classifications:
Local

Traffic Volumes (AAWT): N/A

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (119th Ave SE to Jing Mei Elem. School); Shared/Wide Outside Lane, Both Sides (Jing Mei to 129th Ave SE)

Major Nearby Destinations:
Newport Heights Elementary School, Newport Hills Shopping Center, Jing Mei Elementary School

Bicycle Network Connections:
119th Ave SE, 129th Ave SE

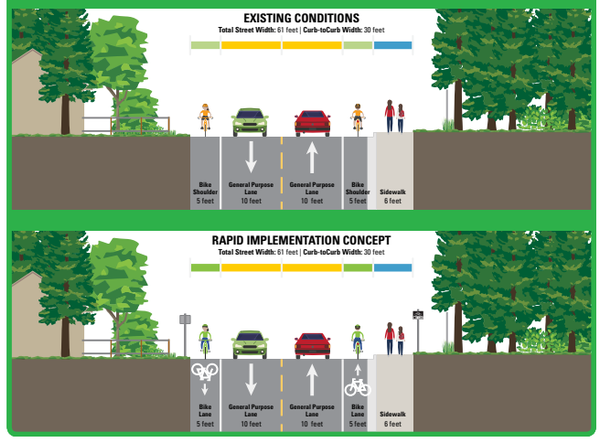
Population (¼-mile buffer):
2,259 residents

Employment (¼-mile buffer):
349 jobs

2009 Plan Projects:
B-219 (Low)

Typical Street Sections:

1. 119th Ave SE to 129th Ave SE

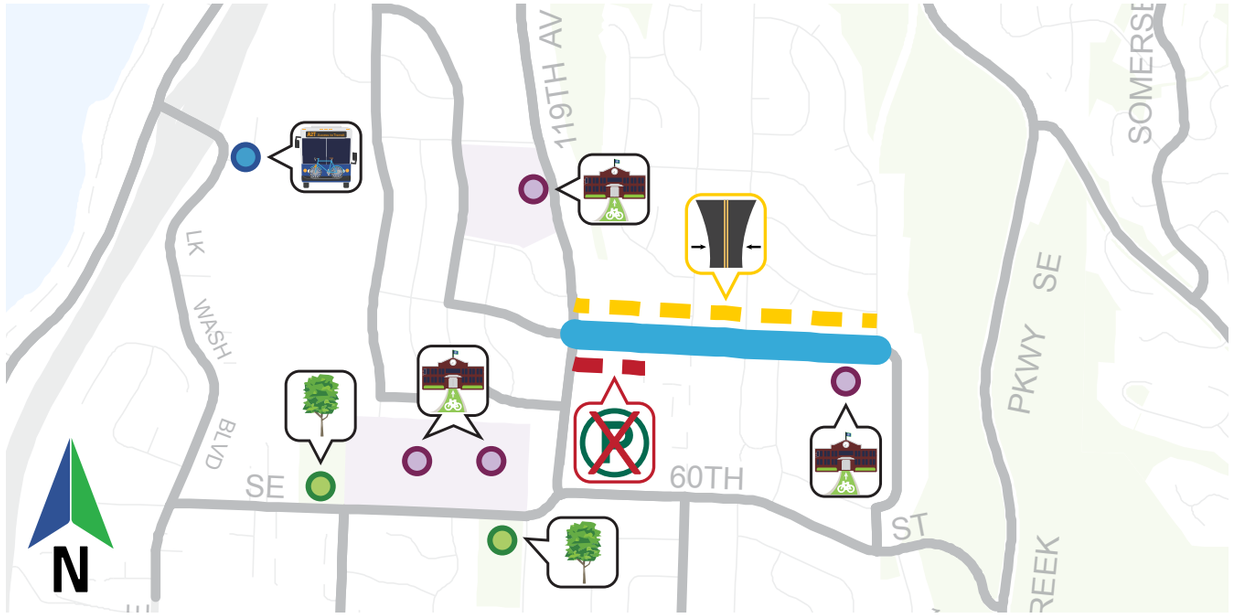


A. Looking east from 119th Ave SE

B. Looking east at Jing Mei Elem. School

Photo Source: Google Maps Street View

DRAFT



Issues:

- **Requires 10-foot Travel Lanes:** 119th Ave SE to 129th Ave SE
- **Parking Displacement Required (est. 300 feet):** 119th Ave SE to 122nd Ave SE

Opportunities:

Conventional Bike Lanes (0.4 feet): 119th Ave SE to 129th Ave SE

- **Access to Transit:** Newport Hills Park-and-Ride nearby
- **Access to Schools:** Improved bicycle connection to Jing Mei Elementary, Newport Heights Elementary
- **Other Nearby Schools:** Ringdall Jr. High School, Olde Middle School
- **Nearby Parks:** Newport Hills Park, Tyler property park

Cost Estimates:

Capital: $88,000
O&M: $3,000 annually

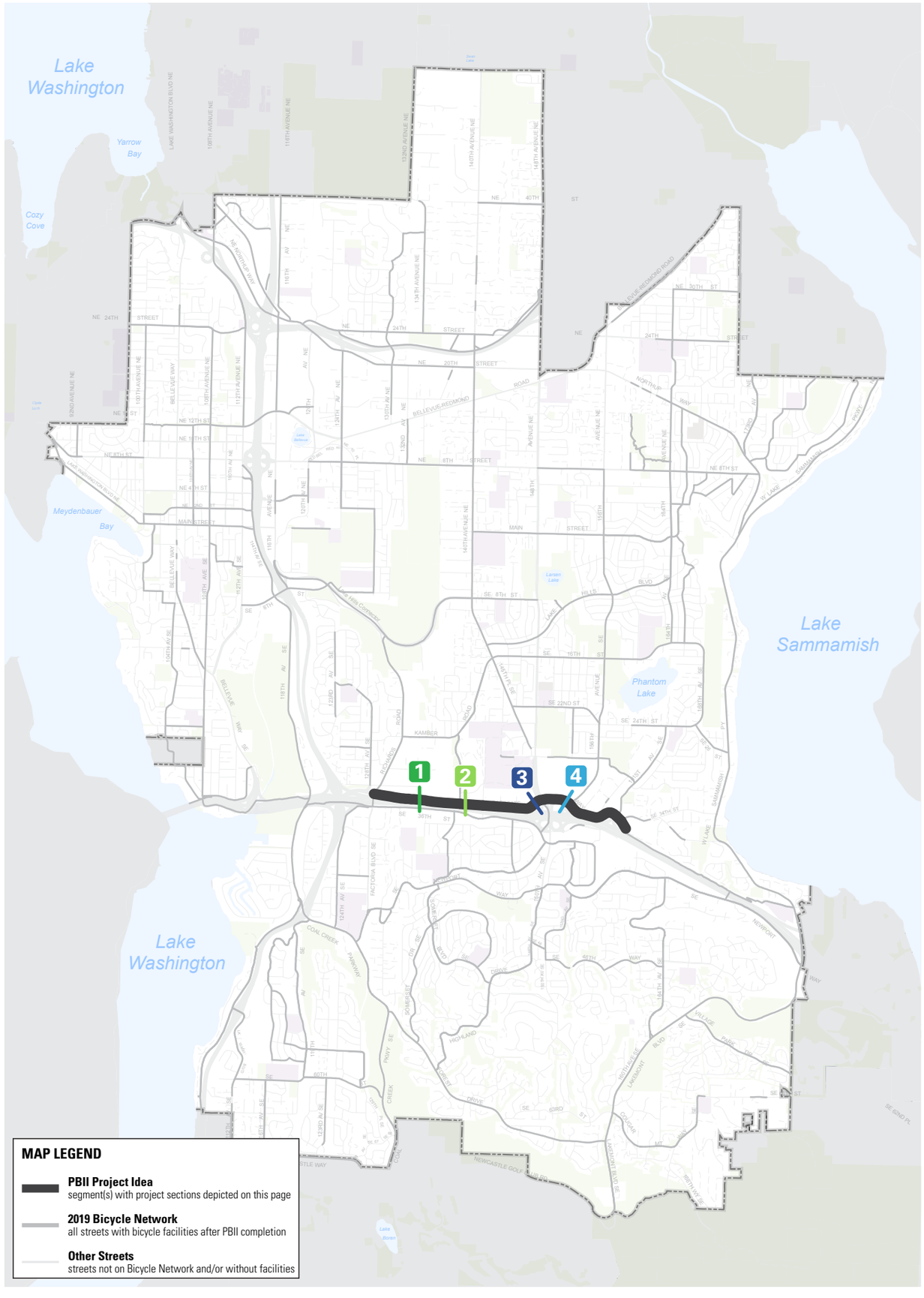
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE 56th St to east of 123rd Ave SE

East of 123rd Ave SE to 128th Ave SE

DRAFT



PROJECT IDEA BN-25: SE EASTGATE WAY

Bicycle Classification: Bicycle Network

Street Classifications: Minor/Major Arterial, Local

Traffic Volumes (AAWT): 9,800 (east of Richards Rd); 13,200 (west of 150th Ave SE)

Posted Speed Limits: 35 MPH (SE Eastgate Way to 150th Ave SE); 30 MPH (150th Ave SE to SE 35th Pl); 25 MPH (E/O SE 35th Pl)

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (predominant Richards Rd to 150th Ave SE); Conventional Bike Lane, One Side (150th Ave SE to SE 37th St)

Major Nearby Destinations:
Factoria Square Mall, Eastgate Park-and-Ride, Bellevue College, Sunset Shopping Center

Bicycle Connections:
I-90 Trail (PBC EW-4), Factoria Trail, Richards Rd, 139th Ave SE, I-90 Pedestrian Bridge (PBC NS-4), 156th Ave SE, 161st Ave SE (PBC NS-5)

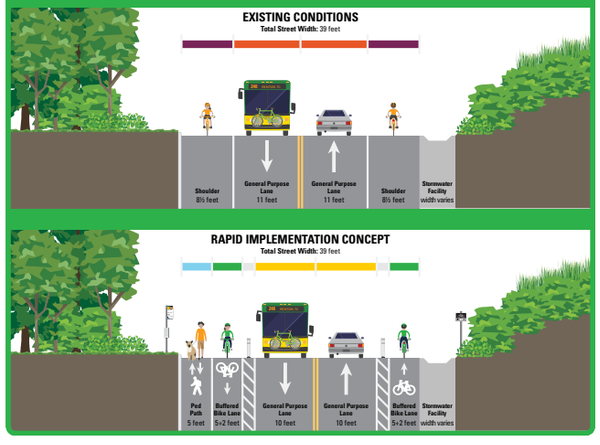
Population (¼-mile buffer): 1,873 residents

Employment (¼-mile buffer): 15,950 jobs

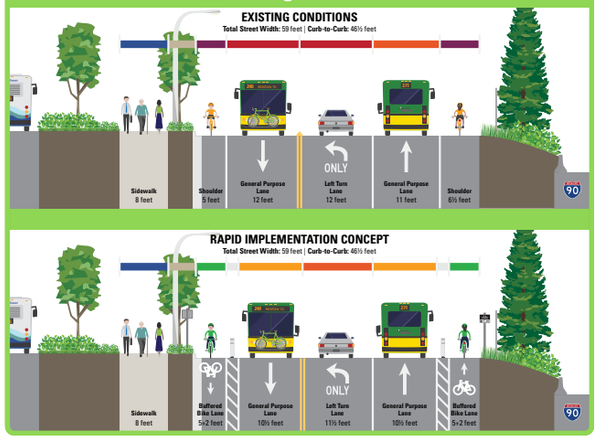
2009 Plan Projects: B-144 (High)

Typical Street Sections:

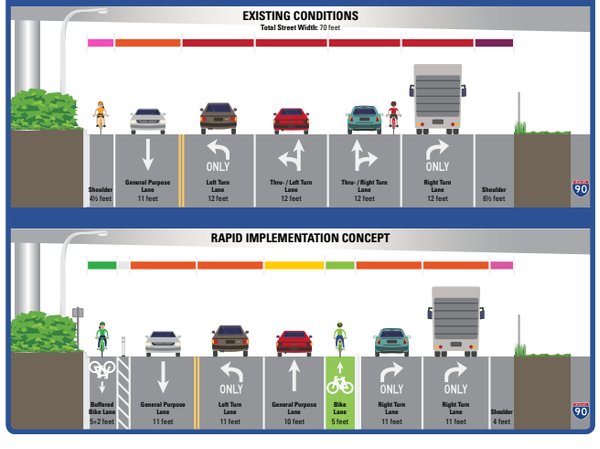
1. Richards Rd to 139th Ave SE



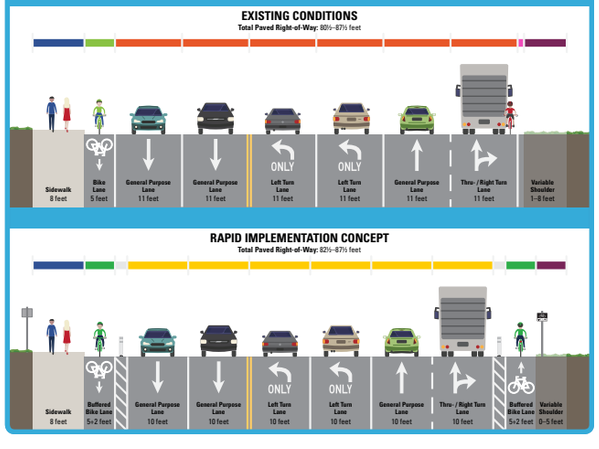
2. 140th Ave SE to Eastgate P&R Access Rd



3. West of 148th Ave SE to 150th Ave SE



4. 150th Ave SE to 156th Ave SE



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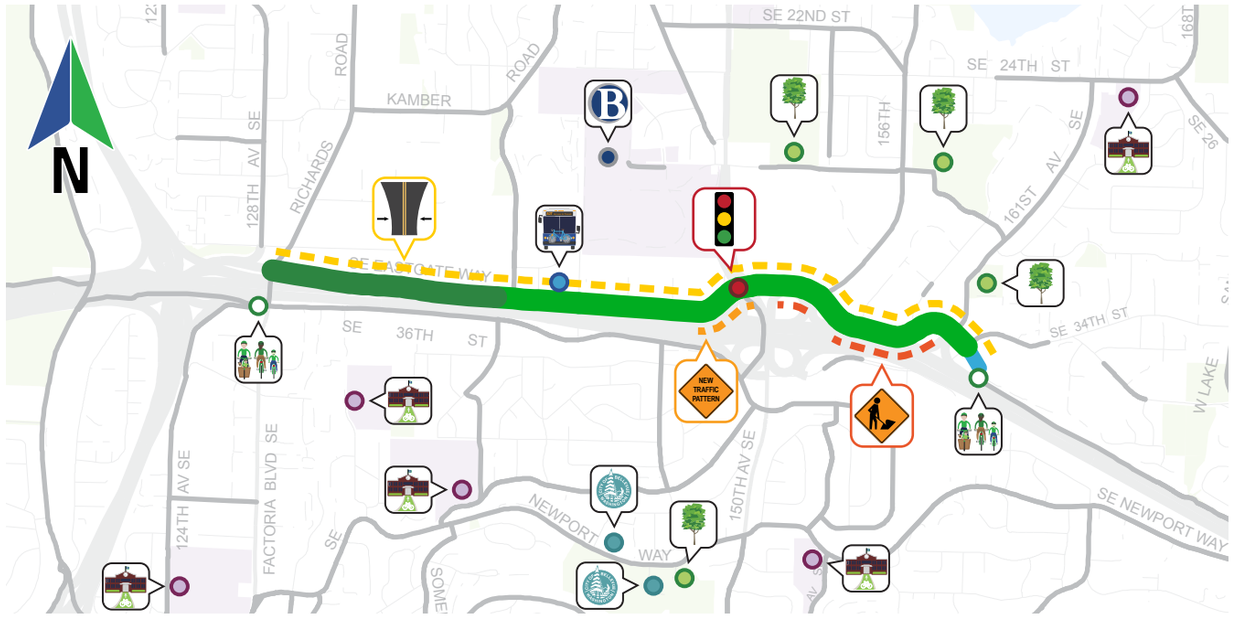


Issues:

- **Requires 10-foot Travel Lanes:** One or more travel lanes must be narrowed to 10 feet
- **Travel Lane Reconfiguration Required:** West approach of the 150th Ave SE intersection
- **Shoulder Widening Required:** West of 156th Ave SE; 158th Ave SE to 161st Ave SE
- **Signal Adjustments Required:** Intersection of SE Eastgate Way and 150th Ave SE

Opportunities:

Separated Bike Lanes, both sides; On-Street Pedestrian Path (0.5 miles): Richards Rd to west of 139th Ave SE
Separated Bike Lanes (1.4 miles): West of 139th Ave SE to SE 35th Pl
Conventional Bike Lane, one side; Bike Shoulder, one side (350 feet): SE 35th Pl to I-90 Trail

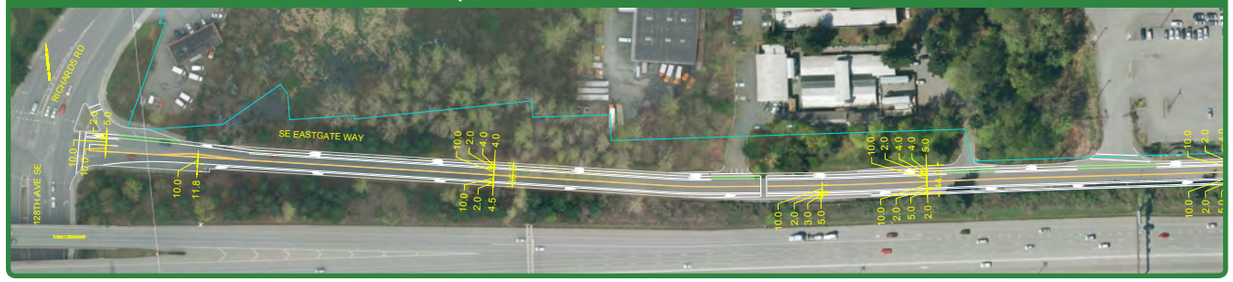
- **Access to Transit:** Improved bicycle connection to Eastgate Park-and-Ride
- **Access to Bellevue College:** Improved bicycle connection to Bellevue College
- **Nearby Schools:** Newport High School, Puesta Del Sol Elem., Tyee Middle School, Eastgate Elem., Spiritridge Elem.
- **Nearby Parks:** Spiritridge Park, Bellevue Airfield Park, Robinswood Park,
- **Nearby City Services:** South Bellevue Community Center, Newport Way Library
- **Regional Trail Connections:** Improved east-west connections to I-90 Trail (PBC EW-4) at Richards Rd and SE 35th Pl

Cost Estimates: Capital: $1,023,600 | **O&M:** $17,700 annually

Conceptual Layouts:

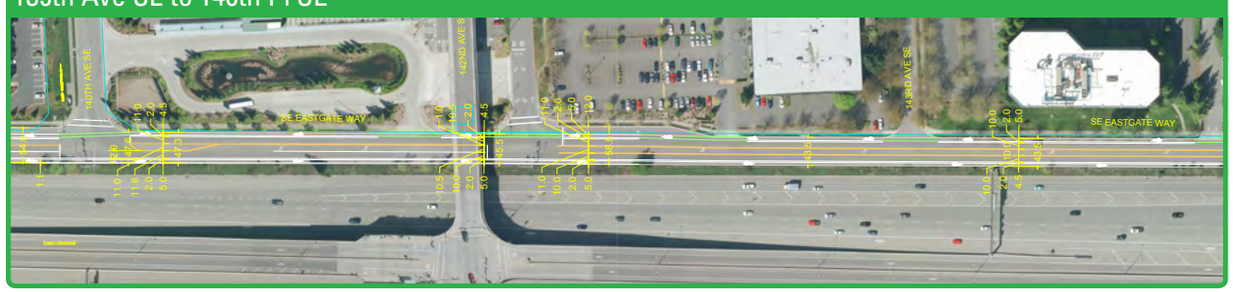
Note: All dimensions are approximate pending field verification

Richards Rd to east of Humane Society

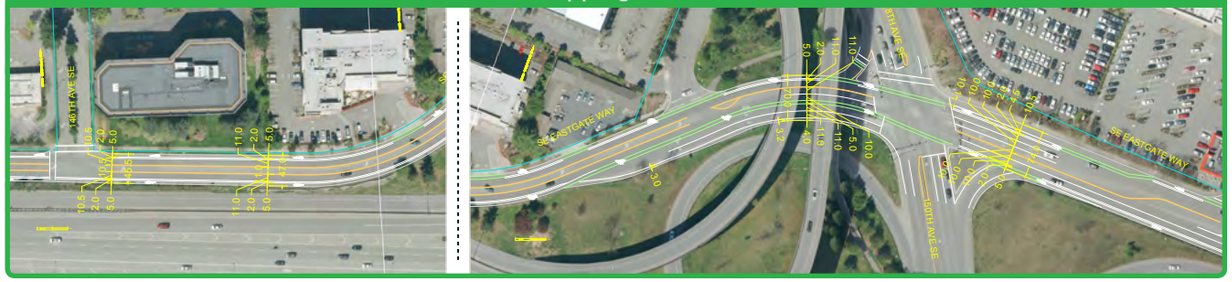


East of Humane Society to 139th Ave SE

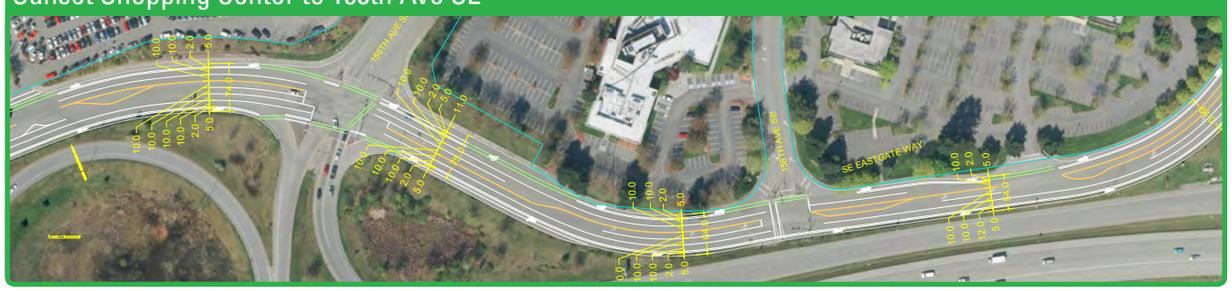
139th Ave SE to 146th Pl SE



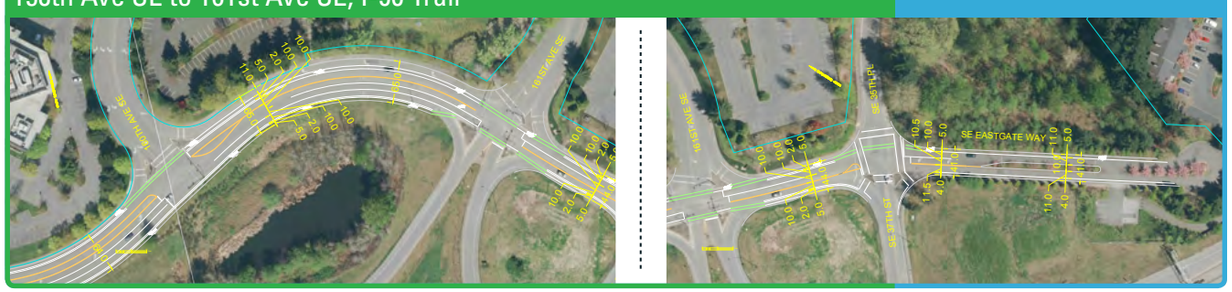
146th Pl SE to west of 148th Ave SE, Sunset Shopping Center



Sunset Shopping Center to 158th Ave SE



158th Ave SE to 161st Ave SE, I-90 Trail



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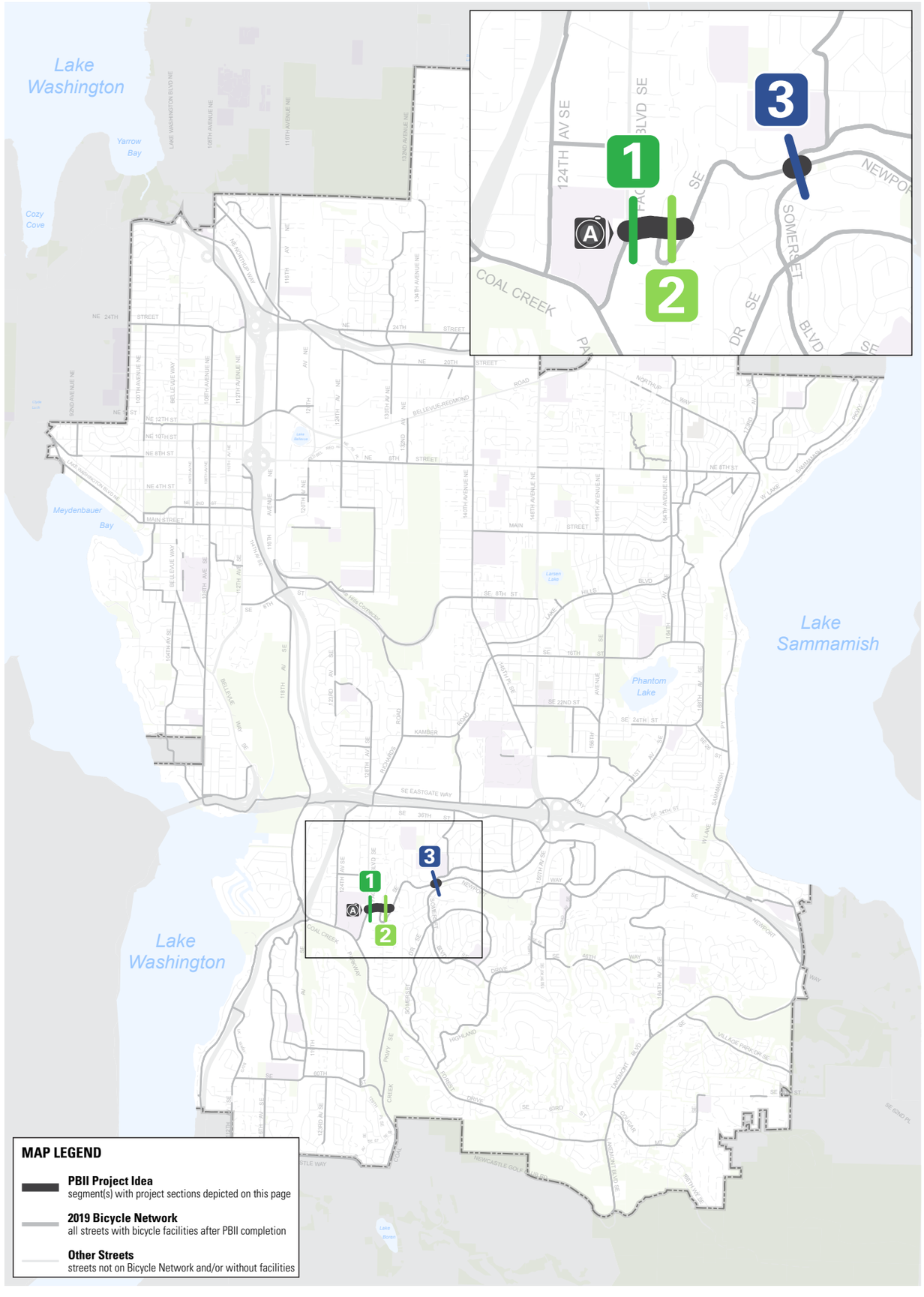


PROJECT IDEA BN-26:
SE NEWPORT WAY (WEST OF 150TH AVE SE)

Bicycle Classification: Bicycle Network

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Wide Lanes/Shared Shoulders, One or Both Sides (west of 129th Ave SE); Conventional Bike Lanes, Both Sides (129th to 130th Pl SE); Wide Lanes/Shared Shoulders, One or Both Sides (SE Allen Rd to Somerset Blvd)

Major Nearby Destinations:
Newport High School, Tyee Middle School, Factoria Employment Center

Bicycle Network Connections:
Factoria Blvd SE, SE Allen Rd, Somerset Blvd SE

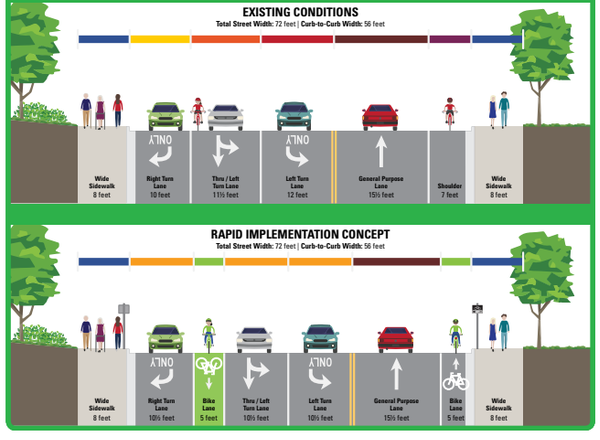
Population (¼-mile buffer):
2,384 residents

Employment (¼-mile buffer):
655 jobs

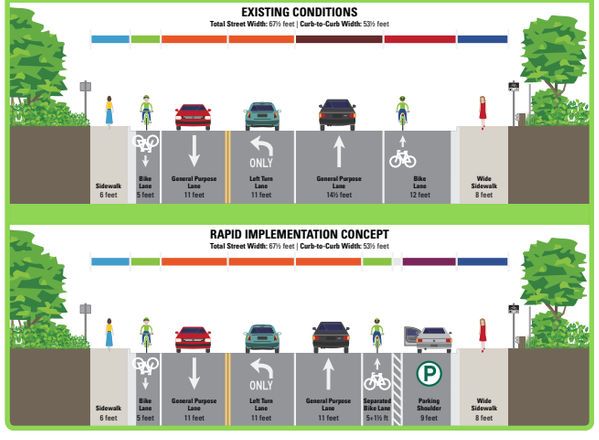
2009 Plan Projects:
B-151 (Medium)

Typical Street Sections:

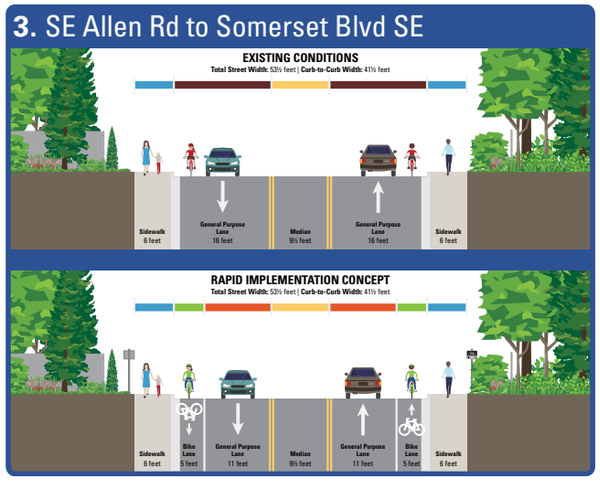
1. Factoria Blvd SE to 129th Pl SE



2. 129th Pl SE to 130th Pl SE



3. SE Allen Rd to Somerset Blvd SE



A. Looking east from Factoria Blvd SE

Photo Source: Google Maps Street View

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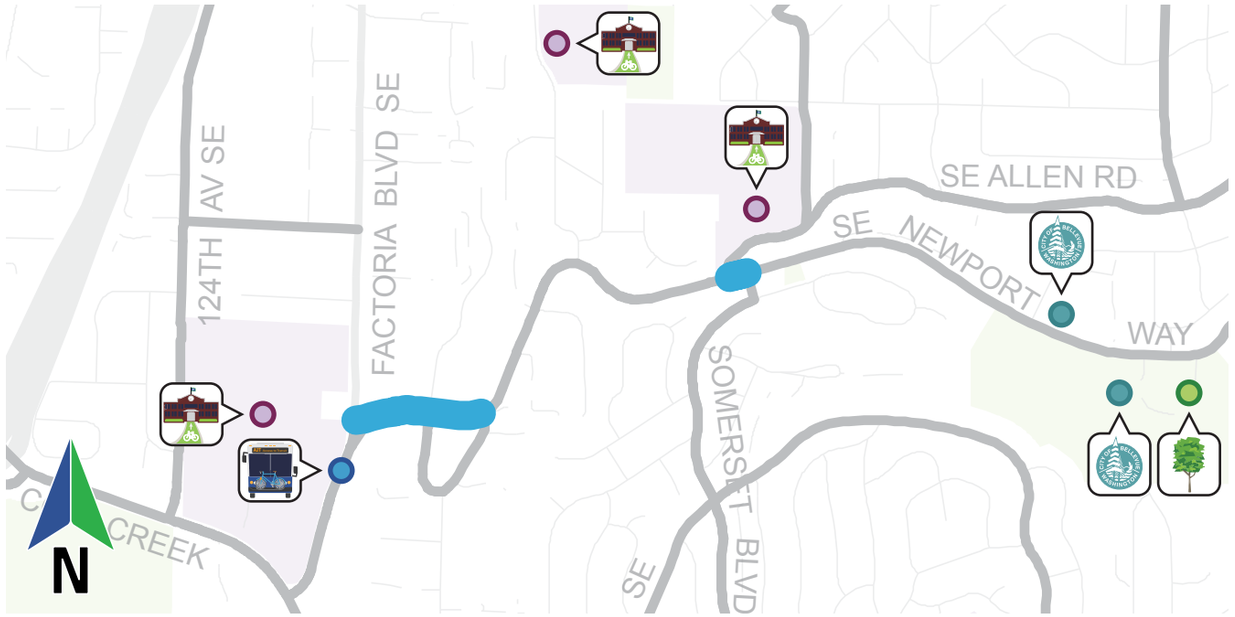


Issues:

No specific issues identified

Opportunities:

Conventional Bike Lanes (0.2 miles): Factoria Blvd SE to 130th Pl SE and west of SE Allen Rd to Somerset Blvd SE

- **Access to Transit:** Improved bicycle connection to frequent Route 245 at Factoria Blvd SE
- **Access to School:** Improved bicycle connection to Newport HS, Tyee Middle School; Puesta Del Sol Elem. nearby
- **Nearby Parks:** Eastgate Park
- **Nearby City Services:** Newport Way Library, South Bellevue Community Center

Cost Estimates:

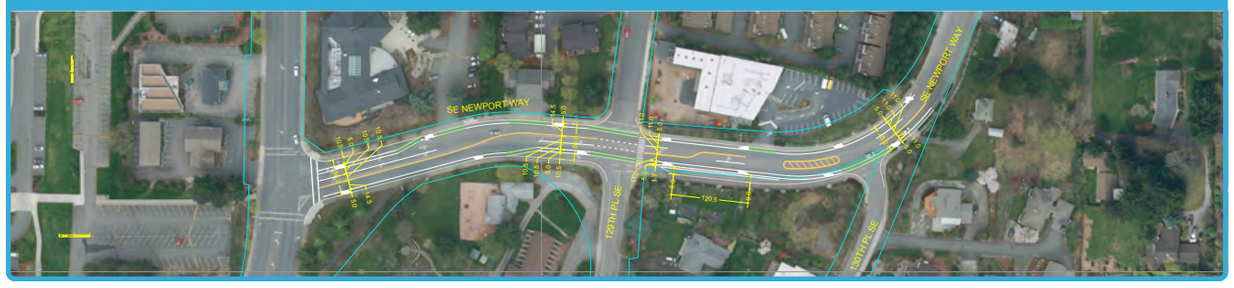
Capital: $79,700

O&M: $1,100 annually

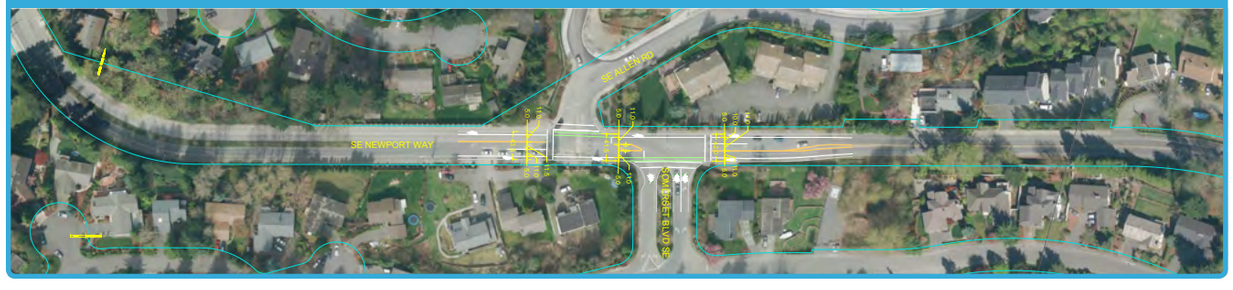
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Factoria Blvd SE to 130th Pl SE



West of SE Allen Rd to east of Somerset Blvd SE



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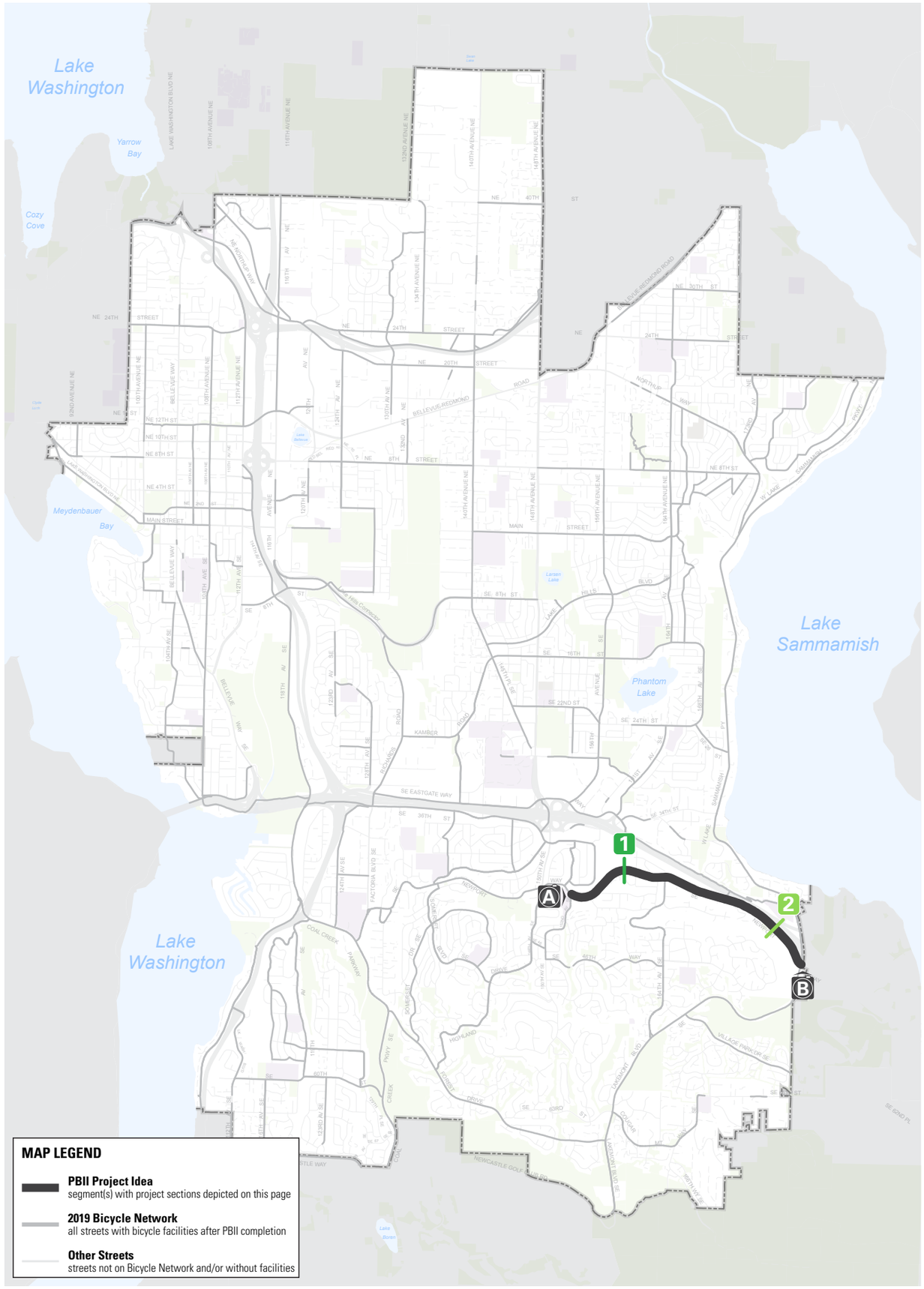


PROJECT IDEA BN-27:
SE NEWPORT WAY (EAST OF 150TH AVE SE)

Bicycle Classification: Bicycle Network

Street Classifications: Minor Arterial

Traffic Volumes (AAWT): 3,700 (SE 43rd St to Lakemont Blvd SE); 9,500 (152nd Ave SE to 155th Pl SE)

Posted Speed Limits:
25 MPH (152nd Ave SE to 155th Pl SE);
30–35 MPH (155th Pl SE to Lakemont Blvd SE)

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides (164th Ave SE to Lakemont Blvd SE); Wide Lane/Shared Shoulder, One Side Only (west of 155th Pl SE to 164th Ave SE)

Major Nearby Destinations:
Eastgate Elementary School, Eastgate Employment Center

Bicycle Network Connections:
153rd Ave SE, 164th Ave SE,
Sunset Pedestrian Bridge to I-90 Trail (PBC EW-4)

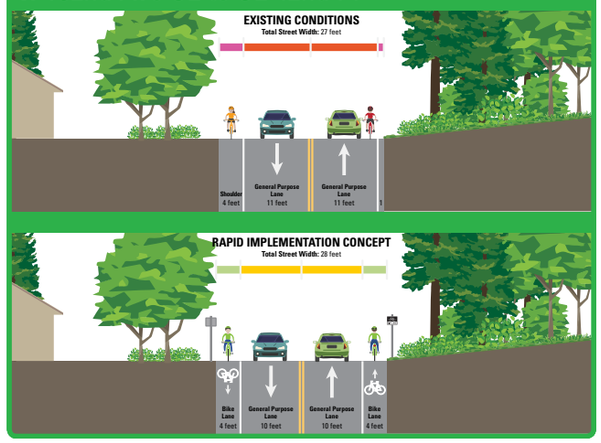
Population (¼-mile buffer):
3,935 residents

Employment (¼-mile buffer):
385 jobs

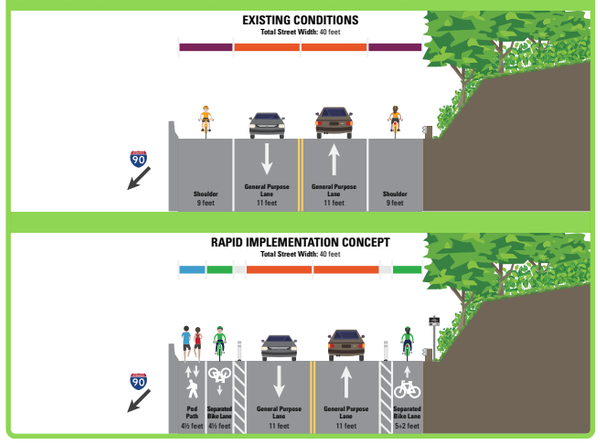
2009 Plan Projects: B-150 (High)

Typical Street Sections:

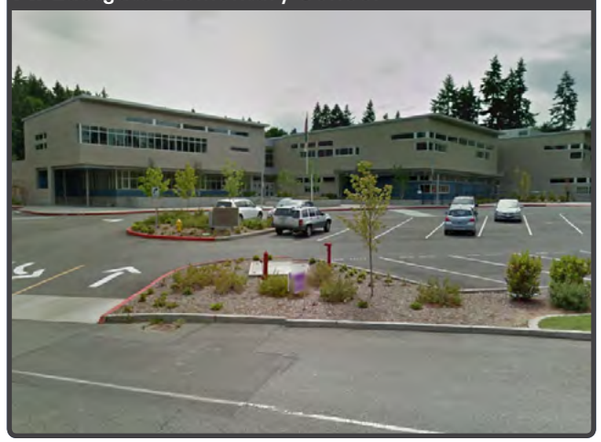
1. 152nd Ave SE to SE 42nd Pl



2. SE 42nd Pl to Lakemont Blvd SE



A. Eastgate Elementary School



B. SE Newport Way at Lakemont Blvd SE

Photo Source: Google Maps Street View

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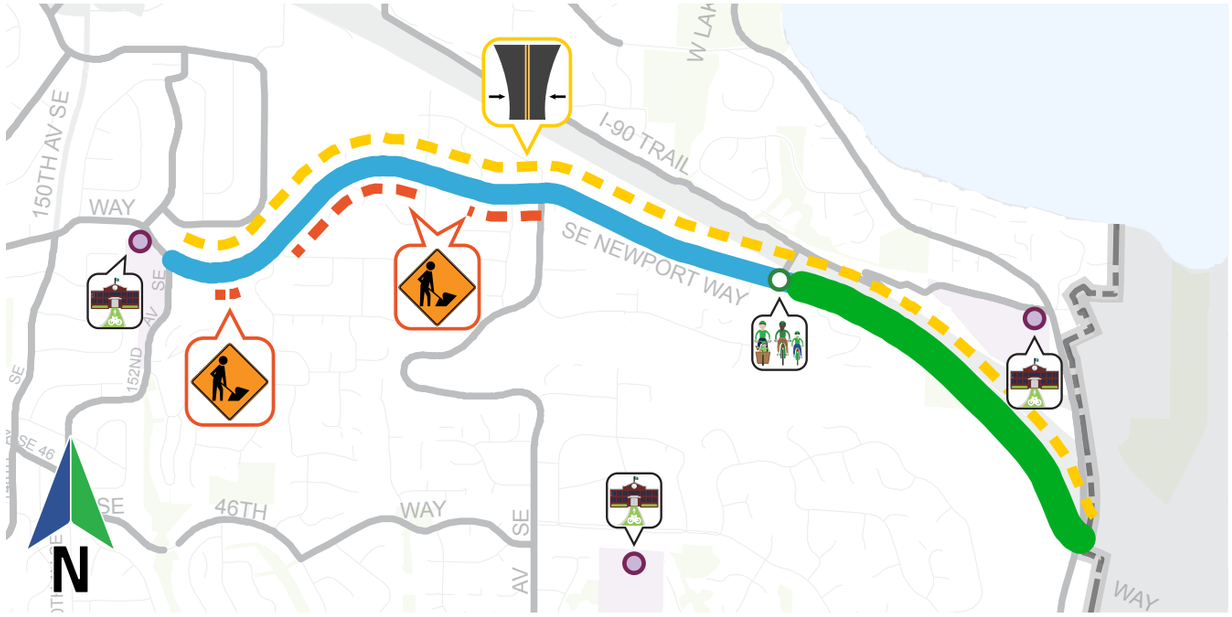


Issues:

- **Requires 10-foot Travel Lanes:** 152nd Ave SE to Lakemont Blvd SE
- **Shoulder Widening Required (est. 1,900 linear feet):** East of 152nd Ave SE; 156th Ave SE to 161st Ave SE; 162nd Ave SE to 164th Ave SE

Opportunities:

Conventional Bike Lanes (1.3 miles): 152nd Ave SE to SE 42nd Pl

Separated Bike Lanes (0.75 miles): SE 42nd Pl to Lakemont Blvd SE

- **Access to School:** Improved bicycle connection to Eastgate Elementary; Sunset Elem., Cougar Ridge Elem. nearby
- **Regional Trail Connection:** Improved east-west connection to I-90 Trail (PBC EW-4) via Sunset Pedestrian Bridge

Cost Estimates:

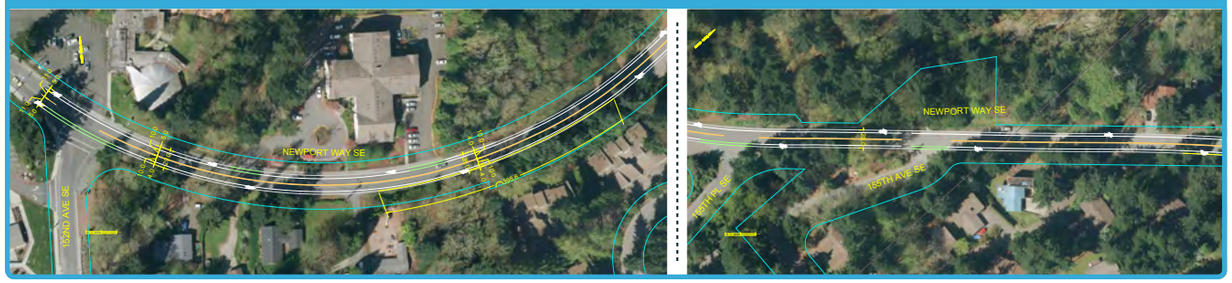
Capital: $282,600

O&M: $9,600 annually

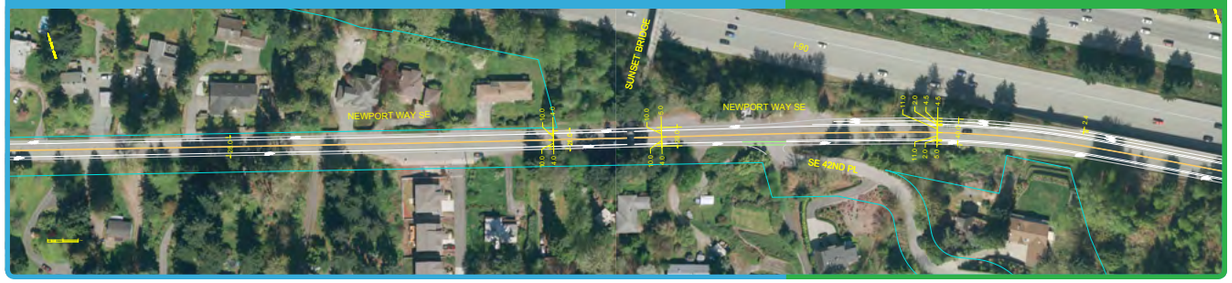
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

152nd Ave SE to west of 156th Ave SE

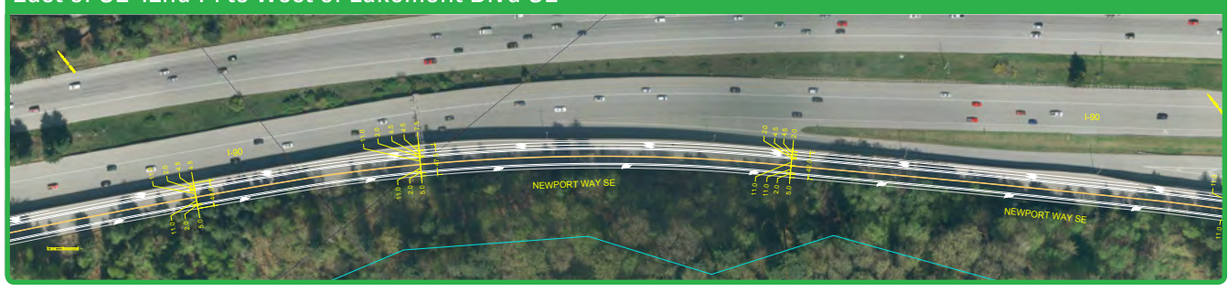


East of 165th Pl SE to east of SE 42nd Pl



West of 156th Ave SE to 163rd Ave SE

East of SE 42nd Pl to west of Lakemont Blvd SE



163rd Ave SE to east of 165th Pl SE

West of Lakemont Blvd SE to Lakemont Blvd SE

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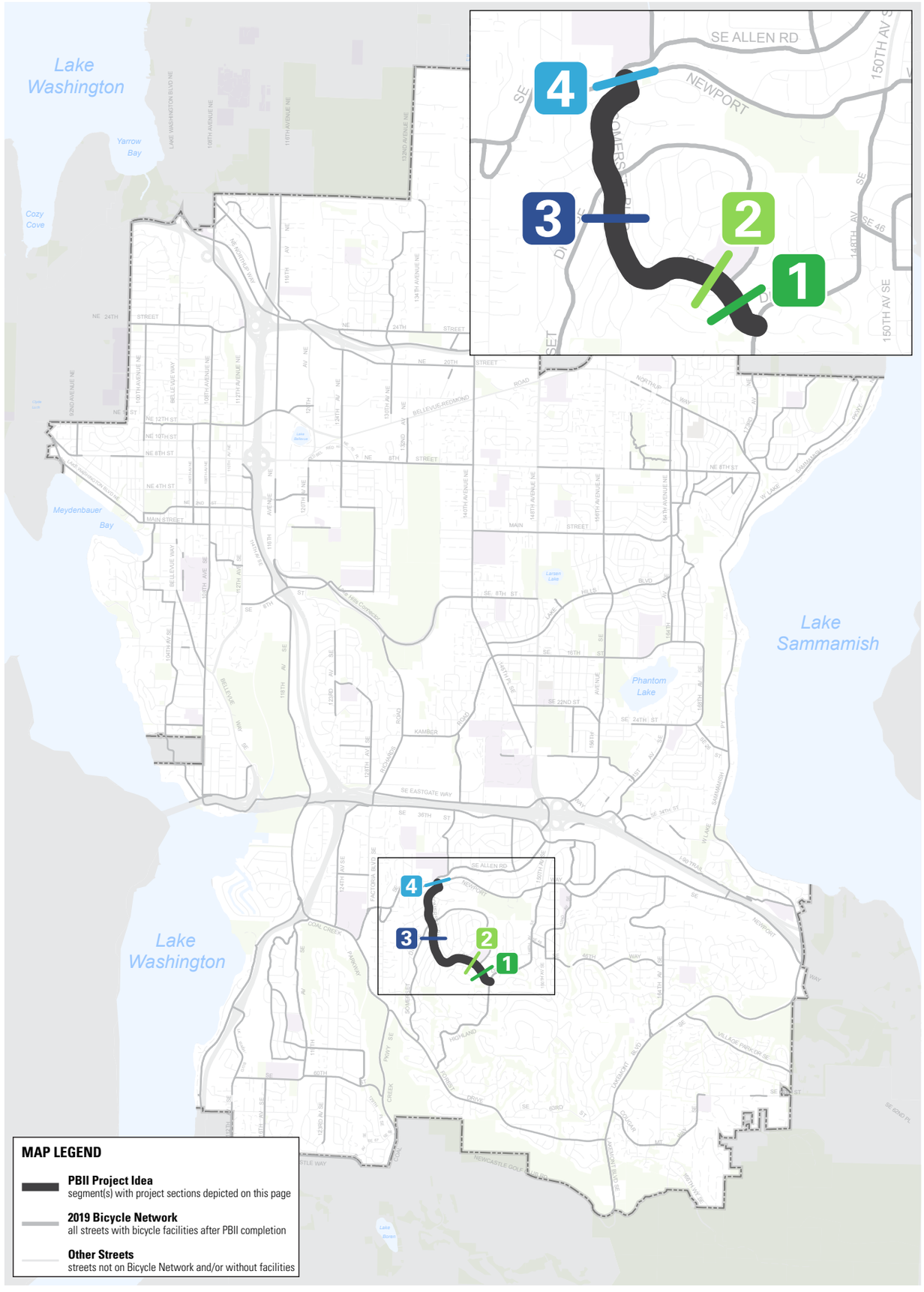


PROJECT IDEA BN-28: SOMERSET BLVD SE

Bicycle Classification:
Bicycle Network

Street Classifications:
Local

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides (predominant), Bike Shoulders, One or Both Sides (portions)

Major Nearby Destinations:
Somerset Elementary School, Tyee Middle School

Bicycle Network Connections:
SE Newport Way, SE Allen Rd, Highland Dr (PBC NS-4)

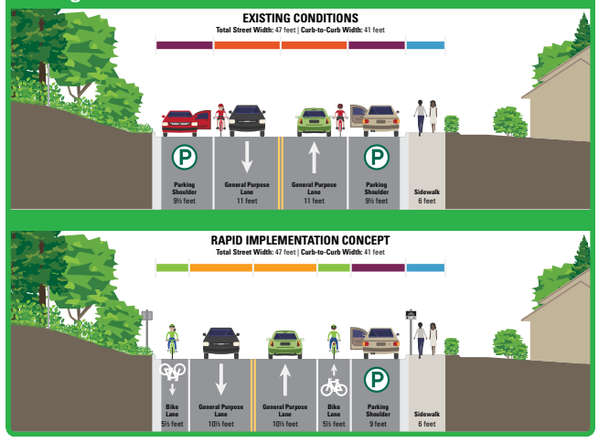
Population (¼-mile buffer):
3,406 residents

Employment (¼-mile buffer):
253 jobs

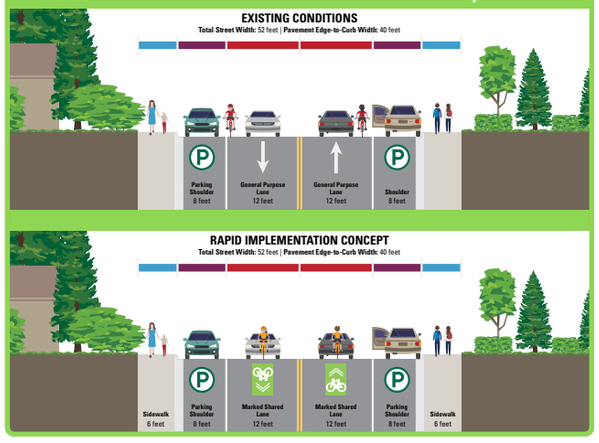
2009 Plan Projects:
B-304 (Low)

Typical Street Sections:

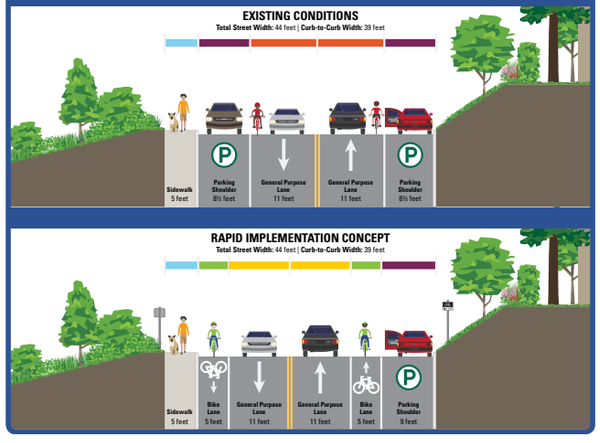
1. Highland Dr to 143rd Ave SE



2. 143rd Ave SE to Somerset Elementary School



3. 140th Ave SE to SE 42nd St



4. SE 42nd St to SE Newport Way

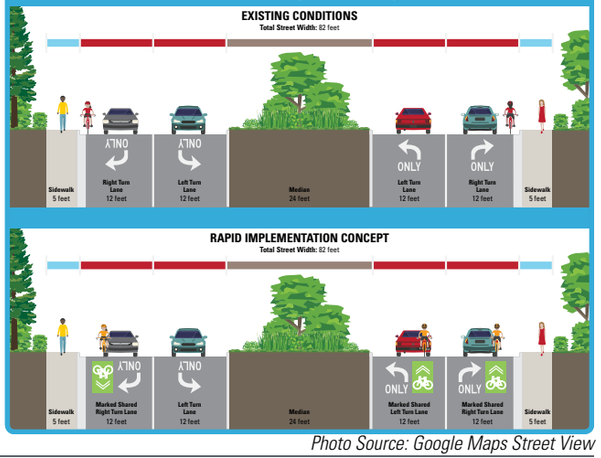


Photo Source: Google Maps Street View

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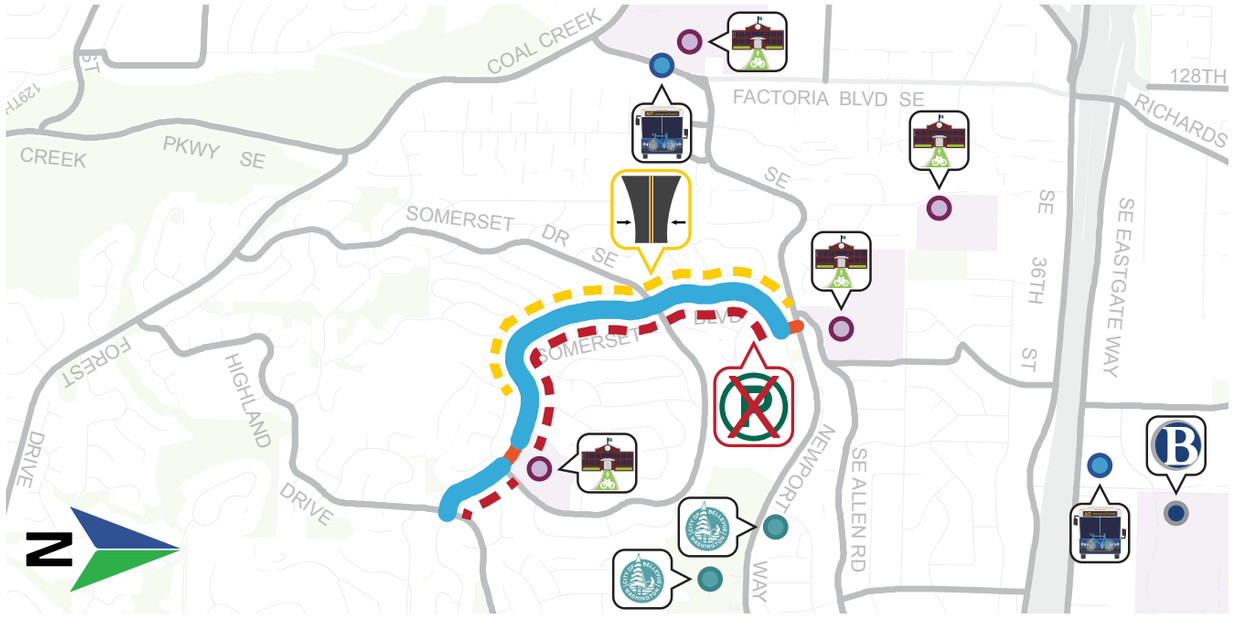

Issues:

- **Requires 10-foot Travel Lanes:** 139th Ave SE to SE 42nd St
- **Parking Displacement Required (est. 1 mile):** One side from Highland Dr to 143rd Ave SE and from Somerset Elementary School to SE 42nd St

Opportunities:

Conventional Bike Lanes (1 mile): Highland Dr to 143rd Ave SE and Somerset Elementary School to SE 42nd St

Marked Shared Lanes (700 feet): 143rd Ave SE to Somerset Elem. School and SE 42nd Pl to SE Newport Way

- **Nearby Transit:** Eastgate Park-and-Ride (SE Eastgate Way); Frequent Route 245 (Factoria Blvd SE)
- **Access to Schools:** Improved bicycle connections to Somerset Elementary School and Tyee Middle School
- **Other Nearby Schools:** Newport High School, Bellevue College
- **Nearby City Services:** South Bellevue Community Center, Newport Way Library

Cost Estimates:

Capital: $106,300 | **O&M:** $2,900 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Highland Dr to Somerset Ln SE

Somerset Ln SE to Somerset Dr SE

Somerset Dr SE to SE Newport Way

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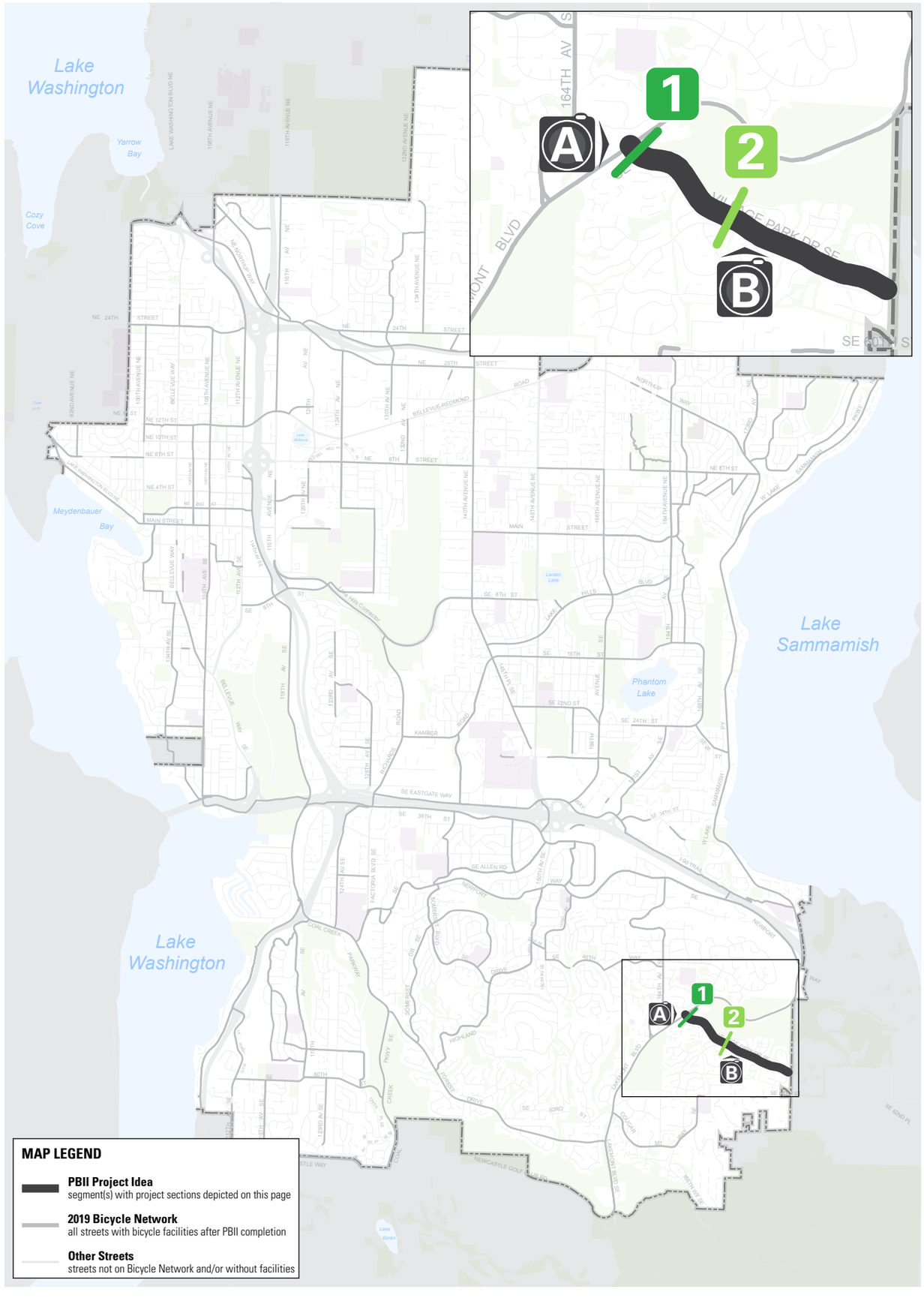


PROJECT IDEA BN-29: VILLAGE PARK DR SE

Bicycle Classification:
Bicycle Network

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
4,800

Posted Speed Limits:
35 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides

Major Nearby Destinations:
Lakemont Community Park

Bicycle Network Connections:
Lakemont Blvd SE (PBC EW-5)

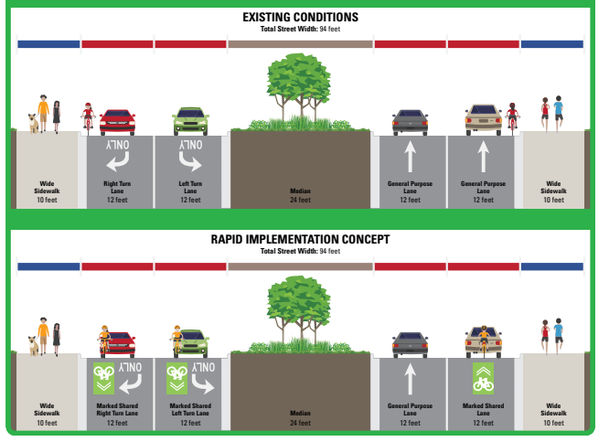
Population (¼-mile buffer):
2,593 residents

Employment (¼-mile buffer):
322 jobs

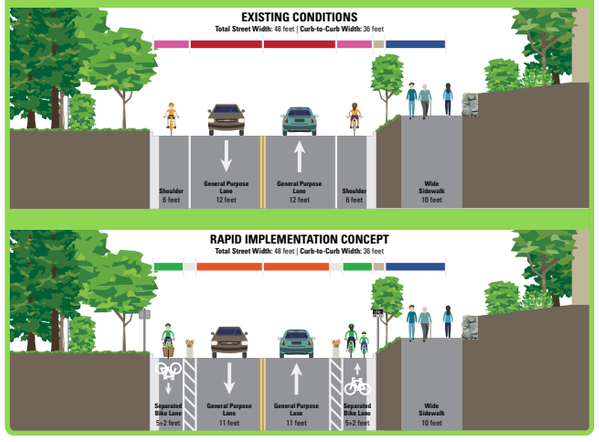
2009 Plan Projects:
B-155 (Low)

Typical Street Sections:

1. Lakemont Blvd SE to Lakemont Park



2. Lakemont Park to 179th Ave SE



A. Village Park Dr SE at Lakemont Blvd SE

B. Village Park Dr SE at 173rd Ave SE

Photo Source: Google Maps Street View

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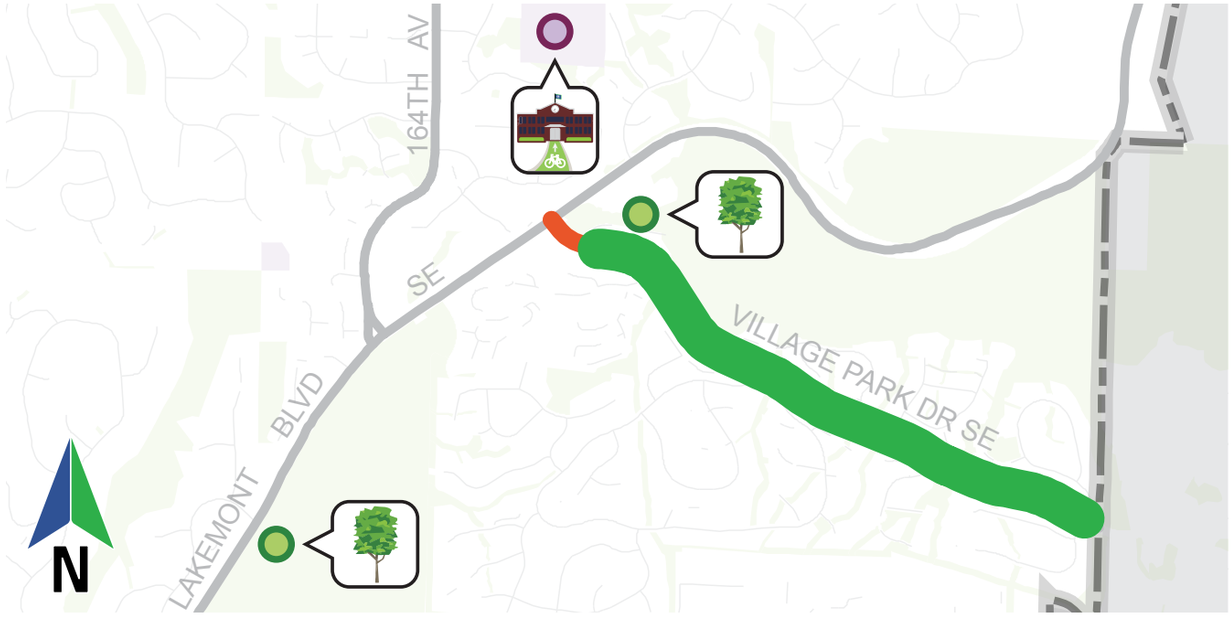


Issues:

No specific issues identified

Opportunities:

Marked Shared Lanes (300 feet): Green-backed sharrows from Lakemont Blvd SE to Lakemont Park access road

Separated Bike Lanes (0.85 miles): Lakemont Park access road to 179th Ave SE

Nearby School: Cougar Ridge Elementary School

Access to Parks: Improved bicycle connection to Lakemont Park; Lewis Creek Park nearby

Cost Estimates:

Capital: $136,400

O&M: $7,300 annually

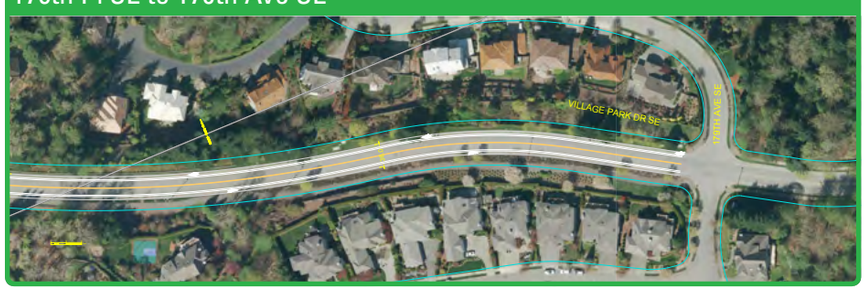
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Lakemont Blvd SE to SE 55th St

SE 55th St to 176th Pl SE

176th Pl SE to 179th Ave SE



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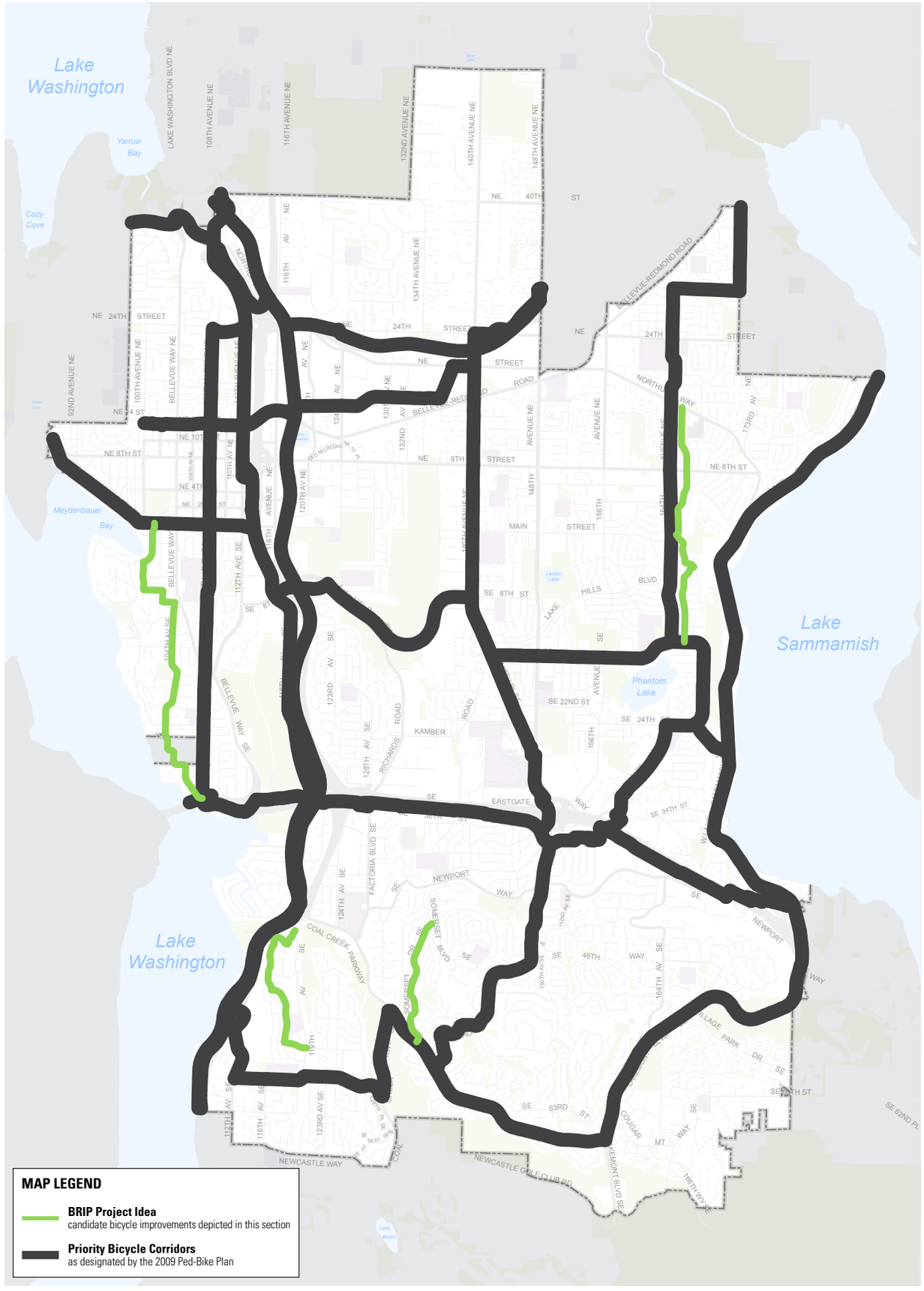

MAP LEGEND

BRIP Project Idea
candidate bicycle improvements depicted in this section

Priority Bicycle Corridors
as designated by the 2009 Ped-Bike Plan

NEIGHBORHOOD BIKEWAY PROJECT IDEAS

Project Idea No.	Location	From	To
NB-1	East Bellevue Bikeway	SE 14th St	Northup Way
NB-2	Newport Hills Bikeway	119th Ave SE	119th Ave SE
NB-3	Somerset Dr Bikeway	Forest Dr SE	Somerset Blvd SE
NB-4	Southwest Bellevue Bikeway	108th Ave SE	Main St

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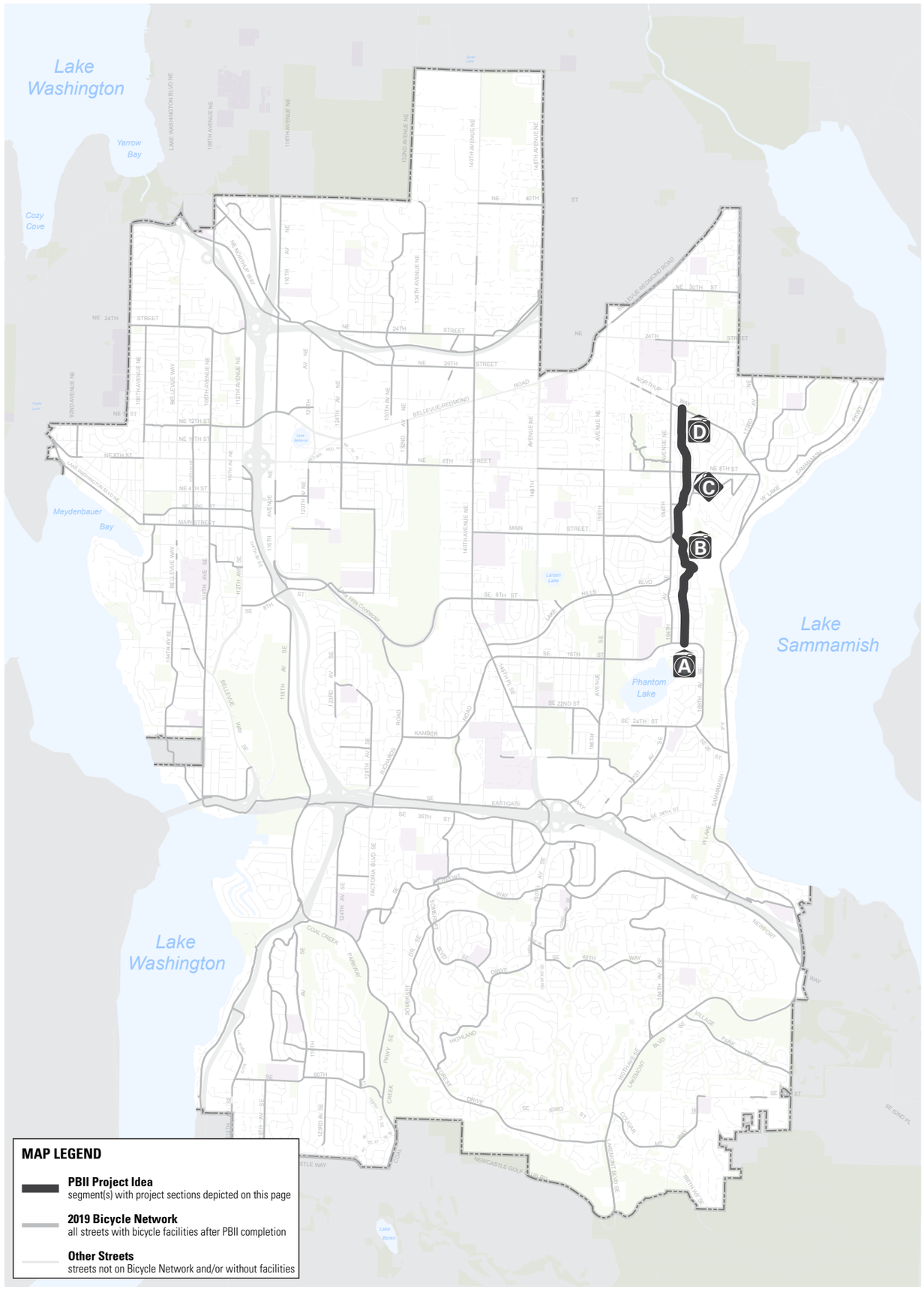


PROJECT IDEA NB-1: EAST BELLEVUE BIKEWAY

Bicycle Classification:
Neighborhood Bikeway

Street Classifications:
Local

Traffic Volumes (AAWT):
N/A

Posted Speed Limit:
25 MPH

Existing Bicycle Facilities:
No bicycle facilities

Major Nearby Destinations:
Lake Hills Park, Phantom Lake Elementary School, Jewish Day School, Crossroads Park and Community Center, Ivanhoe Park

Bicycle Network Connections:
SE 14th St (PBC EW-3: Lake-to-Lake Trail), Main St, NE 4th St, NE 8th St, Northup Way

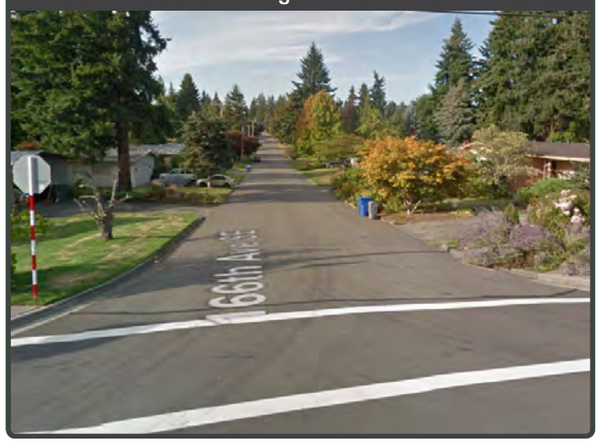
Population (¼-mile buffer): 6,637 residents

Employment (¼-mile buffer): 455 jobs

2009 Plan Projects: None

Representative Photos:

A. 166th Ave SE looking north from SE 14th St



B. 165th Ave SE south of Main St

C. 166th Ave NE intersection at NE 8th St

D. 165th Ave NE looking toward Northup Way

Photo Source: Google Maps Street View

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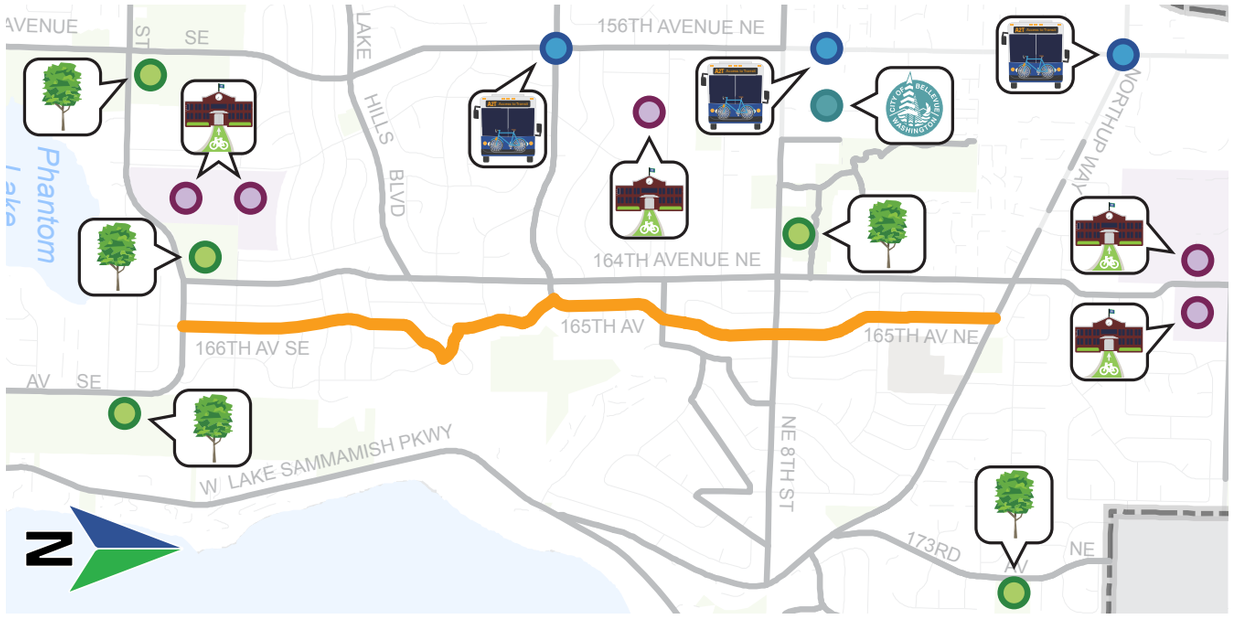

Issues:

No specific issues identified.

Opportunities:

Neighborhood Bikeway (1.9 miles): 165th, 166th, and 168th Ave from NE 14th St to Northup Way

- **Nearby Transit:** Frequent Route 245 (stops along 156th Ave NE), RapidRide B Line (156th Ave NE at NE 8th St)
- **Nearby Schools:** Tillicum Middle School, Phantom Lake Elementary School, Interlake High School, Jewish Day School, Sherwood Forest Elementary School
- **Nearby Parks:** Lake Hills Greenbelt, Lake Hills Park, Weowna Park, Crossroads Park, Tam O'Shanter Park
- **Nearby City Services:** Crossroads Mini City Hall

Cost Estimates:

Capital: $88,200

O&M: $4,500 annually

What are Neighborhood Bikeways?

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Neighborhood bikeways would at minimum use signs and pavement markings (e.g., green-backed sharrows) to clearly identify the bike route to all road users. Additionally, traffic calming measures to manage speed and volume would be considered as potential treatments to provide a safe and comfortable bicycling environment for people of all ages and abilities at all points along the route.

For this type of bicycle facility, there is no one-size-fits-all approach. National best-practice guidance will be considered together with local context and neighborhood input to determine which traffic calming treatments, if any, are appropriate for each neighborhood bikeway project idea. Further study is required to determine the specific type and location of treatments that would be implemented along this corridor if the project idea is ultimately pursued.

Green-Backed Sharrows

Shared lane pavement markings, also known as sharrows, are bicycle symbols that are placed in the roadway lane to indicate that people in motor vehicles should expect to see and share the lane with people on bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the exclusive use of bicycles.

Green-backed sharrows utilize high-visibility green paint to improve awareness of the presence of people on bicycles, who should use the sharrow to guide where they ride within the lane.

Speed Humps

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Traffic Circle

A traffic circle is a raised circular island located in the center of an intersection. This design requires vehicles to keep right and travel through the intersection in a counterclockwise direction around the island. The shape and size of the traffic circle is determined by the size of the intersection.

Traffic circles can be placed at four-legged and three-legged intersections. Installations of traffic circles can be very effective at reducing the number of vehicle collisions at an intersection.

Speed Dots

A speed dot is a small circular or oval island located in the center of the road at mid-block locations. It reduces vehicle speeds by narrowing the roadway and redirecting vehicles around the circle.

The effect on vehicle speeds depends on the roadway width, in addition to the size and number of speed dots. They can be used in a series resulting in a raised median effect but includes better driveway access. They can also be landscaped.

Chicane

Chicanes are a series of two to three curb extensions that alternate from one side of the street to the other forming S-shaped curves on what would be an otherwise straight roadway. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass requiring vehicles at both ends to stop or yield before proceeding through.

This treatment is used to reduce vehicle speeds and can reduce cut-through traffic.

Photo Source: Green-Backed Sharrows photo by Mark Dreger; all others by the City of Bellevue

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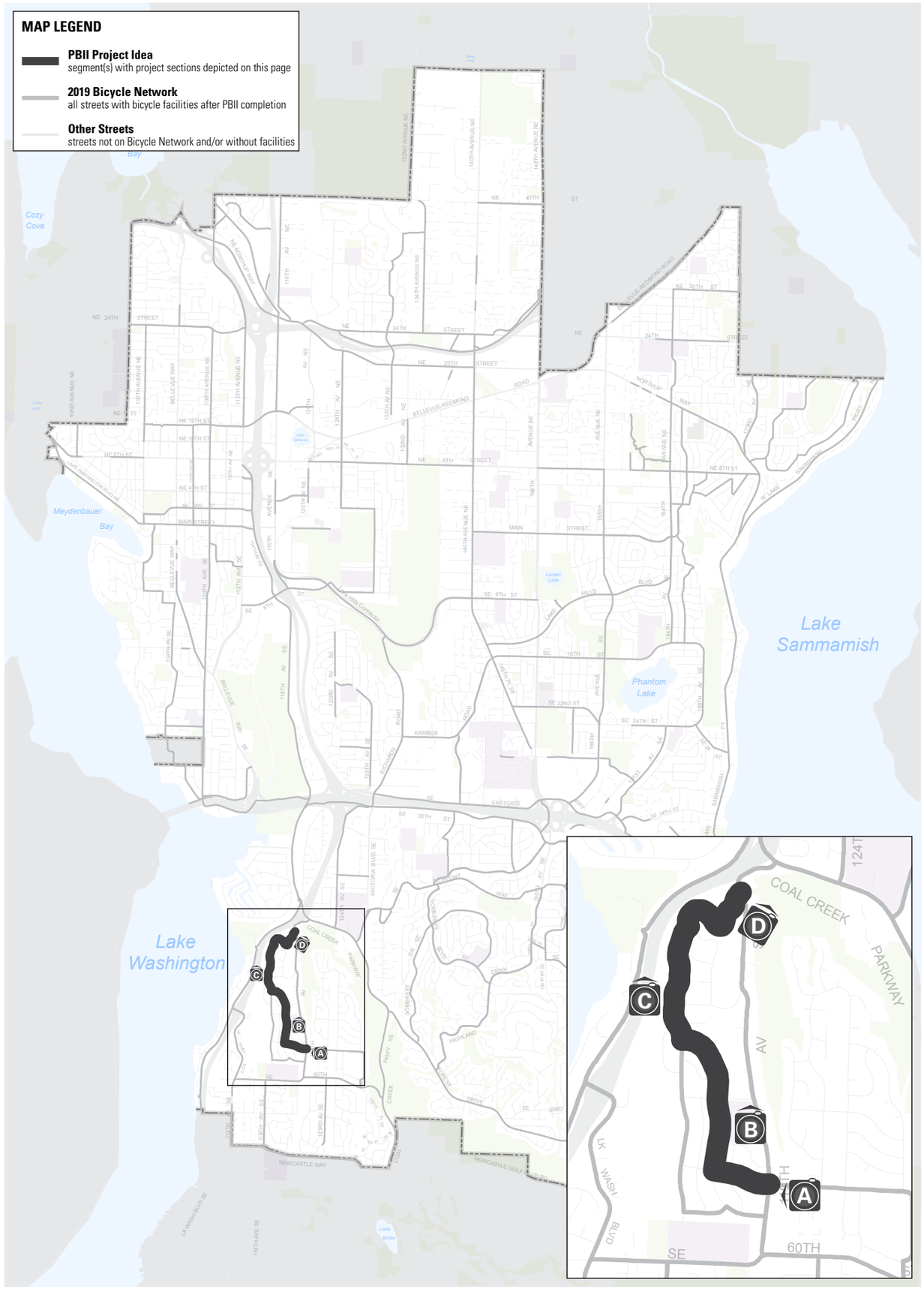

PROJECT IDEA NB-2: NEWPORT HILLS BIKEWAY

Bicycle Classification:
Neighborhood Bikeway

Street Classifications:
Local

Traffic Volumes (AAWT):
N/A

Posted Speed Limit:
25 MPH

Existing Bicycle Facilities:
No bicycle facilities

Major Nearby Destinations:
Newport Heights Elementary School, Newport Hills Swim and Tennis Club

Bicycle Network Connections:
SE 56th St, 119th Ave SE, 116th Ave SE

Population (¼-mile buffer):
2,746 residents

Employment (¼-mile buffer):
258 jobs

2009 Plan Projects: None

Typical Street Sections:

A. SE 56th St at 119th Ave NE

B. 117th Ave SE at Newport Heights Elem. School

C. 116th Ave SE north of SE 48th St

D. Lake Heights St SE south of 119th Ave SE

Photo Source: Google Maps Street View

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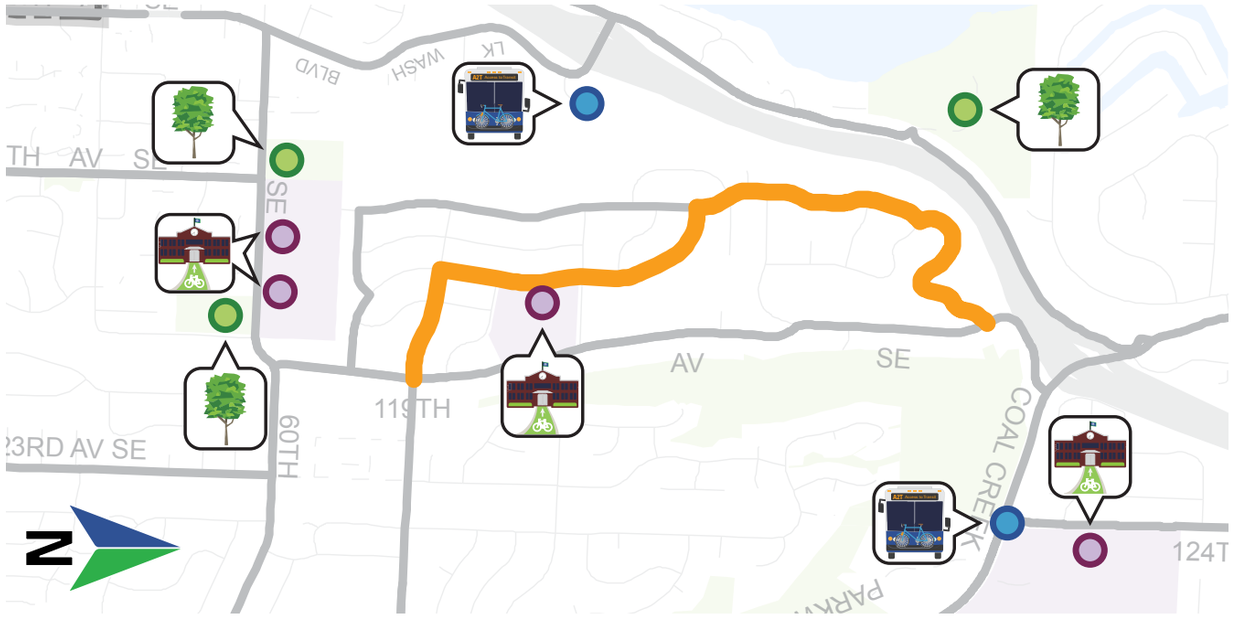

Issues:

No specific issues identified.

Opportunities:

Neighborhood Bikeway (1.3 miles): SE 56th St, 117th Ave SE, 116th Ave SE, and Lake Heights St SE

- **Nearby Transit:** Newport Hills Park-and-Ride, frequent Route 245 (Coal Creek Pkwy SE)
- **Access to School:** Improved bicycle connection to Newport Heights Elementary School
- **Nearby Schools:** Newport High School, Olde Middle School, Ringdall Jr. High School
- **Nearby Parks:** Newcastle Beach Park, Newport Hills Park, Tyler property park

Cost Estimates:

Capital: $59,300

O&M: $3,000 annually

What are Neighborhood Bikeways?

Neighborhood bikeways—known as "neighborhood greenways" and "bicycle boulevards" in some other cities—would be a new type of bicycle facility for Bellevue if this project idea is implemented. These are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority.

Neighborhood bikeways would at minimum use signs and pavement markings (e.g., green-backed sharrows) to clearly identify the bike route to all road users. Additionally, traffic calming measures to manage speed and volume would be considered as potential treatments to provide a safe and comfortable bicycling environment for people of all ages and abilities at all points along the route.

For this type of bicycle facility, there is no one-size-fits-all approach. National best-practice guidance will be considered together with local context and neighborhood input to determine which traffic calming treatments, if any, are appropriate for each neighborhood bikeway project idea. Further study is required to determine the specific type and location of treatments that would be implemented along this corridor if the project idea is ultimately pursued.

Green-Backed Sharrows

Shared lane pavement markings, also known as sharrows, are bicycle symbols that are placed in the roadway lane to indicate that people in motor vehicles should expect to see and share the lane with people on bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the exclusive use of bicycles.

Green-backed sharrows utilize high-visibility green paint to improve awareness of the presence of people on bicycles, who should use the sharrow to guide where they ride within the lane.

Speed Humps

Speed humps, also known as speed bumps, are used to reduce motor vehicle speeds. A speed hump is a raised area of roadway pavement approximately 3 inches in height. They are different from the more severe speed humps you may find in a parking lot. A speed hump causes a vehicle to produce a rocking motion, creating an uncomfortable sensation for the occupants of speeding vehicles thus encouraging the driver to reduce their speed. Bellevue uses two different designs based on roadway characteristics.

Traffic Circle

A traffic circle is a raised circular island located in the center of an intersection. This design requires vehicles to keep right and travel through the intersection in a counterclockwise direction around the island. The shape and size of the traffic circle is determined by the size of the intersection.

Traffic circles can be placed at four-legged and three-legged intersections. Installations of traffic circles can be very effective at reducing the number of vehicle collisions at an intersection.

Speed Dots

A speed dot is a small circular or oval island located in the center of the road at mid-block locations. It reduces vehicle speeds by narrowing the roadway and redirecting vehicles around the circle.

The effect on vehicle speeds depends on the roadway width, in addition to the size and number of speed dots. They can be used in a series resulting in a raised median effect but includes better driveway access. They can also be landscaped.

Chicane

Chicanes are a series of two to three curb extensions that alternate from one side of the street to the other forming S-shaped curves on what would be an otherwise straight roadway. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass requiring vehicles at both ends to stop or yield before proceeding through.

This treatment is used to reduce vehicle speeds and can reduce cut-through traffic.

Photo Source: Green-Backed Sharrows photo by Mark Dreger; all others by the City of Bellevue

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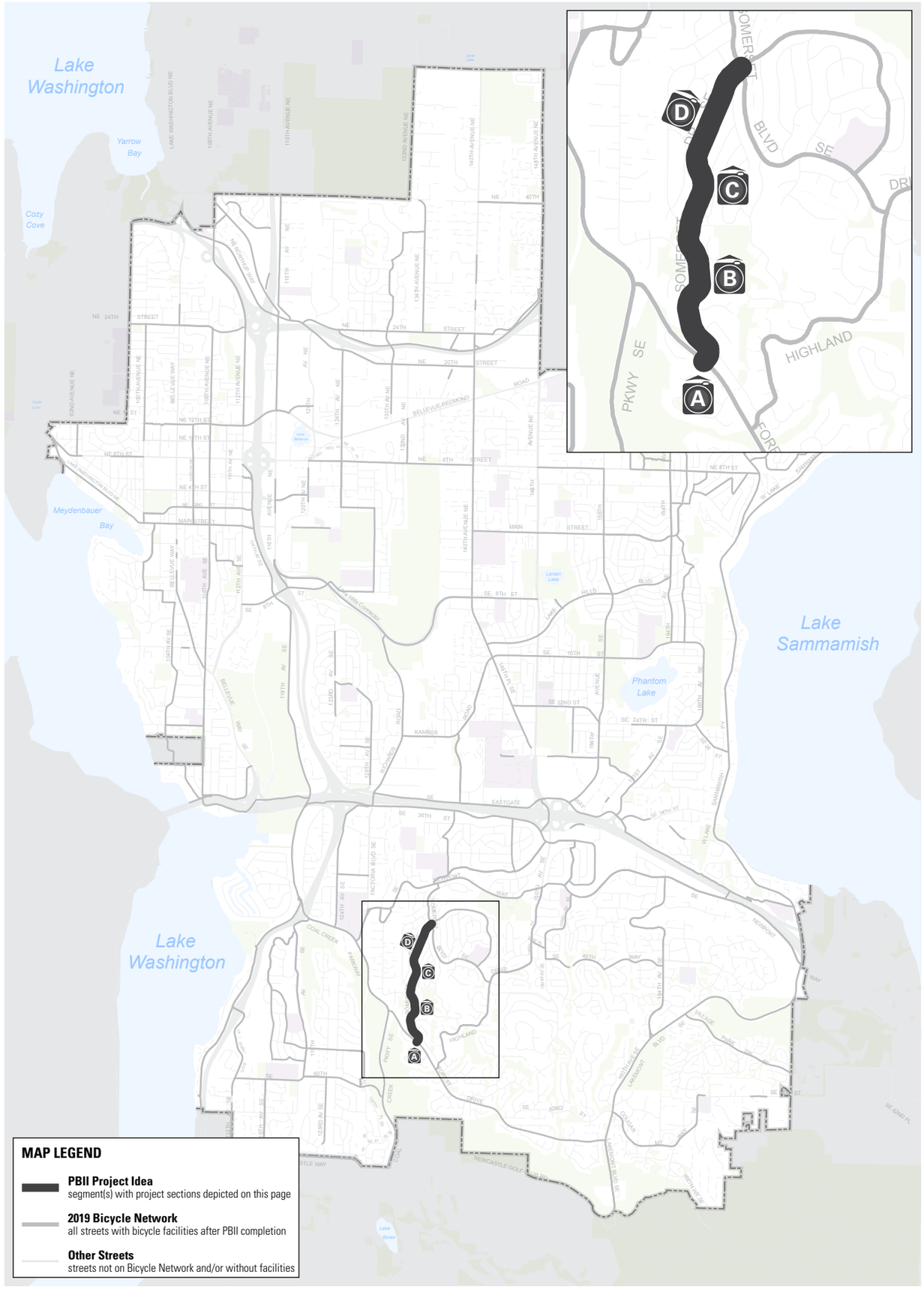

PROJECT IDEA NB-3:
SOMERSET DR BIKEWAY

Bicycle Classification:
Neighborhood Bikeway

Street Classifications:
Local

Traffic Volumes (AAWT):
N/A

Posted Speed Limit:
25 MPH

Existing Bicycle Facilities:
No bicycle facilities;
Existing traffic calming (speed humps)

Major Nearby Destinations:
Forest Hill Neighborhood Park, Somerset Recreation Club, Somerset Elementary School

Bicycle Network Connections:
Forest Dr SE (PBC EW-5), Somerset Blvd SE

Population (¼-mile buffer)**:**
2,982 residents

Employment (¼-mile buffer)**:**
94 jobs

2009 Plan Projects:
None

Typical Street Sections:

A. Somerset Dr SE at Forest Dr SE

B. Looking north toward SE 49th St

C. Looking north toward 135th Ave SE

D. Looking north from 134th Pl SE

Photo Source: Google Maps Street View

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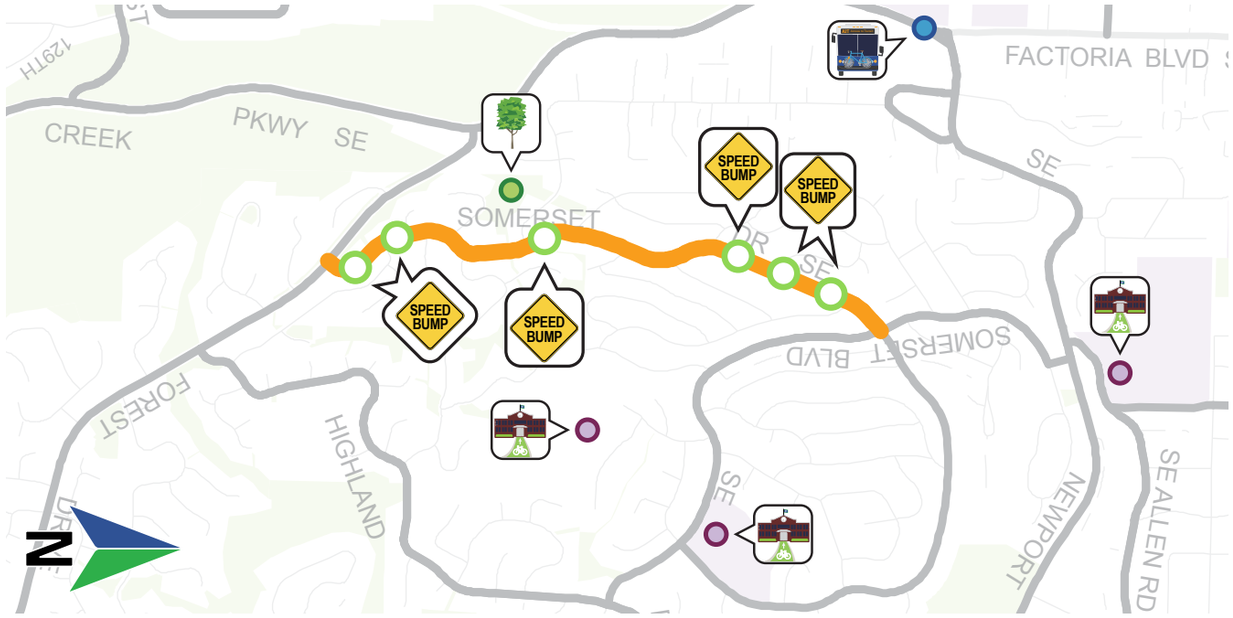

Existing Conditions:

Existing Speed Humps: Six speed humps along corridor including north of Forest Dr SE, north of SE 53rd St, north of SE 49th St, south of 134th Pl SE, north of 134th Pl SE, and south Somerset Pl SE

Opportunities:

Neighborhood Bikeway (1 mile): Forest Dr SE to Somerset Blvd SE

Nearby Transit: Frequent Route 245 at Factoria Blvd SE and SE Newport Way

Nearby Schools: Tyee Middle School, Somerset Elementary School, Forest Ridge School of the Sacred Heart

Access to Parks: Improved bicycle connection to Forest Hill Neighborhood Park

Cost Estimates:

Capital: $45,700

O&M: $2,300 annually

What are Neighborhood Bikeways?

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Neighborhood bikeways would at minimum use signs and pavement markings (e.g., green-backed sharrows) to clearly identify the bike route to all road users. Additionally, traffic calming measures to manage speed and volume would be considered as potential treatments to provide a safe and comfortable bicycling environment for people of all ages and abilities at all points along the route.

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Speed Dots

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Chicane

Chicanes are a series of two to three curb extensions that alternate from one side of the street to the other forming S-shaped curves on what would be an otherwise straight roadway. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass requiring vehicles at both ends to stop or yield before proceeding through.

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Photo Source: Green-Backed Sharrows photo by Mark Dreger; all others by the City of Bellevue

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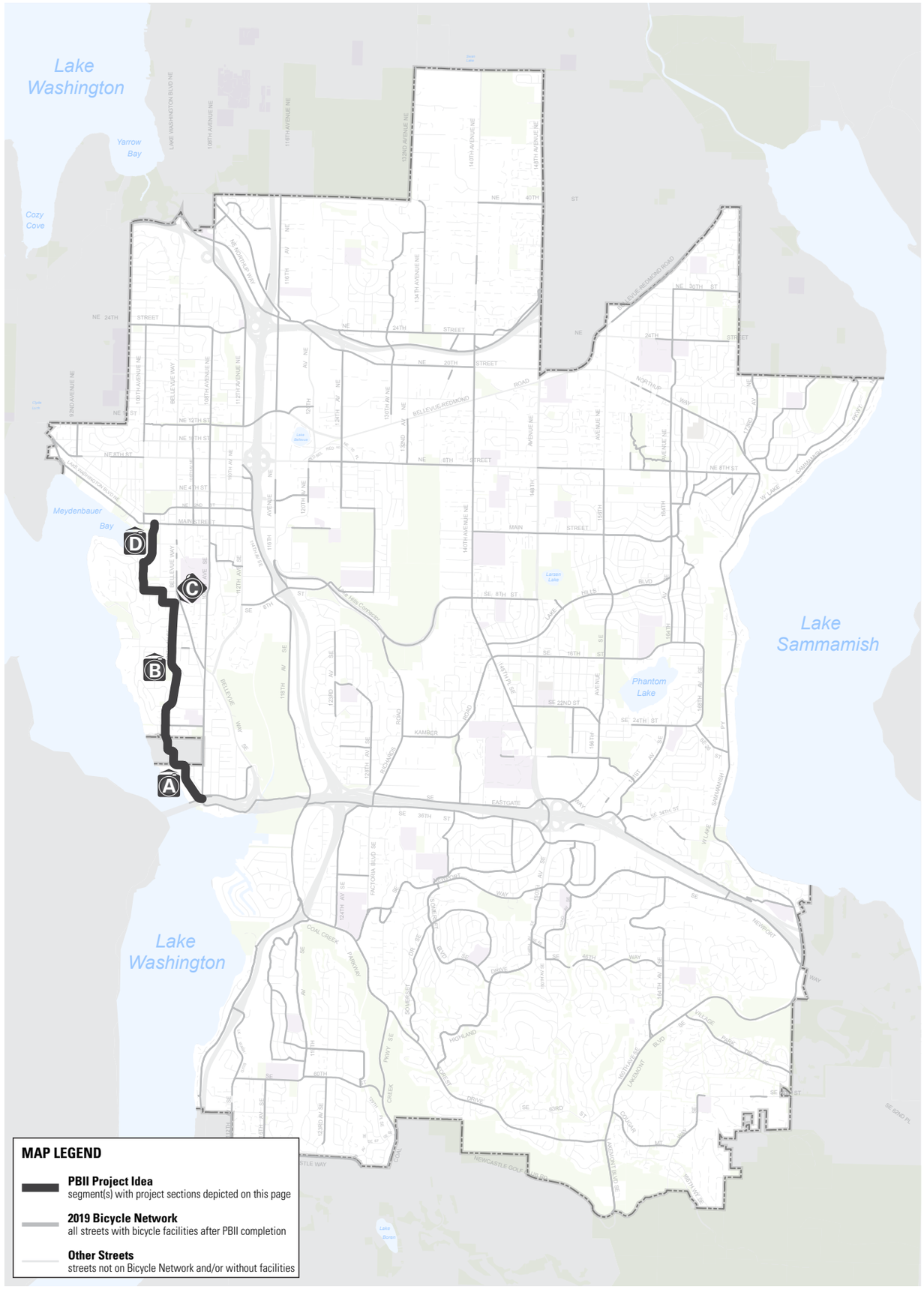

PROJECT IDEA NB-4: SOUTHWEST BELLEVUE BIKEWAY

Bicycle Classification: Neighborhood Bikeway

Street Classifications: Collector Arterial, Local

Traffic Volumes (AAWT):
N/A

Posted Speed Limit:
25 MPH

Existing Bicycle Facilities:
No bicycle facilities (predominant); Shared/Wide Outside Lane, Both Sides (SE 5th St to Main St); Portions with existing traffic calming (speed hump, raised crosswalk, chicane)

Major Nearby Destinations:
Enatai Beach Park, Killarney Glen Park, Wildwood Park

Bicycle Network Connections:
I-90 Trail (PBC EW-4: Mountains to Sound Greenway), 108th Ave SE (PBC NS-1), Main St (PBC EW-3: Lake-to-Lake Trail)

Population (¼-mile buffer)**:**
8,261 residents

Employment (¼-mile buffer)**:**
1,879 jobs

2009 Plan Projects: B-211 (Low)

Typical Street Sections:

A. 106th Ave SE looking north toward SE 30th St

B. 104th Ave SE looking north toward SE 16th St

C. 104th Ave SE at SE 10th St, looking southwest

D. 101st Ave SE looking north toward SE 3rd St

Photo Source: Google Maps Street View

DRAFT

Existing Conditions:

- **Existing Speed Humps:** Speed humps on 104th Ave SE at Cedar Crest Ln and on SE 8th St at 101st Ave SE
- **Existing Speed Dot:** Speed dot at 104th Ave SE and SE 10th St
- **Existing Chicane:** Chicane on SE 8th St from 102nd Ave SE to 101st Pl SE

Opportunities:

Neighborhood Bikeway (2.5 miles): 106th Ave SE, 104th Ave SE, SE 10th St, 102nd Ave SE, SE 8th St, 100th Ave SE, and 101st Ave SE from 108th Ave SE to Main St

- **Nearby Transit:** South Bellevue Park-and-Ride, frequent Route 550 (along Bellevue Way SE)
- **Nearby Schools:** Enatai Elementary School, Bellevue High School
- **Access to Parks:** Improved bicycle connection to Enatai Beach Park, Killarney Glen Park, Wildwood Park
- **Nearby Parks:** Mercer Slough Nature Park, Chism Beach Park, Surrey Downs Park, Downtown Park
- **Regional Trail Connection:** Improved north-south connection to I-90 Trail (PBC EW-4)

Cost Estimates: Capital: $117,700 | **O&M:** $2,200 annually

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