



BELLEVUE
**PEDESTRIAN
& BICYCLE**
IMPLEMENTATION INITIATIVE

» COMMUNITY OUTREACH SUMMARY REPORT, VOL. 1

2015–2016 Wikimap online survey results and analysis



October 2016



BELLEVUE

**PEDESTRIAN
& BICYCLE**

IMPLEMENTATION INITIATIVE

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

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**» EXECUTIVE SUMMARY:
WIKIMAP HIGHLIGHTS**

PBII Council Strategy:

Engages stakeholders at the earliest stages of scope development to ensure their input is included in project design.

PBII Program Principle:

Engage community stakeholders in setting the priorities for investment in non-motorized facilities.

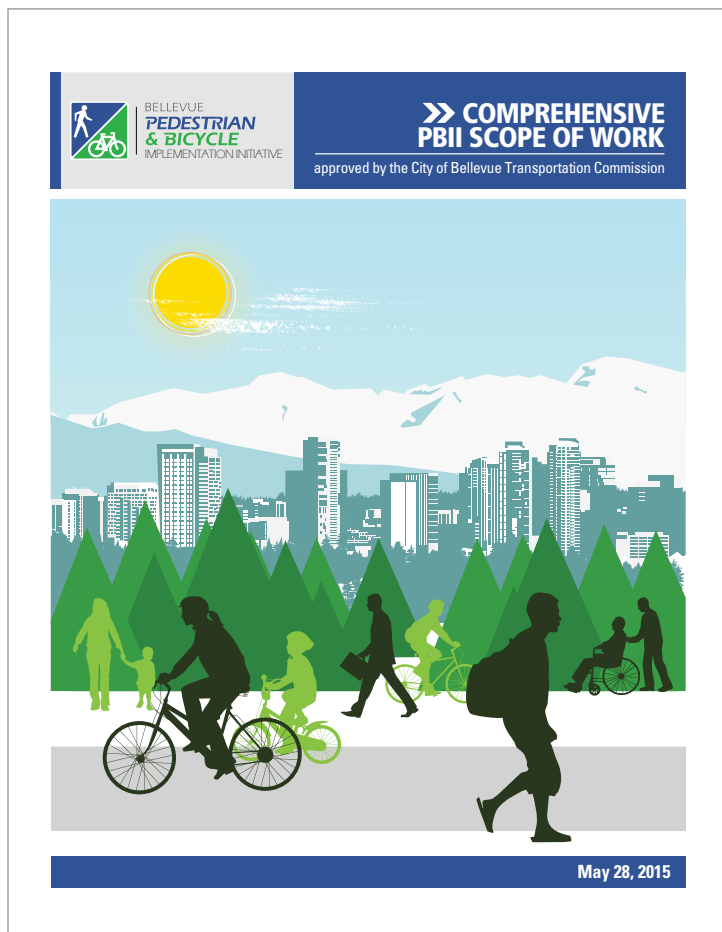


Figure 1. The PBII Scope of Work was approved by the Transportation Commission on May 28, 2015.

Background

The life, safety, and health of residents, employees, and visitors is the Bellevue City Council's highest priority. The Council envisions an accessible, well-connected network of pedestrian and bicycle facilities for Bellevue that enhances livability, supports economic vitality, and serves the mobility needs of people of all ages and abilities. The **Pedestrian and Bicycle Implementation Initiative** (PBII) is a collection of action-oriented strategies to improve safety for people who walk and bike in Bellevue. The PBII considers where safety issues currently exist, how new facilities can be designed to make walking and bicycling safe for all people, and how education and enforcement programs can support safe facilities.

This report documents one aspect of the PBII public engagement process—two online surveys conducted in Fall 2015 and Spring 2016. The first Wikimap survey asked the public to identify locations in Bellevue that feel unsafe for people walking and bicycling, whether due to inadequate facilities or behaviors exhibited by other road users. The second Wikimap survey provided the public with an opportunity to comment on the 52 project ideas being considered as part of the Bicycle Rapid Implementation Program (BRIP). The BRIP would add 57 miles of new and upgraded bicycle facilities that together form a network that connects people to the places they want to go and feels safe for a wide range of the riding (and interested in riding) public.

The project ideas composing the Bicycle Rapid Implementation Program were developed and are being refined based on community input provided through Wikimaps 1 and 2. The next few pages summarize some of the key takeaways from these two online surveys. The remainder of the report provides a complete documentation of all results for both surveys.

Wikimap 1

The first PBII Wikimap online survey was available for the public to submit comments from August 26 through November 1, 2015. During that time, over 700 respondents placed more than 1,600 points on the map to identify safety issues they have experienced while walking or bicycling in Bellevue. Respondents could identify five different kinds of issues on the map. The following are the number of issue points located for each category of safety issue:

- Walking Accommodation Issues: **514** / 32%
- Bicycling Accommodation Issues: **573** / 35%
- Walking Behavior Issues: **57** / 4%
- Bicycling Behavior Issues: **22** / 1%
- Driving Behavior Issues: **452** / 28%

The following are some key takeaways related to each of the five types of safety issues.

Walking Accommodation Issues

- The five neighborhood areas with the most points identified were Downtown (99 points / 19 percent), West Bellevue (70 points / 14 percent), Northwest Bellevue (62 points / 12 percent), Wilburton (47 points / 9 percent), and Eastgate (44 points / 9 percent).
- About 36 percent of walking accommodation issues (184 points) relate to specific intersections or street crossings; the rest are related to issues along corridors.
- About 68 percent of the issues related to corridors and 88 percent of the issues related to specific intersections or crossings were located on arterial streets.
- About 43 percent of all walking accommodation issues are located along corridors where projects have been identified by the Neighborhood Sidewalk Program (73 points / 14 percent) or the 2009 Ped-Bike Plan (150 points / 29 percent).**

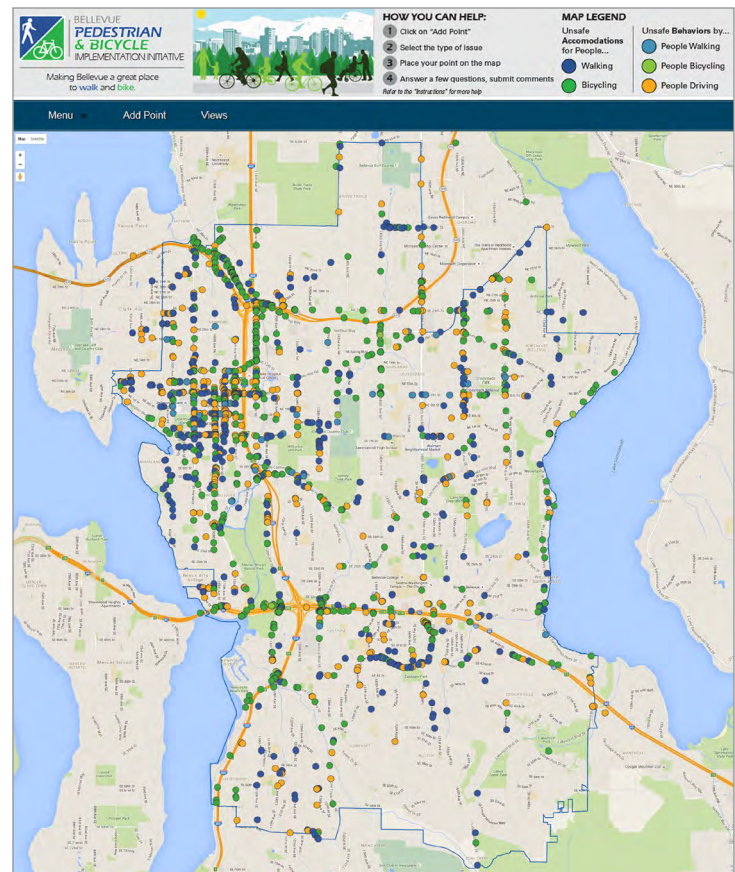


Figure 2. Screen capture of all points placed by PBII Wikimap users.

** Note: For brevity, the acronyms "NSP" and "PBP" are used throughout the document to abbreviate "Neighborhood Sidewalk Program" and the 2009 "Ped-Bike Plan," respectively, in reference to two sources of pedestrian facility projects specifically considered in this report.

- The three corridors with the most walking accommodation issues identified were:
 - **NE 8th St** from 112th Ave NE to 116th Ave NE;
 - **SE Newport Way** from Somerset Blvd SE to 150th Ave SE (PBP Project S-355);
 - **NE 40th St** from 140th Ave NE to 148th Ave NE (NSP Project BT-1).
- Other corridors with multiple issues located by respondents where Neighborhood Sidewalk Program projects are identified include:
 - **128th Ave** from SE 7th PI to NE 2nd St (NSP Project N-108);
 - **173rd Ave NE** from Northup Way to the north city limits (NSP Project N-128);
 - **100th Ave NE** from NE 14th St to NE 24th St (NSP Project N-122).
- The most commonly identified walking accommodation issue was “there are no sidewalks or off-street paths” (248 points / 48 percent). “This intersection does not have a crosswalk” was the second most common issue (96 points / 19 percent). The third most common issue was that “visibility is inhibited by obstructions” (59 points / 12 percent).
- Respondents overwhelmingly do not feel safe when walking in the locations where they identified walking accommodation issues. About 80 percent of the 514 issue points were identified as unsafe, with more than one-third (37 percent) deemed “very unsafe.”
- Respondents reported having experienced a near miss at 44 percent of the locations they identified (224 points).
- The potential solutions most commonly selected to address the issues identified were standard sidewalks (278 points / 54 percent), followed by marked crosswalks (130 points / 25 percent), reducing speed limits (68 points / 13 percent), and speed humps (68 points / 13 percent).

Bicycling Accommodation Issues

- The five neighborhood areas with the most points identified were Northwest Bellevue (87 points / 15 percent), West Bellevue (80 points / 14 percent), BelRed (66 points / 12 percent), Downtown (50 points / 9 percent), and Eastgate (45 points / 8 percent).
- One-third of bicycling accommodation issues (193 points) were located along corridors where Bicycle Rapid Implementation Program (BRIP) project ideas have since been identified. Of those, 73 percent correspond to project ideas along Bellevue's designated Priority Bicycle Corridors.
- About 13 percent of issues related to corridors where bicycle improvement projects are already funded, and another 5 percent are along corridors with long-term planning/design projects (e.g. Mountains to Sound Greenway Trail, West Lake Sammamish Pkwy).
- The two corridors where the most issues were identified were:
 - **Northup Way** from NE 33rd Pl to NE 24th St, where bike lanes and sidewalks are under construction in 2016, and
 - **116th Ave NE** from NE 12th St to Northup Way, where bike lanes were installed while the survey was live in Fall 2015.
- The five corridors with the most issues where BRIP project ideas have since been identified were:
 - **Project Idea PBC-8** (140th Ave NE, NE 24th St, and NE 29th Pl);
 - **Project Idea PBC-14** (SE 8th St, Lake Hills Connector);
 - **Project Idea PBC-10** (164th Ave);
 - **Project Idea PBC-1** (108th Ave SE);
 - **Project Idea PBC-5** (114th Ave).
- The most commonly identified bicycling accommodation issue was "there are no bicycle lanes or off-street paths" (334 points / 58 percent). "Travel lanes are too narrow to comfortably share the road with motor vehicles" was the second most common issue (147 points / 26 percent). "Bicycle facilities are not continuous along a corridor" and "roadway shoulders are too narrow to comfortably share the road with motor vehicles" were tied for the third most common issue (94 points / 16 percent).
- Respondents overwhelmingly do not feel safe when bicycling in the locations where they identified bicycle accommodation issues. Nearly 80 percent of the 573 issue points were identified as unsafe, with nearly a third (29 percent) deemed "very unsafe."
- Respondents ride on the street in lanes shared with motor vehicles at half of the locations identified (281 points), and another 13 percent ride on the street in shoulders (74 points).
- Respondents reported having experienced a near miss at 52 percent of the locations they identified (298 points).
- All four of the most commonly selected potential solutions to address the issues identified were related to some form of bicycle lane—conventional (293 points / 51 percent), green-painted bike lanes (220 points / 38 percent), buffered bike lanes (210 points / 37 percent), and protected bike lanes (195 points / 34 percent). Bike boxes were also selected by more than one-quarter of respondents (154 points / 27 percent).

Behaviors of People Driving

- The five neighborhood areas with the most points identified were Downtown (117 points / 26 percent), West Bellevue (55 points / 12 percent), Northwest Bellevue (46 points / 10 percent), Eastgate (38 points / 8 percent), and Lake Hills (27 points / 6 percent).
- More points were located in Downtown for driving behavior issues than for any other type of issue. In fact, there are virtually no streets and few intersections in Downtown where PBII Wikimap respondents did not identify unsafe behaviors by people driving.
- The most commonly identified driving behavior issue was “driving too fast” (186 points / 41 percent). Improper yielding “in crosswalks while “Walk” signals are active” was the second most common issue (144 points / 32 percent). The third most common issue identified by respondents was “running red lights” (73 points / 16 percent).
- About 70 percent of respondents have noticed the unsafe driving behaviors they reported because they have walked in those locations, and about 40 percent have bicycled in those locations.
- Respondents reported having experienced a near miss at 73 percent of the locations they identified (331 points) and witnessed near misses at 63 percent (286 points).
- The majority of respondents (252 points / 56 percent) believed that engineering solutions would most effectively address the issues they identified. One third (147 points / 33 percent) believed that enforcement activities would be the most appropriate solution.

Behaviors of People Bicycling

- Because so few bicycling behavior issues were identified (22 points), consideration of these issues by neighborhood offers little insight.
- Three specific locations where multiple issues were identified include 108th Ave NE between NE 6th St and NE 8th St, the I-90 Trail boardwalk through Mercer Slough, and the signalized intersection of SE 36th St and 136th PI SE.
- The most commonly identified bicycling behavior issue was “running red lights” (9 points / 41 percent). Riding “too fast on sidewalks where people are walking” was the second most common issue (8 points / 36 percent). The third most common issue identified by respondents was failing to yield properly to cars at intersections (6 points / 27 percent).
- Half of respondents have noticed the unsafe bicycling behaviors they reported because they have driven and about 36 percent have walked in those locations. About one-quarter have bicycled in those locations.
- Respondents reported having experienced a near miss at 64 percent of the locations they identified (14 points) and witnessed a near miss at 73 percent (16 points).
- Respondents were almost evenly split between three potential strategies for addressing the unsafe behavior issues they identified: enforcement activities (8 points / 36 percent), engineering solutions (7 points / 32 percent), and education campaigns (7 points / 32 percent).

Behaviors of People Walking

- The neighborhood areas with the most points identified were Downtown (22 points / 39 percent), Crossroads (7 points / 12 percent), and Northwest Bellevue (7 points / 12 percent). No issues were identified in several neighborhood areas.
- The most commonly identified walking behavior issue was “crossing mid-block where no crosswalks are present” (37 points / 65 percent). “Running across the street as traffic is approaching” was the second most common issue (8 points / 35 percent). The third most common issue identified by respondents was “walking into the road without looking for cars” (11 points / 19 percent).
- About 80 percent of respondents have noticed the unsafe walking behaviors they reported because they have walked in those locations, and about half have driven in those locations.
- Respondents reported having experienced a near miss at 32 percent of the locations they identified (18 points) and witnessed a near miss at 67 percent (38 points).
- Respondents strongly favored engineering solutions (68 percent) to address the issues they have noticed, predominantly attributing unsafe behaviors by people walking to inadequate pedestrian facilities.

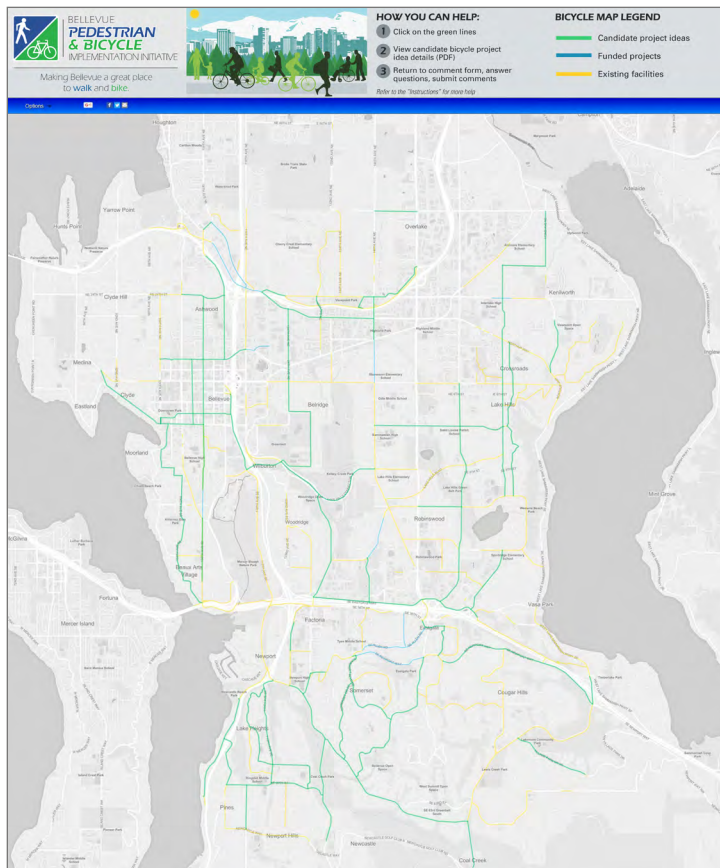


Figure 3. The Bicycle Rapid Implementation Program served as the basis for Wikimap 2.

Figure 4. Screen capture of the PBII Wikimap 2 user interface.

Wikimap 2

The PBII Wikimap 2 online survey was available for the public to submit comments from March 15 through April 30, 2016. The survey generated 516 responses from at least 132 unique respondents. (It was possible to respond anonymously, so the exact number of respondents is unknown.)

Respondents could review and complete a survey for any and as many of the BRIP project ideas as they pleased. For this reason, the number of surveys completed for each project provides useful insight into which corridors are generally of greatest interest to those who provided feedback. The following are the ten project ideas with the greatest number of survey respondents:

- **Project Idea PBC-1** – 108th Ave SE (41 respondents)
- **Project Idea PBC-5** – 114th Ave (30 respondents)
- **Project Idea NB-4** – Southwest Bellevue Bikeway (25 respondents)
- **Project Idea PBC-6** – 112th Ave NE, 108th Ave NE (24 respondents)
- **Project Idea PBC-14** – SE 8th St, Lake Hills Connector (22 respondents)
- **Project Idea BN-25** – SE Eastgate Way (21 respondents)
- **Project Idea PBC-8** – 140th Ave NE, NE 24th St, NE 29th PI (20 respondents)
- **Project Idea PBC-12** – NE 12th St (20 respondents)
- **Project Idea BN-18** – NE 1st St, NE 2nd St (20 respondents)
- **Project Idea PBC-13** – Lake Washington Blvd NE, Main St (19 respondents)

The following are some notable insights gleaned from the input provided by the public through Wikimap 2:

- Nearly three-quarters (74 percent) of respondents believe that the improvements being contemplated by the BRIP project ideas they responded to would make it feel safer to bicycle along those corridors. Feedback was especially positive for Project Ideas PBC-5 (114th Ave) and PBC-6 (112th/108th Ave NE).
 - For 32 of the 52 BRIP project ideas, more than 90 percent of respondents believe the improvements being considered would have a positive impact on safety (responses of “Yes” or “Maybe”). Most projects with less than 90 percent positive responses are characterized largely or entirely by marked shared lanes (aka sharrows).
 - More than three quarters (77 percent) of respondents indicated they think that the BRIP project ideas they commented on would help connect people to the places they want to go. The results to the question about providing useful connections closely mirror those of the previous question regarding improving safety.
 - If BRIP project ideas are not implemented, responses indicate that nearly an equal share (30–32 percent) of respondents “Definitely” will, “Possibly” will, or are “Unlikely” to bicycle along the corridors they commented on.
- If BRIP project ideas are not implemented, respondents are least likely to ride along Northrup Way (Project Idea BN-22), SE Eastgate Way (Project Idea BN-25), and SE 8th St and Lake Hills Connector (Project Idea PBC-14).
 - About half (49 percent) of all Wikimap 2 respondents indicated that they would use the BRIP facilities they commented on regularly (about once per week or more) if implemented. Another 35 percent would use the facilities “Occasionally.”
 - For BRIP project ideas that would impact existing on-street parking, two additional questions were included on the associated surveys. Of the 177 users who responded to questions about on-street parking impacts, only 14 percent (25 respondents) indicated that the parking is “Somewhat Important” or “Very Important” to them. Only 2 percent use this on-street parking regularly (about once per week or more); 18 percent do so infrequently, and 74 percent never use it.
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»» REVIEW AND ANALYSIS:
WIKIMAP ONLINE SURVEYS, 2015–2016

» INTRODUCTION: PURPOSE, BACKGROUND, NEXT STEPS

Purpose

Pedestrian and bicycle activity is an essential part of Bellevue’s vibrancy—it enlivens our streets, strengthens local businesses, creates safer neighborhoods, provides access to jobs, and leads to a healthier community. Given these benefits, Bellevue’s streets must be comfortable and safe for all users. The city, residents, visitors, businesses, and community groups must ensure that everyone can travel safely. This shared responsibility relates to how we design our streets, enforce our traffic laws, and how all of us travel—whether by driving, walking, or bicycling.

The life, safety, and health of residents, employees, and visitors is the City Council’s highest priority, and the City has endorsed Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030. The Council envisions an accessible, well-connected network of pedestrian and bicycle facilities for Bellevue that enhances livability, supports economic vitality, and serves the mobility needs of people of all ages and abilities. The **Pedestrian and Bicycle Implementation Initiative** (PBII) is a collection of action-oriented strategies to improve safety for people who walk and bike in Bellevue.

The PBII considers where safety issues currently exist, how new facilities can be designed to make walking and bicycling safe for all people, and how education and enforcement programs can support safe facilities. But where are there currently street, sidewalk, or trail conditions in Bellevue that are unsafe for people walking and bicycling? Where do common behaviors by people driving, bicycling, or walking put others’ safety at risk? And what kinds of facilities and programs might help address which of these issues?

The PBII leverages technical analysis to provide some answers to these questions. For example, reviewing collision records to determine where and how crashes are most likely to occur can help to target safety improvement projects to the most incident-prone locations. However, this only tells part of the story. Reported crashes do not reflect the full range of safety issues experienced by road users, missing more common unreported near-miss incidents.

Community engagement in the PBII process is therefore vitally important to ensuring that such issues are known to Transportation Department planners and engineers so that they can be addressed. This report documents one component of the PBII community engagement strategy undertaken in 2015 and 2016: a pair of Wikimap online surveys relating to safety issues and project ideas for people walking and bicycling.



Figure 5. Bellevue’s 2009 *Pedestrian and Bicycle Transportation Plan* and 2015 *PBII Scope of Work*.

Background

The **2009 Pedestrian and Bicycle Transportation Plan** (see Figure 5) was approved by Council Ordinance (No. 5861) on February 17, 2009. This plan established a vision for Bellevue as a walkable and bikeable community. The 2009 Plan is the product of extensive public outreach, including online surveys, focus groups, and public events, as well as research, inter-agency coordination, field work, and review by the Transportation Commission.

As a result of these efforts, the Plan aims to achieve the following:

- implementation targets related to network completion, usage, and collision reduction;
- facility designs that are safe, attractive, and compatible with surrounding land uses;
- public education and encouragement programs and policies that support pedestrian and bicycle mobility;
- incorporation of best practices from innovative pedestrian and bicycle initiatives in other cities;
- consideration of the needs of people on foot and on bikes when planning and designing roadway projects.

When fully implemented, the 435 projects identified by the plan will yield 90 miles of sidewalk, 144 miles of bikeway, and 20 miles of trail facility improvements. All of the project descriptions are framed as “conceptual,” requiring additional design, engineering, and a long-term commitment to funding projects. Improvements have been made annually along various corridors as opportunities arise, but the City will not meet the Plan’s ten-year goals in 2019 at the current rate of investment.

In February 2015, the Bellevue City Council commenced the **Pedestrian and Bicycle Implementation Initiative (PBII)** to link the 2009 Plan with a coordinated strategy for expedited implementation. The **PBII Scope of Work** (see Figure 5) approved by the Transportation Commission establishes the seven primary tasks by which this will be accomplished through engineering, education, encouragement, evaluation, and enforcement. Maintaining dialog with the public is critical to ensuring that the outcomes of this initiative reflect the priorities and perspectives of the community. The PBII Team has therefore undertaken a public engagement strategy that has to date included:

- Two Wikimap online surveys—the first to identify locations that feel unsafe for people walking and bicycling, and the second to comment on 52 project ideas under consideration.
- Held over 20 public meetings with the Transportation Commission and other groups;
- Gathered input using key-pad polling and comment cards at an open house that attracted over 140 attendees.
- Had over 100 people share story-telling photo messages to communicate their personal perspectives on walking or bicycling in Bellevue.
- Led over forty participants on a bicycle ride along corridors in and around Downtown where project ideas are being considered.

The Wikimap online surveys conducted in Fall 2015 and Spring 2016 are the focus of this report. Additional information about the other community engagement events and activities is available in the *PBII Community Outreach Report, Vol. 2*.

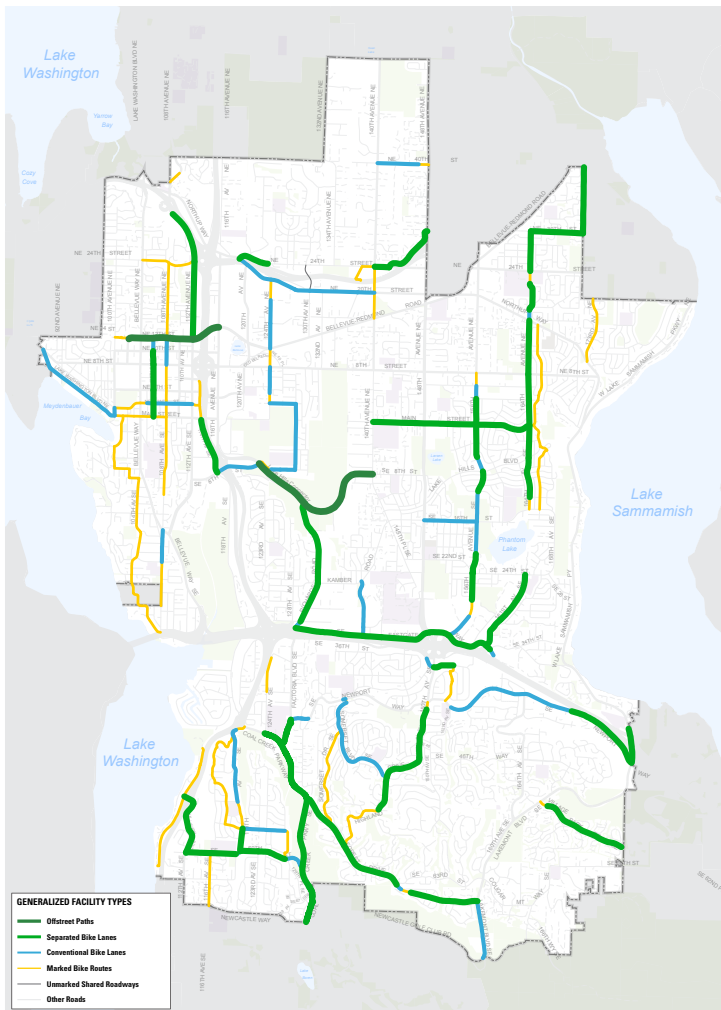
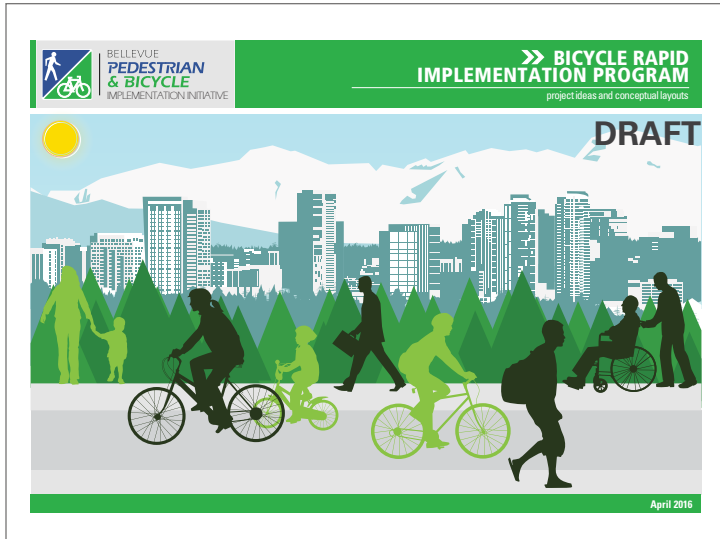


Figure 6. The Bicycle Rapid Implementation Program draft report and map of its 52 constituent project ideas.

Progress & Next Steps

The PBII aims to deliver a pragmatic solution set of projects, programs, and policies that fits within the Bellevue context, is affordable, and can be implemented in a reasonable time frame. The PBII Team has leveraged technical analysis and public input to identify barriers to walking and bicycling, prioritize improvements, and develop the [Bicycle Rapid Implementation Program \(BRIP\)](#) budget proposal to guide citywide bicycle investments over the coming years. The BRIP (see Figure 6) is a collection of 52 project ideas that would add 57 miles of new and upgraded 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.

Community input from Wikimaps 1 and 2 helped to inform and refine the conceptual designs for the BRIP project ideas; however, all project ideas remain conceptual and are subject to revision. 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. In April 2016, the Transportation Commission voted to recommend the allocation of \$6.8 million for the BRIP through 2019. This recommendation will help inform City Council in their deliberations for the 2017–2019 budget.

The BRIP is among the programs that the [Neighborhood Safety, Connectivity and Congestion](#) ballot measure would help contribute funding toward if approved by voters in November 2016, though how much and which projects would be funded remains uncertain at this time. The ballot measure would also provide additional funding for the Neighborhood Sidewalks Program, Neighborhood Traffic Calming and Safety projects, pedestrian crossings projects, and maintenance.

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WIKIMAP 1: IDENTIFICATION OF STREET SAFETY ISSUES

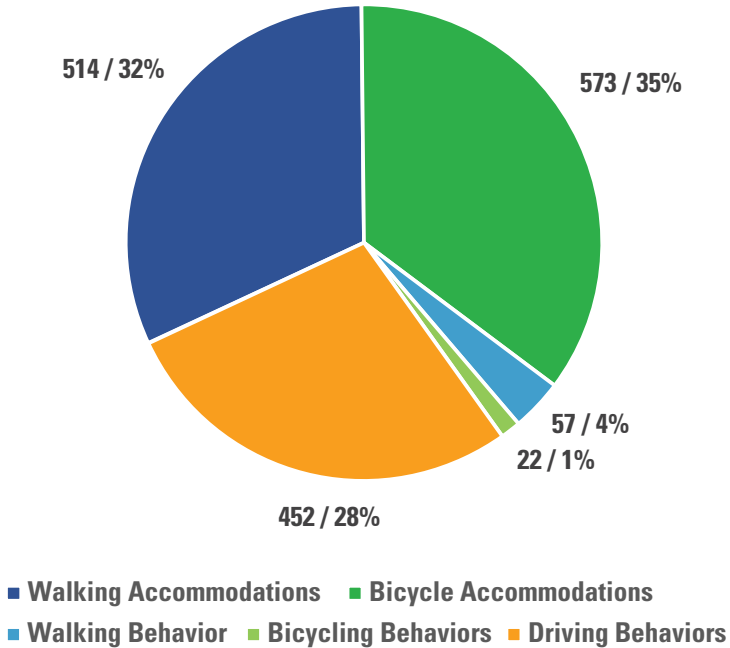


Figure 7. (above) Summary of user-submitted points by the types of issues identified.

Figure 8. (opposite) Screen capture of all points placed by PBII Wikimap users.

Introduction

The first PBII Wikimap online survey was created to provide the public with a tool to identify locations where they have noticed conditions or behaviors that are unsafe for people walking and bicycling in Bellevue. The survey was available to the public from August 26 through November 1, 2015. During that time, over 700 respondents placed more than 1,600 points to identify safety issues they have experienced.

Users were able to select from five broad types of issues to locate on the Wikimap. Each of these had its own survey that allowed respondents to specify the particular issue(s) they have experienced, as well as provide other information about how they have traveled there, whether they have ever experienced or witnessed a near miss there, and what kind(s) of potential solutions they would recommend to address the safety issue. The following are the number of points submitted of each type of safety issue and the percentage of all points that each represents:

- Walking Accommodation Issues: **514** / 32%
- Bicycling Accommodation Issues: **573** / 35%
- Walking Behavior Issues: **57** / 4%
- Bicycling Behavior Issues: **22** / 1%
- Driving Behavior Issues: **452** / 28%

The subsequent pages describe the format of the Wikimap online survey and how the community was notified about this opportunity to weigh in on the PBII process. This is followed by a detailed summary of the results of all aspects of Wikimap 1 organized by the type of safety issue. Additional results tables are available in the Appendices and are referenced in the body of the report where they are relevant.



Making Bellevue a great place to walk and bike.

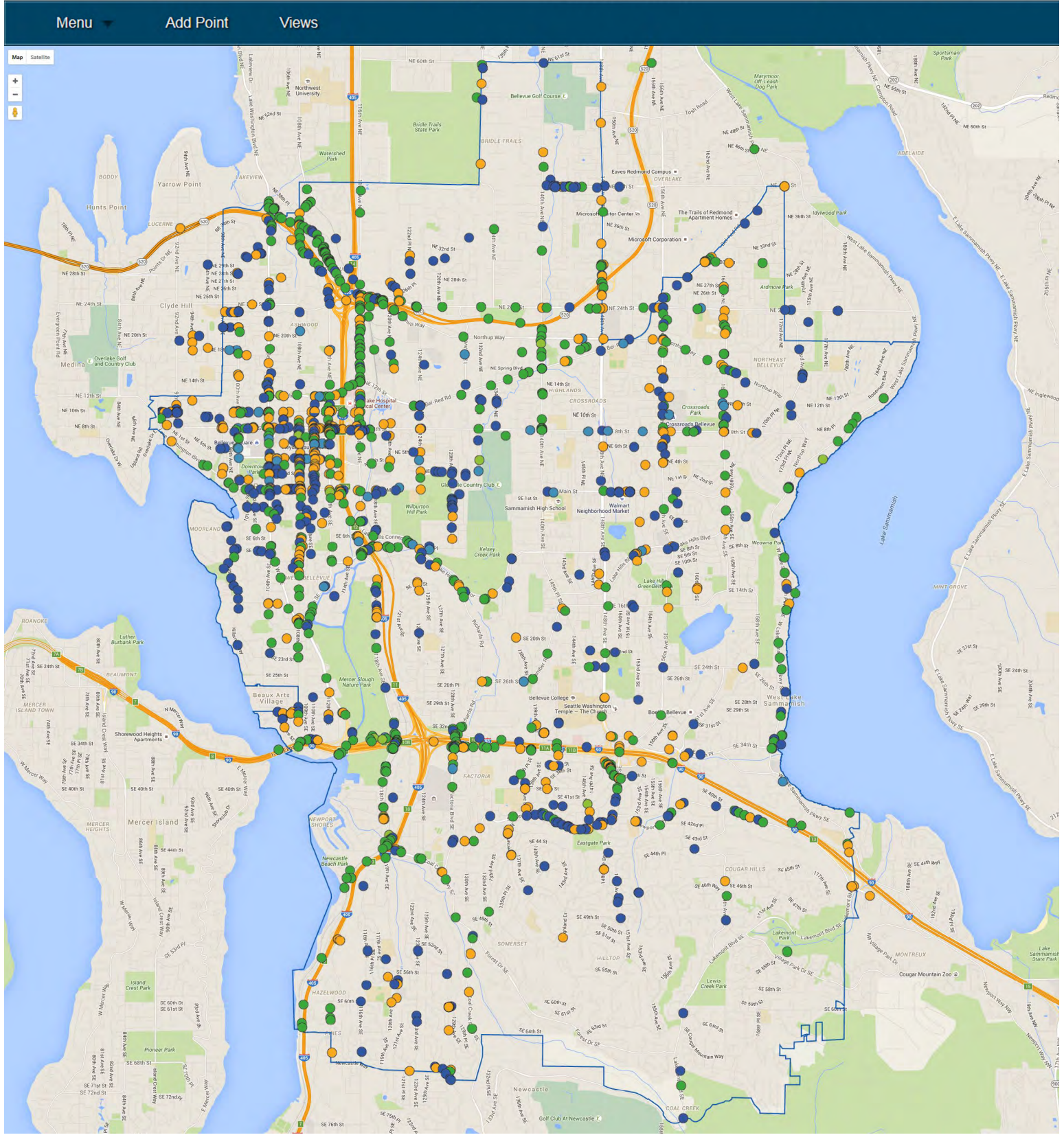


HOW YOU CAN HELP:

- 1 Click on "Add Point"
 - 2 Select the type of issue
 - 3 Place your point on the map
 - 4 Answer a few questions, submit comments
- Refer to the "Instructions" for more help

MAP LEGEND

- Unsafe Accomodations for People...**
- Walking (Blue circle)
 - Bicycling (Green circle)
- Unsafe Behaviors by...**
- People Walking (Blue circle)
 - People Bicycling (Green circle)
 - People Driving (Orange circle)




Menu Add Point Views

Map Satellite



Welcome



Help make Bellevue's streets safer for everyone!
Bellevue's [Pedestrian and Bicycle Implementation Initiative](#) considers where safety issues currently exist, how new facilities can be designed to make walking and bicycling safe for people of all ages and abilities, and how education and enforcement programs can support safe facilities.

Welcome to our WikiMapping public outreach project.
The City of Bellevue invites you to identify locations where you have noticed conditions or behaviors that are unsafe for people walking and bicycling such as the following:

- Streets without adequate sidewalks or bicycle facilities;
- Intersections that are difficult to navigate comfortably on foot or bike;
- Vehicles speeding, passing too closely, or failing to yield properly;
- Pedestrians crossing the street midblock where no crosswalks are present;
- Bicyclists failing to stop at stop signs or run red lights.

How can you help?
Click on "Add Point" and select a type. Place your point on the map, answer a few questions about the location, and submit any comments and photos you like.

To improve usability, only your points are shown on the map by default. If you want to see points and comments submitted by other users, select "View Options" from the "About & Help" dropdown ("Menu" on mobile devices) and enable "Turn On/Off Other Peoples' Responses". Refer to the [Instructions](#) for more information about using this WikiMap.

What will we do with your input?
Your input will be used to design projects and develop strategies to address locations and corridors where problems frequently occur. Your email is requested in case we have follow-up questions, but you may choose to share your perspective anonymously.

MyBellevue Mobile App
If you are trying to report an issue that should be addressed as soon as possible, request services, or obtain information about city news, jobs, or social media, please [download the MyBellevue app](#) for your mobile device or visit the web-based [MyBellevue Customer Assistance Portal](#).

To use this map, please [login](#) or [register](#) or select [anonymous](#)

Register

Register or login to edit and comment on the map. Your email address will not be shown publicly, and it will only be used to contact you if necessary.

Your email

Choose a username

Receive project updates

Remember Me

or [Login](#)

Survey Format

The Wikimap platform was chosen for this community engagement process because it is a cost-effective, map-based format that enables users to place points in the specific locations of interest to them. Given the open-ended nature of the question that was asked of the public—where have you noticed unsafe conditions?—the use of an interactive map was considered critical to obtaining accurate and actionable information. Compared with more traditional text-based online surveys, which would require respondents to select locations from a pre-defined list or describe them in write-in comments, Wikimap helped to ensure that the locations respondents wished to identify were not overlooked or misinterpreted.

Welcome and Registration

Visitors to the PBII Wikimap were greeted with the welcome screen shown in Figure 9. This page established the context for the survey as part of the [Pedestrian and Bicycle Implementation Initiative](#); it described the kind of information being sought from the public, how they could use the Wikimap to help provide that, and how that information would be used by the City; and it directed people who were attempting to report urgent issues to the MyBellevue mobile app.

Users were provided the option to register their email address or complete the survey anonymously. Those who registered an email address and username could log-in multiple times and ensure that all of their comments would be associated to them, and they could choose to receive updates about the PBII process. The emails provided have and will not be used for any other purpose. Users who chose to complete the survey without registering were not required to submit an email address and were assigned a username of "Anonymous" in survey results.

Figure 9. (top) PBII Wikimap welcome screen.

Figure 10. (bottom) Username and email registration for non-anonymous users.

Welcome Survey and User Profile

All users, whether registered or anonymous, were presented the Welcome Survey depicted in Figure 11 the first time they accessed the Wikimap from a new IP address. This short form sought to obtain basic demographic information from respondents including their age group, gender identity, and home zip code. This was requested so that, if deemed prudent in the future, an analysis could be conducted to determine whether certain kinds of safety issues or certain locations impacted a particular segment of the population more than others. All of these demographics questions were optional.

The only two required questions in the Welcome Survey related to whether or not respondents had walked or bicycled somewhere in Bellevue in the 90 days preceding their use of the PBII Wikimap. These questions sought to determine whether or not they do so regularly and, given that pedestrian and bicycle improvements are made often at various locations around the city, to indicate their level of familiarity with the current state of the locations they might choose to identify on the map.

Based on the responses provided to the Welcome Survey, the following can be said about people who accessed the Wikimap and ultimately placed issue points on the map:

- Nearly two-thirds of respondents were between the ages 35–44 (33 percent) and 45–54 (31 percent). Only 13 percent were age 34 or younger.
- About 57 percent of respondents identify as male and 40 percent as female.
- More than two-thirds (69 percent) of respondents reside in Bellevue zip codes, with most (26 percent) in 98004.
- The vast majority (94 percent) of respondents had walked in Bellevue within 90 days of taking the survey, compared to 60 percent who had biked.

Tables providing the complete results of the PBII Wikimap Welcome Survey are available in the Appendices beginning on page 246.

Welcome - Survey

Please tell us a bit about yourself.

Age

Select from the drop-down menu

I identify my gender as...
 Male Female Trans* Prefer not to disclose

Home Zip Code

Email Address

Have you walked somewhere in Bellevue in the past 90 days?*
 Yes No

Have you biked somewhere in Bellevue in the past 90 days?*
 Yes No

Figure 11. (above) Wikimap 1 Welcome Survey.

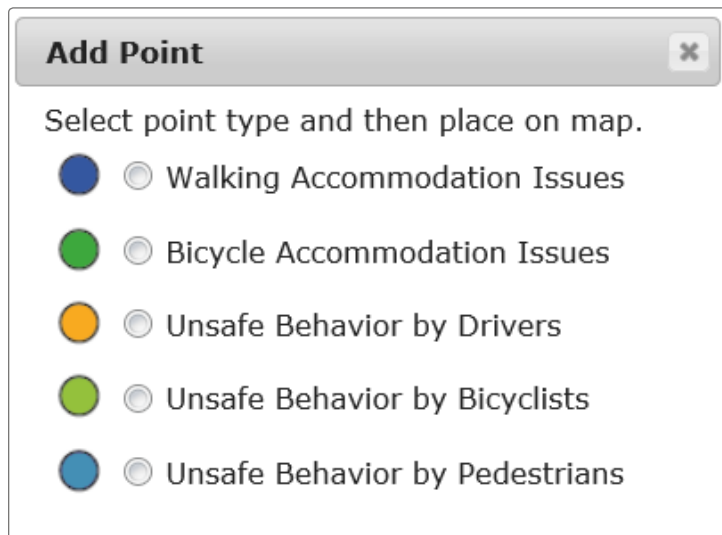
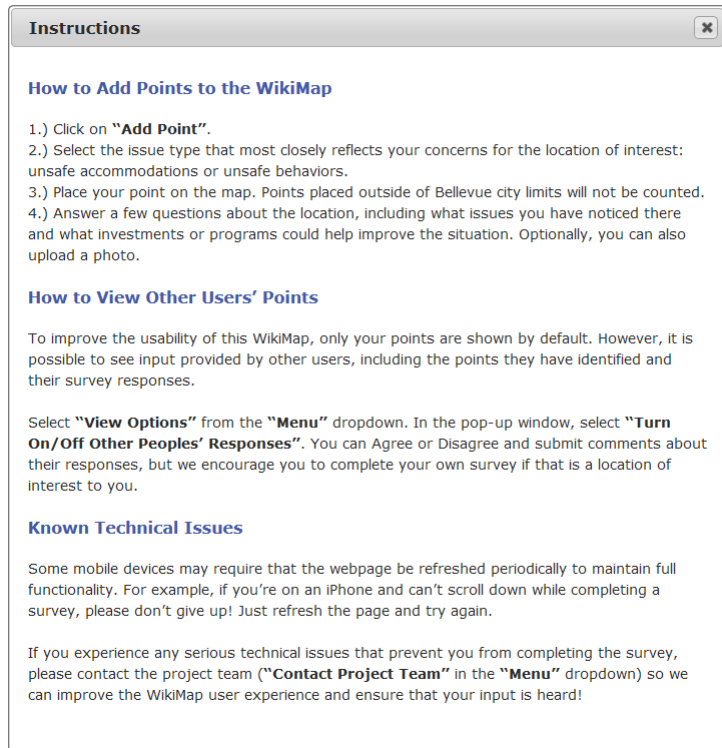


Figure 12. (top) PBII Wikimap instructions.

Figure 13. (bottom) Users could choose from five types of points to add to the map—two related to accommodation issues and three related to unsafe behaviors.

Using the Map and Adding Points

After completing the Welcome Survey, Wikimap users were presented with the Instructions page shown in Figure 12. This page described how users could add their own points to the map and how to view and respond to the points previously added by other members of the community. Closing or clicking outside of this dialog took users to the Wikimap itself (see Figure 8 on page 19). The Google Maps API was used as the base map so as to be readily identifiable to the average user.

The first time a user visited the PBII Wikimap, no points were shown on the map, and by default, only that users' previously placed points were visible any time they subsequently returned to the Wikimap. To add a point, users simply clicked on "Add Point" from the header bar at the top of the map. Users could choose from the five types of safety issues depicted in Figure 13. The first and second—Walking and Bicycle Accommodation Issues—include issues like streets without adequate sidewalks or bicycle facilities and intersections that are difficult to navigate comfortably on foot or bike. The latter three issue types—Unsafe Behaviors by Drivers, Bicyclists, and Pedestrians—relate to things like people in vehicles speeding, passing too closely, or failing to yield properly, people on bicycles failing to stop at stop signs or red lights, and people on foot crossing the street midblock where no crosswalks are present.

After selecting one of the five types of issues, users were returned to the map, and the point was located wherever they clicked. The first survey dialog corresponding to that type of safety issue then opened and prompted the user to answer a series of questions associated with that issue in that location. Refer to the following pages for the results for each type of issue:

- **Walking Accommodation Issues:** page 27
- **Bicycle Accommodation Issues:** page 76
- **Behaviors of People Driving:** page 132
- **Behaviors of People Bicycling:** page 156
- **Behaviors of People Walking:** page 184

Reacting to Existing Points

The PBII Wikimap also allowed users to react to the issues identified by other users. After making other users' points visible, a user could click on a point to open a dialog that displayed all of the survey responses submitted by the original user who placed that point—without revealing any identifying information about the original poster (see Figure 14). Similar to other social media platforms, users could choose to “Agree” or “Disagree” with the issue identified by the original poster.

Although utilized less extensively by PBII Wikimap users than the opportunity to add their own points, these interactive features served several useful purposes. By allowing users to view the points placed by other members of the community—and the survey responses and comments from those individuals—these features may have reminded some users about similar safety issues they have experienced at the same or other locations. This may have motivated some users to add their own points, but it also created an opportunity for dialog and prompted many comments from users relaying their own experiences, suggesting alternative solutions, or offering other thoughts that expanded on the issue originally identified.

Further, by allowing users to “Agree” or “Disagree”, this lowered the barrier to entry for engaging in the conversation, and some users may have opted to only respond to others' comments instead of taking the time to place their own points and complete the associated surveys themselves. This also provides an additional lens through which to consider the survey results: Perhaps one user identified an issue, but one or more other users disagreed with the first person's assessment of the location. Although agreement proved to be far more common than disagreement, this also helps clarify the perceived importance or severity of an issue.

Add Comment [x]

Description: Unsafe Behavior by Pedestrians

Location: This landmark

I have noticed unsafe walking behavior here when I: drive

Near misses? Witnessed a near miss

Comments: There is a nearby bus stop and people just dont want to walk to the pedestrian walk.

Unsafe behaviors by people walking here include...

Unsafe crossings: running across the street as traffic is approaching

Unsafe crossing locations: People cross mid-block where no crosswalks are present

Other:

How could we most effectively address this unsafe behavior?

Engineering - Implement new facilities to address the problems that result in unsafe behavior

Agree Disagree

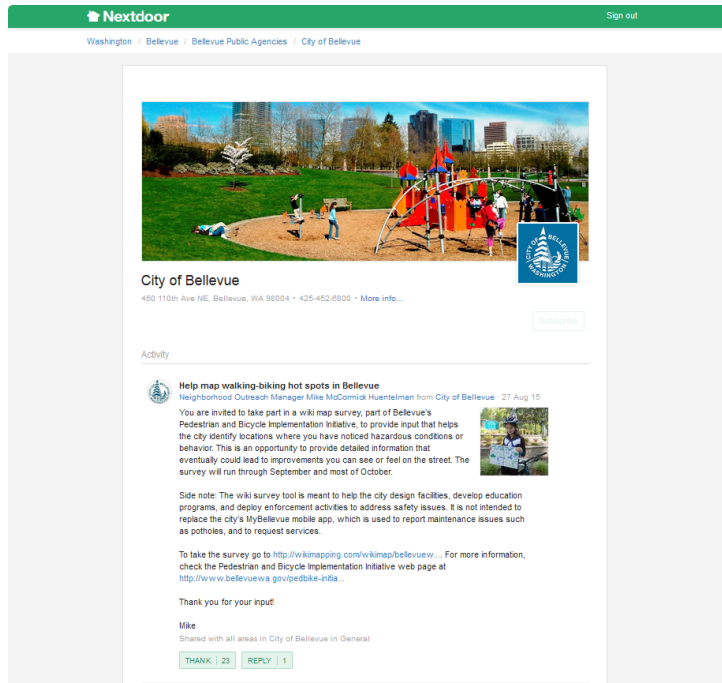
Add a comment

Allowed: 1000 characters. Used: 0 characters.

Submit

Upload photo

Figure 14. (above) Users could react to the comments submitted by other respondents by clicking on the points they located on the map.



City of Bellevue
450 110th Ave NE, Bellevue, WA 98004 • 425-452-6800 • More info...

Activity

Help map walking-biking hot spots in Bellevue
Neighborhood Outreach Manager Mike McCormick Huenteleman from City of Bellevue • 27 Aug 15

You are invited to take part in a wiki map survey, part of Bellevue's Pedestrian and Bicycle Implementation initiative, to provide input that helps the city identify locations where you have noticed hazardous conditions or behavior. This is an opportunity to provide detailed information that eventually could lead to improvements you can see or feel on the street. The survey will run through September and most of October.

Side note: The wiki survey tool is meant to help the city design facilities, develop education programs, and deploy enforcement activities to address safety issues. It is not intended to replace the city's MyBellevue mobile app, which is used to report maintenance issues such as potholes, and to request services.

To take the survey go to <http://www.wikimaping.com/wikimap/bellevue>... For more information, check the Pedestrian and Bicycle Implementation Initiative web page at <http://www.bellevuewa.gov/pedbike-initia>.

Thank you for your input!

Mike
Shared with all areas in City of Bellevue in General

THANK | 23 REPLY | 1

SEATTLE BIKE BLOG

About Advertise Be a Supporter Bicycle Benefits Bike Maps Stolen Bikes Events Calendar

Dearborn bike lane improvements will connect downtown to I-90 Trail, SE Seattle bike routes – UPDATED
Toward Zero: Honoring the 150 people killed or badly injured in Seattle traffic since Sher Kung

Vision Zero Bellevue? The Eastside city is crafting a plan + Take this wikimap survey

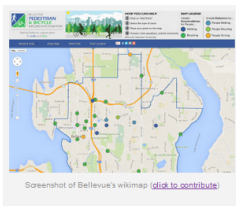
Posted on September 3, 2015 by Tom Fuodoo

Bellevue is trying to identify and prioritize biking and walking safety needs, and they are reaching out for your help.

The Pedestrian & Bicycle Implementation Initiative ("PBII") has launched a [wikimap survey](#), which lets you go pretty in-depth in reporting challenges to safe cycling or walking in the city. You just drop a point on the map, then answer some survey questions describing the problem and what kinds of infrastructure or enforcement you think could help.

Earlier this year, Bellevue City Council launched the PBII, which is basically an effort to actually implement the city's 2009 Pedestrian and Bicycle Plan.

"Rather than undertaking another multi-year planning process to update the plan, Council voted unanimously on February 17, 2015 in favor of initiating the Pedestrian & Bicycle Implementation Initiative (PBII)—a complement of action-oriented strategies to advance the projects and programs identified by the 2009 Plan," reads the PBII document ([PDF](#)).



Log in | Register

Get a tip? Email: Tom@SeattleBikeBlog.com

Follow @SeattleBikeBlog | 9,559 follow

Seattle Bike Blog
Like Page | 3K likes
Get updates via RSS

From our Bike Events Calendar

SEP 4 Sat	10:00 am Bicycle Sunday @ Mount Baker Beach to Seward Park
SEP 5 Sun	10:00 am Bike Works Volunteer Repair Party @ Bike Works Classroom
SEP 6 Tue	6:30 pm West Seattle Bike Connections mo...

Figure 15. (top) Wikimap on Nextdoor ([link](#)).

Figure 16. (bottom) Bellevue and the PBII Wikimap on Seattle Bike Blog ([link](#)).

Reaching the Community

A community engagement tool is only as useful as the breadth of the community that it reaches. For all the potential the Wikimap had to solicit valuable feedback from residents of, employees in, and visitors to Bellevue, this potential could only be realized if those people knew about and participated in the survey. So how did the Transportation Department notify members of the community about the existence of the Wikimap online survey and their opportunity to weigh in on the PBII process? We spread the message as far and wide as we could in print, in person, and online—and relied on a little help from our friends—including:

- The City of Bellevue Transportation Department PBII webpage and e-Alert email list
- @Bellevuewa and @BvueTrans on Twitter
- Choose Your Way Bellevue newsletter (Sept. 2015)
- Email notification to the 10,000+ registered users of the On The Move Bellevue trip logging network
- Email to Transportation Coordinators at Bellevue CTR employers for distribution to their employees
- It's Your City newsletter (Oct. 2015)
- Blurb in the Cascade Courier (Oct. 2015), Cascade Bicycle Club's monthly publication
- Postcards distributed by volunteers at the Bellevue Transit Center, by staff at the Bellevue Mingle on October 15, 2015, to the Bellevue Downtown Association and Cascade Bicycle Club, and to an assortment of residents, businesses, organizations, and institutions.
- Features in Bellevue Reporter, Seattle Bike Blog
- Bellevue College, Enatai Elem. PTSA, Big Picture PTSA, Olde Middle School PTSA, Clyde Hill Elementary PTA, Medina Elem. PTSA, and others
- Nextdoor posts by Bellevue Neighborhood Outreach and various neighborhood leaders
- Facebook and Twitter posts by Choose Your Way Bellevue, Cascade Bicycle Club



Photo courtesy of the Bellevue Transportation Department

Walkers, bikers asked to ID road issues

Bellevue's Transportation Department is asking the public to identify unsafe conditions or behaviors in Bellevue's walking and bicycling network. Information gathered through a "wikimapping" survey will be used to address locations where problems occur.

where problems frequently occur. Mapping where people notice hazardous conditions or behaviors is just one of the tasks identified in Bellevue's Pedestrian and Bicycle Implementation Initiative. The survey tool is meant to help transportation staff design facilities, develop education programs and deploy enforcement activities to address safety issues. It is not intended to replace the city's MyBellevue mobile app and portal, which is used to report maintenance issues such as potholes, and to request services. The survey can be found at <http://wikimapping.com/wikimap/bellevue.html>.

INTRODUCING MEMORY CARE AT SAGEBROOK SENIOR LIVING

It takes a strong person to care for someone with dementia.

Help make Bellevue's streets safer for everyone!

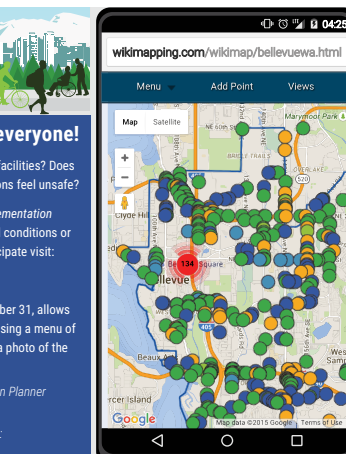
Are there streets in Bellevue without adequate sidewalks or bicycle facilities? Does the behavior of people walking, bicycling, or driving in certain locations feel unsafe?

The City of Bellevue invites you to use the Pedestrian & Bicycle Implementation Initiative (PBII) wikimap to identify locations where you have noticed conditions or behaviors that are unsafe for people walking and bicycling. To participate visit: <http://wikimapping.com/wikimap/bellevuea.html>

The wikimap online survey tool, which will be available through October 31, allows users to locate an issue on a map, describe and evaluate the issue using a menu of options, choose a solution, make additional comments, and upload a photo of the location if desired. Your input could help lead to improvements!

For more information, contact Franz Loewenherz, Senior Transportation Planner floewenherz@bellevuewa.gov | 425-452-4077

Visit the Pedestrian & Bicycle Implementation Initiative project website: www.bellevue.gov/pedbike-initiative.htm



Pronto Street Skills

By Michelle Finkelman, Education & Outreach Program Coordinator

In partnership with Pronto Cycle Share, Cascade Bicycle Club is once again offering an introductory class on urban biking and bike commuting. Geared towards people new to bicycling and new users of Pronto Cycle Share, this class covers bicycling basics and will answer any other questions you have about pedaling around Seattle.

Topics include:

- How do I choose a route when biking?
- How do I safely ride with vehicle traffic?
- Can I ride on the sidewalk? What about people walking on the sidewalk?
- There are so many lanes! How do I pick the right one?
- How can I avoid a pothole or other obstacles?
- How do I fit my helmet properly?

Questions? Email Michelle@cascade.org

Supporting the Seattle Community for 83 Years

Fall presentation series kicks off

By Meghan Jarocki, Events & Sponsorship Coordinator

A cyclist's guide to weather information: how to increase your chance of a dry ride

Presented by Cliff Mass

Thursday, Oct. 1
Doors open at 6:30 p.m.
Presentation begins at 7 p.m.
Free!

Fall is here and the Cascade Presentation Series is back in gear! With the seasons changing and the weather getting colder and wetter, we're more inclined to plan our rides and commutes. Join us on Thursday, Oct. 1 for an informative presentation on weather and ride planning by Cliff Mass, a professor in the department of Atmospheric Sciences at the University of Washington.

Visit cascadia.org/titles-and-presentations for more information.

Help make Bellevue streets safer for everyone!

The city of Bellevue is working to improve its infrastructure and policies for people who walk and bike. As part of the Pedestrian and Bicycle Implementation Initiative, Bellevue invites you to identify locations where you have noticed conditions or behaviors that are unsafe for people walking and bicycling.

Please visit the Wikimap to identify locations that matter to you: <http://wikimapping.com/wikimap/bellevuea.html>, or search keywords: Bellevue Pedestrian and Bicycle Implementation.

Enatai Elementary PTSA

Help make Bellevue's streets safer for everyone!

Posted October 2, 2015 by Communications Enatai PTSA

Are there streets in Bellevue without adequate sidewalks or bicycle facilities? Does the behavior of people walking, bicycling, or driving in certain locations feel unsafe?

The City of Bellevue invites you to use the Pedestrian & Bicycle Implementation Initiative (PBII) wikimap to identify locations where you have noticed conditions or behaviors that are unsafe for people walking and bicycling.

To participate, submit your recommendations to <http://wikimapping.com/wikimap/bellevuea.html> (submission deadline October 31).

For more information, contact Franz Loewenherz, Senior Transportation Planner floewenherz@bellevuewa.gov | 425-452-4077

Walkers, bicyclists pinpoint imperfections with mapping tool

By David Gross, Transportation Public Information Officer

Hundreds of people have taken part in a mapping survey to help city officials identify problematic conditions or behaviors in Bellevue's walking and bicycling network.

Now, with the survey (<http://wikimapping.com/wikimap/bellevuea.html>) closing on Oct. 31, city transportation officials hope to get even more pedestrians and bicyclists in Bellevue – and people who may want to walk or bike but don't feel safe doing so – to participate.

"When it comes to public involvement, there's no such thing as too much," said Franz Loewenherz, senior planner and project manager. "Getting many people to take part increases our ability to know the challenges and prioritize the resources."

The survey allows users to locate an issue of concern on a map, describe and evaluate it using a menu of options, choose a solution, make additional comments and upload a photo of the location if desired.

The information eventually could lead to improvements. A broad cross-section of stakeholders and city staff will consider the input and develop action strategies to potentially address locations and corridors where problems frequently occur.

Mapping where people notice hazardous conditions or behaviors is one of the tasks identified in Bellevue's Pedestrian and Bicycle Implementation Initiative (www.bellevuewa.gov/pedbike-initiative.htm). The initiative is intended to advance the projects and programs identified in 2009's Pedestrian and Bicycle Transportation Plan.

The survey is meant to help transportation staff design facilities, develop education programs and deploy enforcement activities to address safety issues. It is not intended to replace the city's MyBellevue mobile app and portal, which is used to report maintenance issues such as potholes, and to request services.

onthemove BELLEVUE

Your trip starts here

Click here to:

- Plan your travel
- Log your trips on a calendar
- Find or ride match
- Earn rewards

Walkers, Bikers: ID unsafe conditions

The City's Transportation Department is asking the public to identify unsafe conditions or behaviors in Bellevue's walking and bicycling network. Information gathered through a "wikimapping" survey will be used to address locations where problems occur. Take the survey here.

News & Updates

Detours Announced for Xi Jinping's Visit From Seattle Transit Blog: Cascade President Xi Jinping's historic visit to the Seattle area this...

I-405 reduced to two lanes between Bellevue and Bothell Sept. 25-27 From WSDOT: I-405 will have major delays and big backups the weekend of Sept. 25-27 as crews reduce I-405...

I-405 express toll lanes will open on Sept. 27 From WSDOT: It's On Time: I-405 express toll lanes will open on Sept. 27. Commuters should...

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Newsletter Archive >>>

Tweets

ChooseUrWayBell @ChooseUrWayBell
Don't forget to redeem your September Park at YogiandBellevue! Keep logging those trips for next month's rick...
http://seattle.gov

ChooseUrWayBell @ChooseUrWayBell
Our friends at @SeaHandBlog gives us the lowdown on detours, updates for Xi Jinping's Visit. bit.ly/VJ5ZC7
Show Summary

ChooseUrWayBell @ChooseUrWayBell

Figure 17. (top left) Bellevue Reporter, Sept. 25 (link).
Figure 18. (center left) PBII Wikimap postcard (link).
Figure 19. (bottom left) Cascade Courier, Oct. 2015 (link)
Figure 20. (top right) Enatai Elementary PTSA (link).
Figure 21. (center right) It's Your City newsletter (link).
Figure 22. (bottom right) Choose Your Way Bellevue (link).

 **Bellevue, Washington** @bellevuewa · 27 Aug 2015
 [News Update] Walkers, bikers: ID imperfections with online mapping tool bit.ly/1KQNpUc

← ↻ 1 ❤️ 1 ⋮

 **Bellevue, Washington** @bellevuewa · 27 Aug 2015
 Join Brianna Platt. Help make Bellevue a great place to Walk & Bike. Participate in the survey bit.ly/1LyEU2T



← ↻ 3 ❤️ ⋮

 **Choose Your Way Bellevue**
 September 8, 2015 · 

Do you walk or bike in Bellevue? Here's your chance to identify unsafe conditions for pedestrians and cyclists.
<http://wikimapping.com/wikimap/bellevuewa.html>




👍 Like 💬 Comment


 Bellevue, Washington Retweeted


 **Bellevue Transpo** @BvueTrans · 8 Oct 2015
 Join Amy Carlson, VP @ CH2M Hill. Help make Bvue a great place to walk & bike. Tk. the survey bit.ly/1LyEU2T



← ↻ 5 ❤️ 2 ⋮

 **Bellevue, Washington** @bellevuewa · 17 Sep 2015
 Hundreds of locations already have been wiki mapped through the survey. Thanks! Keep 'em coming.

 **Bellevue Transpo** @BvueTrans
 Join Yuhong Li. Help make Bellevue a great place to walk & bike. Take the survey! bit.ly/1LyEU2T



← ↻ 2 ❤️ ⋮

 **Bellevue, Washington** @bellevuewa · 30 Oct 2015
 Tatiana Sokolova and 600 others iDed bike and ped improvements. Survey ends tomorrow. bit.ly/1LyEU2T



← ↻ 1 ❤️ ⋮

Figure 23. @Bellevuewa and @BvueTrans on Twitter, and Choose Your Way Bellevue on Facebook.

Walking Accommodation Issues

The first type of point that Wikimap users could choose to locate on the map related to inadequate accommodations for people walking. This was the point type that respondents would choose for issues such as a neighborhood street lacking sidewalks, an existing sidewalk that is too narrow or too close to motor vehicle traffic, long blocks without marked mid-block crosswalks, or insufficient lighting to walk safely at night.

The first page of the Walking Accommodations Issues survey included seven categories of issues to identify, as shown in Figure 24:

- Inadequate space or protection from traffic
- Poor walkway maintenance
- Difficult street crossings
- Poor walkway connectivity
- Poor visibility
- Insufficient signage
- Sidewalk blockages

Each of these categories included between 3–7 specific issues for respondents to choose from. For example, the “Walkway connectivity is poor” category included the options:

- Sidewalks end abruptly
- Existing sidewalks do not connect to nearby bus stops
- Existing sidewalks do not connect to nearby destinations
- Sidewalks/off-street paths are indirect
- Dead-end streets make it difficult to get where I want to go

Respondents could choose only one specific issue from each category, but they could identify issues from as many of the categories as they deemed applicable to the identified location. Respondents also had the option to describe “Other” issues through write-in comments.

Description

Category: Walking Accommodation Issues

Please describe this point location.

Is it at a particular intersection or landmark, or along an entire street or corridor?

What is the problem with walking accommodations here?

Select the issues that most closely reflect your experience from any categories of problems that apply. Do not select an issue from categories that do not apply to this location.

Inadequate space or protection from traffic

Walkway maintenance is poor

Crossing the street is difficult

Walkway connectivity is poor

Visibility is poor

There are not enough signs...

Sidewalks are blocked by...

Other

If the issue you wish to indicate isn't included among the options above, please describe it here.

1/4

Description

Category: Walking Accommodation Issues

I consider this to be a...*

High priority walking location
 Medium priority walking location
 Low priority walking location

Does this location feel like a safe place to walk?*

Yes, very safe
 Yes, somewhat safe
 No, not safe
 No, very unsafe

While walking at this location I have...

Witnessed a near miss
 Experienced a near miss
 None of the above
Check all that apply.

[Previous Page](#) 2/4

Figure 24. (top) Walking accommodation issues, page 1 of 4: What is the problem and where is it?

Figure 25. (bottom) Walking accommodation issues, page 2 of 4: Priority and safety at this location.

Description

Category: ● Walking Accommodation Issues

Would any of the following treatments make you feel safer when walking at this location?

The following images are representative of the types of improvements that could potentially be implemented, depending on local conditions, priority, cost, funding, etc. You can provide additional comments or suggest other solutions on the following page.

Sidewalks

Standard sidewalks (5-6 feet wide)

Wide sidewalks (8-12 feet wide) with planter strip

Standard Sidewalks



Wide Sidewalks



Intersection Improvements

Marked crosswalks

Curb ramps

Curb extensions

Pedestrian safety island

Marked Crosswalks



Curb Ramp



Curb Extensions



Pedestrian Safety Island



Mid-Block Improvements

Mid-block crosswalks

Signalized mid-block crosswalk

Mid-block safety island

Mid-Block Crosswalks



Signalized Crosswalk



Mid-Block Safety Island



Traffic Signals

Leading pedestrian signal

Longer "Walk" signal time

Protected pedestrian signal (red arrow)

Leading Pedestrian Signal



Longer "Walk" Signal



Protected Pedestrian Signal



Speed Management / Traffic Calming

Reduce speed limit

Red light cameras

Speed humps

Traffic circles

Reduce Speed Limit



Red Light Camera



Speed Hump



Traffic Circle



3/4

[Next Page](#)
Cancel
[Previous Page](#)

After identifying the specific walking accommodation issues associated with a location, respondents were then asked three questions to characterize the severity and significance of the safety issue(s) identified (see Figure 25 on page 27).

The first question asked respondents to indicate whether they consider the location to be a high priority, medium priority, or low priority walking location. The second question asked whether the respondent feels like the location is a safe place to walk, with four Likert-type scale options presented: "Yes, very safe", "Yes, somewhat safe", "No, not safe", and "No, very unsafe." Respondents were required to answer both of these questions. The third question prompted respondents to indicate whether, while walking at this location, they have ever witnessed or experienced a near miss. If neither apply, respondents could select "None of the above" or simply proceed to the survey's next page.

The third page of the Walking Accommodation Issues survey focused on potential solutions to improve unsafe walking conditions. Respondents were presented with sixteen treatments representative of the types of improvements that could potentially be implemented to make it feel safer to walk, depending on local conditions, priority, cost, funding, and other considerations (see Figure 26). Respondents were asked to indicate whether any of these treatments would make them feel safer when walking at the location where they identified issues. The potential treatments were grouped into the following five categories:

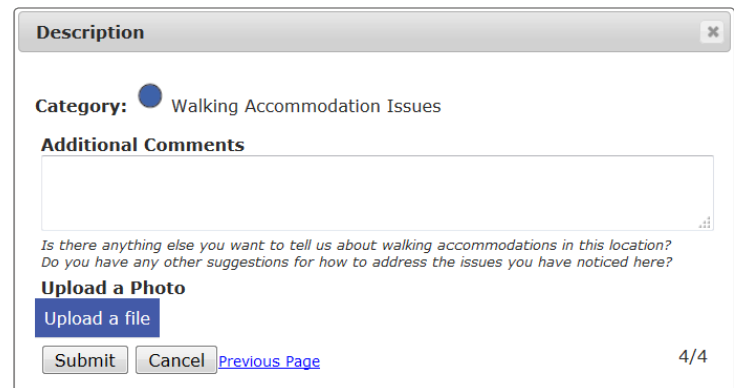
- Sidewalks
- Intersection improvements
- Mid-block improvements
- Traffic signals
- Speed management / traffic calming

Figure 26. (left) Walking accommodation issues, page 3 of 4: What treatments might improve safety?

These categories and treatments are consistent with the kinds of improvements that Bellevue has already installed and plans to install at various locations around the city. They are also consistent with best practices employed by other cities across the region and country and with guidance from the USDOT, FHWA, and organizations such as the National Association of City Transportation Officials (NACTO).

The Transportation Department values the community's input regarding which treatments people believe would help address the issues they have identified, and this input will help to inform the development of pedestrian projects. However, it must be emphasized that this input will be considered within the context of each specific location and the appropriateness of a given treatment to that location based on best practice guidance. Given the limited availability of resources to improve walking accommodations in Bellevue, PBII Wikimap respondents should not regard their input as assurance that their preferred solution will be implemented as they recommended or within any defined timeframe.

On the final page of the survey, respondents were presented with an opportunity to submit additional comments (see Figure 27). Was there any other context they wished to provide about the location they identified? Did they have any other suggestions about how we might address the issues they noticed there? The comments shown at right reflect some of the write-in comments provided by respondents. See Appendices beginning on page 525 for complete documentation of all write-in comments received and a summary of the major themes expressed in those comments.



Description [x]

Category: ● Walking Accommodation Issues

Additional Comments

*Is there anything else you want to tell us about walking accommodations in this location?
Do you have any other suggestions for how to address the issues you have noticed here?*

Upload a Photo

[Previous Page](#)

4/4

Figure 27. (above) Walking accommodation issues, page 4 of 4: Additional comments.

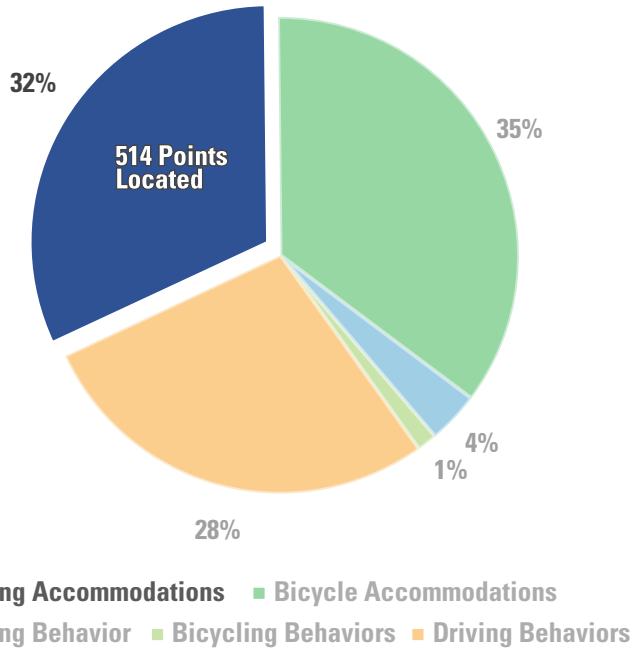


Figure 28. (above) Walking accommodation issues relative to other issues identified by Wikimap respondents.

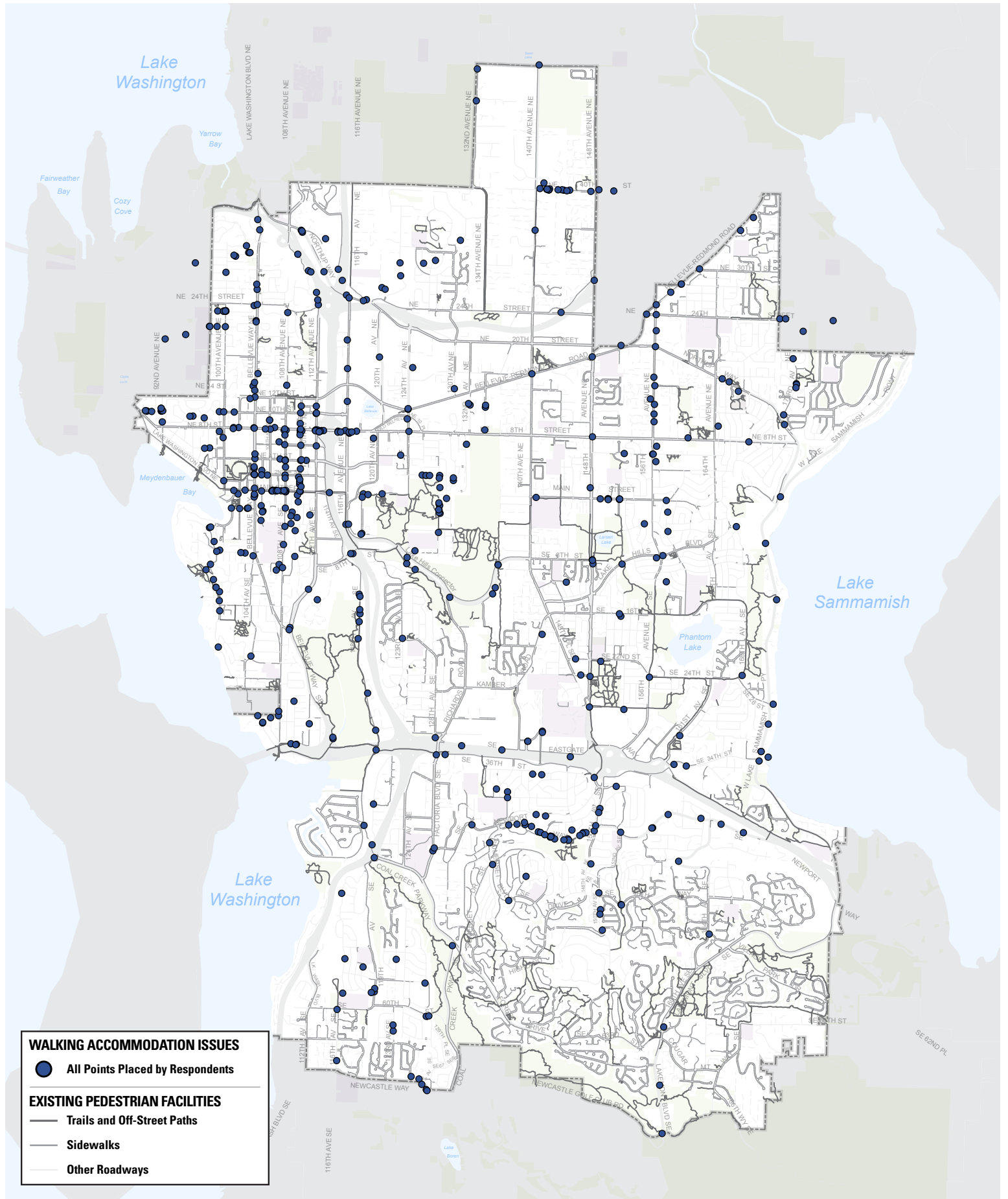
Figure 29. (opposite) Walking accommodation issue point locations identified by Wikimap respondents.

All Points

Walking accommodation issues were the second-most commonly identified issue by PBII Wikimap respondents, accounting for 32 percent of all points placed (see Figure 28). The locations of all 514 points identified by respondents are depicted in Figure 29.

These points were identified by 336 unique respondents—more than for any other type of issue. More than any other type of issue, most respondents (73.5%) used the Wikimap to identify only one walking accommodation issue, but like others about one-fifth (17.6%) identified two such issues. Respondents identifying walking accommodation issues identified three issues less commonly (2.7%) than the respondents for all other types of points, and only about 6 percent identified four or more points. Three respondents identified eight walking accommodation issues, the most per person for this issue type.

The next few pages examine the location of all walking accommodation issue points by considering their frequency within neighborhood areas and along corridors. The remainder of this section, beginning on page 38 and continuing through page 75, reviews the responses to each of the Walking Accommodation Issue Survey questions, providing maps that depict the locations of all responses and tables that compare the number of responses for each multiple choice option to both the total number of walking accommodation issue points identified and the total number of all PBII Wikimap points identified.



Neighborhood	Issue Points	% of Sub-Total	% of Total
BelRed	12	2%	1%
Bridle Trails	30	6%	2%
Cougar Mountain / Lakemont	9	2%	1%
Crossroads	8	2%	0%
Downtown	99	19%	6%
Eastgate	44	9%	3%
Factoria	5	1%	0.3%
Lake Hills	36	7%	2%
Newport	22	4%	1%
Northeast Bellevue	21	4%	1%
Northwest Bellevue	62	12%	4%
Somerset	14	3%	1%
West Bellevue	70	14%	4%
West Lake Sammamish	12	2%	1%
Wilburton	47	9%	3%
Woodridge	7	1%	0.4%
Walking Facility Issues Sub-Total	514	32%	
All Issues Total	1,618		

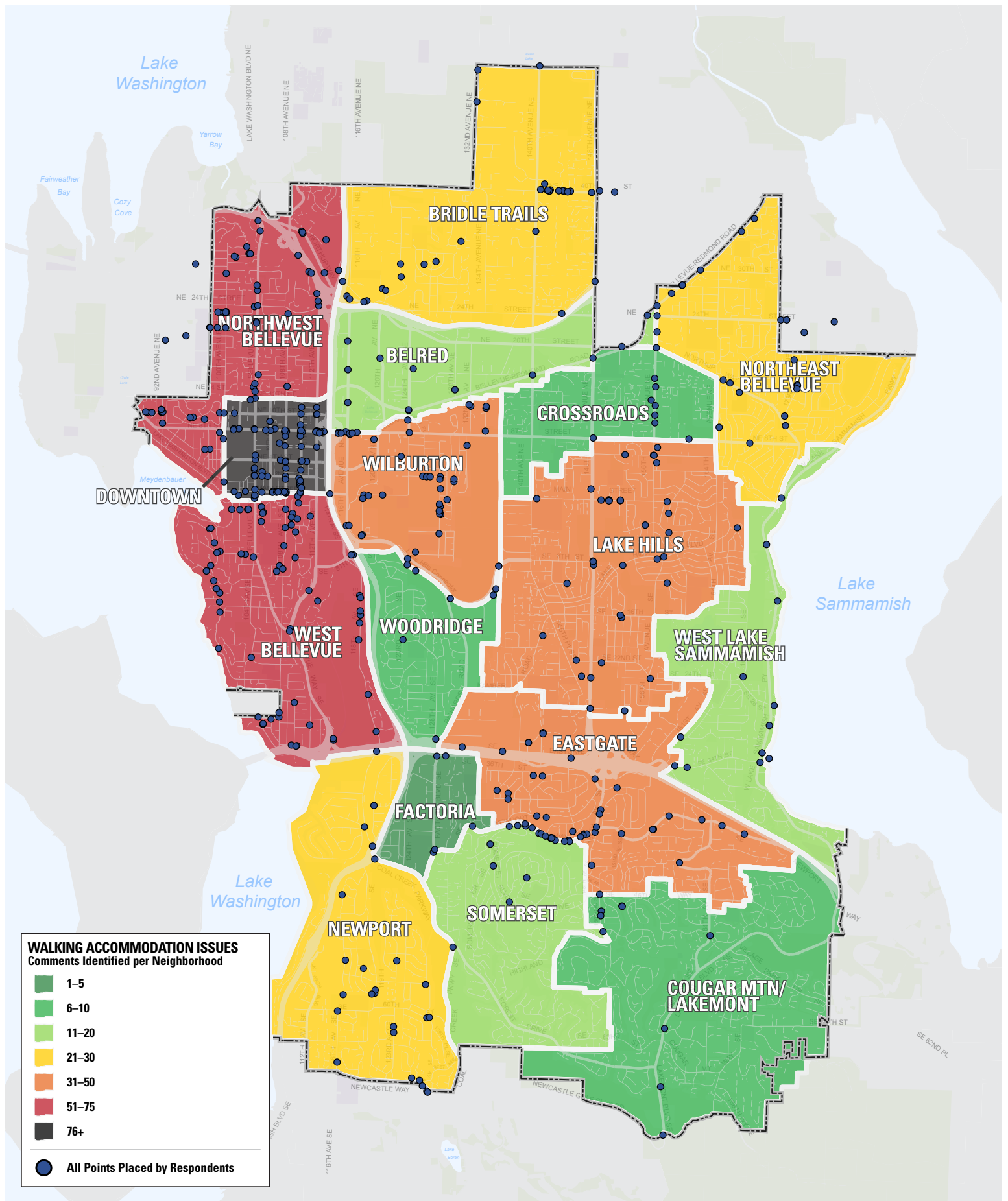
Table 1. (above) Walking accommodation issue points by neighborhood.

Figure 30. Bellevue neighborhoods reflecting the number of walking accommodation issues identified by Wikimap respondents.

Wikimap respondents placed walking accommodation issue points throughout Bellevue as Table 1 and Figure 30 indicate. In fact, these issues are more evenly distributed across the city than any other. This is despite the fact that, although neighborhoods west of I-405 represent less than a third of the city's geographic area, nearly half of all points were located west of I-405, with 19 percent in Downtown alone.

Walking accommodation issues tended to be located in residential areas more than any other type of issue. Downtown and Eastgate were the only two of the city's five neighborhoods characterized by mixed-use centers among the top five areas—or among the top ten—in terms of where the greatest number of points were located, ranking first and fifth, respectively. In total, about 33 percent of walking accommodation issues were located in the five predominantly mixed-use neighborhoods. By comparison, the three primarily residential neighborhoods with the most points—West Bellevue, Northwest Bellevue, and Wilburton—together account for about 35 percent of all walking accommodation issues. The top five residential neighborhoods—adding Lake Hills and Bridle Trails to the three above—account for about 48 percent of all points. This suggests that, outside of Downtown, the public considers residential neighborhoods to be the areas requiring the greatest attention to improve conditions for people walking.

The clustering of points is evident along some streets and corridors—for example, in Eastgate along SE Newport Way, in Downtown along NE 8th St, Main St, and 110th Ave NE, in West Bellevue along 98th Ave SE, and 118th Ave SE, in Wilburton along 128th Ave, and in Bridle Trails along NE 40th St. More common however was the identification of issues along a particular street by only one or two respondents. This is in notable contrast to the more corridor-oriented responses for bicycling accommodation issues.



WALKING ACCOMMODATION ISSUES
Comments Identified per Neighborhood

- 1-5
- 6-10
- 11-20
- 21-30
- 31-50
- 51-75
- 76+

● All Points Placed by Respondents

Corridor Segments	Issue Points	% of Total
All Projects Sub-Total	223	43.4%
Neighborhood Sidewalk Projects	73	14.2%
2009 Ped-Bike Plan Projects	150	29.2%
All Corridors Sub-Total	451	87.7%
Arterial Streets	305	59.3%
Major Arterials	71	13.8%
Minor Arterials	133	25.9%
Collector Arterials	101	19.5%
Local Streets	139	27.0%
Off-Street Paths	7	1.4%
Walking Facility Issues Total	514	

Number of Issue Points per Corridor Segment	Corridor Segments	% of Total
0	12	7%
1	69	40%
2	43	25%
3-5	30	17%
6-10	14	8%
11-15	3	2%
16-25	2	1%
Total Corridor Segments	173	

Table 2. (top) Walking facility issues by corridor type, including NSP projects and 2009 PBP projects.

Table 3. (bottom) Number of corridor segments by the number of points located per corridor segment.

The points located by PBII Wikimap respondents were aggregated at intersections and along corridors to better understand the walking accommodation issues identified. This also facilitates the relating of issues identified to Neighborhood Sidewalk Program projects, projects defined in the 2009 Pedestrian and Bicycle Transportation Plan, and the functional classification of streets (e.g. major arterial, collector arterial, local) where issues are most prevalent. This aggregation of respondent-submitted points resulted in 173 corridor segments with issues along streets or off-street paths (see Table 3), which account for about 88 percent of all walking accommodation issues, and 129 point-specific issues (see Table 6) at locations like intersections or street crossings, accounting for about 36 percent of all walking accommodation issues. Note that where intersection or crossing locations overlap with corridors, those points were counted toward both categories, so figures do not sum to 100 percent.

As indicated in Table 2, about 43 percent of all walking accommodation issues identified by PBII Wikimap respondents are located along corridors where projects have been identified by the Neighborhood Sidewalk Program or the 2009 Ped-Bike Plan. Of those 223 points, one-third (73 points) correspond to Neighborhood Sidewalk Program projects. Of the 451 issue points located that relate to corridors, two-thirds (305 points) relate to arterial streets, representing about 60 percent of all walking accommodation issues.

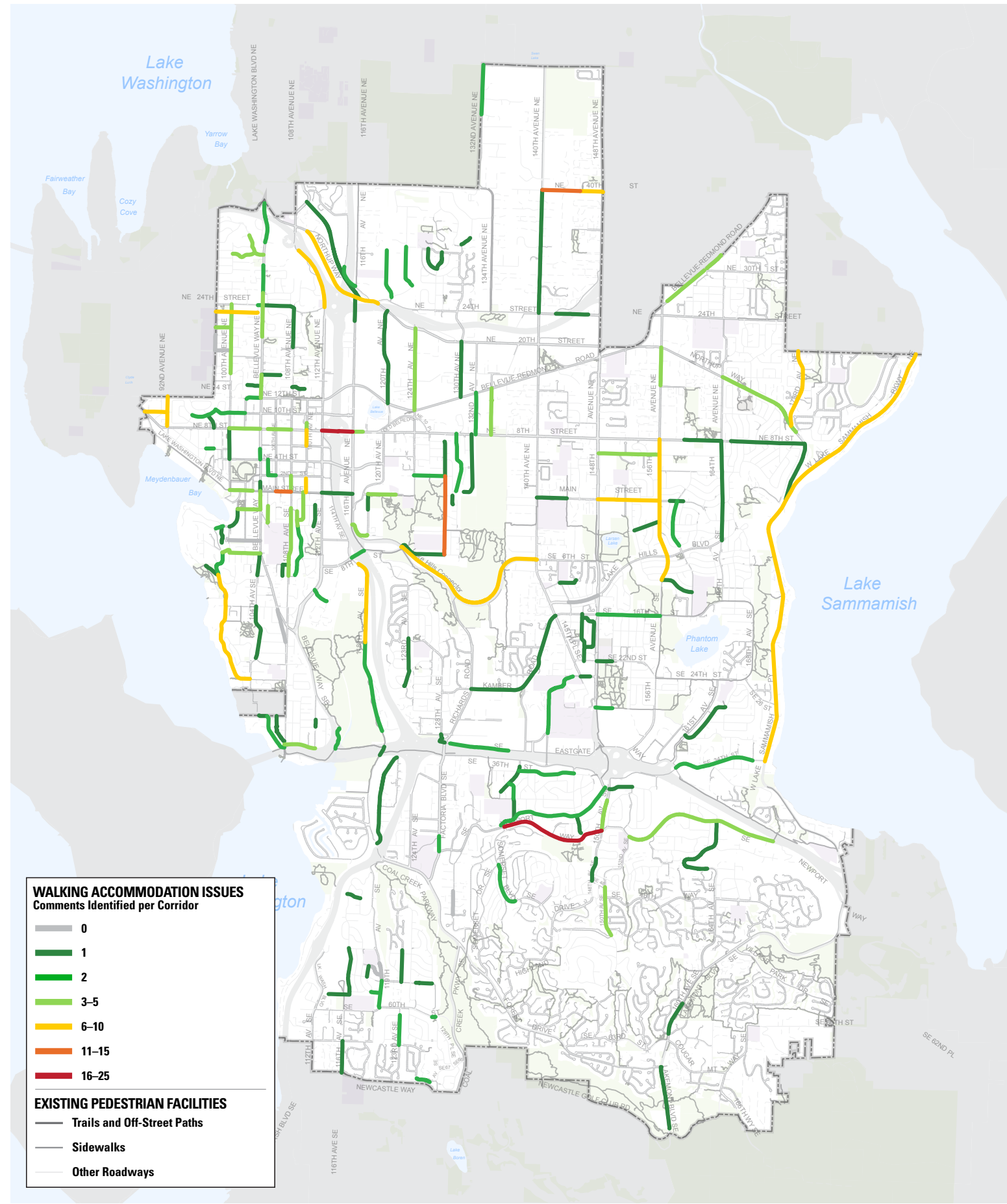
Four Neighborhood Sidewalk projects were among the twenty corridors with the most walking accommodation issues identified:

- **NSP Project BT-1** – NE 40th St from 140th Ave NE to the 14500 block in Bridle Trails

Table 4. (opposite, left) Top corridors by the number of walking accommodation issues identified by respondents.

Figure 31. (opposite, right) Walking accommodation issues identified per corridor segment.

Project ID / Street Type	Corridor Name	Corridor Limits	Street Type	Issue Points	% of Total
	NE 8th St	112th Ave NE to 116th Ave NE	Major Arterial	22	4.9%
PBP Project S-355	SE Newport Way	Somerset Blvd SE to 150th Ave SE	Minor Arterial	21	4.7%
NSP Project BT-1	NE 40th St	140th Ave NE to 14500 block	Minor Arterial	14	3.1%
NSP Project N-108 (WT-4)	128th Ave SE	SE 7th Pl to NE 2nd St	Local	13	2.9%
PBP Project S-213	Main St	106th Ave NE to 108th Ave NE	Minor Arterial	13	2.9%
	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	Local	10	2.2%
PBP Project O-107	W Lake Sammamish Pkwy	SE 34th St to north city limits	Minor Arterial	8	1.8%
PBP Project O-123	Lake Hills Connector	SE 8th St to 140th Ave SE	Minor Arterial	8	1.8%
	110th Ave NE	NE 6th St to NE 8th St	Minor Arterial	8	1.8%
	NE 40th St	145th Ave NE to 148th Ave NE	Minor Arterial	8	1.8%
	Main St	148th Ave to 156th Ave	Collector Arterial	8	1.8%
PBP Project S-211	110th Ave NE	Main St to south of NE 2nd St	Minor Arterial	7	1.6%
PBP Project S-336	97th Pl SE, Killarney Way	SE 25th St to SE 11th St	Collector Arterial	7	1.6%
PBP Project S-410	92nd Ave NE	NE 8th St to Clyde Hill city limits	Collector Arterial	7	1.6%
	NE 23rd St	98th Ave NE to 103rd Ave NE	Local	7	1.6%
NSP Project N-128 (NE-2)	173rd Ave NE	Northup Way to north city limits	Collector Arterial	6	1.3%
PBP Project S-303	112th Ave NE	NE 24th St to SR-520 EB on-ramp	Major Arterial	6	1.3%
PBP Project S-322	156th Ave	SE 11th St to NE 8th St	Collector Arterial	6	1.3%
	118th Ave SE	Bellefields Trailheads to south of SE 8th St	Collector Arterial	6	1.3%
NSP Project N-122 (NW-1)	100th Ave NE	NE 14th St to NE 24th St	Collector Arterial	5	1.1%
PBP Project S-301	Northup Way	NE 33rd Pl to NE 24th St	Minor Arterial	5	1.1%
Bicycle Accommodation Issues Total				514	



Intersections and Crossings	Issue Points	% of Total
All Points Sub-Total	184	35.8%
Arterial Streets	162	31.5%
Major Arterials	79	15.4%
Minor Arterials	49	9.5%
Collector Arterials	34	6.6%
Local Streets	19	3.7%
N/A	3	0.6%
Walking Facility Issues Total	514	

Number of Issue Points per Intersection / Crossing	Intersections / Crossings	% of Total
1	97	75%
2	20	16%
3	7	5%
4	3	2%
5	1	1%
9	1	1%
Total Intersections / Crossings	129	

Table 5. (top) Walking facility issues at intersections and street crossings by corridor type.

Table 6. (bottom) Number of intersections/crossings by the number of points located per intersection/crossing.

Note: For brevity, the acronyms "NSP" and "PBP" are used to abbreviate "Neighborhood Sidewalk Program" and the 2009 "Ped-Bike Plan," respectively, in reference to two sources of pedestrian facility projects specifically considered in this report.

- **NSP Project N-108** – 128th Ave from SE 7th PI to NE 2nd St in Wilburton
- **NSP Project N-128** – 173rd Ave NE from Northup Way to north city limits in Northeast Bellevue
- **NSP Project N-122** – 100th Ave NE from NE 14th St to NE 24th St in Northwest Bellevue

Ten projects from the 2009 Ped-Bike Plan had five or more issues identified by Wikimap respondents, placing them among the top twenty most commented-on corridors:

- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE
- **PBP Project S-213** – Main St from 106th Ave NE to 108th Ave NE
- **PBP Project O-107** – W Lake Sammamish Pkwy from SE 34th St to north city limits
- **PBP Project O-123** – Lake Hills Connector from SE 8th St to 140th Ave SE
- **PBP Project S-211** – 110th Ave NE from Main St to south of NE 2nd St
- **PBP Project S-336** – 97th PI SE/Killarney Way from SE 25th St to SE 11th St
- **PBP Project S-410** – 92nd Ave NE from NE 8th St to Clyde Hill city limits
- **PBP Project S-303** – 112th Ave NE from NE 24th St to SR-520 EB on-ramp
- **PBP Project S-322** – 156th Ave from SE 11th St to NE 8th St
- **PBP Project S-301** – Northup Way from NE 33rd PI to NE 24th St

Of the 184 issues located at intersections or crossings, nearly 90 percent (162 points) relate to arterial streets, representing about 30 percent of all walking accommodation issues (see Table 5). Six of the issues at intersections or street crossings were located along corridors where Neighborhood Sidewalk projects have been identified were located:

- **NSP Project BT-1** – NE 40th St and 142nd PI NE
- **NSP Project E/CM-3** – 138th Ave SE and SE 40th St
- **NSP Project N-122** – 100th Ave NE and NE 21st St and 100th Ave NE and NE 23rd St
- **NSP Project N-126** – Bellevue Way NE and NE 24th St
- **NSP Project N-128** – Northup Way and 173rd Ave NE

One of the projects listed above that is particularly notable is Ped-Bike Plan Project S-355 on SE Newport Way from Somerset Blvd SE to 150th Ave SE. This project—being advanced as PW-R-185 in the 2015–2021 Capital Investment Program—will conduct a design alternatives analysis and complete design for the construction of sidewalks on at least one side of the street, bike lanes on both sides, and other potential roadway amenities. This corridor had

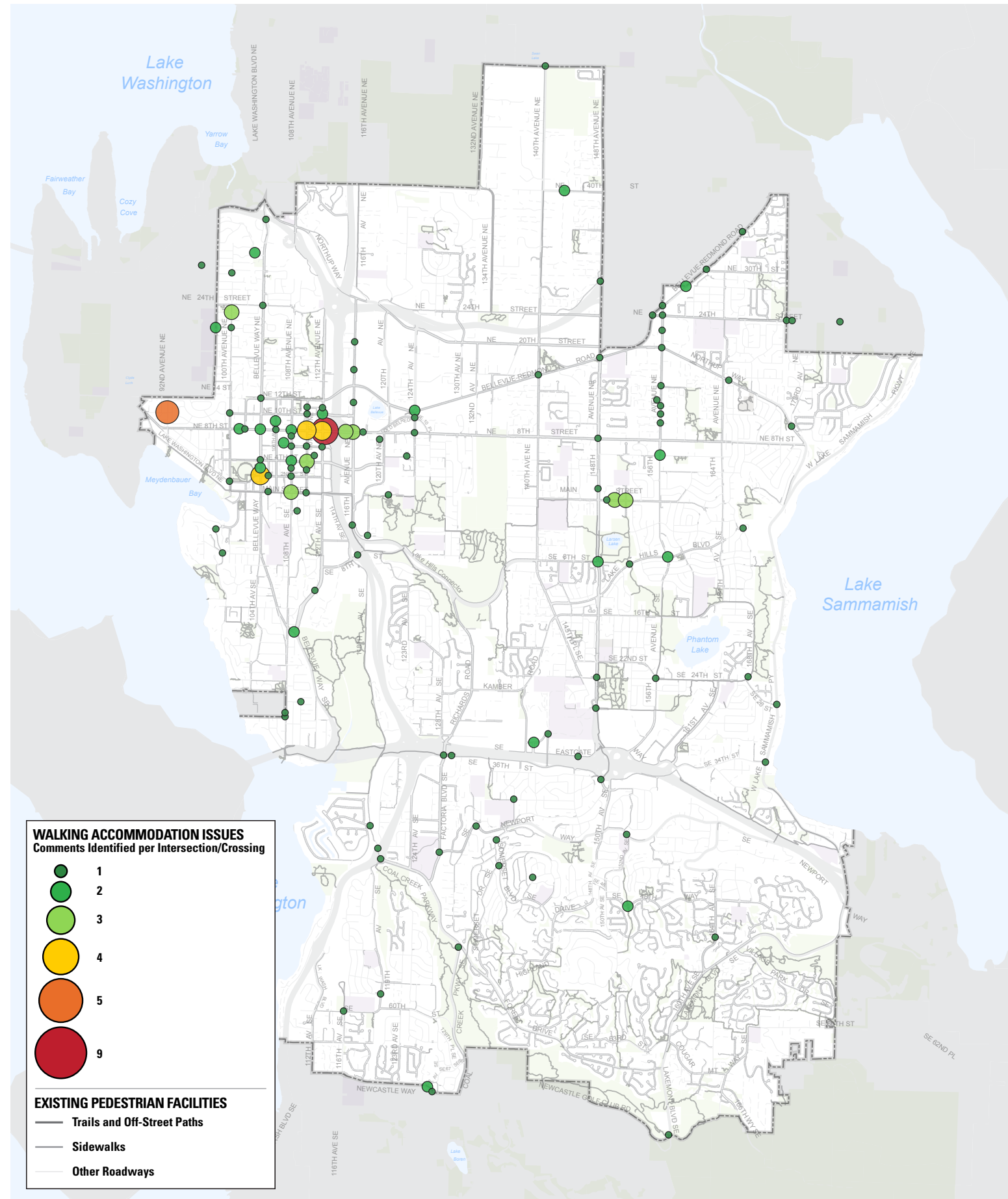
Another notable project is Ped-Bike Plan Project S-301 on Northup Way from NE 33d PI to NE 24th St. This project—being implemented as PW-R-146 in the CIP—is constructing sidewalks and bike lanes on both sides of the street, as well as a pedestrian bridge at the Eastside Rail Corridor crossing retaining walls, and environmental improvements. This project is anticipated to be completed in 2017.

Additionally, two of the above projects are being considered for advancement as part of the Bicycle Rapid Implementation Program: Project O-123 on Lake Hills Connector (BRIP Project Idea PBC-14) and Project S-303 on 112th Ave NE (BRIP Project PBC-6).

Table 7. (opposite, left) Top intersections and crossings by number of walking accommodation issues identified.

Figure 32. (opposite, right) Walking accommodation issues identified per intersection and crossing location.

Location Name	Street Type	Location Type	Issue Points	% of Total
NE 8th St and I-405 SB ramps	Major Arterial	Intersection	9	1.8%
92nd Ave NE at Sunset Ln	Collector Arterial	Intersection	5	1.0%
Bellevue Way NE and NE 2nd St	Major Arterial	Intersection	4	0.8%
NE 8th St and 110th Ave NE	Major Arterial	Intersection	4	0.8%
NE 8th St and 112th Ave NE	Major Arterial	Intersection	4	0.8%
NE 4th St and 110th Ave NE	Major Arterial	Intersection	3	0.6%
NE 8th St and 116th Ave NE	Major Arterial	Intersection	3	0.6%
NE 8th St and I-405 NB ramps	Major Arterial	Intersection	3	0.6%
Main St and 108th Ave	Minor Arterial	Intersection	3	0.6%
100th Ave NE and NE 23rd St	Collector Arterial	Intersection	3	0.6%
Main St and 150th Ave NE	Collector Arterial	Intersection	3	0.6%
Main St and 151st Pl	Collector Arterial	Intersection	3	0.6%
112th Ave NE and NE 10th St	Major Arterial	Intersection	2	0.4%
148th Ave SE and SE 8th St	Major Arterial	Intersection	2	0.4%
Bellevue Way NE between NE 2nd St and NE 4th St	Major Arterial	Street Crossing	2	0.4%
Bellevue Way SE and 112th Ave SE	Major Arterial	Intersection	2	0.4%
NE 4th St and 108th Ave NE	Major Arterial	Intersection	2	0.4%
NE 8th St and 108th Ave NE	Major Arterial	Intersection	2	0.4%
NE 8th St and Bellevue Way NE	Major Arterial	Intersection	2	0.4%
NE 8th St at Bellevue Square driveway	Major Arterial	Intersection	2	0.4%
Bicycle Accommodation Issues Total			514	



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Inadequate space or protection from traffic	Issue Points	% of Sub-Total	% of Total
There are no sidewalks or off-street paths	248	80%	48.2%
There is not enough space separating the sidewalk from motor vehicles (e.g. planter strips)	36	12%	7.0%
Lots of driveways intersect this sidewalk	6	2%	1.2%
Sidewalks are not wide enough for people to pass one another	17	5%	3.3%
People on bicycles ride on the sidewalk	3	1%	0.6%
Sub-Total	310	60%	
Pedestrian Facility Issues Total	514		

"I would like to walk to work at Factoria but the lack of sidewalks along half the path prevent me from doing so. So I drive the 2 miles to work instead due to the safety concern."

– Anonymous, Resident of Bellevue (98006)

"sidewalk is too narrow [along Main St between 106th and 108th Ave] for two people to pass safely and there is no space between traffic and walkers."

– Jeffery, Resident of Shoreline

Table 8. (above) Walking accommodation issues related to inadequate space and protection.

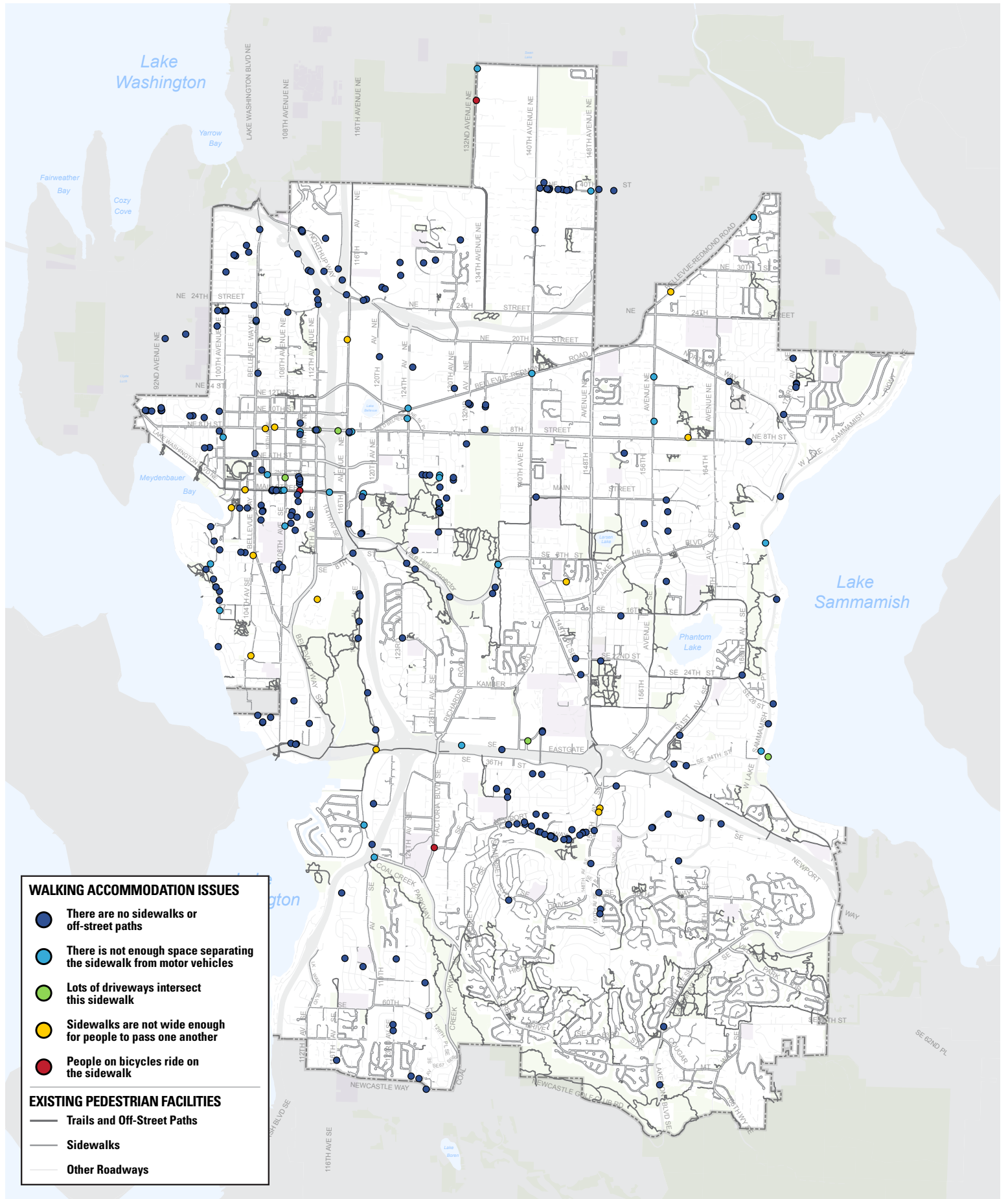
Figure 33. (opposite) Locations identified by Wikimap respondents with inadequate space and protection for people walking.

Space and Protection

Of the 514 walking facility issues identified by PBII Wikimap respondents, 310 of them (60 percent) related to inadequate space or protection from motor vehicle traffic—the most common category of walking accommodation issues. Although presented with five specific issues to choose from, respondents identified one of them—"there are no sidewalks or off-street paths" (248 points)—more often than any other in the category (see Table 8). This issue was identified more often than any other issue in the Walking Accommodation Issues Survey, relating to 48 percent of all issue points placed. About half (53 percent) of these issues were identified along arterial streets, predominantly collector arterials. A lack of sidewalks or paths was most commonly identified as an issue along the following corridors:

- **NSP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (21 points)
- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block (14 points)
- **NSP Project N-108** – 128th Ave SE from SE 7th PI to NE 2nd St (13 points)
- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (10 points)
- **NE 40th St** – 145th Ave NE to 148th Ave NE (8 points)
- **PBP Project O-123** – Lake Hills Connector from SE 8th St to 140th Ave SE (8 points); BRIP Project Idea PBC-14
- **NE 23rd St** – 98th Ave NE to 103rd Ave NE (7 points)
- **PBP Project S-336** – 97th PI SE, Killarney Way from SE 25th St to SE 11th St (7 points)

A lack of space separating existing sidewalks from traffic was the second most common issue in this category (36 points). This issue was most commonly identified along Main St between 106th Ave and 108th Ave (PBP S-213 / 5 points) and 128th Ave from SE 7th PI to NE 2nd St (NSP Project N-108 / 4 points).



Walkway maintenance is poor	Issue Points	% of Sub-Total	% of Total
Sidewalk surfaces are uneven	17	41%	3.3%
Sidewalk surfaces are slippery when wet	8	20%	1.6%
Sidewalks are broken	4	10%	0.8%
Sidewalks are covered with debris	12	29%	2.3%
Sub-Total	41	8%	
Pedestrian Facility Issues Total	514		

"Sidewalks on the north side of the Bellevue post office are severely uneven, assuming from root growth."

– Karl, Resident of Snohomish County

"Overgrown foliage makes path [in the wooded area south of SE 32nd St, west of Richards Rd, and north of I-90] a security risk especially in dark. Wet leaves on this steep path a hazard to pedestrians and cyclists."

– Anonymous, Resident of Bellevue (98005)

Table 9. (above) Walking accommodation issues related to poor maintenance.

Figure 34. (opposite) Locations identified by Wikimap respondents with poor maintenance that impacts people walking.

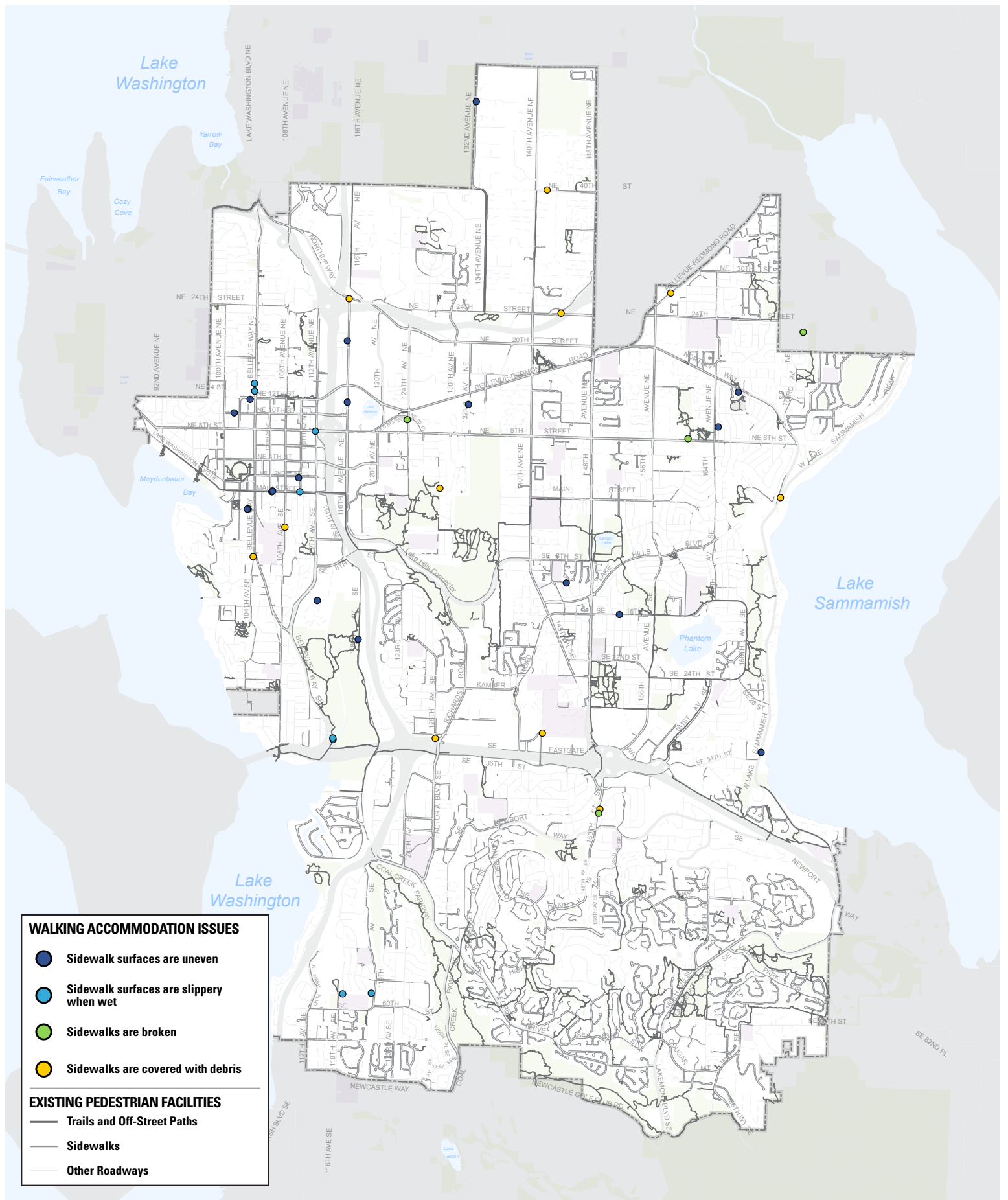
Maintenance

Of the 514 walking facility issues identified by PBII Wikimap respondents, 41 of them (8 percent) related to poor walkway maintenance. Respondents were presented with four specific issues to choose from, but two accounted for 70 of all walkway maintenance issues identified—surfaces are uneven (17 points) and sidewalks are covered with debris (12 points).

Among the 17 issues related to uneven sidewalk surfaces, 16 were unique locations. Only one corridor had issue points located there by two respondents—Main St from 106th Ave to 108th Ave. Two of the locations relate to specific points, an intersection and street crossing, respectively: 116th Ave at NE 20th St and mid-block at the 1051 Building. All other corridor locations were identified by one respondent each and are depicted in Figure 34.

Among the 12 issues related to sidewalks covered with debris, all were unique locations, and all but one related to corridors. The lone intersection where this issue was identified was Snoqualmie River Rd SE and SE 32nd St. Three issues are along corridors with Neighborhood Sidewalk projects identified: NSP Project BT-1 (NE 40th St), NSP Project N-108 (128th Ave SE), and NSP Project N-138 (Northup Way south of NE 8th St).

Sidewalk surfaces that are slippery when wet were identified at eight locations, all along corridors. The two corridors where this issue was identified by two respondents were Bellevue Way NE (NE 12th St to NE 15th St) and the Mercer Slough Trail (I-90 Trail to Sweylocken Boat Launch).



WALKING ACCOMMODATION ISSUES

- Sidewalk surfaces are uneven
- Sidewalk surfaces are slippery when wet
- Sidewalks are broken
- Sidewalks are covered with debris

EXISTING PEDESTRIAN FACILITIES

- Trails and Off-Street Paths
- Sidewalks
- Other Roadways

Crossing the street is difficult	Issue Points	% of Sub-Total	% of Total
This intersection does not have a crosswalk	96	49%	18.7%
This intersection does not have curb ramps	2	1%	0.4%
This intersection is very wide and there is no pedestrian safety island	6	3%	1.2%
This intersection does not have pedestrian signals	24	12%	4.7%
The signal at this intersection does not provide enough time to cross	9	5%	1.8%
It takes a long time to get a "Walk" signal at this intersection	33	17%	6.4%
This block is very long and does not have a mid-block crossing	26	13%	5.1%
Sub-Total	196	38%	
Pedestrian Facility Issues Total	514		

"Traffic signals in general treat pedestrians as third-class citizens. Often I will hit the signal button, and the lights change to a different colour, but I still don't get a walk signal! Instead I need to wait another cycle to get a Walk signal. All traffic signals need to prioritize pedestrians higher."

– Martin, Resident of Bellevue (98007)

Table 10. (above) Walking accommodation issues related to street crossings.

Figure 35. (opposite) Locations identified by Wikimap respondents where crossing the street is difficult for people walking.

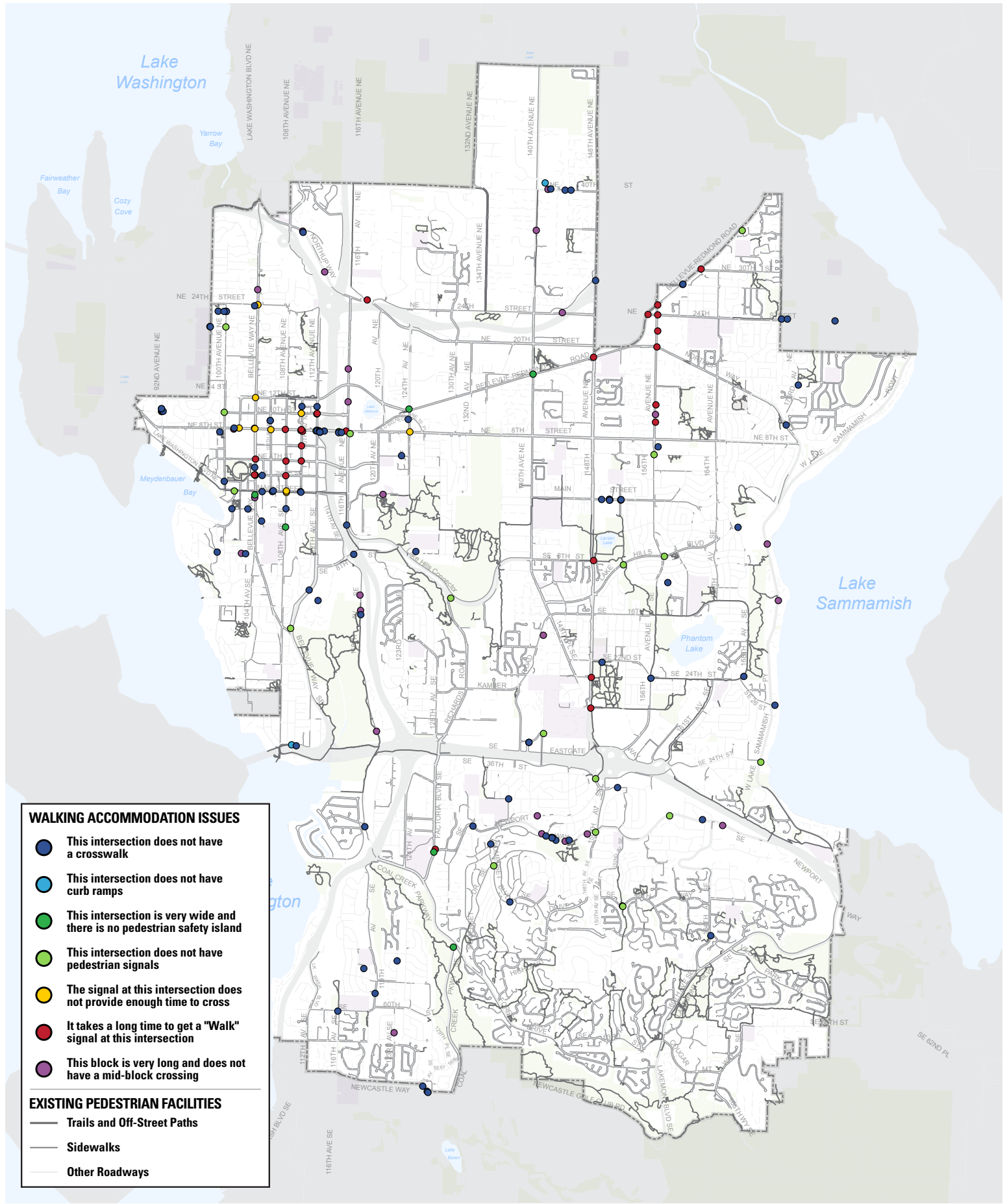
Street Crossings

Of the 514 walking facility issues identified by PBII Wikimap respondents, 196 of them (38 percent) related to difficult street crossings—the second most common category of walking accommodation issues. About half of these issues (96 points) related to intersections lacking a crosswalk—the second most common specific issue overall, accounting for about 19 percent of all issues. Lacking crosswalks were most commonly identified as an issue at the following locations:

- **Main St** – 148th Ave to 156th Ave (8 points)
- **NE 8th St** – 112th Ave NE to 116th Ave NE (6 pts)
- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (6 points)
- **PBP Project S-410** – 92nd Ave NE from NE 8th St to Clyde Hill city limits (6 points)
- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (5 points)
- **92nd Ave NE** at Sunset Ln (5 points)
- **NE 23rd St** – 98th Ave NE to 103rd Ave NE (4 points)

A lack of pedestrian signals was the second most common issue in this category (24 points). This issue was identified by multiple respondents along NE 8th St across I-405, on 100th from NE 14th St to NE 24th St (NSP Project N-122), 156th Ave from SE 11th St to NE 8th St, and on SE 46th Way at Squibbs Creek Trail.

Long wait times for "Walk" signals were the third most commonly identified street crossing issue (33 points). Some locations where this issue was commonly identified include on 110th Ave NE at NE 6th St and NE 8th St; at Bellevue Way NE and NE 2nd St; at 112th Ave NE and NE 10th St; and on NE 8th St from 112th Ave NE to 116th Ave NE and from 100th Ave NE to Bellevue Way NE.



WALKING ACCOMMODATION ISSUES

- This intersection does not have a crosswalk
- This intersection does not have curb ramps
- This intersection is very wide and there is no pedestrian safety island
- This intersection does not have pedestrian signals
- The signal at this intersection does not provide enough time to cross
- It takes a long time to get a "Walk" signal at this intersection
- This block is very long and does not have a mid-block crossing

EXISTING PEDESTRIAN FACILITIES

- Trails and Off-Street Paths
- Sidewalks
- Other Roadways

Walkway connectivity is poor	Issue Points	% of Sub-Total	% of Total
Sidewalks end abruptly	47	48%	9.1%
Existing sidewalks do not connect to nearby bus stops	13	13%	2.5%
Existing sidewalks do not connect to nearby destinations (e.g. schools, parks, workplaces, stores)	27	28%	5.3%
Sidewalks/off-street paths are indirect	9	9%	1.8%
Dead-end streets make it difficult to get where I want to go	1	1%	0.2%
Sub-Total	97	19%	
Pedestrian Facility Issues Total	514		

"There is no sidewalk [on Main St between 106th and 107th Ave NE] and there also is no crosswalk to get to the sidewalk on the other side of the street."

– Anonymous, Resident of Seattle (98122)

"This stretch of the entry into Wilburton [along SE 7th Pl] has no sidewalk, with a bus stop right outside the neighborhood, many people are always walking or biking on the narrow shoulder... Also, kids from the International School have to cross the street to get on the bus or running in PE with people zipping in and out of the neighborhood on the curve, it is dangerous."

– Anonymous, Resident of Bellevue (98005)

Table 11. (above) Walking accommodation issues related to inadequate space and protection.

Figure 36. (opposite) Locations identified by Wikimap respondents with inadequate space and protection for people walking.

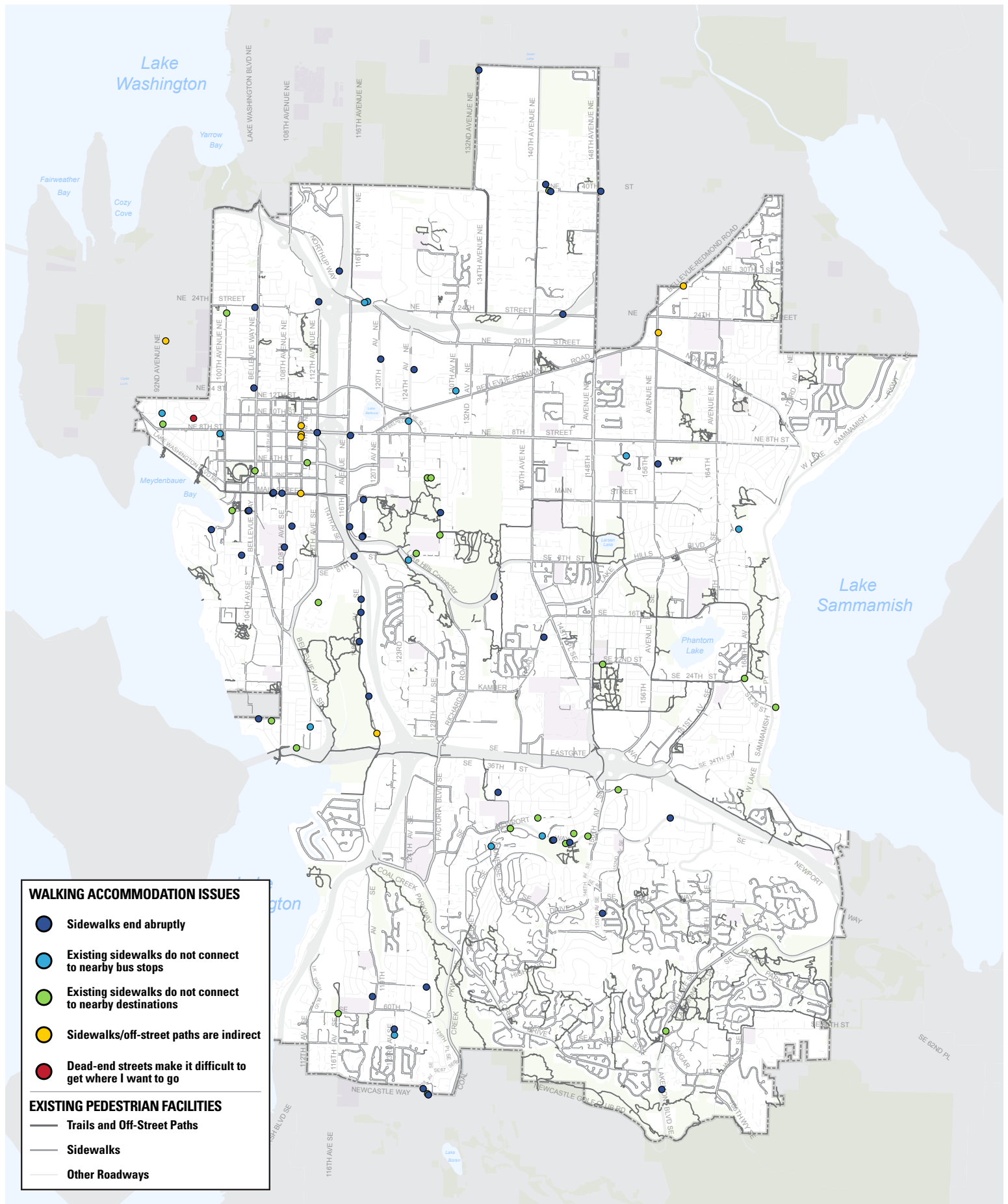
Walkway Connectivity

Of the 514 walking facility issues identified by PBII Wikimap respondents, 97 of them (19 percent) related to poor walkway connectivity. About half of these issues (47 points) are related to sidewalks that end abruptly, accounting for about 9 percent of all walking facility issues. Abruptly ending sidewalks were most commonly identified as an issue at the following locations:

- **PBP Project S-213** – Main St from 106th Ave NE to 108th Ave NE (3 points)
- **118th Ave SE** – Bellefields Trailheads to south of SE 8th St (3 points)
- **NE 40th St** – 145th Ave NE to 148th Ave NE (3 points)
- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block (3 points)
- **128th Ave SE** and Newcastle Way (2 points)

The second most common issue in this category was that existing sidewalks do not connect to nearby destinations (27 points). This issue was identified by multiple respondents along only two corridors: SE Newport Way from Somerset Blvd SE to 150th Ave SE (4 points), and 128th Ave from SE 7th Pl to NE 2nd St (3 points). Issue points were located along the following three corridors where Neighborhood Sidewalk projects have been identified:

- **NSP Project N-122** – 100th Ave NE from NE 14th St to NE 24th St
- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block
- **NSP Project N-129** – SE 7th Pl from Lake Hills Connector to 128th Ave SE



Visibility is poor	Issue Points	% of Sub-Total	% of Total
There is not enough lighting to walk here safely at night	54	34%	10.5%
It is difficult to see/be seen by motor vehicles at driveways	46	29%	8.9%
Visibility is inhibited by obstructions (e.g. parked cars, vegetation)	59	37%	11.5%
Sub-Total	159	31%	
Pedestrian Facility Issues Total	514		

"[On NE 30th PI from Bellevue Way NE to 100th Ave NE] there are no sidewalks, and visibility is blocked by hedges and parked cars."

– Bill, Resident of Bellevue (98004)

"A curb extension near the bus stop at Ivanhoe Park would increase visibility of pedestrians waiting to cross and remind drivers to slow at that location that is used by families on both sides of Northrup."

– Anonymous, Resident of Bellevue (98008)

"[Along 108th Ave NE from NE 12th St to NE 24th St], it is really dark at night, additional street lamps would be helpful and make me and my family feel safe. Also, the "sidewalk" is nonexistent, its just a small shoulder of the road. Adding a sidewalk would help drivers understand they have to share the space with pedestrians."

– Brandy, Resident of Bellevue (98004)

Table 12. (above) Walking accommodation issues related to poor visibility.

Figure 37. (opposite) Locations identified by Wikimap respondents where visibility is poor for people walking.

Visibility

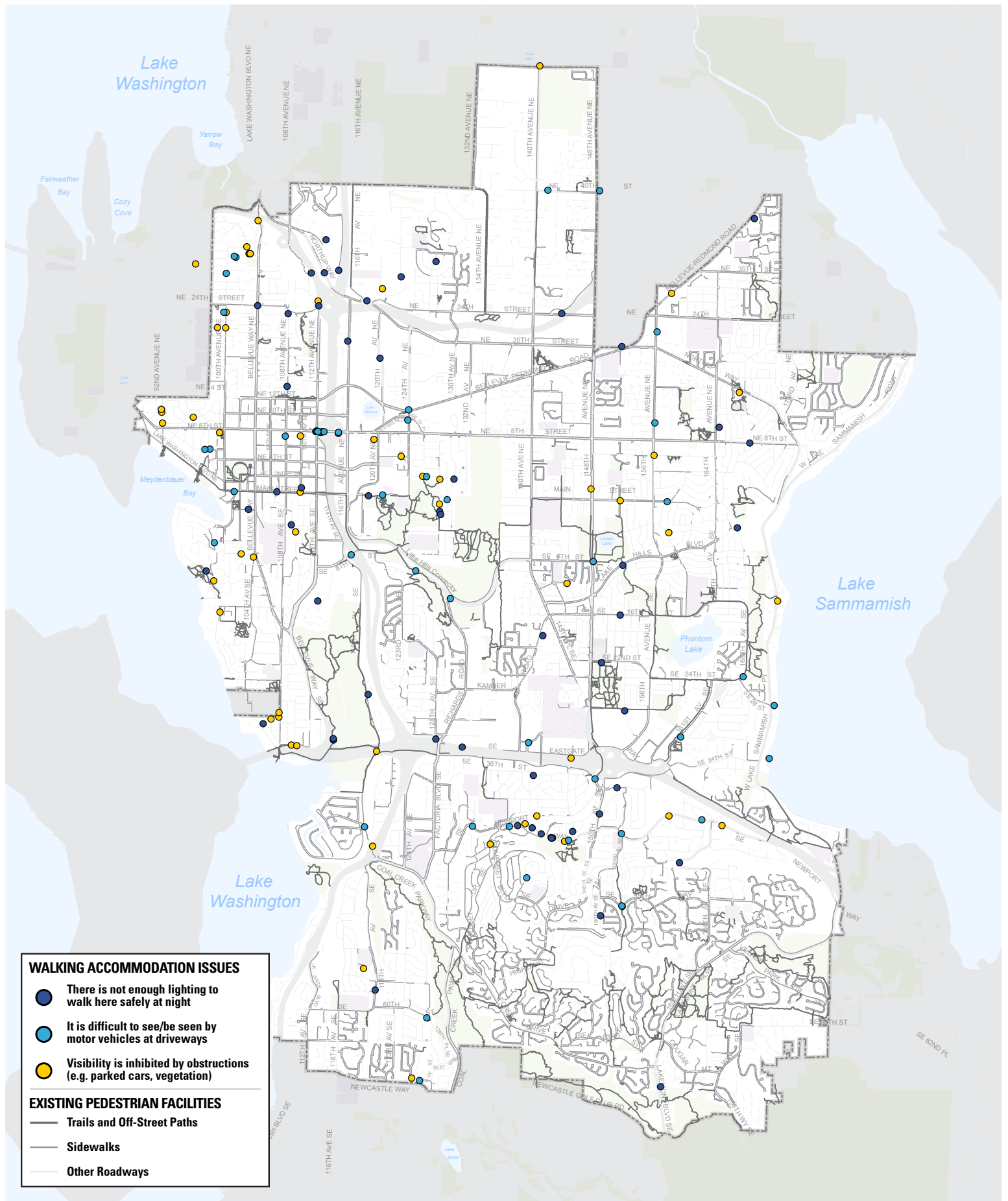
Of the 514 walking facility issues identified by PBII Wikimap respondents, 159 of them (31 percent) related to poor visibility. Roughly one-third of these was identified with each of the three specific issues presented as options. The most commonly identified issue in this category is visibility inhibited by obstructions. This issue was identified along three corridors with Neighborhood Sidewalk projects—N-108 (128th Ave), N-122 (100th Ave NE), and BT-1 (NE 40th St). Inhibited visibility was most commonly identified at the following locations:

- **PBP Project S-410** – 92nd Ave NE from NE 8th St to Clyde Hill city limits (4 points)
- **NE 8th St** – 112th Ave NE to 116th Ave NE (4 pts)
- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (3 points)
- **102nd Ave NE** – NE 33rd St to NE 30th PI (3 pts)

Insufficient lighting to walk safely at night was identified along corridors with Neighborhood Sidewalks Projects N-108 (128th Ave), WLH-2 (SE 16th St), N-111 (150th Ave SE), N-114 (106th Ave SE), N-116 (108th Ave NE), and N-126 (NE 24th St). This issue was identified by more than one respondent at the following locations:

- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (6 points)
- **NSP Project N-108** – 128th Ave from SE 7th PI to NE 2nd St (2 points)
- **PBP Project S-303** – 112th Ave NE from NE 24th St to SR-520 EB on-ramp (2 points)
- **Mercer Slough Trail** – I-90 Trail to Sweylocken Boat Launch (2 points)

Difficulty seeing and/or being seen by vehicles at driveways was identified along NE 8th St at 112th Ave NE and I-405 ramps, SE Newport Way, West Lake Samammish Pkwy, NE 30th PI, NE 40th St, Lake Hills Connector, and NE 5th St.



There are not enough signs...	Issue Points	% of Sub-Total	% of Total
to help me find my destination easily	2	6%	0.4%
to know where I can walk safely	31	94%	6.0%
to navigate construction detours	0	0%	0.0%
Sub-Total	33	6%	
Pedestrian Facility Issues Total	514		

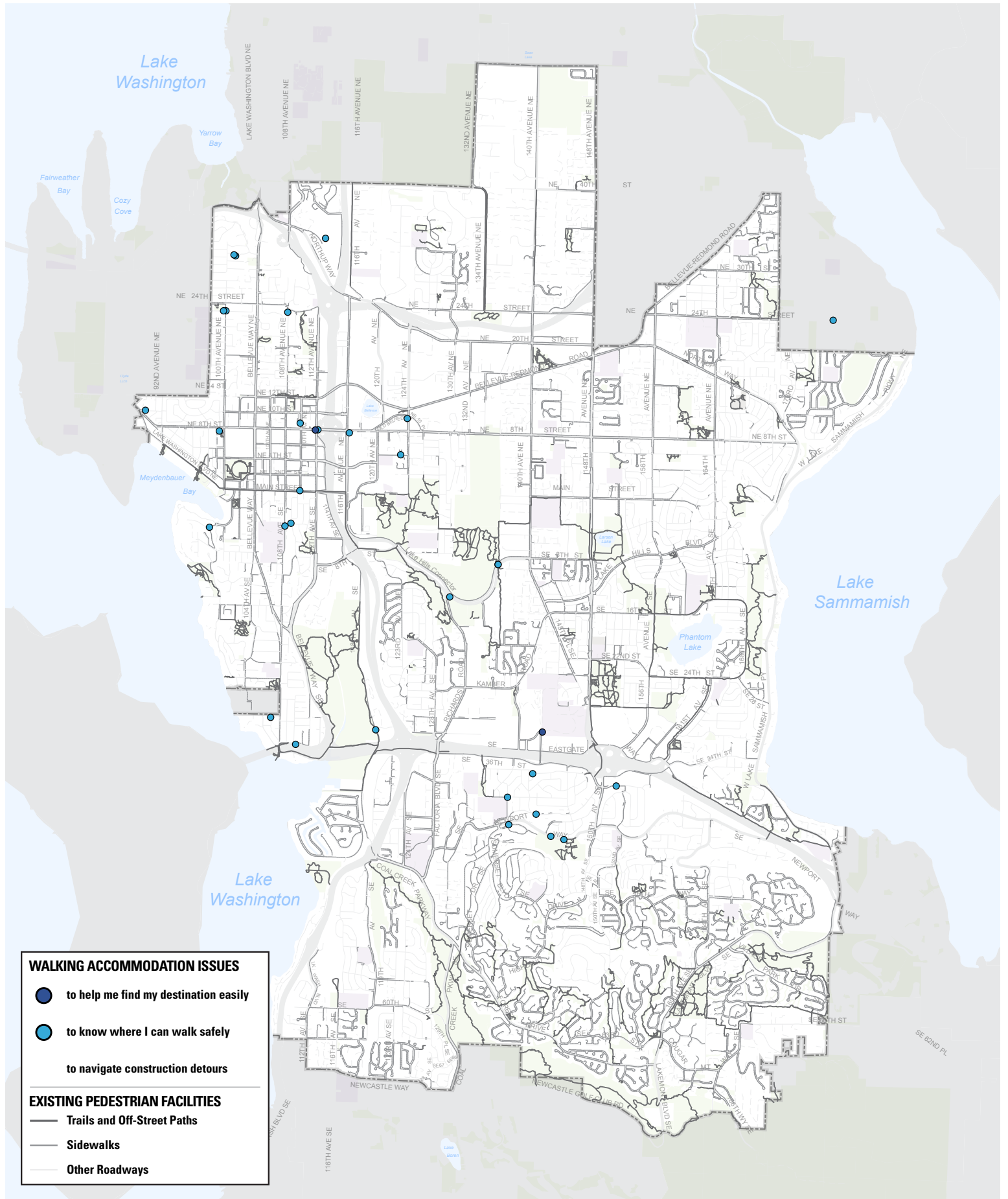
Table 13. (above) Walking accommodation issues related to insufficient signage.

Figure 38. (opposite) Locations identified by Wikimap respondents where there are not enough signs to help inform people walking.

Wayfinding

Of the 514 walking facility issues identified by PBII Wikimap respondents, only 33 of them (6 percent) related to insufficient signage—the least common of all walking accommodation issue categories. Nearly all (94 percent) of the issues identified in this category related to insufficient signage to identify safe places to walk (see Table 13). This issue was identified by multiple respondents at the following locations:

- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (3 points)
- **PBP Project O-123** – Lake Hills Connector from SE 8th St to 140th Ave SE (3 points)
- **NE 8th St** – 112th Ave NE to 116th Ave NE (2 pts)
- **NE 30th PI** – 100th Ave NE to Bellevue Way NE (2 points)
- **NSP Project N-122** – 100th Ave NE from NE 14th St to NE 24th St (2 points)
- **NE 23rd St** – 98th Ave NE to 103rd Ave NE (2 pts)
- **100th Ave NE** at NE 23rd St (2 points)



Sidewalks are blocked by...	Issue Points	% of Sub-Total	% of Total
parked motor vehicles	12	31%	2.3%
utility poles or fire hydrants	2	5%	0.4%
benches or trash cans	4	10%	0.8%
vegetation	21	54%	4.1%
Sub-Total	39	8%	
Pedestrian Facility Issues Total	514		

"The apartments [on 108th Ave NE at NE 2nd St] routinely leave the dumpster out in the sidewalk. When I push a stroller through I occasionally have to enter the street to get around."

– Chris, Resident of Bellevue (98004)

"This is an adequate sidewalk but is made difficult for seniors (my wife and myself) to walk along, especially in rainy weather when my wife uses an umbrella. Wet hedges and low hanging tree branches (I am only 5' 6" tall) can impede walking and risk eye damage."

– Anonymous, Resident of Bellevue (98004)

Table 14. (above) Walking accommodation issues related to sidewalk blockages.

Figure 39. (opposite) Locations identified by Wikimap respondents where sidewalks are blocked for people walking.

Sidewalk Blockages

Of the 514 walking facility issues identified by PBI Wikimap respondents, 39 of them (8 percent) related to blockages on sidewalks. More than half of these issues (21 points) are related to vegetation, accounting for about 4 percent of all walking facility issues. Vegetation was identified as an issue by multiple respondents along only one corridor: 128th Ave from SE 7th Pl to NE 2nd St. All other locations are unique and are presented in Figure 39.

The second most commonly identified blockage issue was parked motor vehicles (12 points). This issue was identified by multiple respondents along only one corridor: NE 23rd St from 98th Ave NE to 103rd Ave NE. All other locations are unique and widely geographically removed from one another.

Other	Issue Points	% of Total
Other	213	41.4%
Pedestrian Facility Issues Total	514	

Table 15. (above) Walking accommodation issues related to issues not identified by other multiple choice response options.

Figure 40. (opposite) Locations identified by Wikimap respondents with other issues for people walking not included in multiple choice response options.

Other

Of the 514 walking facility issues identified by PBI Wikimap respondents, 213 of them (41 percent) identified “Other” issues (see Table 15 and Figure 40). Some respondents used this write-in field as an opportunity to provide additional information or context for the issue(s) they identified among the multiple-choice options. These are not “Other” issues per se—they are the same issues included among multiple-choice options—but the write-in commentary helps to better explain the nature of the issue. The following are a few examples:

"The interval for people to cross the street is TOO short. If you are differently abled, it is difficult to get across in the time allotted. The Transportation Department is giving absolutely no thought to pedestrians... All of these lights start the count down as soon as you step off the curb to cross."

"This is a bus route (#249) and there should be sidewalks for pedestrians to get safely to the bus stops as well as to the neighborhood park."

"This intersection is on a curve so pedestrians/motorists cannot see each other until it is too late while crossing. There are no sidewalks on west side of the road so no safe way to cross the street to get to Spiritridge Elementary or Weowna park."

However, some “Other” issues identified were uniquely different from the multiple choice options presented. The following are a few examples:

"Steep sidewalk; handrail will help."

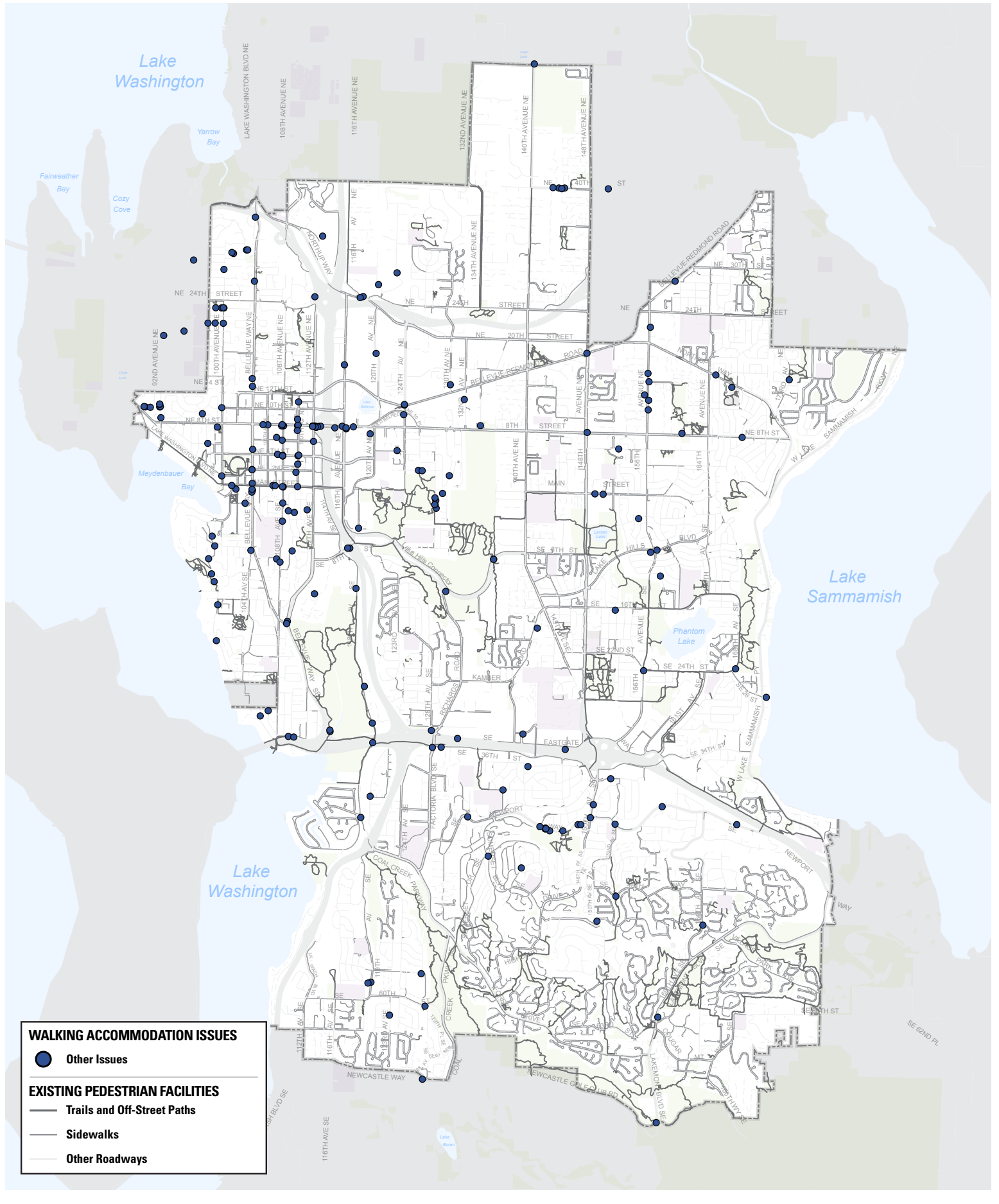
"Traffic flows for a long time but the signal refuses to allow WALK after it has started the cycle."

"I should not need to press the button to get a walk signal ANYWHERE in the CBD."

"Construction blocks sidewalk but people walk on street anyway."

"South of water treatment plant paved walkway floods in winter and is poorly lighted."

For complete documentation of all write-in comments and their themes, see the Appendices Wikimap 1: Write-In Comments section beginning on page 525.



Location Priority	Issue Points	% of Total
High priority walking location	332	65%
Medium priority walking location	167	32%
Low priority walking location	15	3%
Pedestrian Facility Issues Total	514	
Average Score <i>High = 1, Medium = 0.66, Low = 0.33</i>		0.87

"With the amount of pedestrians, children, and bicyclists using this road [NE 10th St and 92nd Ave NE], safety needs to be a higher priority due to the dangerous and speeding drivers while walkers are chancing themselves walking by the parked cars."

– Rachel, Resident of Bellevue (98004)

"While this problem [along NE 23rd St and vicinity] only exists between 7:30-8:15 am and 2:00-3:00 pm on school days, because there are children at risk, it should be a high priority."

– Anonymous, Resident of Bellevue (98004)

Table 16. (above) Priority identified for locations with walking accommodation issues.

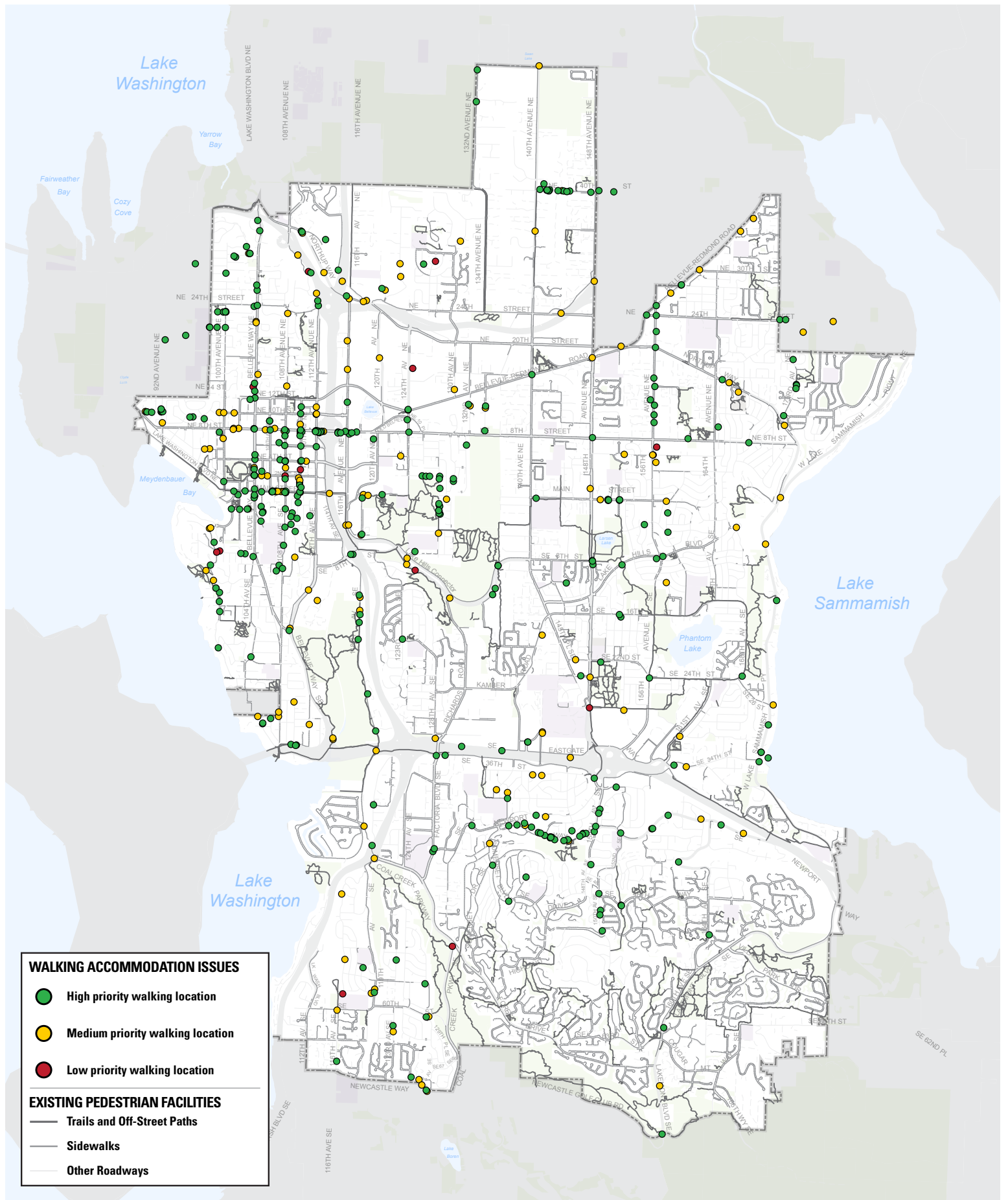
Figure 41. (opposite) Prioritized locations with walking accommodation issues identified by Wikimap respondents.

Location Priority

Of the 514 walking facility issues identified by PBII Wikimap respondents, 322 of them (65 percent) were identified as high priority walking locations by those respondents (see Table 16 and Figure 41). The following are the corridors with the greatest number of respondents and their average priority score:

- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block (14 respondents / 0.98 priority)
- **NSP Project N-108** – 128th Ave from SE 7th Pl to NE 2nd St (13 respondents / 0.97 priority)
- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (21 respondents / 0.97 priority)
- **NE 8th St** – 112th Ave NE to 116th Ave NE (22 respondents / 0.92 priority)
- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (10 respondents / 0.93 priority)
- **NE 40th St** – 145th Ave NE to 148th Ave NE (8 respondents / 1.00 priority)
- **110th Ave NE** – NE 6th St to NE 8th St (8 respondents / 0.96 priority)
- **PBP Project O-107** – W Lake Sammamish Pkwy from SE 34th St to north city limits (8 respondents / 0.92 priority)
- **Main St** – 148th Ave to 156th Ave (8 respondents / 0.83 priority)
- **92nd Ave NE** at Sunset Ln (5 respondents / 0.93 priority)
- **NE 8th St** at 110th Ave NE (4 respondents / 1.00 priority)

All of the above corridors are along Bellevue’s designated Pedestrian Network—except for one, NE 10th St, a local street near the west city limit.



Does this location feel like a safe place to walk?	Issue Points	% of Total
Yes, very safe	5	1%
Yes, somewhat safe	101	20%
No, not safe	218	42%
No, very unsafe	190	37%
Pedestrian Facility Issues Total	514	
Average Score <i>Very safe = +2, Somewhat safe = +1</i> <i>Not safe = -1, Very unsafe = -2</i>	-0.95	

"People speed down this hill [on 150th Ave SE between Newport Way and SE 38th St] at 50 MPH. I would like to be able to walk to the grocery store but don't feel it's safe."

– Anonymous, Resident of Bellevue

"This [NE 40th St] is one of the most dangerous walking/biking streets I've seen anywhere on Eastside--absolutely zero space to walk/ride."

– Anonymous, Resident of Bellevue (98007)

"[28th Ave from the International School to NE 2nd St] has long been a priority in the Wilburton neighborhood. It is very dangerous... Please don't wait for an accident. The steepest part of the hill presents the greatest risk for our pedestrians."

– Anonymous, Resident of Bellevue (98005)

Table 17. (above) Perceived safety of locations with walking accommodation issues.

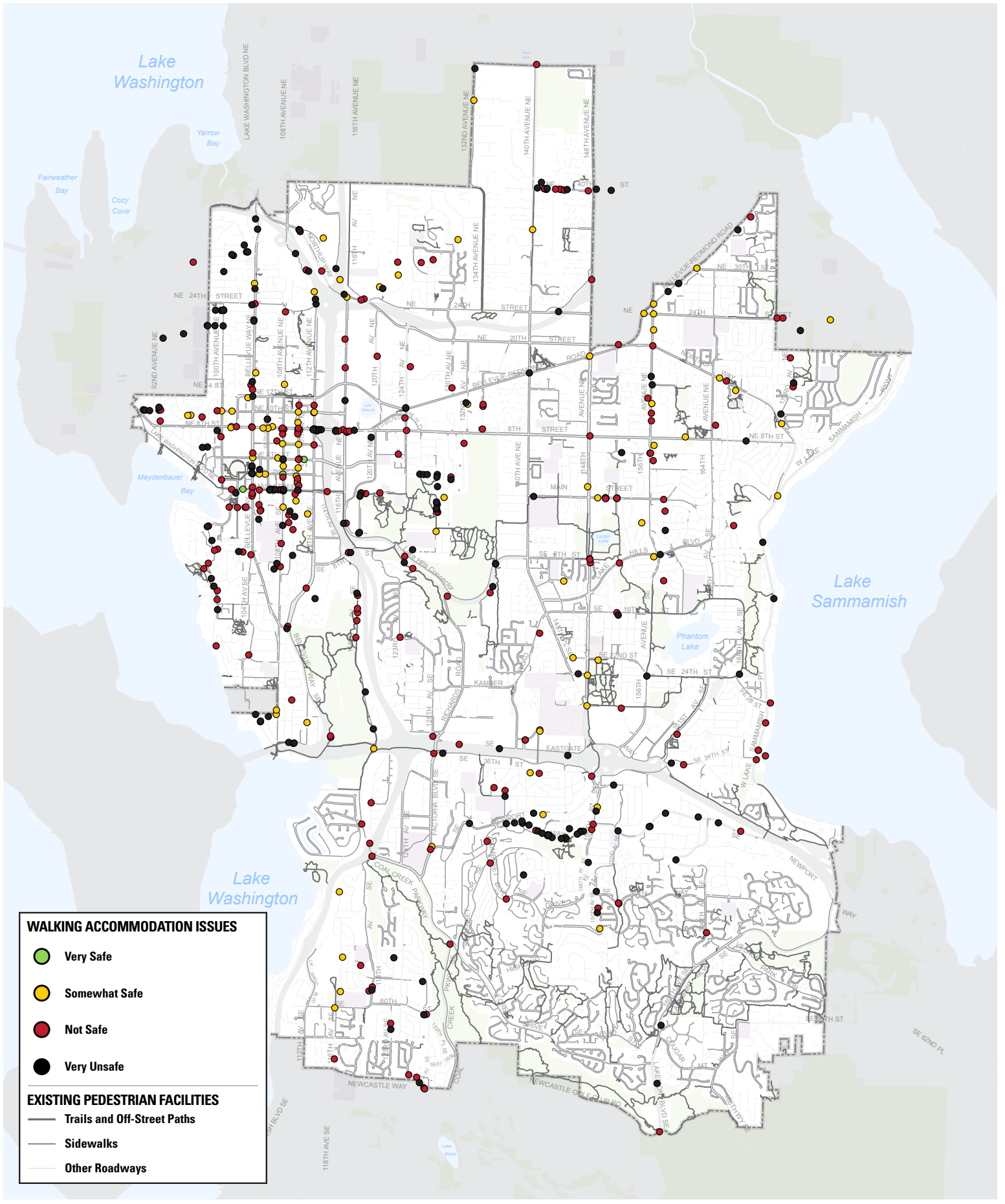
Figure 42. (opposite) Perceived safety of locations with walking accommodation issues identified by Wikimap respondents.

Location Perceived Safety

PBII Wikimap respondents overwhelmingly do not feel safe when walking in the locations where they identified walking accommodation issues. As shown in Figure 19, nearly 80 percent of the 514 issue points were identified as unsafe, with over one-third (37 percent) deemed "very unsafe." After scoring each response option from +2 to -2, the average score for all pedestrian facility issue points is -0.95. The average for the 173 corridors analyzed is -0.79, and the average for intersection and street crossing locations is -0.64.

The following are the locations with the greatest number of respondents and the lowest average perceived safety ratings:

- **PBP Project S-355** – SE Newport Way (21 respondents / safety score -1.86)
- **NSP Project N-108** – 128th Ave SE (13 respondents / safety score -1.54)
- **PBP Project O-123** – Lake Hills Connector (8 respondents / safety score -1.50)
- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (10 respondents / safety score -1.50)
- **NE 8th St** at I-405 SB ramp crossings (9 respondents / safety score -1.78)
- **PBP Project S-213** – Main St from 106th Ave NE to 108th Ave NE (13 respondents / safety score -1.31)
- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block (14 respondents / safety score -1.29)
- **PBP Project O-107** – W Lake Sammamish Pkwy (8 respondents / safety score -1.25)
- **PBP Project S-336** – 97th Pl SE, Killarney Way (7 respondents / safety score -1.57)
- **NE 23rd St** – 98th Ave NE to 103rd Ave NE (7 respondents / safety score -1.57)



While walking at this location I have...	Issue Points	% of Total
Experienced a near miss	224	44%
Witnessed a near miss	222	43%
None of the above	147	29%
Pedestrian Facility Issues Total	514	

"The intersection of 151st Pl with Main Street is a dangerous crossing point for pedestrians and bicycles, especially for children. It connects a school... and a park... Cars on Main Street do not stop, even though pedestrian's are crossing at a corner. I have had near misses with my children, and been honked at by cars not recognizing the need to cross Main St."

– Anonymous, Resident of Bellevue (98007)

"All of the 405 crossings on the south side of 8th are bad, since none of them have stoplights or crosswalks but this one [the off-ramp from I-405 NB] is the worst. I almost get hit EVERY TIME I cross here. I can't see the cars and they can't see me so I have to run across the off ramp and cross my fingers that I will not get hit."

– Jenn, Resident of Bellevue (98004)

Table 18. (above) Near misses experienced and witnessed by Wikimap respondents.

Figure 43. (opposite, left) Locations with walking accommodation issues where respondents have experienced a near miss.

Figure 44. (opposite, right) Locations with walking accommodation issues where respondents have witnessed a near miss.

Near Misses

Respondents were asked whether they have witnessed or experienced a near miss at the identified location because of the walking accommodation issues they have noticed there. Respondents were able to indicate one or both of these, select "none of the above," or opt to skip the question.

As indicated in Table 18, respondents have experienced a near miss at about 44 percent of the locations they identified as having walking accommodation issues (224 points), and about the same number have witnessed a near miss at these locations. The locations of these incidents are depicted in Figure 43 and Figure 44. In general, corridors with the most issues identified are also those where the most near misses have been experienced. Also, although many near misses were reported along corridors, they are especially prevalent at intersections and where bicycle facilities end or transition. Some notably common near miss locations include:

- NE 8th St from 112th Ave NE to 116th Ave NE (12 experienced / 10 witnessed)
- Main St from 106th Ave NE to 108th Ave NE (8 experienced / 6 witnessed)
- SE Newport Way from Somerset Blvd SE to 150th Ave SE (7 experienced / 14 witnessed)
- NE 40th St from 140th Ave NE to 148th Ave NE (6 experienced / 5 witnessed)
- NE 10th St from Lake Washington Blvd NE to 92nd Ave NE (6 experienced / 5 witnessed)
- NE 8th St at the I-405 SB ramps (6 experienced / 3 witnessed)
- NE 40th St from 145th Ave NE to 148th Ave NE (5 experienced / 3 witnessed)
- West Lake Sammamish Pkwy from SE 34th St to the north city limits (5 experienced / 5 witnessed)
- NE 23rd St from 98th Ave NE to 103rd Ave NE (5 experienced / 4 witnessed)

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Recommended Potential Solutions: Sidewalks	Issue Points	% of Total
Standard sidewalks (5-6 feet wide)	278	54%
Wide sidewalks (8-12 feet wide) with planter strip	61	12%
Pedestrian Facility Issues Total	514	

"SE Eastgate Way needs sidewalk from just west of 139th Ave SE to Richards Road as well as a bike lane."

– Anonymous, Resident of Bellevue (98007)

"I would commute to work on foot more often along NE 40th if there were a sidewalk the entire way from 140th NE to 148th NE. Additionally, my children would be able to walk safely from our house to buses to visit with friends. Currently we do not allow them on this stretch for safety reasons."

– Anonymous, Resident of Bridle Trails (98005)

"There is lots of high school traffic on [105th Ave SE from Cliff Drive to Wolverine Way], not to mention both high school kids and their parents seem to treat it as a raceway with their vehicles. There are no sidewalks. The high school kids walk in the middle of the street. Residents are unsafe as well when walking."

– Damon, Resident of Bellevue (98004)

Table 19. (above) Sidewalks as recommended potential solutions for walking accommodation issues.

Figure 45. (opposite, left) Locations where standard sidewalks are a recommended potential solution.

Figure 46. (opposite, right) Locations where wide sidewalks are a recommended potential solution.

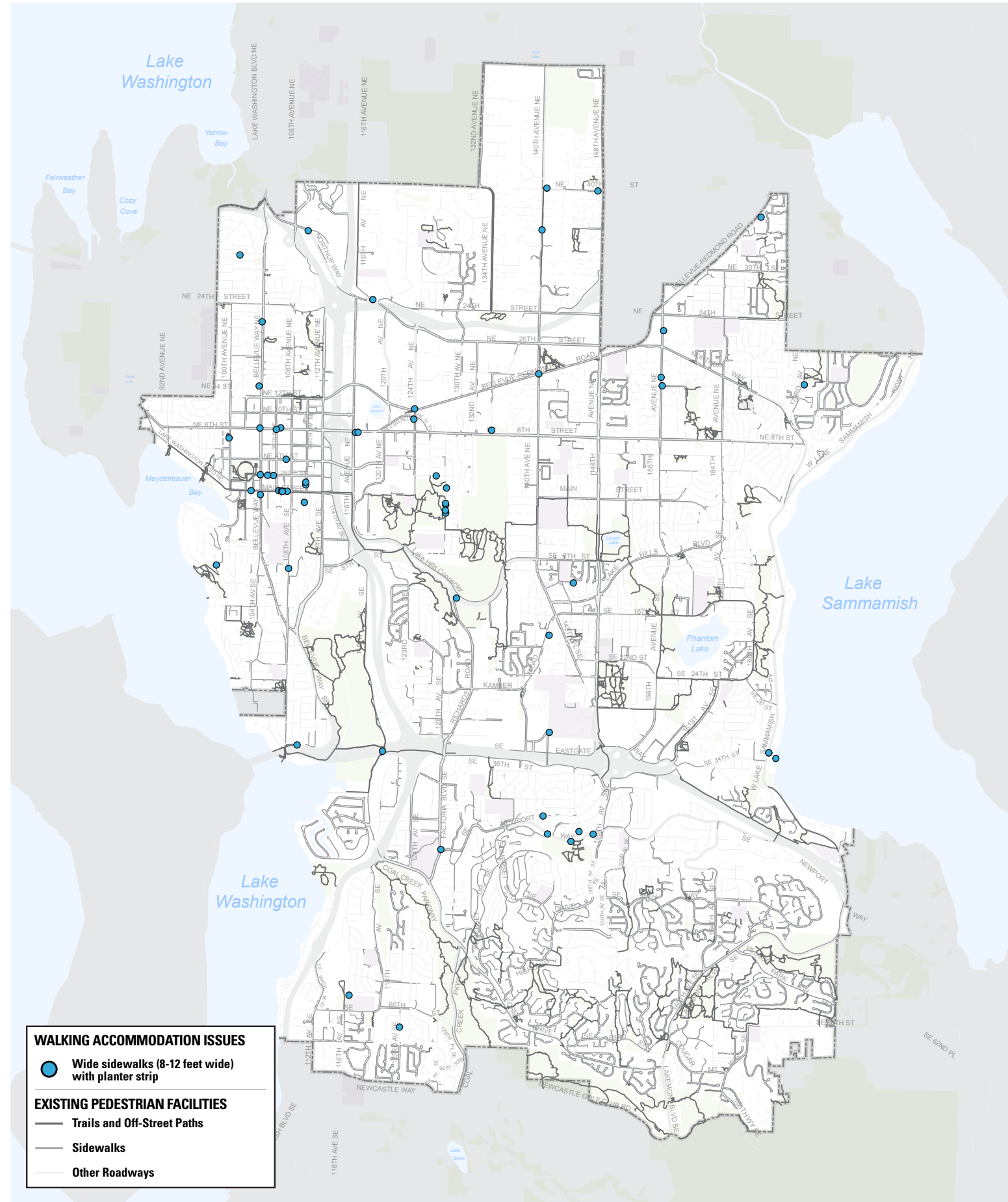
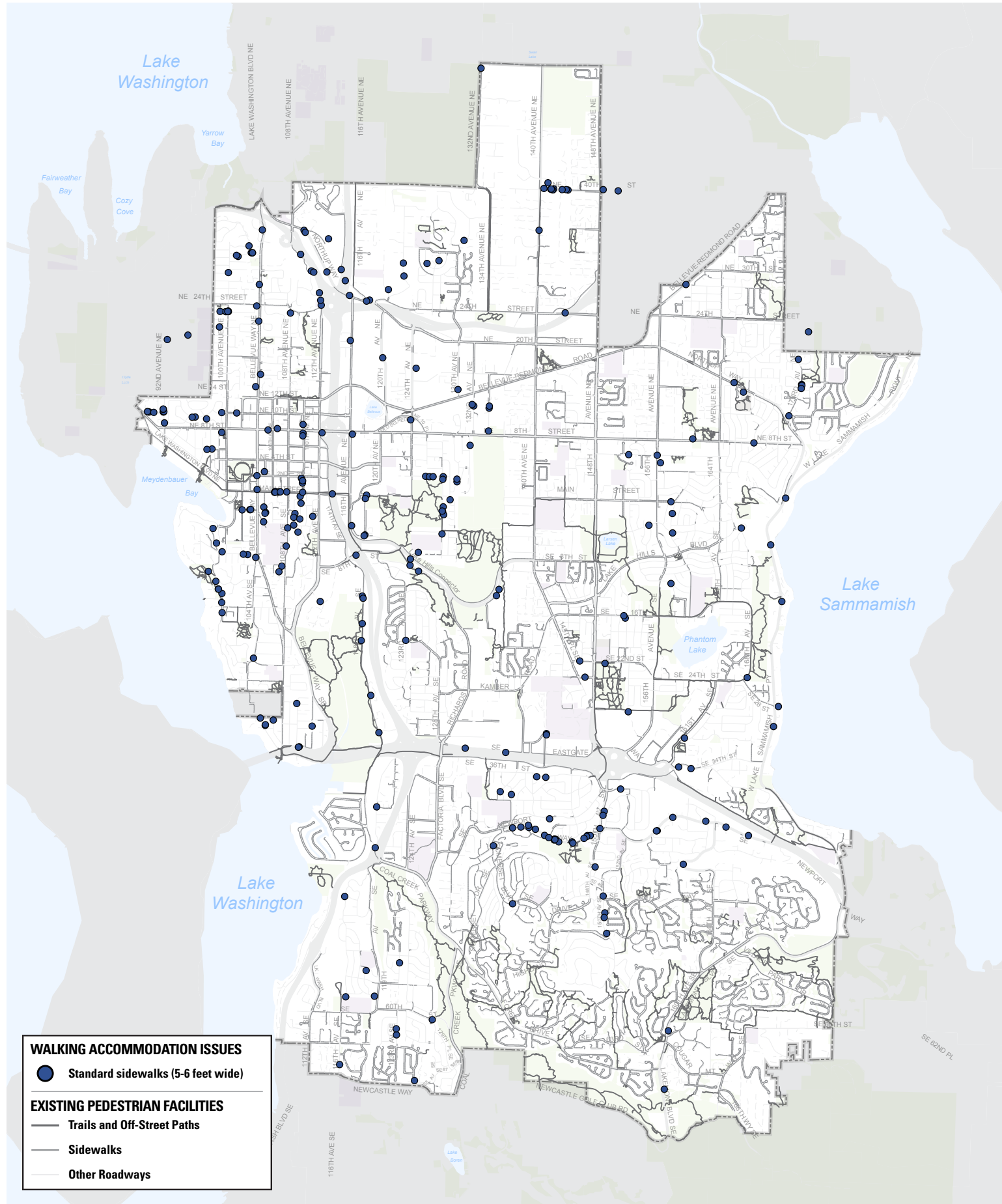
Recommended Potential Solutions: Sidewalks

PBI Wikimap respondents were provided the opportunity to identify which of an assortment of potential pedestrian facility improvements they believed would help address the issues they identified. The first category of potential treatments related to the construction of sidewalks, either standard or wide. Respondents were allowed to select as many potential solutions from a category as they wished.

Of the assortment of pedestrian treatments presented to Wikimap respondents, standard sidewalks were the most commonly preferred potential solution by a wide margin. Standard sidewalks were the preferred solution to address the most issues, selected by respondents for more than half (54 percent) of all issues identified (see Table 19 and Figure 45). The fol

- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (18 points)
- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block (12 points)
- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (9 points)
- **NSP Project N-108** – 128th Ave SE from SE 7th Pl to NE 2nd St (9 points)
- **PBP Project S-213** – Main St from 106th Ave NE to 108th Ave NE (7 points)
- **NE 40th St** – 145th Ave NE to 148th Ave NE (7 points)

Wide sidewalks (see Figure 46) were selected significantly less frequently, identified for only 12 percent of all issues identified. These were concentrated primarily in Downtown, including locations along Main St, NE 2nd St, and NE 8th St.



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Recommended Potential Solutions: Intersection Improvements	Issue Points	% of Total
Marked crosswalks	130	25%
Curb ramps	21	4%
Curb extensions	23	4%
Pedestrian safety island	38	7%
Pedestrian Facility Issues Total	514	

"On 156th Ave, from NE 6th St to SE 11th St, There are only 4 labeled crosswalks: NE 6th, Main, Lake Hills Blvd, and SE 10th. Other streets should be labeled, especially because most of the distance only has a sidewalk on the west side of the street, so all need to cross to that side."

– Anonymous, Resident of Bellevue (98008)

"The sidewalk/walkway crosses from the north side of Newcastle Way to the south side of the street, however, there is no crosswalk, poor visibility and the cars routinely exceed the 35 mph speed limit. These factors make it difficult for pedestrians to safely cross the street."

– Brian, Resident of Bellevue (98006)

Table 20. (above) Intersection improvements as recommended potential solutions for walking accommodation issues.

Figure 47. (opposite, left) Locations where marked crosswalks are a recommended potential solution.

Figure 48. (opposite, right) Locations where curb ramps are a recommended potential solution.

Recommended Potential Solutions: Intersection Improvements

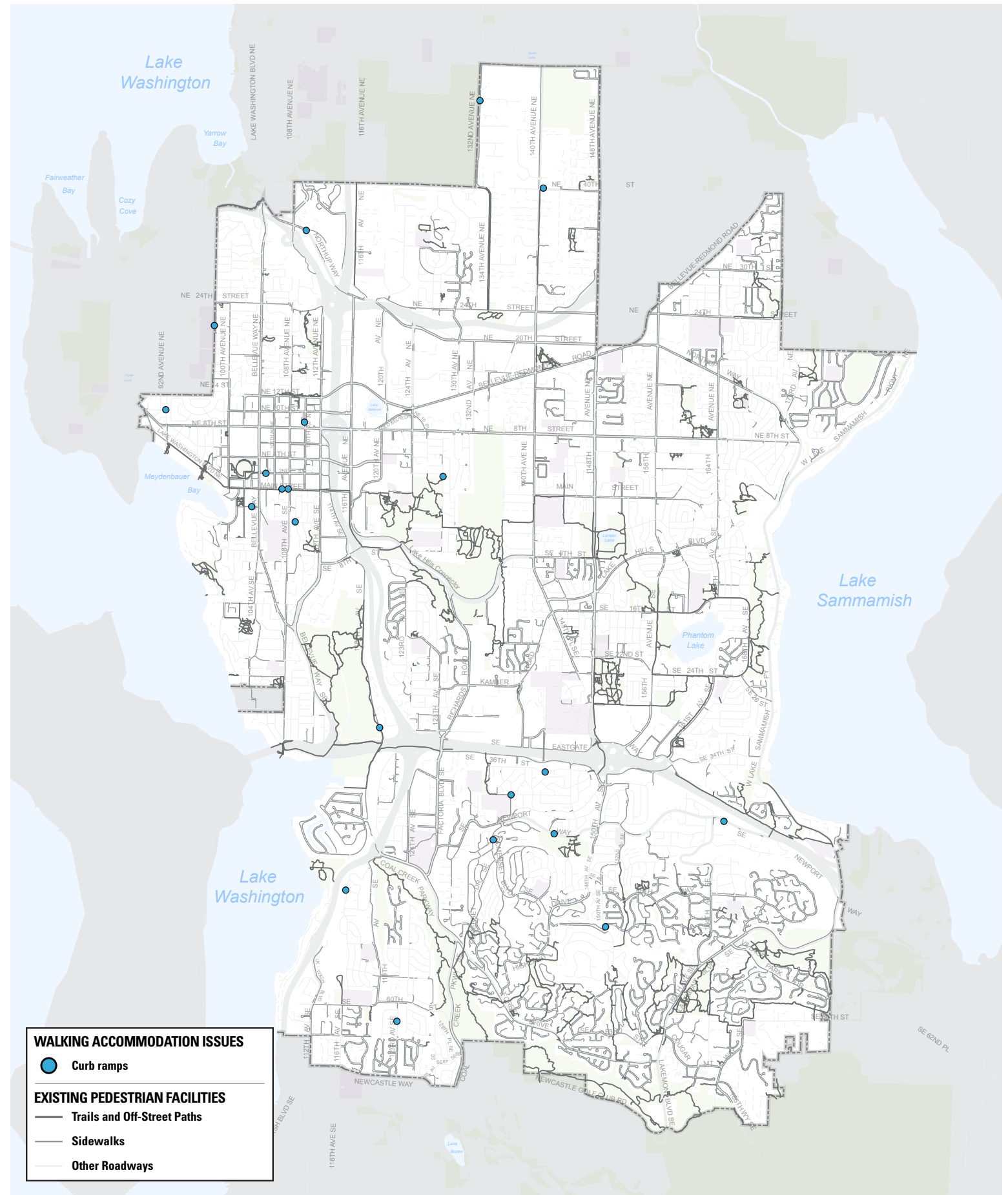
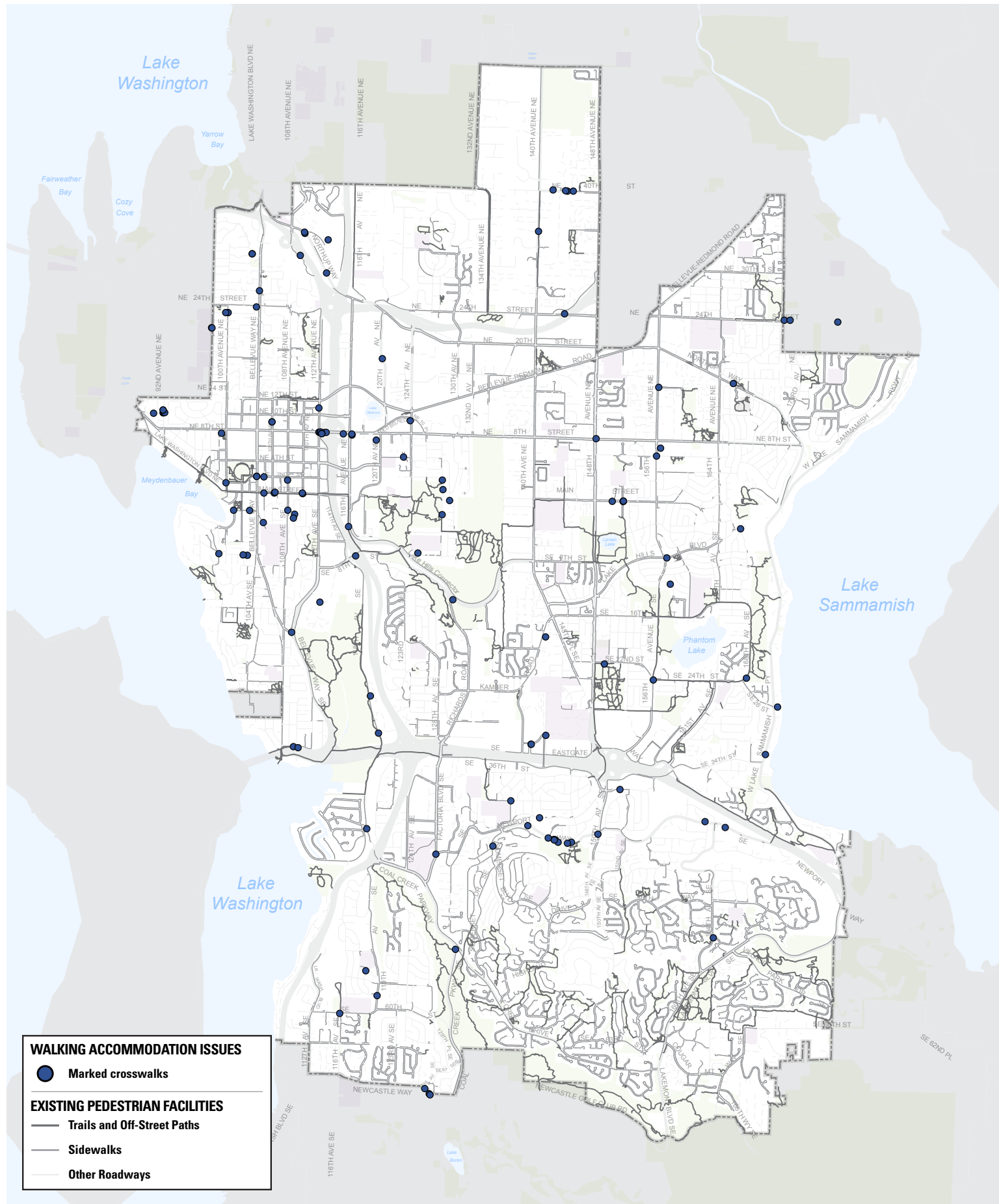
The second category of potential treatments related to pedestrian facilities at intersections. Options included marked crosswalks to help clarify where people on foot can expect to safely cross the street, curb ramps to provide access between the sidewalk and street, curb extensions to shorten pedestrian crossing distances, and pedestrian safety islands to protect people crossing the street at intersection locations.

Marked crosswalks were selected as a potential solution to one quarter of the issues identified by PBI Wikimap respondents, the most commonly selected intersection treatment and second most common preferred solution overall (see Table 20 and Figure 47). Some corridors where marked crosswalks were commonly identified and Neighborhood Sidewalks projects are being considered include:

- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block (4 crosswalks / 1 curb ramps)
- **NSP Project N-108** – 128th Ave SE from SE 7th Pl to NE 2nd St (3 crosswalks / 1 curb ramps / 1 ped island)
- **NSP Project 122** – 100th Ave NE from NE 14th St to NE 24th St (3 crosswalks / 2 curb extensions / 1 ped island)

Other locations where multiple respondents indicated that marked crosswalks could help address the walking issues they identified include:

- **NE 8th St** – 112th Ave NE to 116th Ave NE (12 points)
- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (9 points)
- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (7 points)
- **PBP Project S-410** – NE 8th St to Clyde Hill city limits (6 points)
- **NE 8th St** at intersection with I-405 SB ramps (6



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"It feels very dangerous to walk east on NE 8th past 112th, as none of the crosswalks across the on/off ramps from 405 are pedestrian-friendly."

– Chris, Resident of Bellevue (98004)

"This area [SE 38th St from 150th to 154th Ave SE] is very dangerous. A busy traffic/retail corridor borders a quiet neighborhood. Lots of pedestrians and bicyclists (this includes young families) like to leave the neighborhood to visit retail locations. It is very unsafe for people to cross the street."

– Anonymous, Resident of Bellevue (98006)

"This intersection [156th Ave SE and Lake Hills Blvd] needs a traffic light and crosswalk lights now that the new development is almost done and starting to fill up."

– Steph, Resident of Bellevue (98008)

Figure 49. (opposite, left) Locations where curb extensions are a recommended potential solution.

Figure 50. (opposite, right) Locations where pedestrian safety islands are a recommended potential solution.

points)

- **Main St** – 148th Ave to 156th Ave (5 points)
- **92nd Ave NE** at Sunset Ln intersection (5 points)

Pedestrian safety islands were the second most commonly selected preferred intersection improvement (see Figure 50). The following are the five corridors where bike signals were most commonly selected by respondents:

- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (3 points)
- **PBP Project S-322** – 156th Ave from SE 11th St to NE 8th St (2 points)
- **108th Ave SE** – SE 11th St to SE 2nd St (2 points)
- **Factoria Blvd SE** – SE Newport Way to SE 44th St (2 points)
- **110th Ave NE** – NE 6th St to NE 9th St (2 points)
- **Bellevue Way SE** – SE 3rd St to Main St (2 points)
- **NE 8th St** and 110th Ave NE intersection (2 points)

Curb ramps and curb extensions were both uncommonly selected solutions to walking accommodation issues. Few respondents identified these same preferred solutions in the same locations as other users, so patterns cannot readily be discerned.

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Preferred Potential Solutions: Mid-Block Improvements	Issue Points	% of Total
Mid-block crosswalks	57	11%
Signalized mid-block crosswalk	61	12%
Mid-block safety island	35	7%
Pedestrian Facility Issues Total	514	

"This is a place where a public City of Bellevue trail [from Ardmore] leads pedestrians to the edge of a dangerous, high speed 3 lane road (Bel-Red) with no shoulder and an intersection on the other side. This is a treacherous crossing and warrants review."

– Sara, Resident of Bellevue (98008)

Table 21. (above) Mid-block improvements as recommended potential solutions for walking accommodation issues.

Figure 51. (opposite, left) Locations where mid-block crosswalks are a recommended potential solution.

Figure 52. (opposite, right) Locations where signalized mid-block crosswalks are a recommended potential solution.

Figure 53. (opposite reverse, left) Locations where mid-block safety islands are a recommended potential solution.

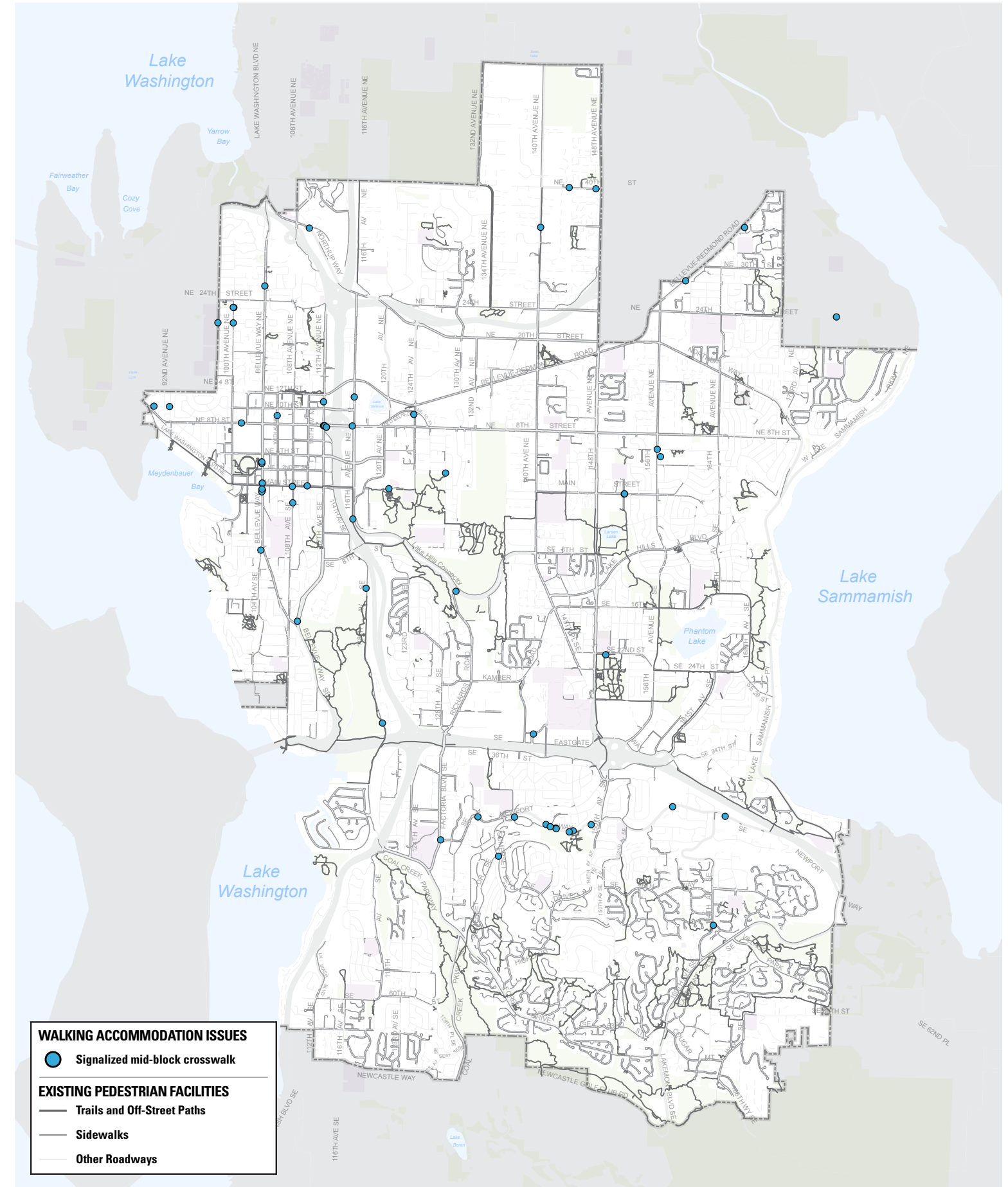
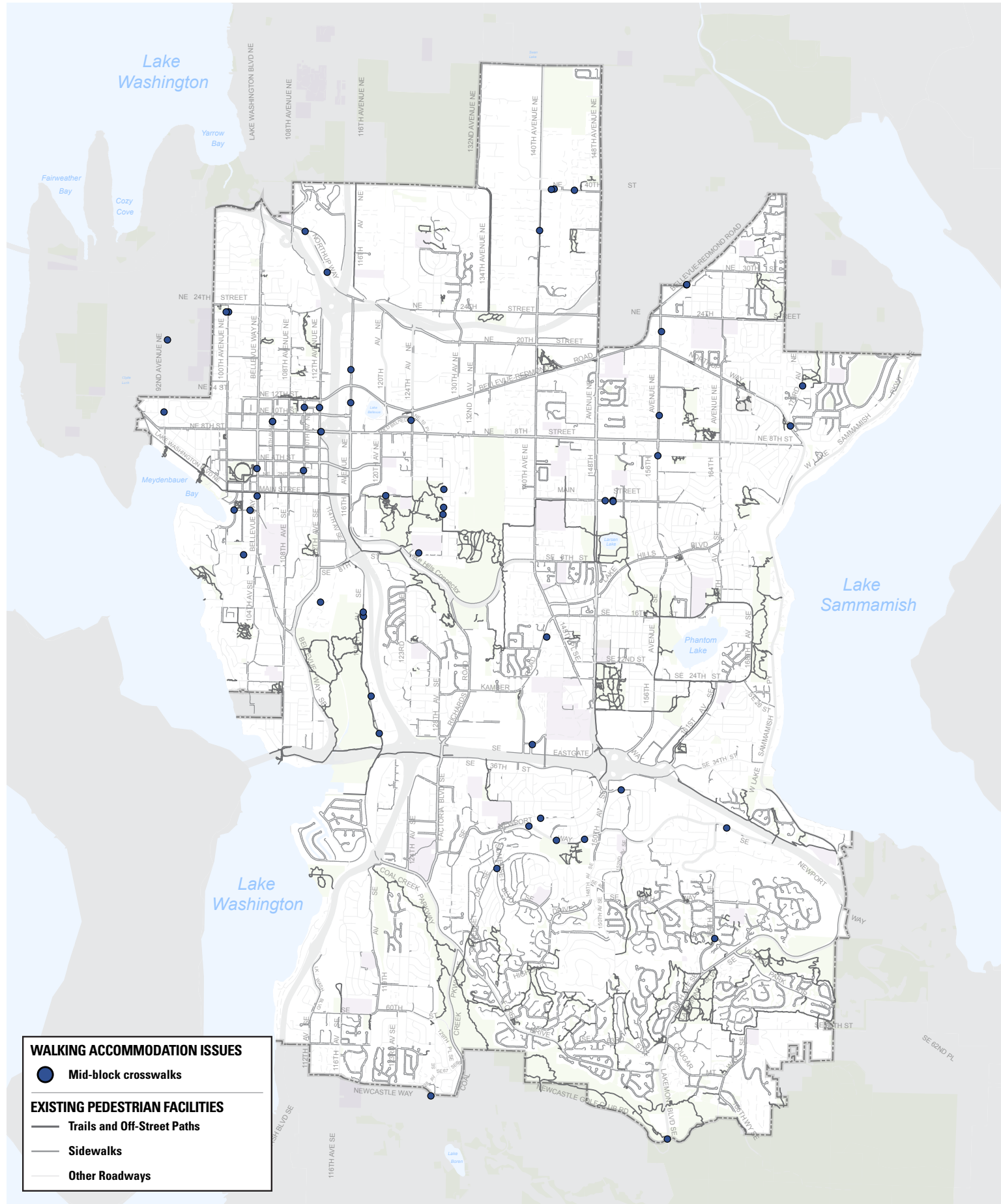
Preferred Potential Solutions: Mid-Block Improvements

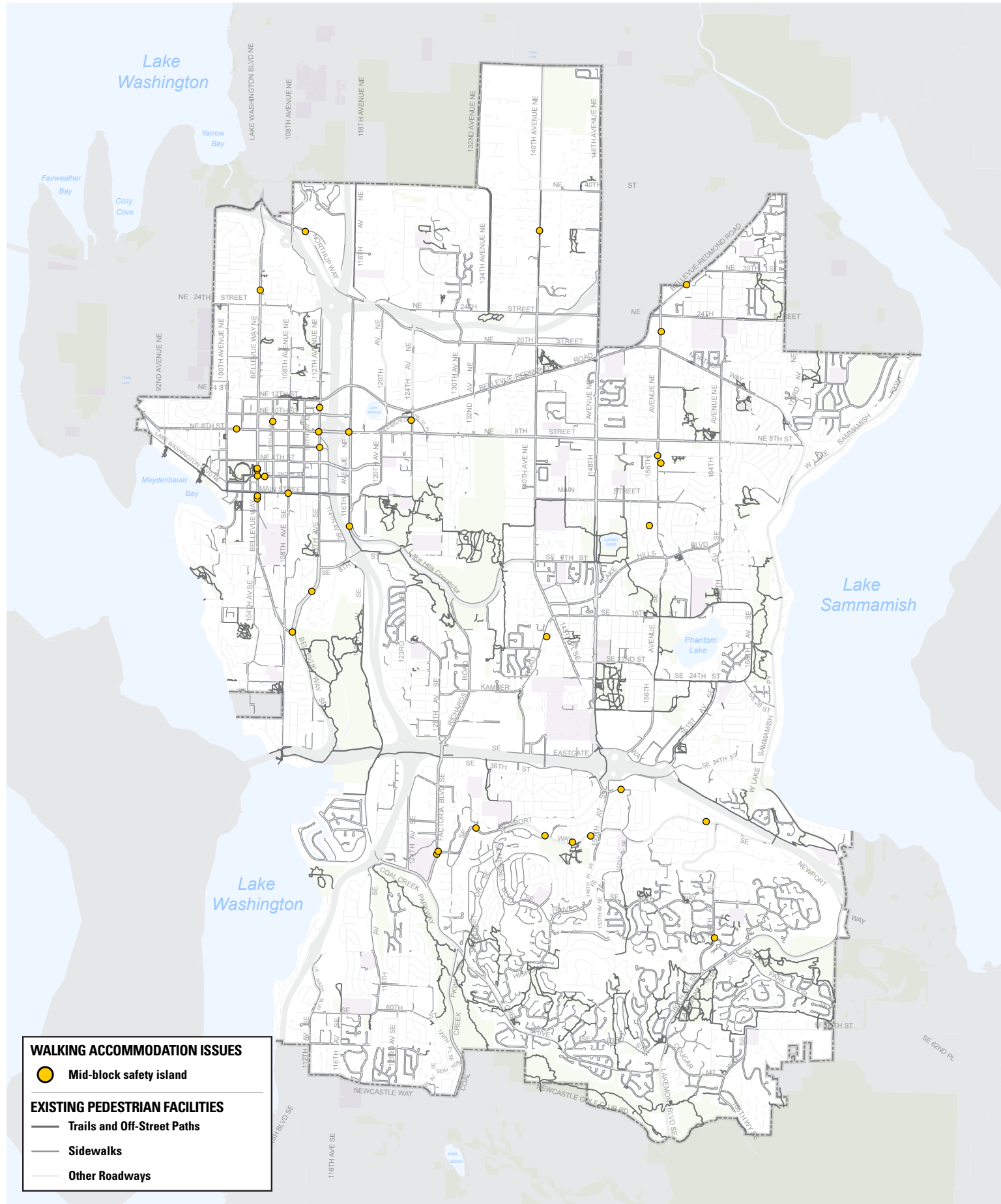
The third category of potential treatments related to pedestrian facilities to help people safely cross the street in mid-block locations. Options included mid-block crosswalks to designate legal crossing locations, signalized mid-block crosswalks to increase awareness and visibility of pedestrians, and mid-block safety islands to protect people crossing wide streets.

Respondents identified standard and signalized mid-block crosswalks with nearly the same frequency—11 and 12 percent, respectively (see Table 21). Although there is some overlap between the locations where these two treatments were identified, there are also several areas where respondents expressed a preference for signalization (see Figure 51 and Figure 52). The following are some locations with walking accommodation issues where mid-block crosswalks were commonly identified as potential solutions:

- **PBP Project S-355** – Somerset Blvd SE to 150th Ave SE (8 signalized / 3 standard)
- **NE 8th St** – 112th Ave NE to 116th Ave NE (5 signalized / 2 standard)
- **Bellevue Way SE** – SE 3rd St to Main St (3 signalized / 1 standard)
- **NSP Project N-122** – 100th Ave NE from NE 14th St to NE 24th St (3 signalized / 2 standard)
- **Main St** – 148th Ave to 156th Ave (2 signalized / 3 standard)
- **NSP Project N-108** – 128th Ave from SE 7th Pl to NE 2nd St (1 signalized / 3 standard)
- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block (1 signalized / 3 standard)

Some locations where respondents indicated that mid-block pedestrian islands could help address the walking issues they identified include Bellevue Way NE between NE 2nd St and NE 4th St, Bellevue Way SE between SE 3rd St and Main St, and Factoria Blvd SE between SE Newport Way and SE 44th St.





Preferred Potential Solutions: Traffic Signals	Issue Points	% of Total
Leading pedestrian signal	53	10%
Longer "Walk" signal time	0	0%
Protected pedestrian signal (red arrow)	44	9%
Pedestrian Facility Issues Total	514	

"The walk times are NOT adequate. I walk briskly and can barely make it. I have had to help seniors across the street because they didn't have enough time."
 – Matt, Resident of Bellevue (98004)

"All pedestrian signals should automatically flash walk when the traffic light is with them. I've witnessed pedestrians who aren't aware of the signal button, don't activate it, and are startled when a car turns right at the intersection & accelerates past the pedestrian now in the street. Drivers feel empowered to cut pedestrians off because the walk signal wasn't activated by the pedestrian."
 – Anonymous, Resident of Sammamish (98075)

"It takes a long time to get a walk signal anywhere in the Bellevue Square area, making it very pedestrian unfriendly."
 – Anonymous, Resident of Bellevue (98004)

Table 22. (above) Traffic signal revisions as recommended potential solutions for walking accommodation issues.

Figure 54. (opposite, left) Locations where leading pedestrian signals are a recommended potential solution.

Figure 55. (opposite, right) Locations where protected pedestrian signals (red arrows) are a recommended potential solution.

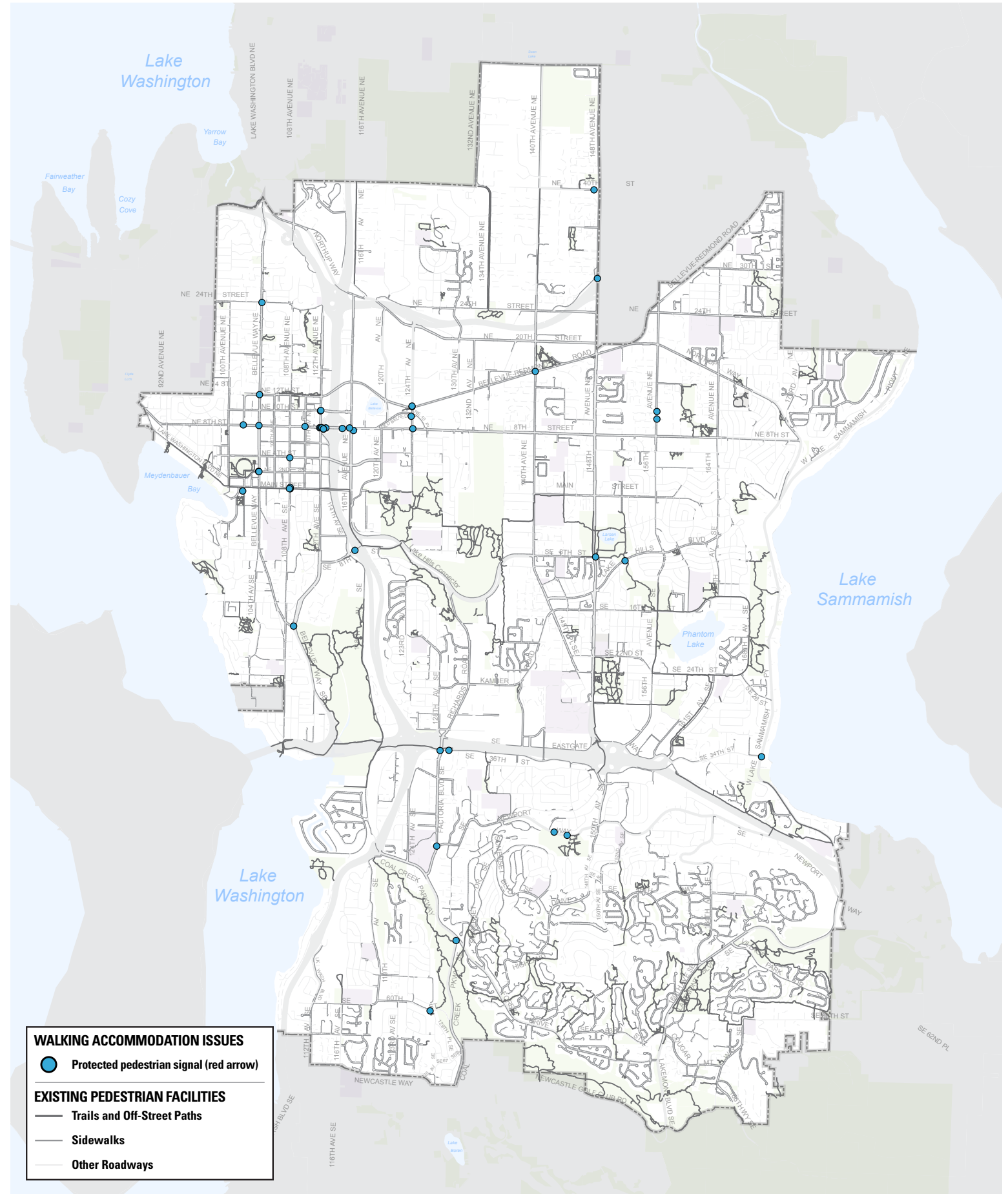
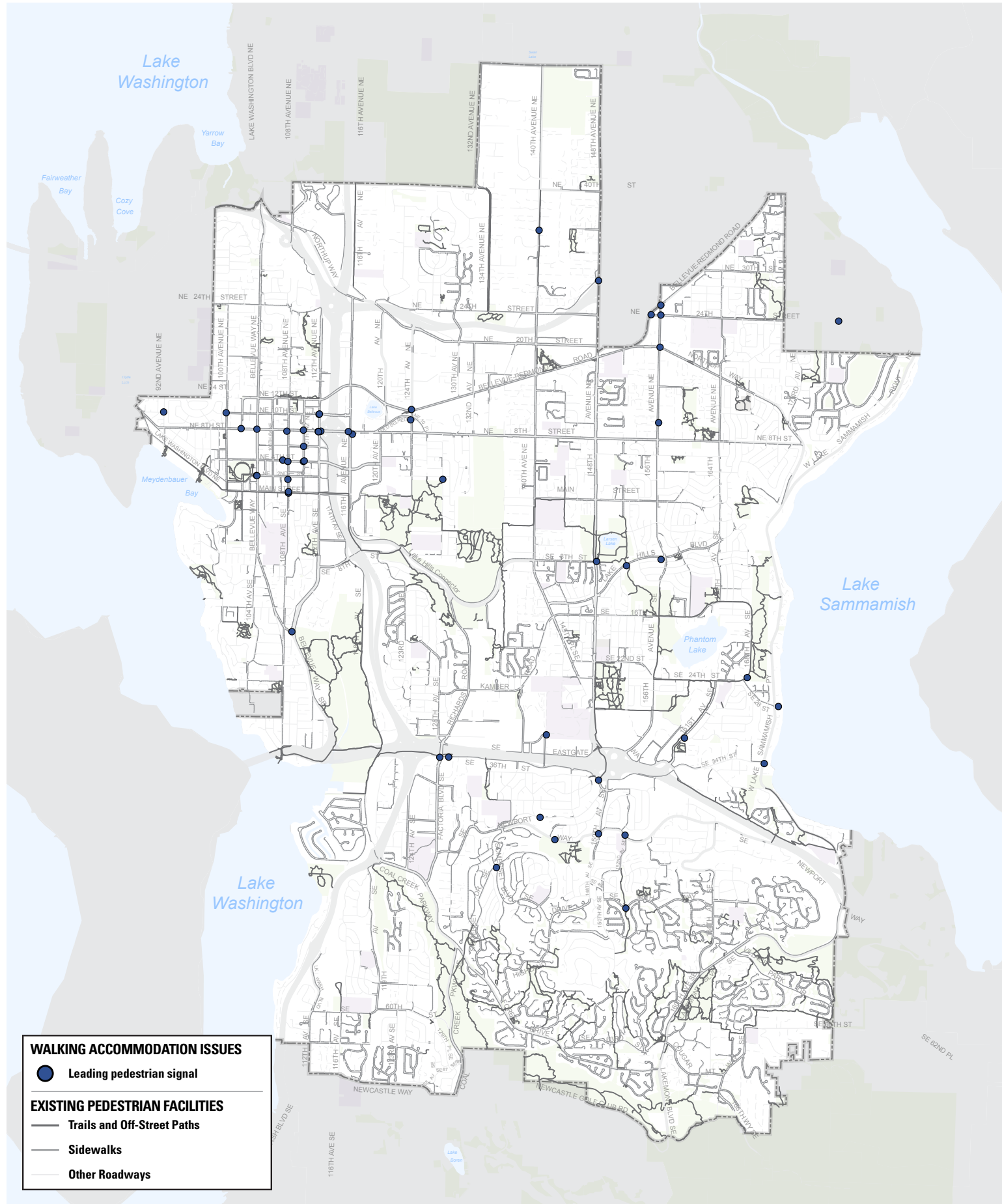
Preferred Potential Solutions: Traffic Signals

The fourth category of potential treatments related to traffic signal improvements. Options included leading pedestrian signals to give people walking a chance to begin crossing before vehicles enter the intersection, longer "Walk" signal times, and protected pedestrian signals (red turn arrows) to reduce potential conflicts between people crossing on foot and people turning in cars.

Respondents identified leading pedestrian signals and protected pedestrian signal phases with nearly the same frequency—10 and 9 percent, respectively (see Table 22). The following are some locations with walking accommodation issues where leading and protected pedestrian signals were commonly identified as potential solutions:

- **NE 8th St** – 112th Ave NE to 116th Ave NE (6 leading / 9 protected)
- **108th Ave NE and Main St** intersection (2 leading / 3 protected)
- **PBP Project S-213** – Main St from 106th Ave NE to 108th Ave NE (2 leading / 3 protected)
- **Bellevue Way NE and NE 2nd St** intersection (2 leading / 2 protected)
- **112th Ave NE and NE 10th St** intersection (2 leading / 2 protected)
- **NE 8th St** – 100th Ave NE to Bellevue Way (2 leading / 2 protected)
- **110th Ave NE** – NE 6th St to NE 8th St (2 leading / 1 protected)

Longer "Walk" signal time was the only pedestrian treatment not identified as a potential solution by any respondents for any walking issues identified.



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Preferred Potential Solutions: Speed Management / Traffic Calming	Issue Points	% of Total
Reduce speed limit	68	13%
Red light cameras	20	4%
Speed humps	68	13%
Traffic circles	16	3%
Pedestrian Facility Issues Total	514	

"Please mark [108th Ave SE at Bellevue High School] as a school zone with a 20 mph speed limit and enforce the speed limit."

– Tad, Resident of Bellevue (98004)

"I have seen too many close calls with children and dogs on [NE 10th St from Lake Washington Blvd to 92nd Ave NE] - it's too narrow for 25mph drivers are on their cell phones and texting - trying to cut through and get to the freeway - it's not a question of if, but when someone gets hit here."

– Anonymous, Resident of Bellevue (98006)

Table 23. (above) Speed management and traffic calming as recommended potential solutions for walking accommodation issues.

Figure 56. (opposite, left) Locations where reducing speed limits are a recommended potential solution.

Figure 57. (opposite, right) Locations where red light cameras are a recommended potential solution.

Preferred Potential Solutions: Speed Management / Traffic Calming

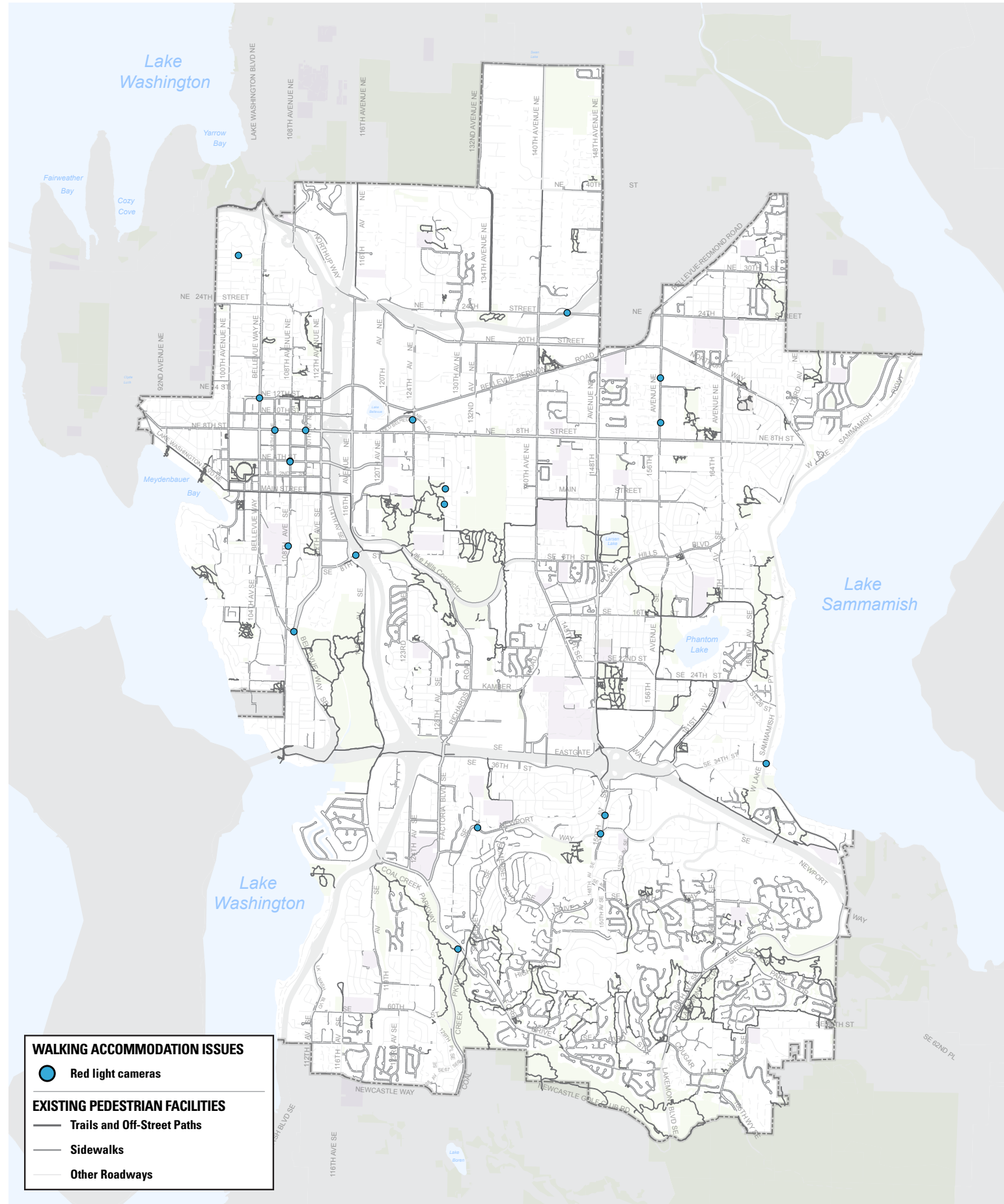
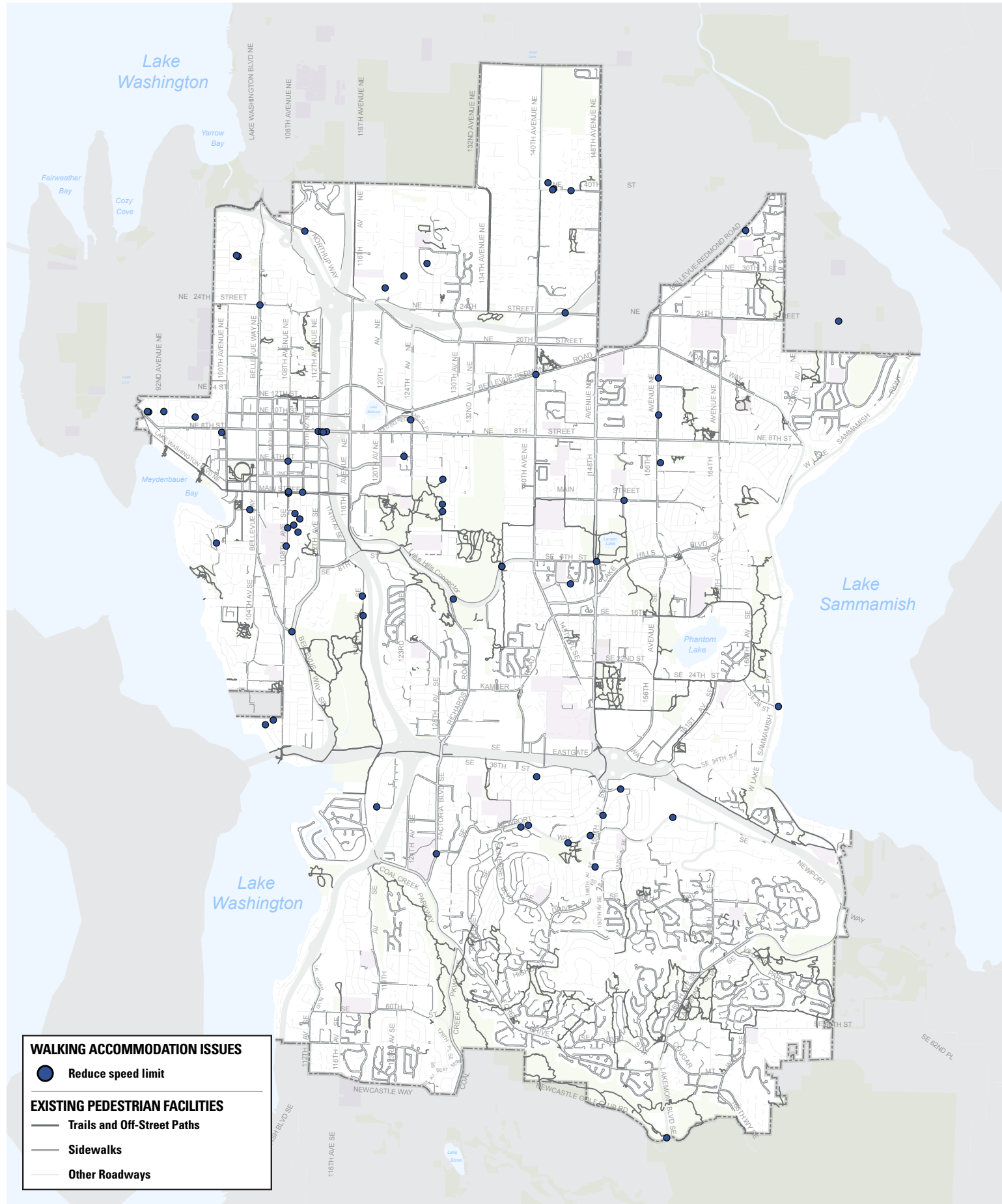
The fifth and final category of potential treatments related to traffic calming measures. Options presented included reducing speed limits to reduce the risk of collisions, installing red light cameras to aid enforcement, and installing speed humps or traffic circles to help manage traffic speed.

Respondents identified reducing speed limits and installing speed humps with the same frequency, with both selected as potential solutions to 13 percent of all walking accommodation issues (see Table 23). These two treatments were most commonly identified in the Surrey Downs, Enatai, Wilburton, and Bridle Trails areas. The following are some locations where reducing the speed limit was identified as a potential solution (see Figure 56):

- **NE 8th St** – 112th Ave NE to 116th Ave NE (4 points)
- **PBP Project S-355** – SE Newport Way from Somerset Blvd SE to 150th Ave SE (4 points)
- **NSP Project BT-1** – NE 40th St from 140th Ave NE to 14500 block (4 points)
- **108th Ave SE** – SE 11th St to SE 2nd St (2 points) and at the Main St intersection (2 points)
- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (3 points)
- **NSP Project N-108** – 128th Ave from SE 7th Pl to NE 2nd St (3 points)

Speed humps (see Figure 58) were commonly identified as a potential solution at the following locations:

- **NSP Project BT-1** – NE 40th St from 140th to 148th Ave NE (9 points) and from 145 Ave NE to 148th Ave NE (5 points)
- **NSP Project N-108** – 128th Ave from SE 7th Pl to NE 2nd St (4 points)
- **NSP Project N-128** – 173rd Ave NE from Northup Way to north city limits (4 points)



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"The area here [NE 40th St west of 148th Ave NE] near the condos and apartments has a lot of young children and folks from the retirement home walking about. The best solution is to slow down the traffic here, I would be in favor of speed humps."

– *Anonymous*

"Many people walk along this road [100th Ave NE], including children on their way to school. The combination of the blind turn [at NE 28th St] coupled with vehicles driving too fast makes this quite a dangerous area, especially during the winter months when the days are shorter. I have witnessed cars nearly colliding with each other and drivers being surprised by the presence of pedestrians while trying to navigate the turn too quickly. Street lights and a speed bump would help!"

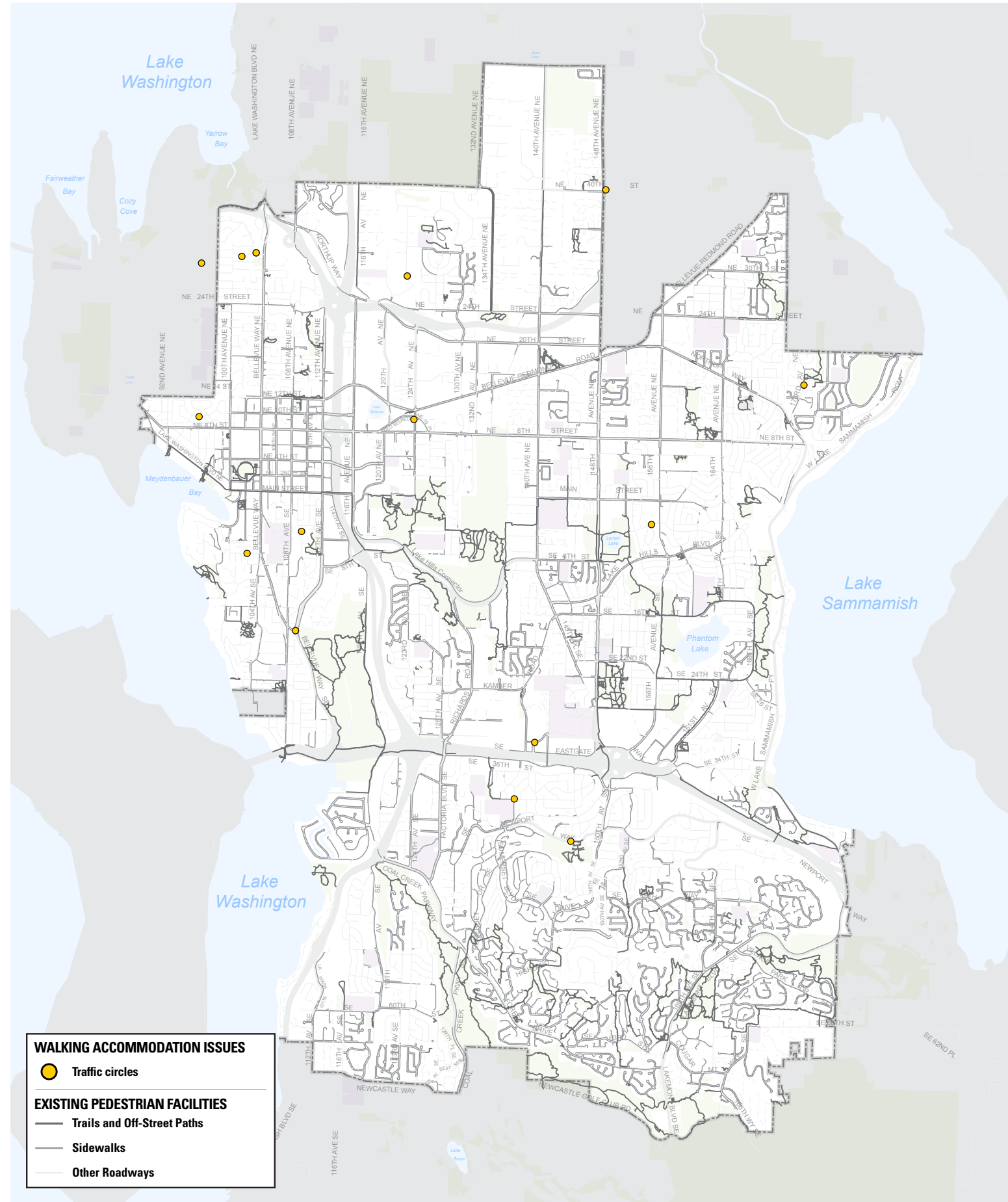
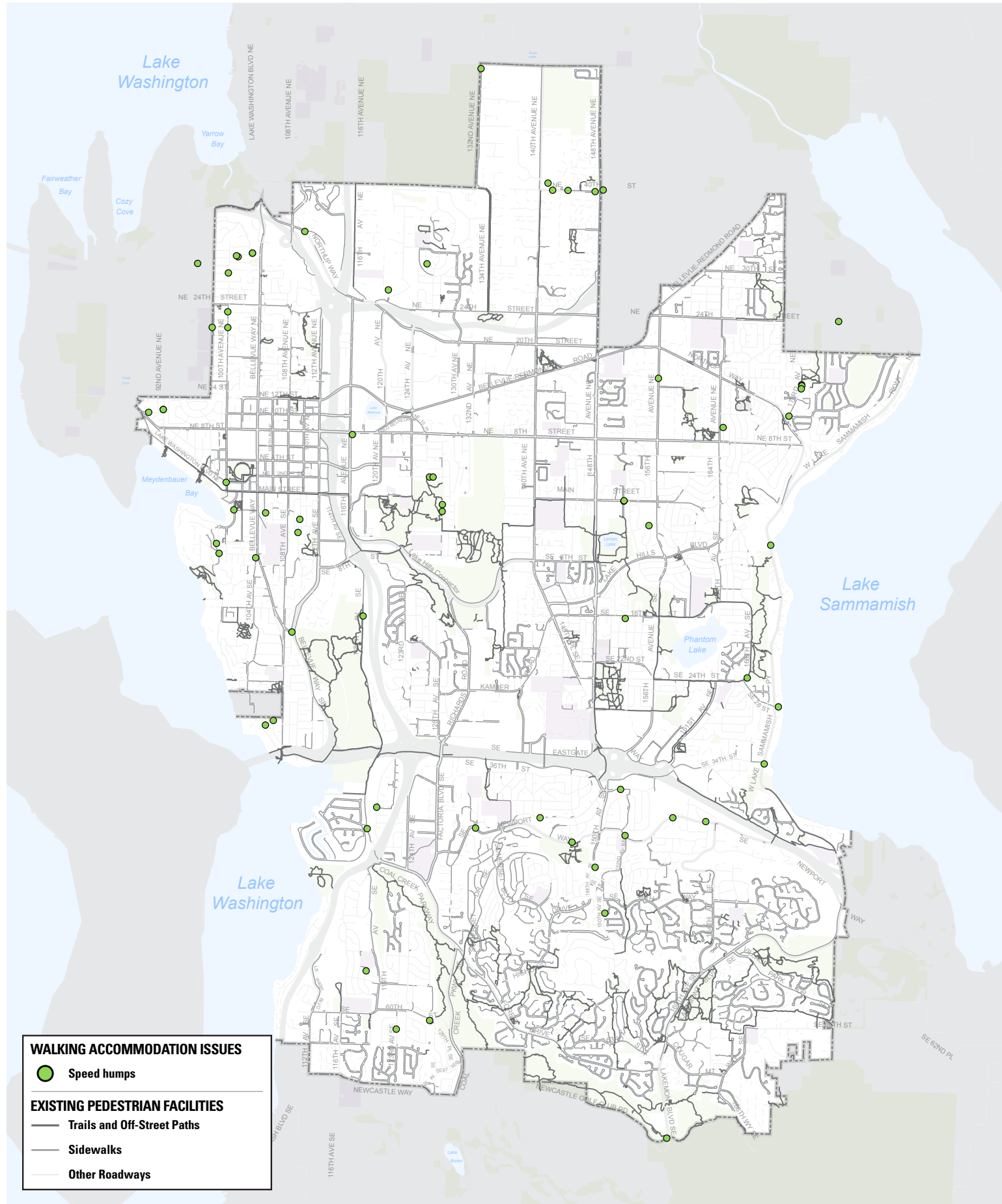
– *Connie, Resident of Bellevue (98004)*

Figure 58. (opposite, left) Locations where speed humps are a recommended potential solution.

Figure 59. (opposite, right) Locations where traffic circles are a recommended potential solution.

- **NE 10th St** – Lake Washington Blvd NE to 92nd Ave NE (3 points)
- **PBP Project O-107** – W Lake Sammamish Pkwy from SE 34th St to north city limits (3 points)
- **92nd Ave NE** at Sunset Ln intersection (2 points)
- **NE 30th PI and NE 31st PI** intersection (2 pts)

Red light cameras (see Figure 57) and traffic circles (see Figure 59) were the two least commonly selected potential solutions—other than longer “Walk” signal times, which was not identified for any issue points by any respondents. Traffic circles were identified by multiple respondents at only one location: the intersection of NE 30th PI and NE 31st PI in Northwest Bellevue. All other locations are unique and widely geographically removed from one another. Several of the locations where red light cameras were identified as a potential treatment type, including in Wilburton, West Bellevue, and Northwest Bellevue, are unsignalized intersections where such a treatment could not be applied.



Reactions to Points Located by Other Users	Reactions	
"Agree"	125	
"Disagree"	3	
Agree/Disagree Scores	Issue Points	% of Total
-1	1	0.2%
0	1	0.2%
1	83	16%
2	17	3%
3	2	0.4%
Sub-Total (Number of Points Reacted To)	104	20%
Bicycle Behavior Issues Total	514	

"I agree - routinely drivers turning left on a yellow blinking turn signal [at NE 12th St and Bellevue Way NE] ignore the fact that I have a walk signal and often times try to enter the crosswalk while I am still in it."

– Anonymous

"Yes, the left turn happening before the walk signal [at the SW corner of 108th Ave NE and NE 8th St] results in pedestrians rushing across the street to catch the bus. Not sure how this could be improved other than changing the order (i.e. walk signal, then left turn)."

– Elliot, Resident of Seattle (98005)

Table 24. (above) Reactions to walking accommodation issues identified by other users.

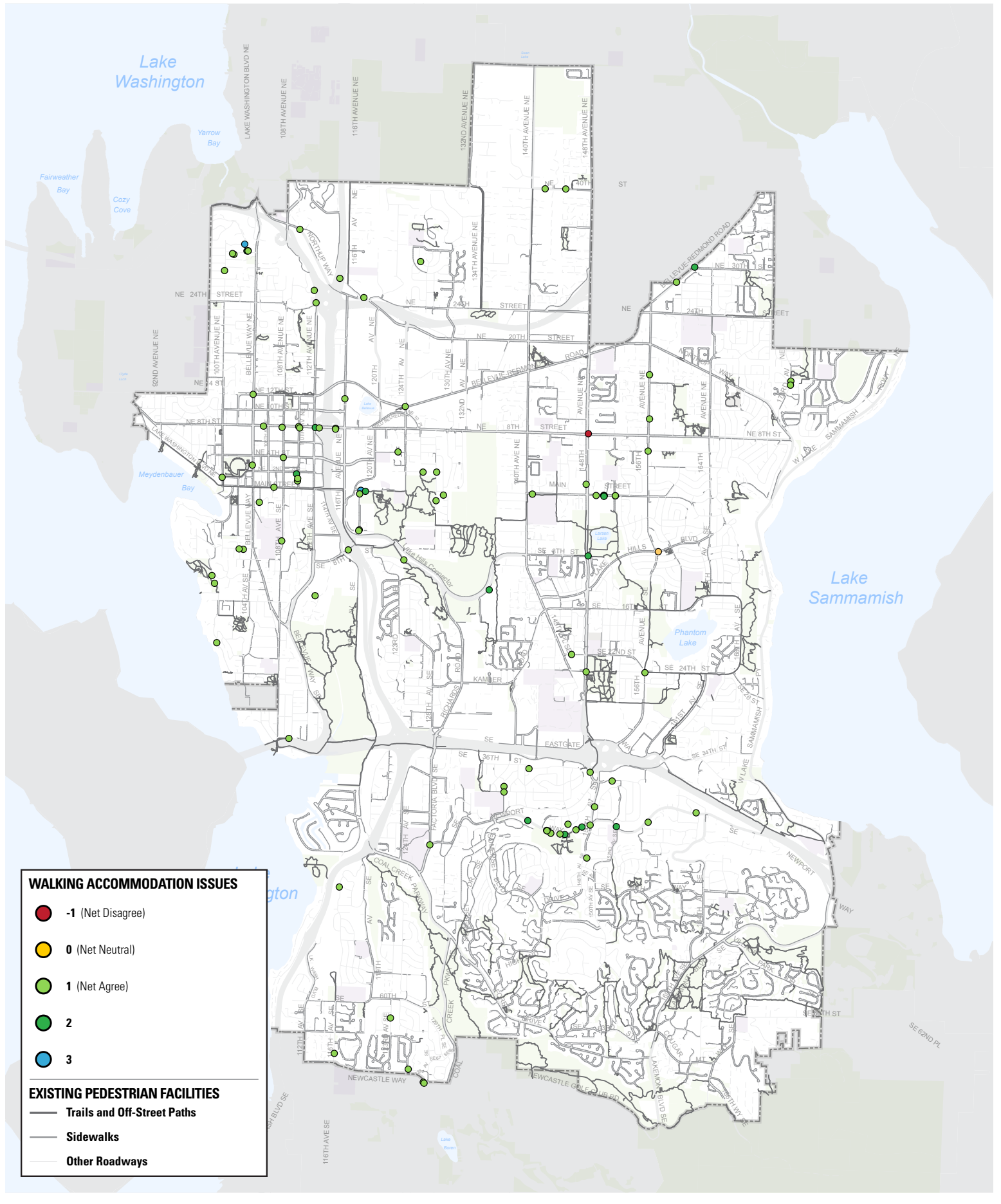
Figure 60. (opposite) Locations where Wikimap respondents agreed/disagreed with the walking accommodation issues identified by other users.

Agree/Disagree

As noted near the beginning of the chapter on Wikimap 1 (see page 23), users were able to react to the issues identified by other users by clicking on existing points located on the map, selecting "Agree" or "Disagree," and adding write-in comments. To facilitate the visual depiction of this feedback, reactions were converted into scores, with a score of +1 awarded for every "Agree" and -1 subtracted for every "Disagree" that an issue point received from other users.

PBII Wikimap users reacted to 104 of the 514 walking accommodation issue points located (see Table 24). In total, 125 users selected "Agree", while only three selected "Disagree." The locations with walking accommodation issues identified that garnered the most support from other users were:

- **SE Newport Way** from between Somerset Blvd SE to 150th Ave SE, where 17 users indicated there are no sidewalks, there are no crosswalks or mid-block crossings, and sidewalks do not connect to nearby destinations (14 "Agree")
- **Main St** from 148th Ave to 151st Pl (10 "Agree") and at 150th Ave NE (6 "Agree"), where eight users indicated that a crosswalk is needed
- **102nd Ave NE** from NE 30th Pl to NE 33rd St, where two users noted a lack of sidewalks and all four noted that visibility is inhibited by obstructions (6 "Agree")
- **NE 8th St** at I-405 ramps between 112th Ave NE to 116th Ave NE, where 18 users noted that crosswalks are inadequate and it is difficult to see and be seen by vehicles (5 "Agree")
- **Main St** from 118th Ave SE to Botanical Garden, where three users noted insufficient separation from traffic, a need for a mid-block crossing, and inadequate lighting to walk at night (5 "Agree")



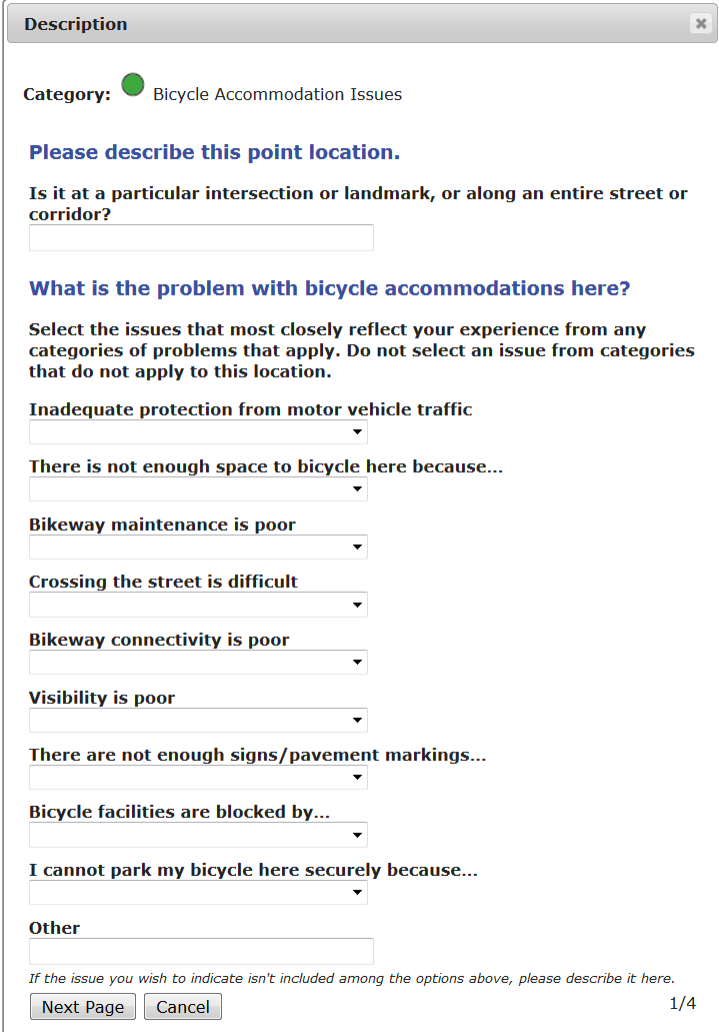
WALKING ACCOMMODATION ISSUES

- -1 (Net Disagree)
- 0 (Net Neutral)
- 1 (Net Agree)
- 2
- 3

EXISTING PEDESTRIAN FACILITIES

- Trails and Off-Street Paths
- Sidewalks
- Other Roadways

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Description

Category: ● Bicycle Accommodation Issues

Please describe this point location.

Is it at a particular intersection or landmark, or along an entire street or corridor?

What is the problem with bicycle accommodations here?

Select the issues that most closely reflect your experience from any categories of problems that apply. Do not select an issue from categories that do not apply to this location.

Inadequate protection from motor vehicle traffic

There is not enough space to bicycle here because...

Bikeway maintenance is poor

Crossing the street is difficult

Bikeway connectivity is poor

Visibility is poor

There are not enough signs/pavement markings...

Bicycle facilities are blocked by...

I cannot park my bicycle here securely because...

Other

If the issue you wish to indicate isn't included among the options above, please describe it here.

1/4

Figure 61. Bicycling accommodation issues, page 1 of 4: What is the problem and where is it?

Bicycling Accommodation Issues

The second type of point that Wikimap users could choose to locate on the map related to inadequate accommodations for people bicycling. This was the point type that respondents would choose for issues such as an arterial street lacking bicycle lanes, an existing bike lane that does not provide sufficient space or protection from motor vehicle traffic, bike lanes that end abruptly near intersections or are not continuous along a corridor, or poor bikeway pavement quality.

The first page of the Bicycling Accommodations Issues survey included nine categories of issues to identify, as shown in Figure 61:

- Inadequate protection from motor vehicle traffic
- Insufficient space
- Poor bikeway maintenance
- Difficult street crossings
- Poor bikeway connectivity
- Poor visibility
- Insufficient signage or pavement markings
- Bikeway blockages
- Insufficient bicycle parking

Each of these categories included between 2–6 specific issues for respondents to choose from. For example, the “There is not enough space to bicycle here” category included the options:

- Travel lanes are too narrow to comfortably share the road with motor vehicles
- Roadway shoulders are too narrow to comfortably share the road with motor vehicles
- Merging with motor vehicles at this location is difficult and/or uncomfortable
- The existing off-street path is too narrow to comfortably share with people walking
- The sidewalk is too narrow to comfortably share with people walking

Respondents could choose only one specific issue from each category, but they could identify issues from as many of the categories as they deemed applicable to the identified location. Respondents also had the option to describe “Other” issues through write-in comments.

After identifying the specific bicycling accommodation issues associated with a location, respondents were then asked four questions to characterize the severity and significance of the safety issue(s) identified and their experience bicycling in that location (see Figure 62). The first question asked respondents to indicate whether they consider the location to be a high priority, medium priority, or low priority bicycling location. The second question asked whether the respondent feels like the location is a safe place to bicycle, with four Likert-type scale options presented: “Yes, very safe”, “Yes, somewhat safe”, “No, not safe”, and “No, very unsafe.” Respondents were required to answer both of these questions.

The third question asked respondents to indicate where they usually ride when bicycling at that location, such as in the bike lane (if present), on the sidewalk, in the shoulder, or sharing lanes on-street with motor vehicles. The fourth question prompted respondents to indicate whether, while bicycling at this location, they have ever witnessed or experienced a near miss. If neither apply, respondents could select “None of the above” or simply proceed to the survey’s next page.

The third page of the Bicycling Accommodation Issues survey focused on potential solutions to improve unsafe bicycling conditions. Respondents were presented with fifteen treatments representative of the types of improvements that could potentially be implemented to make it feel safer to bicycle, depending on local conditions, priority, cost, funding, and other considerations (see Figure 63 on page 78). Respondents were asked to indicate whether any of these treatments would make them feel safer when bicycling at the location they identified. The

Description [x]

Category: ● Bicycle Accommodation Issues

I consider this to be a...*

- High priority bicycling location
- Medium priority bicycling location
- Low priority bicycling location

Does this location feel like a safe place to ride a bicycle?*

- Yes, very safe
- Yes, somewhat safe
- No, not safe
- No, very unsafe

When bicycling at this location, I usually ride...

- In the bike lane
- On the shared off-street path / trail
- On the sidewalk
- On the street in the shoulder
- On the street in lanes with motor vehicles
- None of the above--I have never bicycled here

Note that some of these facility types may not be present at the location you identified.

While bicycling at this location I have...

- Witnessed a near miss
- Experienced a near miss
- None of the above

Check all that apply.

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Figure 62. Bicycling accommodation issues, page 2 of 4: Priority and safety at this location.

Description

Category: ● Bicycle Accommodation Issues


Would any of the following treatments make you feel safer when bicycling at this location? If you don't already, would any of these make you feel safe enough to consider riding here?

The following are the types of improvements that could potentially be implemented, depending on local conditions, priority, cost, funding, etc. You can provide additional comments or suggest other solutions on the following page.


Bike Lanes

Neighborhood greenway
 Conventional bike lanes
 Buffered bike lanes
 Protected bike lanes


Neighborhood Greenway




Conventional Bike Lane



Buffered Bike Lane




Protected Bike Lane




Intersection Improvements

Bike boxes
 Bike signals
 Two-stage left turn queue boxes
 Signalized mid-block crossing


Bike Boxes




Bike Signals



Two-Stage Left Turn Queue Boxes




Signalized Mid-Block Crossing




Signs and Pavement Markings

Shared lane markings (sharrows)
 Green painted bike lanes
 Bike route wayfinding signs


Sharrows



Green Painted Bike Lanes



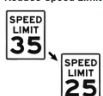
Bike Route Wayfinding




Speed Management / Traffic Calming

Reduced speed limit
 Red light cameras
 Speed humps
 Traffic circles


Reduce Speed Limit




Red Light Cameras



Speed Humps



Traffic Circles



Next Page
Cancel
Previous Page

3/4

potential treatments were grouped in the following four categories:

- Bike lanes
- Intersection improvements
- Signs and pavement markings
- Speed management / traffic calming

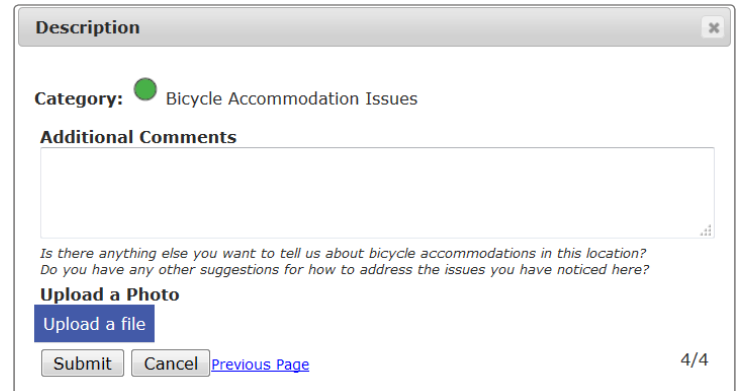
These categories and treatments are generally consistent with the kinds of improvements that Bellevue has already installed and plans to install at various locations around the city. They are also consistent with best practices employed by other cities and with guidance from the USDOT, FHWA, and organizations such as the National Association of City Transportation Officials (NACTO). Some treatment types, such as neighborhood greenways, protected bike lanes, and bike signals have not yet been installed along any streets in Bellevue; however, these have become standard practice in cities throughout the region and country, and they are recommended facilities in the NACTO *Urban Street Design Guide* and *Urban Bikeway Design Guide*. Some of the PBI *Bicycle Rapid Implementation Program* project ideas, which were developed following Wikimap 1 and are the subject of Wikimap 2 (see page 246), incorporate these types of facilities.

The Transportation Department values the community's input regarding which treatments people believe would help address the issues they have identified, and this input will help to inform the development of bicycle projects. However, it must be emphasized that this input will be considered within the context of each specific location and the appropriateness of a given treatment to that location based on best practice guidance. Given the limited availability of resources to improve bicycle accommodations in Bellevue, PBI Wikimap respondents should not regard their input as assurance that their preferred solution

Figure 63. (left) Bicycling accommodation issues, page 3 of 4: What treatments might improve safety?

will be implemented as they recommended or within any defined timeframe.

On the final page of the survey, respondents were presented with an opportunity to submit additional comments (see Figure 64). Was there any other context they wished to provide about the location they identified? Did they have any other suggestions about how we might address the issues they noticed there? The comments shown at right reflect some of the write-in comments provided by respondents. See Appendices beginning on page 525 for complete documentation of all write-in comments received and a summary of the major themes expressed in those comments.



Description [X]

Category: ● Bicycle Accommodation Issues

Additional Comments

Is there anything else you want to tell us about bicycle accommodations in this location?
Do you have any other suggestions for how to address the issues you have noticed here?

Upload a Photo

Upload a file

Submit Cancel [Previous Page](#) 4/4

Figure 64. (top) Bicycling accommodation issues, page 4 of 4: Additional comments.

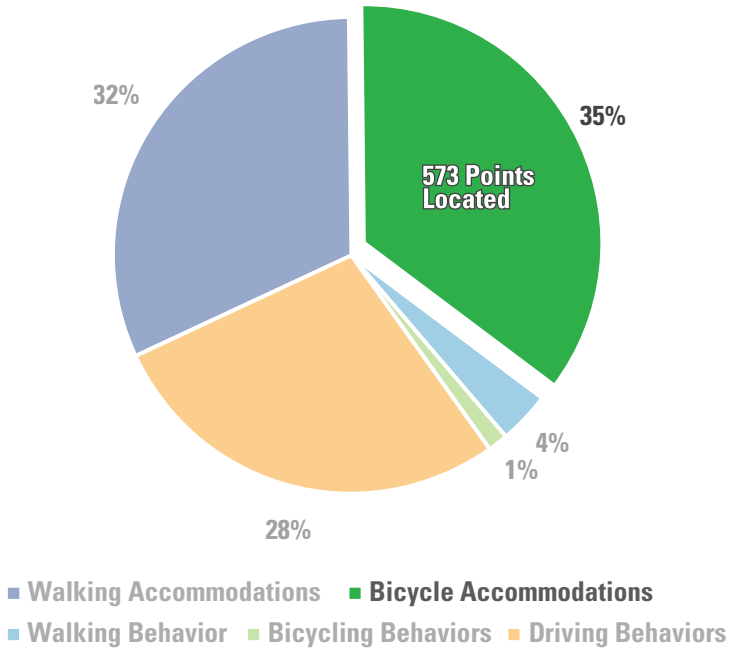


Figure 65. (above) Bicycling accommodation issues relative to other issues identified by Wikimap respondents.

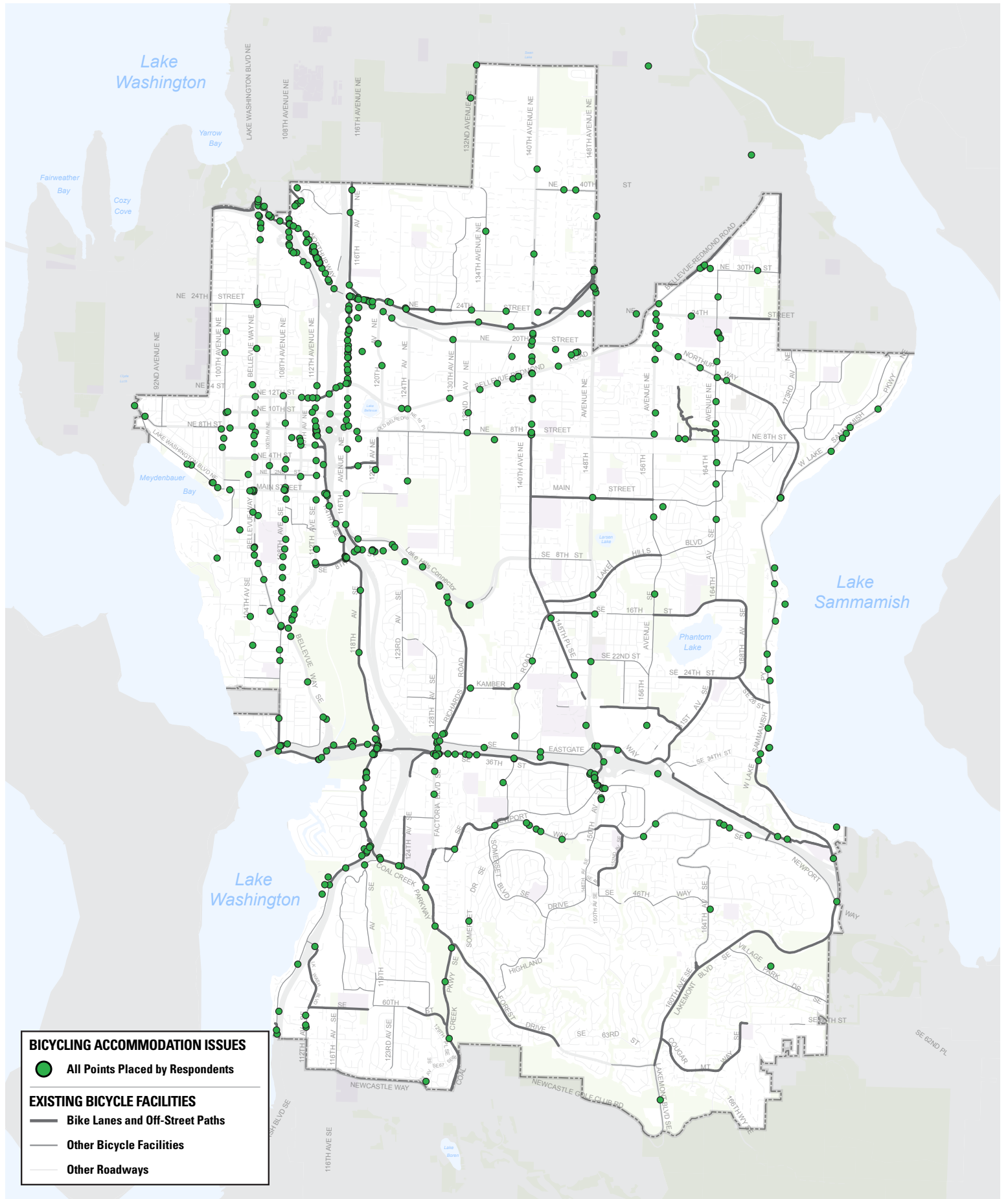
Figure 66. (opposite) Bicycling accommodation issue point locations identified by Wikimap respondents.

All Points

Bicycle accommodation issues were the most commonly identified issue by PBII Wikimap respondents, accounting for 35 percent of all points placed (see Figure 65). The locations of all 573 points identified by respondents are depicted in Figure 66.

These points were identified by 280 unique respondents—fewer than the number of unique respondents who identified Pedestrian Accommodation Issues (336) and Unsafe Behaviors by Drivers (284). Similar to other types of issues, most respondents (59.6%) used the Wikimap to identify only one bicycle accommodation issue, and about one-fifth (17.9%) identified two such issues. Respondents identifying bicycle accommodation issues identified three issues more commonly (10.4%) than the respondents for other types of points, and about one in ten respondents (11.1%) identified between four and eight points. The PBII Wikimap’s three respondents who placed more points than any other respondents were all focused on bicycle accommodation issues: one person placed 13 points, another placed 21 points, and one “power user” placed 28 points to identify unsafe bicycling locations.

The next few pages examine the location of all bicycle accommodation issue points by considering their frequency within neighborhood areas and along bicycle corridors. The remainder of this section, beginning on page 88 and continuing through page 131, reviews the responses to each of the Bicycle Accommodation Issue Survey questions, providing maps that depict the locations of all responses and tables that compare the number of responses for each multiple choice option to both the total number of bicycle accommodation issue points identified and the total number of all PBII Wikimap points identified.



BICYCLING ACCOMMODATION ISSUES

● All Points Placed by Respondents

EXISTING BICYCLE FACILITIES

- Bike Lanes and Off-Street Paths
- Other Bicycle Facilities
- Other Roadways

Neighborhood	Issue Points	% of Sub-Total	% of Total
BelRed	66	12%	4%
Bridle Trails	44	8%	3%
Cougar Mountain / Lakemont	3	1%	0.2%
Crossroads	15	3%	1%
Downtown	50	9%	3%
Eastgate	45	8%	3%
Factoria	22	4%	1%
Lake Hills	13	2%	1%
Newport	40	7%	2%
Northeast Bellevue	29	5%	2%
Northwest Bellevue	87	15%	5%
Somerset	8	1%	0.5%
West Bellevue	80	14%	5%
West Lake Sammamish	19	3%	1%
Wilburton	19	3%	1%
Woodridge	20	3%	1%
Bicycle Facility Issues Sub-Total	573	35%	
All Issues Total	1,618		

Table 25. (above) Bicycling accommodation issue points by neighborhood.

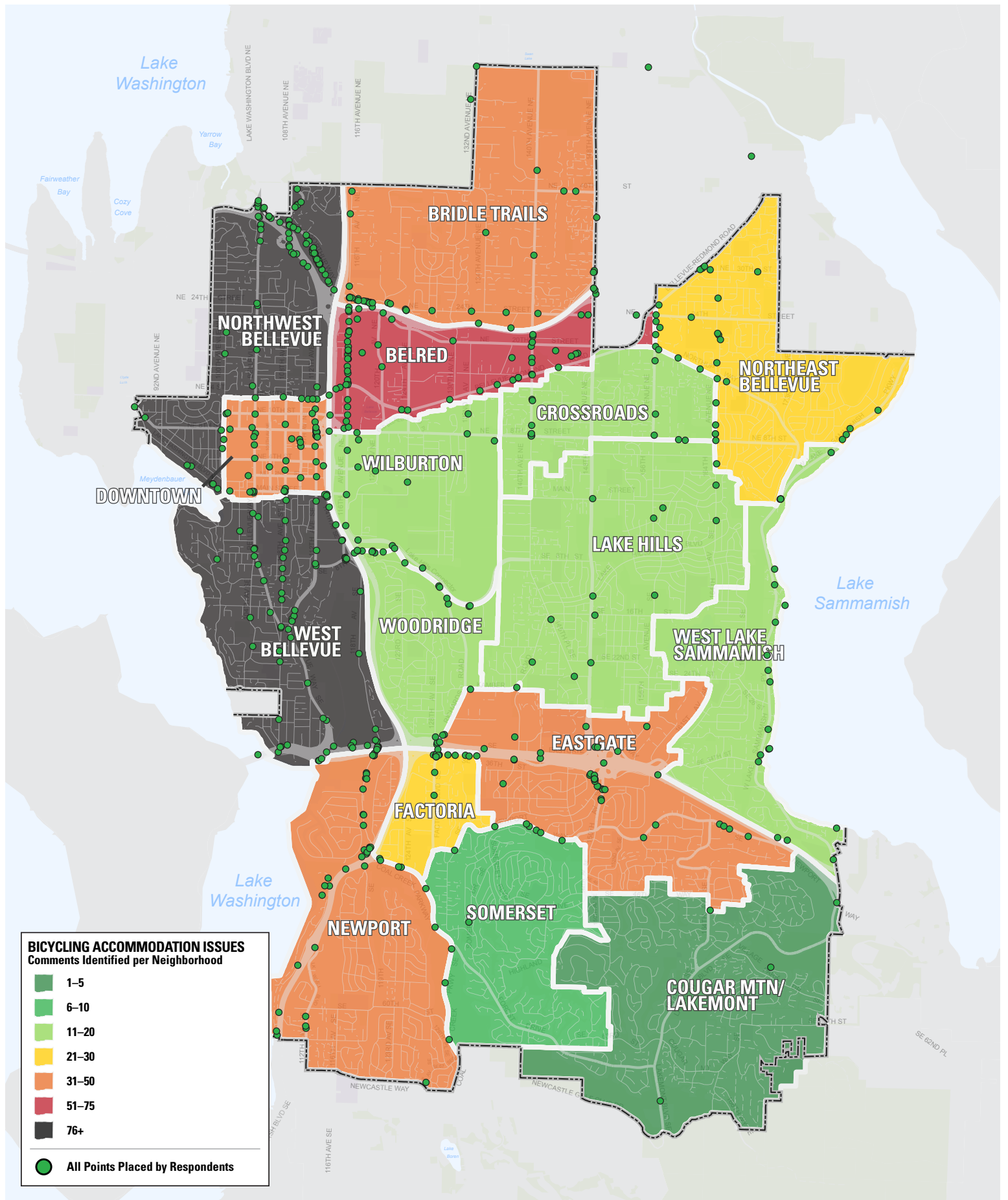
Figure 67. (opposite) Bellevue neighborhoods reflecting the number of bicycling accommodation issues identified by Wikimap respondents.

Wikimap respondents placed bicycle accommodation issue points throughout Bellevue, but as Table 25 and Figure 67 show, many more issues were identified in some areas than in others. For example, although neighborhoods west of I-405 represent less than a third of the city's geographic area, more than 40 percent of all points were located west of I-405.

Three of the city's five neighborhoods characterized by mixed-use centers are among the areas where the greatest number of points were located—BelRed, Downtown, and Eastgate, which rank with the third-, fourth-, and fifth-most issues identified, respectively. Together, these account for about 28 percent of all bicycle accommodation issues. By comparison, the two neighborhoods with the most points—Northwest Bellevue and West Bellevue—together account for 29 percent of all bicycle accommodation issues. This helps to highlight the corridor-oriented nature of bicycling, as these areas are not among the city's primary destinations, but they provide connections between the city's two most heavily bicycled east-west corridors, I-90 and SR-520, and they provide key bicycle connections to Downtown.

In Northwest Bellevue, which accounts for 15 percent of all bicycle accommodation issues, the majority of the points are located along or near the SR-520 Trail corridor, including along Northup Way, Bellevue Way NE, 108th Ave NE, and 112th Ave NE. In West Bellevue, which accounts for 14 percent of all bicycle accommodation issues, notable clusters of points are evident along Bellevue Way SE, particularly at the intersection with 112th Ave SE, along I-90 Trail, especially near 118th Ave SE, and along 108th Ave SE between Bellevue Way and Main St.

Relatively few bicycle accommodation issues were identified in the primarily residential neighborhoods in east and south Bellevue. Numerous points along SE 8th St and Lake Hills Connector account for most of the points located in Wilburton and Woodridge. Issues identified in Bridle Trails, Newport, Northeast Bellevue, Crossroads, and West Lake Sammamish are focused primarily along the arterials in those neighborhoods.



Corridor Type	Issue Points	% of Total
BRIP Project Ideas	193	33.7%
Priority Bicycle Corridor (PBC) Project Ideas	141	24.6%
Bicycle Network (BN) Project Ideas	49	8.6%
Neighborhood Bikeway (NB) Project Ideas	3	0.5%
Other Bicycle Network Corridors	335	58.5%
Funded Projects	77	13.4%
Long-Term Planning / Design Projects	29	5.1%
Non-Network Corridors	45	7.9%
Bicycle Facility Issues Total	573	

Number of Points per Corridor Segment	Corridor Segments	% of Total
0	21	15%
1	29	21%
2	19	14%
3-5	28	20%
6-10	20	14%
11-15	14	10%
16-25	6	4%
26-51	1	0.7%
Total Corridor Segments	138	

Table 26. (top) Bicycle facility issues by corridor type.

Table 27. (bottom) Number of corridor segments by the number of points located per corridor segment.

Figure 68. (opposite) Number of bicycle accommodate issue points identified along each corridor segment.

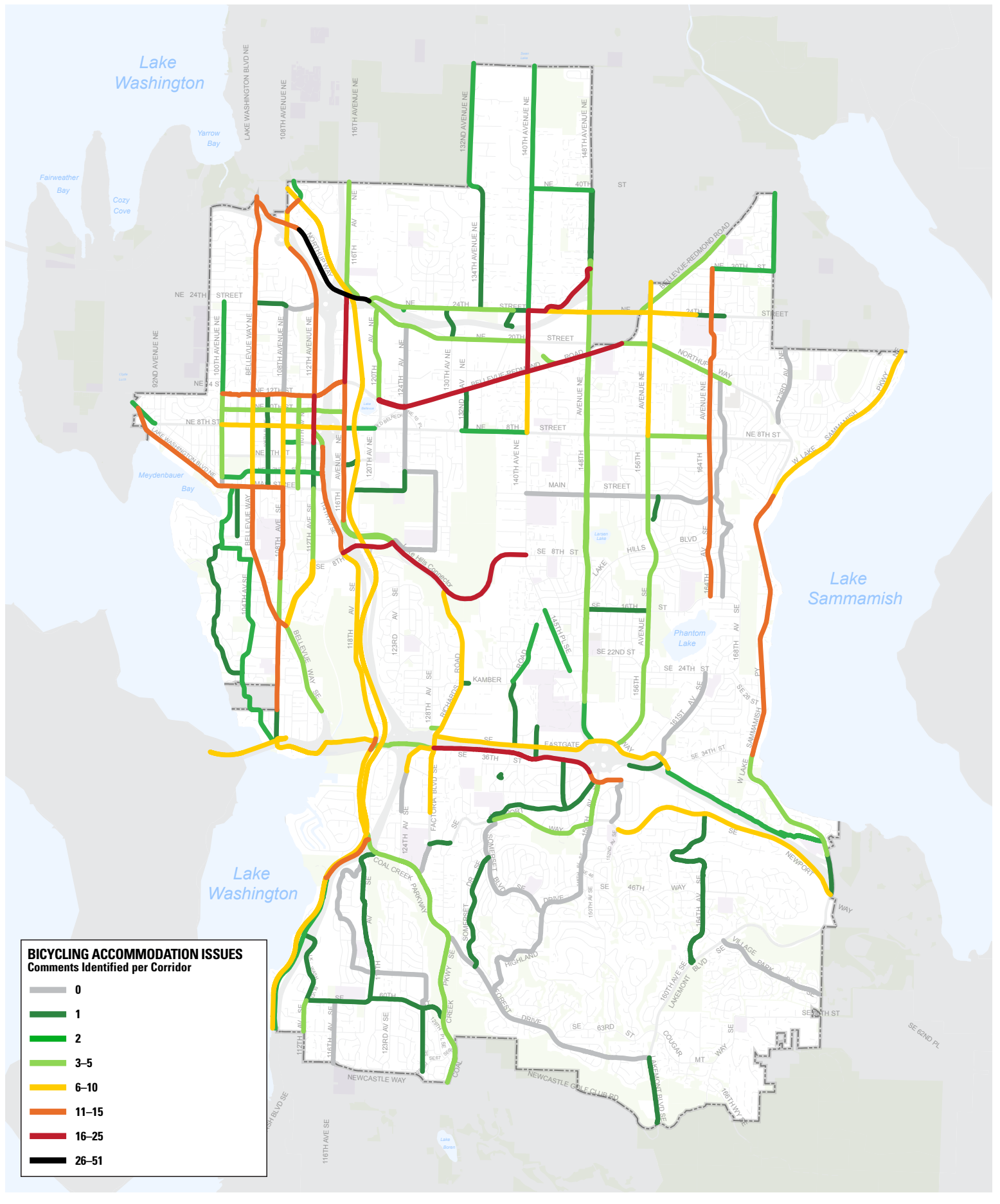
Although located as points by PBII Wikimap respondents, bicycle accommodation issues can be better understood in aggregate along corridors. To provide a clearer understanding of how the issues identified relate to corridors of interest to people who bicycle and to the project ideas developed for the Bicycle Rapid Implementation Program (BRIP), points were tallied along 138 corridor segments.

As indicated in Table 26, approximately one-third (33.7%) of all bicycle accommodation issues identified by PBII Wikimap respondents are located along corridors where BRIP project ideas have since been developed. Of those 193 points, the majority (73.1%) correspond to project ideas along Bellevue's designated Priority Bicycle Corridors (PBCs). Four BRIP project ideas along PBC corridors were among the ten corridor segments with the most bicycle accommodation issues identified:

- **Project Idea PBC-8** – 140th Ave NE, NE 24th St, NE 29th PI (Bel-Red Rd to 148th Ave NE)
- **Project Idea PBC-14** – SE 8th St, Lake Hills Connector (114th Ave SE to 140th Ave SE)
- **Project Idea PBC-10** – 164th Ave (SE 14th St to NE 30th St)
- **Project Idea PBC-1** – 108th Ave SE (South of Main St)

Five other project ideas along PBC corridors had more than ten issues identified by Wikimap respondents, placing them among the top twenty most commented-on corridors:

- **Project Idea PBC-5** – 114th Ave (SE 8th St to NE 6th St)
- **Project Idea PBC-12** – NE 12th St (100th Ave NE to 116th Ave NE)
- **Project Idea PBC-16** – SE 38th St (I-90 Ped/Bike Overpass to 154th Ave SE)
- **Project Idea PBC-6** – 112th Ave NE, 108th Ave NE (NE 12th St to SR-520, NE 38th PI to ERC Trail)
- **Project Idea PBC-13** – Lake Washington Blvd NE, Main St (NE 1st St to 108th Ave NE)



Many bicycle accommodation issues were also identified along corridors where projects that include bicycle improvements are already funded (13.4%). The following are a few of the most notable:

- **Northup Way** from NE 33rd Pl to NE 24th St (57 points) – A project that began construction in early 2016 will build conventional bike lanes and sidewalks on both sides.
- **140th Ave NE** from NE 8th St to Bel-Red Rd (9 points) – The Pavement Overlay Program will resurface 140th Ave NE from NE 8th St to NE 24th St in 2017. Four-foot wide bicycle shoulders will be striped between NE 8th St and Bel-Red Rd; the pavement width is too narrow to accommodate conventional 5-foot bike lanes.
- **SE Newport Way** from Somerset Blvd SE to 150th Ave SE (5 points) – A Capital Investment Program project is completing a design that will build conventional bike lanes on both sides and a sidewalk on one side. Construction is expected to begin in Summer 2017.

More than half (58.5%) of all bicycle accommodation issue points are located along other Bicycle Network Corridors, including corridors with existing bicycle facilities, those with projects identified in the 2009 Pedestrian and Bicycle Transportation Plan, and those designated as part of the Bicycle Network by that plan but without any projects identified. In many cases, such as along Bel-Red Rd, Bellevue Way, and 112th Ave NE in Downtown, BRIP projects are not identified along these corridors despite the number of issues identified because existing pavement dimensions preclude the rapid implementation of bicycle improvements. In situations like these, bicycle facilities would only be able to be realized through multi-million dollar road widening or off-street path projects, of which there are none currently planned for these corridors, or through the conversion of existing general purpose travel lanes into designated bicycle facilities, which is an approach that has to date not been vetted by the Transportation Department.

Among the Bicycle Network corridors with existing facilities, 116th Ave NE from NE 12th St to Northup Way is particularly notable. This corridor has conventional bicycle lanes as of this report's publication in September 2016, but it was in the process of being re-paved and striped with new conventional bike lanes while the PBII Wikimap was live in Fall 2015. Also noteworthy is 118th Ave SE at the I-90 Trail crossing, where 14 issues were identified by PBII Wikimap respondents. Improvements are currently being considered in coordination with WSDOT as part of the 2017 Pavement Overlay Program.

A final Bicycle Network corridor with many issue points identified is SE 36th St. Point locations and write-in comments indicate that most issues along this corridor are related to the intersection with Factoria Blvd SE on the west end and around the I-90 Pedestrian/Bicycle Bridge on the east end. Issues near the east end may be addressed by BRIP Project Idea PBC-16. The west end, where there are existing bicycle lanes in both directions, requires further consideration to determine how conditions can be improved so that people on bicycles feel safer when riding here in the short-term. In the longer term, this is the corridor where the Mountains to Sound Greenway Trail will be constructed once funding is secured from WSDOT.

Respondents also placed points along two other corridors where long-term projects are planned and awaiting funding to advance design: West Lake Sammamish Pkwy and the Eastside Rail Corridor Trail. Along the former, 13 issues were identified along the segment south of Northup Way and nine issues north of Northup Way.

The top twenty corridors based on the number of bicycle accommodation issues identified by respondents are depicted in Table 28. All other corridors had ten or fewer issues identified along them. More information about how this corridor-based analysis was conducted and the complete survey results for Bicycle Accommodation Issues presented by corridor is available the Appendices beginning on page 420.

Table 28. Top twenty corridors by the number of bicycle accommodation issues identified by respondents.

Corridor Type / BRIP Project Idea	Corridor Name	Corridor Limits	Issue Points	% of Total
Funded	Northup Way	NE 33rd Pl to NE 24th St	51	8.9%
Bicycle Network (Existing)	116th Ave NE	NE 12th St to Northup Way	24	4.2%
Bicycle Network (Existing)	SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	24	4.2%
BRIP PBC-8	140th Ave NE, NE 24th St, NE 29th Pl	Bel-Red Rd to 148th Ave NE	21	3.7%
Bicycle Network (Designated)	Bel-Red Rd	120th Ave NE to NE 20th St	18	3.1%
BRIP PBC-14	SE 8th St, Lake Hills Connector	114th Ave SE to 140th Ave SE	17	3.0%
Bicycle Network (Planned)	112th Ave NE	NE 6th St to NE 12th St	16	2.8%
BRIP PBC-10	164th Ave	SE 14th St to NE 30th St	15	2.6%
BRIP PBC-1	108th Ave SE (South of Main St)	SE 30th St to Main St	14	2.4%
Bicycle Network (Existing)	118th Ave SE	I-90 Trail Crossing	14	2.4%
BRIP PBC-5	114th Ave SE	SE 8th St to NE 6th St	13	2.3%
BRIP PBC-12	NE 12th St	100th Ave NE to 116th Ave NE	13	2.3%
BRIP PBC-16	SE 38th St	I-90 Pedestrian/Bicycle Overpass to 154th Ave SE	13	2.3%
Bicycle Network (Designated)	Bellevue Way NE	NE 12th St to North City Limits	13	2.3%
Bicycle Network (Designated)	Bellevue Way SE	112th Ave SE to Main St	13	2.3%
Bicycle Network (Existing)	Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	13	2.3%
Long-Term Planning	W Lake Sammamish Pkwy SE	SE 34th St to Northup Way	13	2.3%
Bicycle Network (Planned)	116th Ave	SE 5th St to NE 12th St	12	2.1%
Bicycle Network (Existing)	Northup Way	Bellevue Way NE to NE 33rd Pl	12	2.1%
BRIP PBC-6	112th Ave NE, 108th Ave NE	NE 12th St to SR-520, NE 38th Pl to Eastside Rail Corridor Trail	11	1.9%
BRIP PBC-13	Lake Washington Blvd NE, Main St	NE 1st St to 108th Ave NE	11	1.9%
Bicycle Accommodation Issues Total			573	

Inadequate protection from motor vehicle traffic	Issue Points	% of Sub-Total	% of Total
There are no bicycle lanes or off-street paths	334	85%	58.3%
There is no buffer separating existing bicycle facilities from motor vehicles	39	10%	6.8%
There is no physical barrier separating existing bicycle facilities from motor vehicles	13	3%	2.3%
There are lots of driveways intersections	7	2%	1.2%
Sub-Total	393	69%	
Bicycle Facility Issues Total	573		

"Marking the existing shoulders as lanes, adding merge signage, and actually cleaning those lanes would resolve the issue. Protection would be really nice too."

– Anonymous, Resident of Seattle (98102)

"The city needs a better North/South bicycle route. Using 14th or 16th Ave NE would make sense but they need to have a protected lane because of the speeding traffic and congestion."

– Anonymous, Resident of Bellevue (98005)

"It is a high speed limit road, and riding bike in the narrow lanes next to speeding vehicles is very dangerous. Cars frequently cross over to the bike lanes, often unknowingly. There is also a lot of gravel on the bike lanes. Only protected or physically separated bike lane will make for safe travel through this corridor."

– Anonymous, Resident of Bellevue (98005)

Table 29. (above) Bicycling accommodation issues related to inadequate protection from motor vehicles.

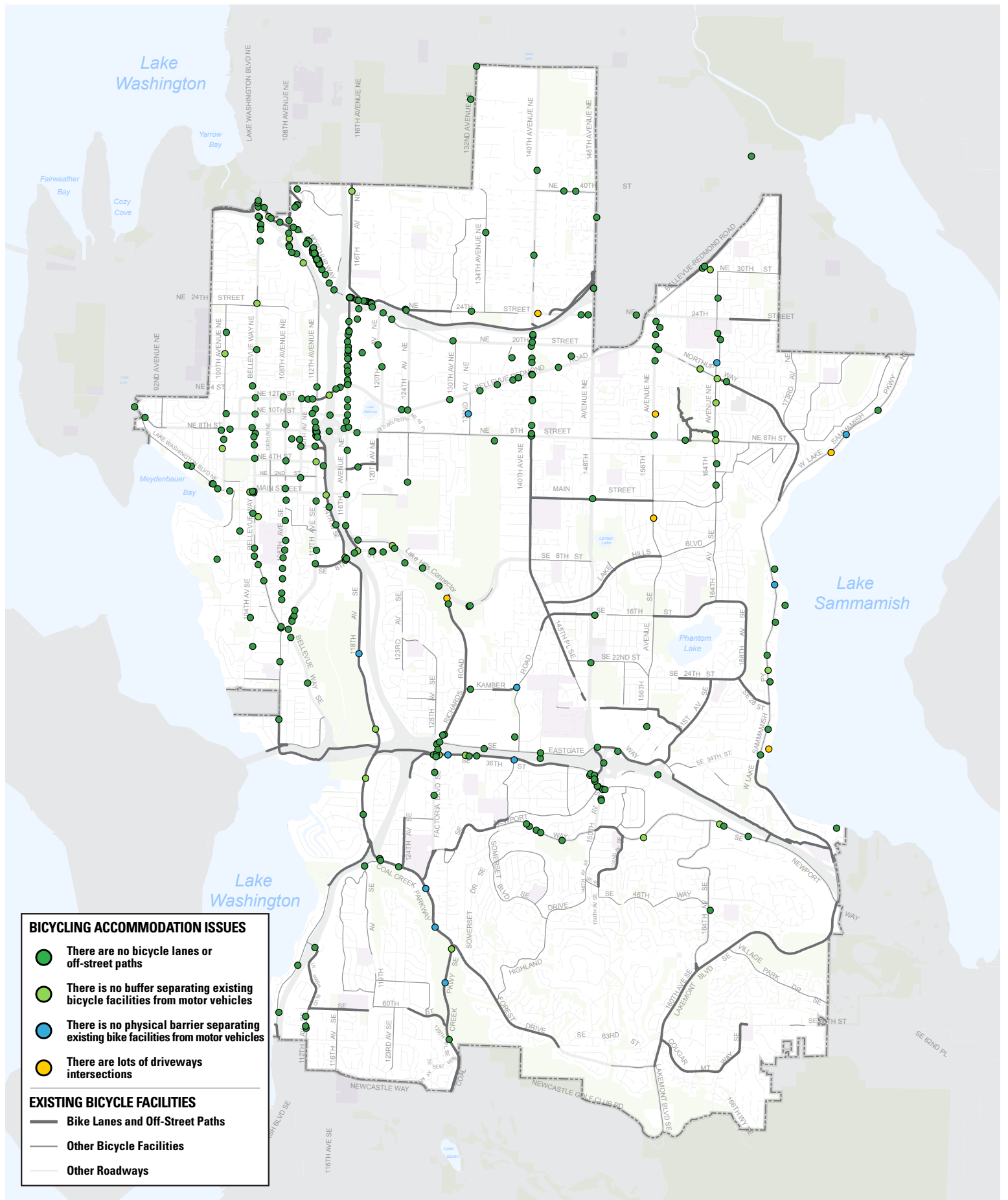
Figure 69. (opposite) Locations identified by Wikimap respondents with inadequate protection for people bicycling.

Protection

Of the 573 bicycle facility issues identified by PBII Wikimap respondents, 393 of them (69 percent) related to inadequate protection from motor vehicle traffic—the most common category of bicycle accommodation issues. Although presented with four specific issues to choose from, respondents identified one of them—"there are no bicycle lanes or off-street paths" (334 points)—more often than any other in the category (see Table 29). This issue was identified more often than any other issue in the Bicycle Accommodation Issues Survey, relating to 58 percent of all issue points placed. A lack of bicycle lanes was most commonly identified as an issue along the following corridors:

- **Northup Way** – NE 33rd PI to NE 24th St (41 points); bike lanes under construction 2016–2017
- **116th Ave NE** – NE 12th St to Northup Way (19 points); bike lanes completed late 2015
- **Bel-Red Rd** – 120th Ave NE to NE 20th St (17 points)
- **Project Idea PBC-8** – 140th Ave NE, NE 24th St, NE 29th PI (15 points)
- **112th Ave NE** – NE 6th St to NE 12th St (13 points)
- **Bellevue Way NE** – NE 12th St to north city limits (11 points)
- **116th Ave NE** – SE 5th St to NE 12th St (11 points)
- **Project Idea PBC-14** – SE 8th St, Lake Hills Connector (10 points)
- **Project Idea PBC-12** – NE 12th St (10 points)
- **Project Idea PBC-1** – 108th Ave SE (10 points)

A lack of buffer separating existing bicycle facilities from traffic was the second most common issue in this category (39 points). This issue was most commonly identified along SE 36th St from Factoria Blvd SE to I-90 Ped/Bike Bridge (6 points), with four points specifically relating to its intersection with Factoria Blvd SE.



There is not enough space to bicycle here because...	Issue Points	% of Sub-Total	% of Total
Travel lanes are too narrow to comfortably share the road with motor vehicles	147	43%	25.7%
Roadway shoulders are too narrow to comfortably share the road with motor vehicles	94	27%	16.4%
Merging with motor vehicles at this location is difficult and/or uncomfortable	74	22%	12.9%
The existing off-street path is too narrow to comfortably share with people walking	15	4%	2.6%
The sidewalk is too narrow to comfortably share with people walking	14	4%	2.4%
Sub-Total	344	60%	
Bicycle Facility Issues Total	573		

"This is a dangerous pinch point with many lanes of vehicles merging with cyclists."

– Anonymous, Resident of Bellevue (98006)

"This is a huge gap in an otherwise excellent bike route along 140th NE from I-90 to Redmond. This section of 140th has no bike lane or road shoulder for most of the route and the busy section from Bel-Red road to NE 24th is the worst. I hate riding here, but I need to get to my home. There is constant danger from vehicles passing with inches to spare, and vehicles turning right in front of cyclists."

– Manny, Resident of Bellevue (98007)

"The shared lane between bikes and cars [on 114th Ave] does not leave adequate space for bicyclists."

– Brenden, Resident of Bellevue (98006)

Table 30. (above) Bicycling accommodation issues related to inadequate space to ride safely.

Figure 70. (opposite) Locations identified by Wikimap respondents with inadequate space for people bicycling.

Space

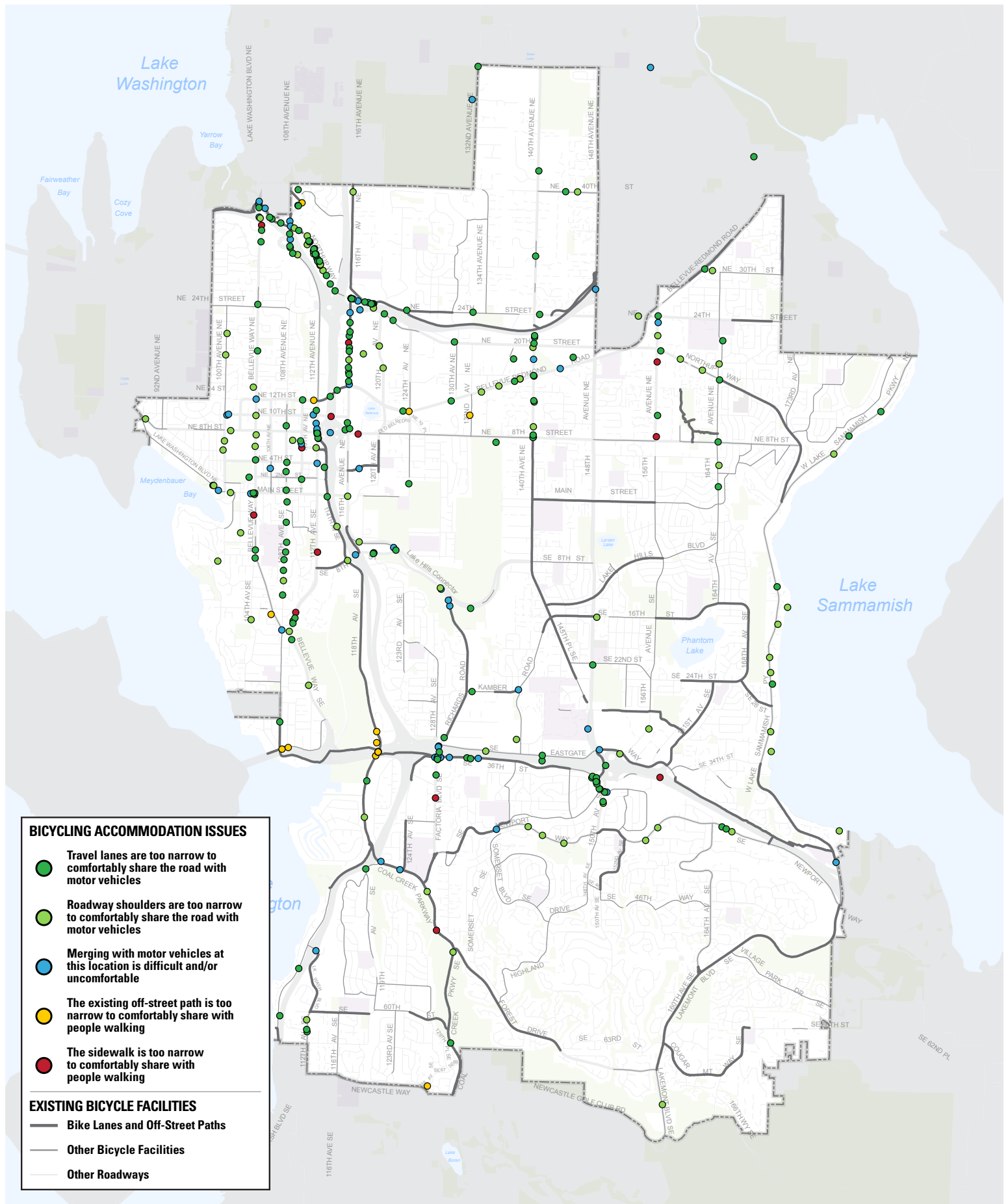
Of the 573 bicycle facility issues identified by PBI Wikimap respondents, 344 of them (60 percent) related to insufficient space to bicycle safely (see Table 30). The most common of these issues identified was "travel lanes are too narrow to comfortably share the road" (147 points), the second most common issue overall. Similar to issues relating to a lack of bike lanes, issues relating to narrow shared travel lanes were most common along Northup Way, 140th Ave NE (Project Idea PBC-8), SE 36th St, 116th Ave NE, Bel-Red Rd, 108th Ave SE (Project Idea PBC-1), and Bellevue Way NE. This issue was also commonly identified along the following corridors:

- **SE 36th St** – Factoria Blvd SE to I-90 Ped/Bike Bridge (8 points)
- **Project Idea PBC-16** – SE 38th St (7 points)
- **140th Ave NE** – NE 8th St to Bel-Red Rd (4 points); bike shoulders to be installed 2016
- **Project Idea PBC-10** – 164th Ave NE (4 points)

Narrow roadway shoulders were the second most common issue relating to insufficient space to bicycle safely (94 points). This was most commonly identified as an issue along Northup Way (16 points), 140th Ave NE (7 points), Bel-Red Rd (6 points), West Lake Samammish Pkwy (6 points), and SE Newport Way (6 points).

The third common issue related to insufficient space related to difficult or uncomfortable merging with motor vehicle traffic (74 points). The following are some notable locations where this is an issue:

- **SE 38th St** at the I-90 Ped/Bike Bridge, where lanes merge near a center median island
- **Richards Rd** south of Lake Hills Connector, both where northbound bike lanes end and where southbound traffic merges at the slip lane
- **SE Eastgate Way**, where bike lanes end at 150th Ave SE
- **Lake Washington Blvd SE**, where bike lanes end at the I-405 NB ramps.



Bikeway maintenance is poor	Issue Points	% of Sub-Total	% of Total
Roadway/bicycle facilities contain potholes	9	8%	1.6%
Roadway/bicycle facilities have poor pavement quality	60	54%	10.5%
Roadway/bicycle facilities contain dangerous drain grates or utility covers	11	10%	1.9%
Roadway/bicycle facilities are covered with debris	31	28%	5.4%
Sub-Total	111	19%	
Bicycle Facility Issues Total	573		

"The section [of 136th PI NE] connecting the roadway to the 520 path entrance has deep holes and is always covered with gravel and other debris."

– Anonymous, Resident of Bellevue (98008)

"Pavement quality on the [42nd PI SE] overpass north of the [I-90] HOV ramps is quite poor, especially towards the shoulders. There are also some issues with drainage features. This forces cyclists more into the traffic lane than would normally be expected. This is primarily an issue northbound as cars and buses overtake the slower bikes going up hill. Drivers often honk and are impatient to pass."

– Graham, Resident of Bellevue (98007)

Table 31. (above) Bicycling accommodation issues related to poor maintenance.

Figure 71. (opposite) Locations identified by Wikimap respondents with poor maintenance that impacts people bicycling.

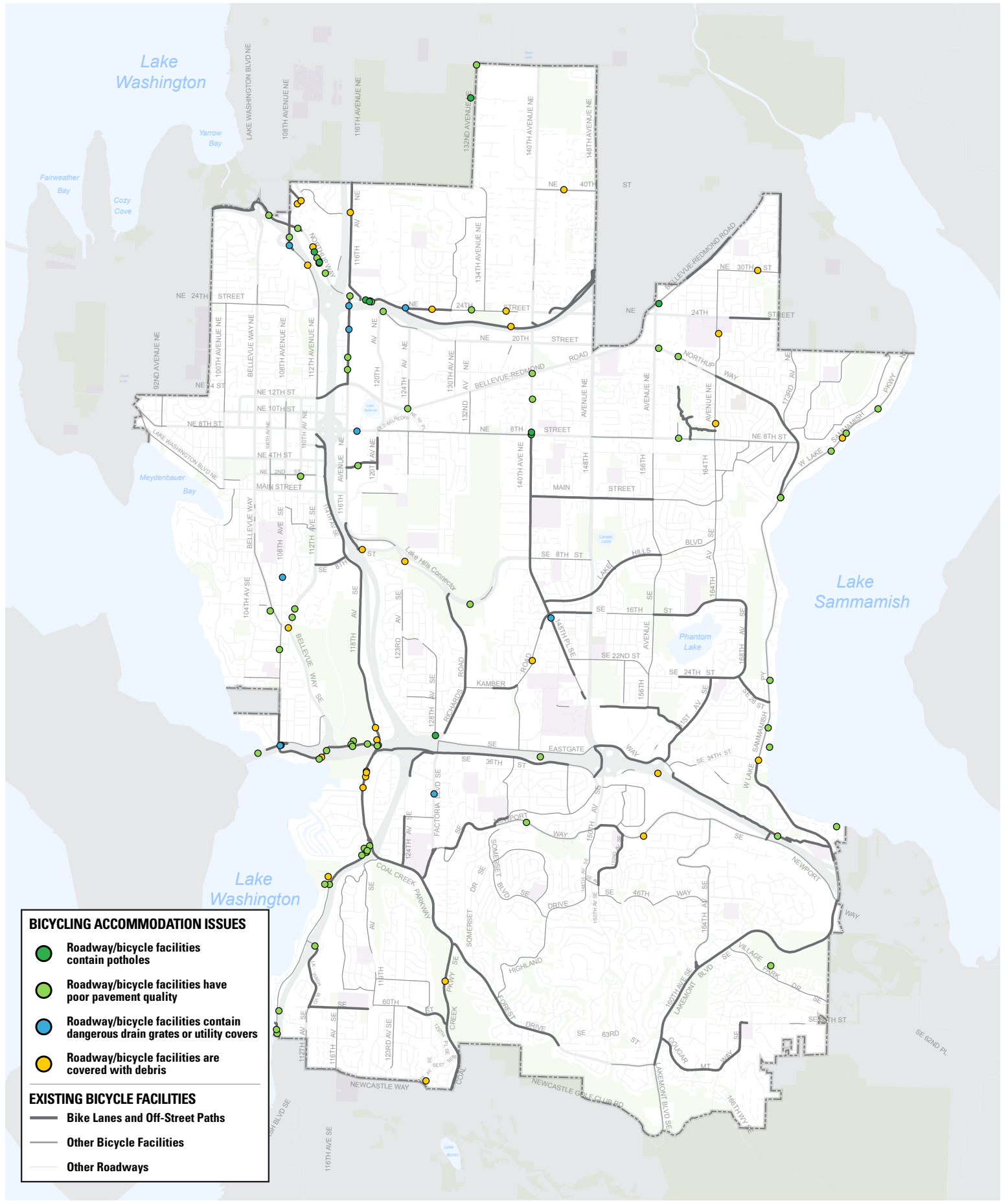
Maintenance

Of the 573 bicycle facility issues identified by PBII Wikimap respondents, 111 of them (19 percent) related to poor bikeway maintenance (see Table 31). More than half of the points identified in this category related to poor pavement quality (60 points). The following are the corridors where this issue was most commonly identified:

- **Lake Washington Loop Trail** – Lake Washington Blvd SE to Coal Creek Pkwy SE (8 points)
- **Northup Way** – NE 33rd PI to NE 24th St (6 points)
- **I-90 Trail** – Mercer Slough Boardwalk (5 points), West City Limits to Mercer Slough (3 points)
- **West Lake Sammamish Pkwy SE** – Northup Way to North City Limits (5 points), SE 34th St to Northup Way (3 points)
- **Bel-Red Rd** – 120th Ave NE to NE 20th St (3 points)

The second most commonly identified maintenance issue was debris covering the roadway or bicycle facilities (31 points). The following are the six locations where more than one respondent identified this issue:

- **118th Ave SE** – Coal Creek Pkwy to I-90
- **Project Idea PBC-6** – 112th Ave NE, 108th Ave NE
- **I-90 Trail** – Mercer Slough Boardwalk
- **Project Idea PBC-14** – SE 8th St, Lake Hills Connector
- **NE 24th St** – 520 Trail to 136th PI NE
- **Project Idea PBC-10** – 164th Ave NE



BICYCLING ACCOMMODATION ISSUES

- Roadway/bicycle facilities contain potholes
- Roadway/bicycle facilities have poor pavement quality
- Roadway/bicycle facilities contain dangerous drain grates or utility covers
- Roadway/bicycle facilities are covered with debris

EXISTING BICYCLE FACILITIES

- Bike Lanes and Off-Street Paths
- Other Bicycle Facilities
- Other Roadways

Crossing the street is difficult	Issue Points	% of Sub-Total	% of Total
There is no marking to indicate where bicyclists should wait	35	39%	6.1%
This traffic signal does not change for bicycles	15	17%	2.6%
Making a left turn through this intersection is difficult	26	29%	4.5%
This intersection does not have curb ramps	2	2%	0.3%
This block is very long and does not have a mid-block crossing	11	12%	1.9%
Sub-Total	89	16%	
Bicycle Facility Issues Total	573		

"No safe place to wait to cross W/B [at the intersection of Bellevue Way and NE 12th.]

– Matt, Resident of Bellevue (98004)

"[I-90 Trail at Richards Rd/SE 36th St] is a known-to-be-dangerous location already but I want to continue to highlight it. There are a large number of users daily that have a very dangerous crossing EB and WB. Bicyclists waiting in the designated spots are not seen by EB drivers turning S onto Factoria Blvd."

– Anonymous, Resident of Everett (98201)

Table 32. (above) Bicycling accommodation issues related to street crossings.

Figure 72. (opposite) Locations identified by Wikimap respondents where crossing the street is difficult for people bicycling.

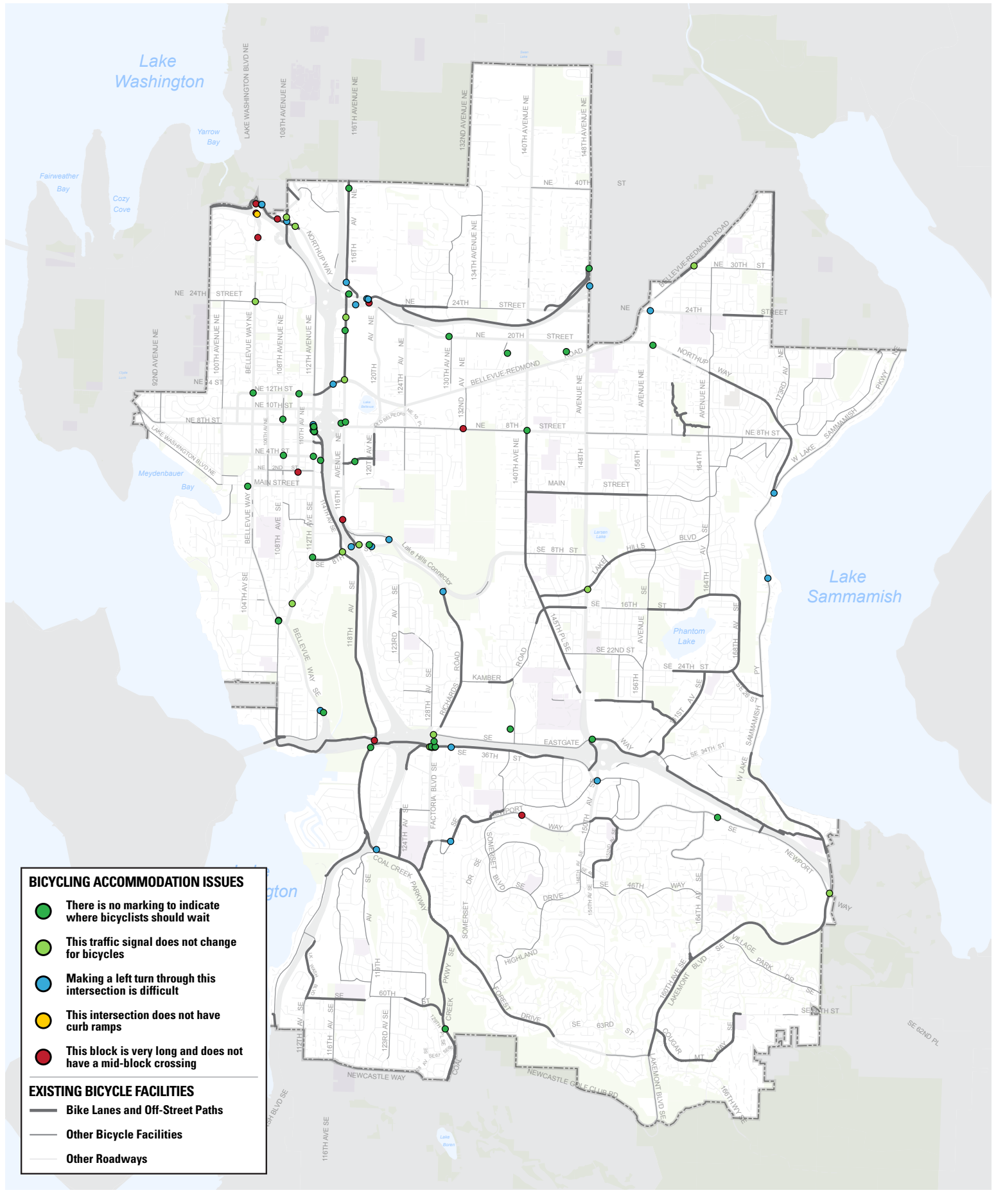
Street Crossings

Of the 573 bicycle facility issues identified by PBII Wikimap respondents, 89 of them (16 percent) related to difficult street crossings (see Table 32). The two most commonly identified issues were a lack of markings indicating where bicyclists should wait (35 points) and intersections where it is difficult to make left turns (26 points). The following are the locations where issues related to a lack of crossing markings were most commonly identified:

- **SE 36th St through Factoria Blvd SE**, where the I-90 and Factoria Trail converge on the southwest corner adjacent the I-90 EB off-ramp (3 points)
- **Project Idea PBC-2** – 108th Ave NE in Downtown at NE 4th St and NE 8th St (2 points)
- **Project Idea PBC-12** – NE 12th St at Bellevue Way NE and 110th Ave NE (2 points)
- **Project Idea BN-25** – SE Eastgate Way at 150th Ave SE and Richards Rd (2 points)
- **112th Ave NE**, where the 114th Ave trailhead intersects south of NE 8th St (2 points); a northbound bicycle approach lane was installed in 2016
- **Main St at Bellevue Way** is also notable, though identified by only one respondent, because an eastbound bicycle approach lane was installed in 2016

The following are the locations where difficulty making a left turn through an intersection was identified as a crossing issue more than once:

- **112th Ave NE at NE 8th St** (4 points)
- **Northup Way at NE 24th St** (3 points)
- **Project Idea PBC-14** – SE 8th St at 116th Ave SE and 121st Ave SE (2 points)
- **SE 36th St at Factoria Blvd SE** (2 points)



Bikeway connectivity is poor	Issue Points	% of Sub-Total	% of Total
Bicycle facilities end abruptly	87	43%	15.2%
Bicycle facilities are not continuous along a corridor	94	46%	16.4%
Existing bicycle facilities do not connect to nearby bus stops	2	1%	0.3%
Existing bicycle facilities do not connect to nearby destinations (e.g. schools, parks, workplaces, stores)	7	3%	1.2%
Bicycle facilities/off-street paths are indirect	13	6%	2.3%
Dead-end streets make it difficult to get where I want to go	0	0%	0.0%
Sub-Total	203	35%	
Bicycle Facility Issues Total	573		

"Bike lane [on 140th Ave NE] ends abruptly at NE 8th Street. Moving to sidewalk is too dangerous because there are numerous pedestrians on sidewalk. Staying on highly travelled road is dangerous."

– Sarah, Resident of Bellevue (98007)

"It is difficult to connect from east Bellevue to west Bellevue on a bike. Getting across 405 safely is a nightmare... I've stopped riding to work because the traffic is heavy and it's not safe for bicycles."

– Jen, Resident of Bellevue (98008)

Table 33. (above) Bicycling accommodation issues related to inadequate space and protection.

Figure 73. (opposite) Locations identified by Wikimap respondents with inadequate space and protection for people bicycling.

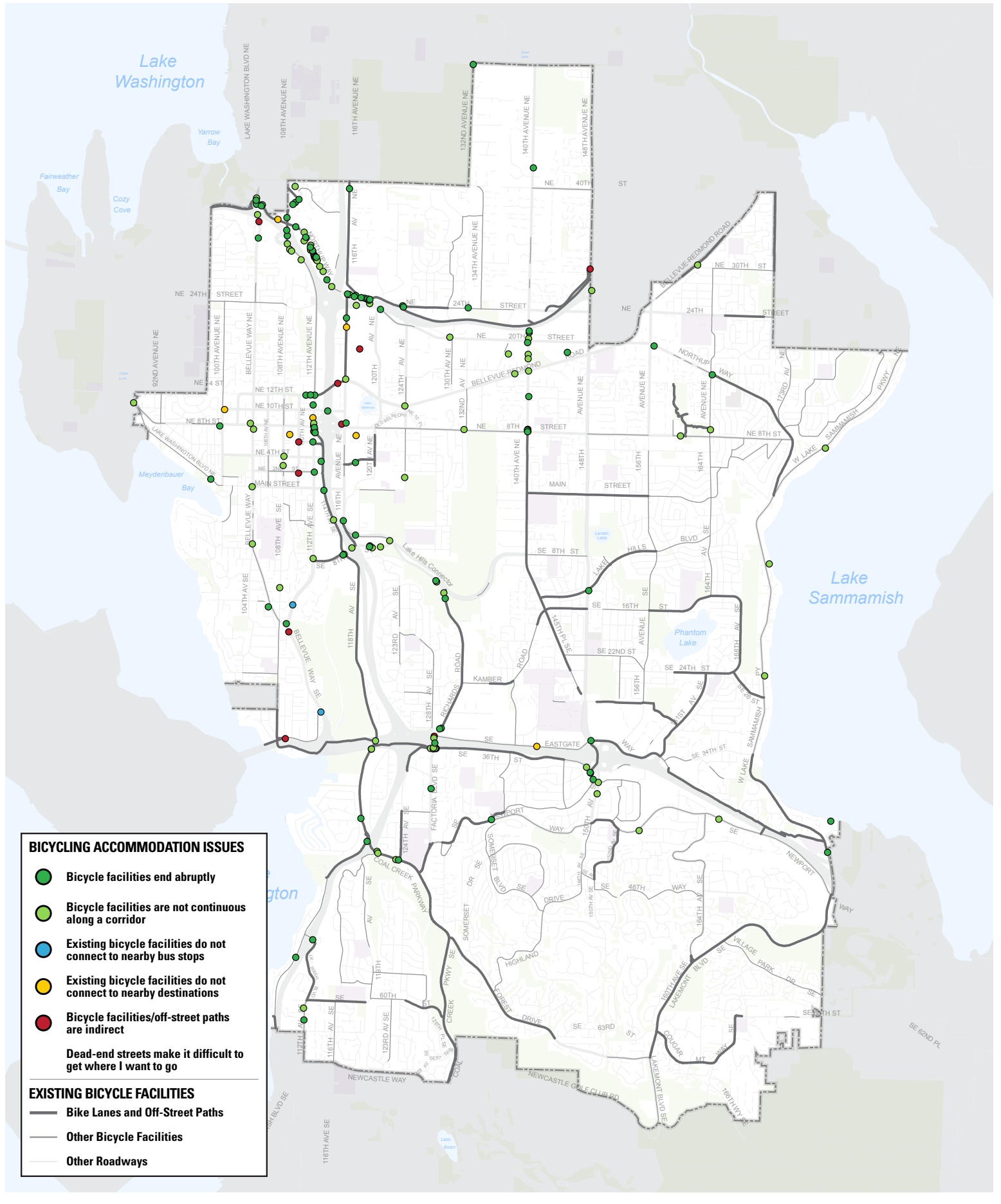
Connectivity

Of the 573 bicycle facility issues identified by PBI Wikimap respondents, 203 of them (35 percent) related to poor bikeway connectivity (see Table 33). The two most commonly identified issues were bicycle facilities being discontinuous along a corridor (94 points) and bicycle facilities ending abruptly (87 points). These were the fourth and fifth most common issues overall (16 percent and 15 percent of points, respectively). The following are the locations where issues related to discontinuous bicycle facilities were most commonly identified:

- **Northup Way** – NE 33rd PI to NE 24th St (25 points)
- **Project Idea PBC-8** – 140th Ave NE (6 points)
- **Project Idea PBC-14** – SE 8th St, Lake Hills Connector (6 points)
- **112th Ave NE**, where the 114th Ave trailhead intersects south of NE 8th St (4 points)
- **Project Idea PBC-6** – 112th Ave NE, 108th Ave NE (3 points)
- **Coal Creek Pkwy SE** – 118th Ave SE to 124th Ave SE (3 points)
- **Project Idea PBC-16** – SE 38th St (2 points)

The following are the locations where issues related to bicycle facilities ending abruptly were most commonly identified:

- **Northup Way** – NE 33rd PI to NE 24th St (13 points)
- **Project Idea PBC-8** – 140th Ave NE, NE 24th St (7 points)
- **112th Ave NE** – NE 6th St to NE 12th St (7 points)
- **140th Ave NE** – NE 8th St to Bel-Red Rd (5 points)
- **Project Idea PBC-6** – 112th Ave NE, 108th Ave NE (4 points)
- **108th Ave NE** – SR-520 to NE 38th PI (3 points)
- **Project Idea PBC-12** – NE 12th St (3 points)
- **Project Idea BN-23** – Richards Rd (3 points)



BICYCLING ACCOMMODATION ISSUES

- Bicycle facilities end abruptly
- Bicycle facilities are not continuous along a corridor
- Existing bicycle facilities do not connect to nearby bus stops
- Existing bicycle facilities do not connect to nearby destinations
- Bicycle facilities/off-street paths are indirect

Dead-end streets make it difficult to get where I want to go

EXISTING BICYCLE FACILITIES

- Bike Lanes and Off-Street Paths
- Other Bicycle Facilities
- Other Roadways

Visibility is poor	Issue Points	% of Sub-Total	% of Total
There is not enough lighting to bicycle here safely at night	29	38%	5.1%
It is difficult to see/be seen by motor vehicles at driveways	24	31%	4.2%
Visibility is inhibited by obstructions (e.g. parked cars, vegetation)	24	31%	4.2%
Sub-Total	77	13%	
Bicycle Facility Issues Total	573		

"Sidewalk heading south [along 12th to 8th St] has many hidden driveways."

– Anonymous, Resident of Kirkland (98034)

"Homeowner/landlord needs to remove or maintain shrubbery/plantings. They have **always** obstructed the view on this intersection." [164th Ave SE and SE 2nd St]

– Anonymous, Resident of Bellevue (98008)

"The crosswalk [of the I-90 Trail at 118th Ave SE] is sudden, not well-marked, and has limited visibility for both path users and vehicles. Cars routinely block, as well, during congestion."

– Tracy, Resident of Bellevue (98004)

Table 34. (above) Bicycling accommodation issues related to poor visibility.

Figure 74. (opposite) Locations identified by Wikimap respondents where visibility is poor for people bicycling.

Visibility

Of the 573 bicycle facility issues identified by PBI Wikimap respondents, 77 of them (13 percent) related to poor visibility (see Table 34). Insufficient lighting was the most common issue identified (29 points), but all three issues were identified at roughly one third of the points placed. The following are the locations where issues related to insufficient lighting were identified by more than one respondent:

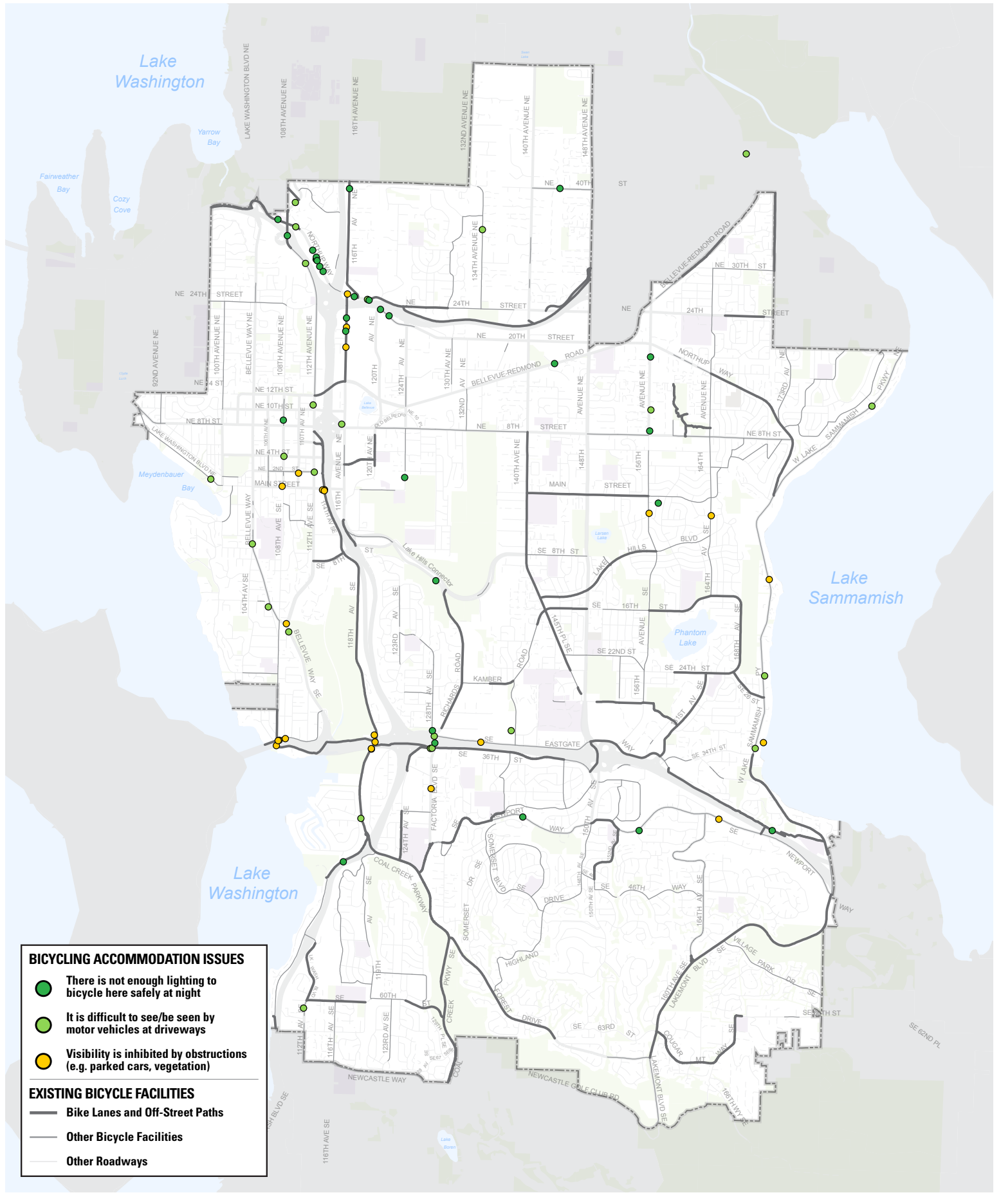
- **Northup Way** – NE 33rd Pl to NE 24th St (8 points)
- **116th Ave NE** – NE 12th St to Northup Way (2 points)
- **Project Idea BN-22** – Northup Way from NE 24th St to 140th Ave NE (2 points)
- **156th Ave NE** – NE 8th St to North City Limits (2 points)

The following are the locations where issues related to seeing and being seen by vehicles at driveways were identified by more than one respondent:

- **Project Idea PBC-6** – 112th Ave NE, 108th Ave NE (2 points)
- **Bellevue Way SE** – 112th Ave SE to Main St (2 points)
- **Factoria Trail** – 124th Ave SE to I-90 Trail (2 pts)
- **West Lake Sammamish Pkwy** – SE 34th St to Northup Way (2 points)

The following are the locations where issues related to obstructions (such as parked cars and vegetation) were identified by more than one respondent:

- **I-90 Trail** – City limits to Mercer Slough (4 points)
- **118th Ave SE** – at the I-90 Trail crossing (3 points)
- **Project Idea PBC-5** – 114th Ave (3 points)
- **116th Ave NE** – NE 12th St to Northup Way (2 points)
- **West Lake Sammamish Pkwy** – SE 34th St to Northup Way (2 points)



There are not enough signs/pavement markings...	Issue Points	% of Sub-Total	% of Total
to navigate this route easily	23	33%	4.0%
to know where I can bicycle safely	45	64%	7.9%
to navigate construction detours	2	3%	0.3%
Sub-Total	70	12%	
Bicycle Facility Issues Total	573		

"Heading westbound on Northrup it's very confusing to figure out how to get on the 520 trail."

– Claire, Resident of Seattle

"When biking from Issaquah to Bellevue, this is one of the routes I use, but this intersection [at 150th Ave SE] always made me nervous... I need to go straight on Eastgate Way but it is a heavy traffic area and some cars are turning, some are going straight and it feels very unsafe without any type of bike lane/markings to alert drivers to share the space with bicyclists."

– Anonymous, Resident of East King County (98065)

Table 35. (above) Bicycling accommodation issues related to insufficient signage.

Figure 75. (opposite) Locations identified by Wikimap respondents where there are not enough signs to help inform people bicycling.

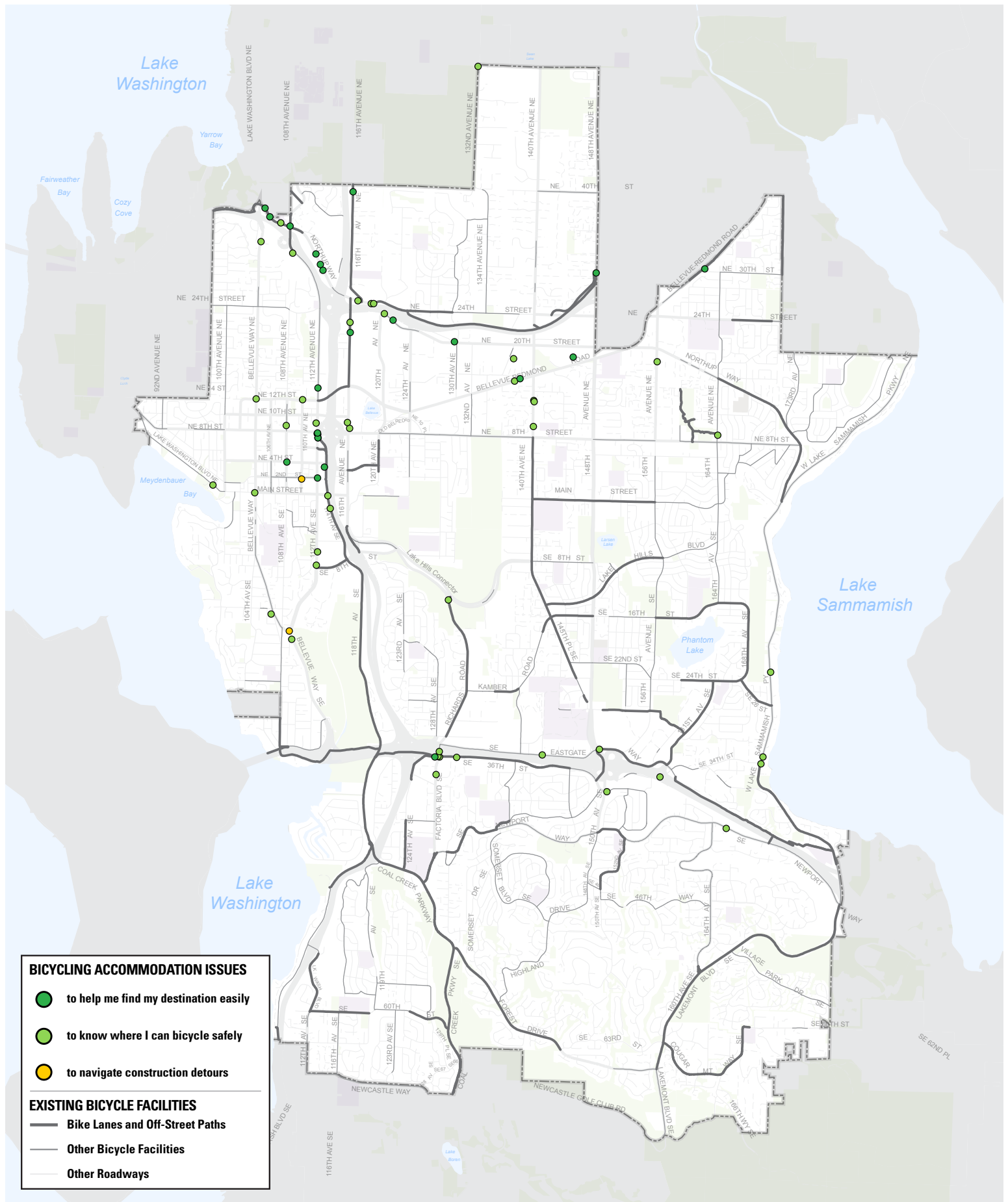
Wayfinding

Of the 573 bicycle facility issues identified by PBII Wikimap respondents, 70 of them (12 percent) related to insufficient signage or pavement markings, also known as wayfinding (see Table 34). The most commonly identified wayfinding issue was insufficient signage to communicate where people on bikes can ride safely (45 points). The following are the locations where issues related to insufficient safety-related wayfinding were commonly identified:

- **Bel-Red Rd** – 120th Ave NE to NE 20th St (4 pts)
- **Project Idea PBC-8** – 140th Ave NE (4 points)
- **140th Ave NE** – NE 8th St to Bel-Red Rd (3 pts)
- **West Lake Sammamish Pkwy SE** – 120th Ave NE to NE 20th St (3 points)
- **Project Idea BN-25** – SE Eastgate Way (3 points)
- **Project Idea PBC-5** – 114th Ave (2 points)
- **Project Idea PBC-12** – NE 12th St (2 points)

The following are the locations where issues related to insufficient route navigation signage were identified by more than one respondent, many of which are on or along the SR-520 Trail corridor:

- **Northup Way** – NE 33rd PI to NE 24th St (3 points)
- **112th Ave NE** – NE 6th St to NE 12th St (3points)
- **Northup Way** – Bellevue Way NE to NE 33rd PI (3 points)
- **Project Idea BN-22** – Northup Way from NE 24th St to 140th Ave NE (2 points)



Bicycle facilities are blocked by...	Issue Points	% of Sub-Total	% of Total
parked motor vehicles	9	28%	1.6%
utility poles or fire hydrants	1	3%	0.2%
benches or trash cans	7	22%	1.2%
vegetation	15	47%	2.6%
Sub-Total	32	6%	
Bicycle Facility Issues Total	573		

"The bike path on both sides of the street are often blocked by parked cars and overgrown vegetation."

– Barney, Resident of Bellevue (98006)

"Many people park along the shoulder, which in Bellevue is the de facto bike lane. Overtaking cars are generally going over the speed limit and trying to make the light at 100th."

– Anonymous, Resident of Seattle (98119)

Table 36. (above) Bicycling accommodation issues related to sidewalk blockages.

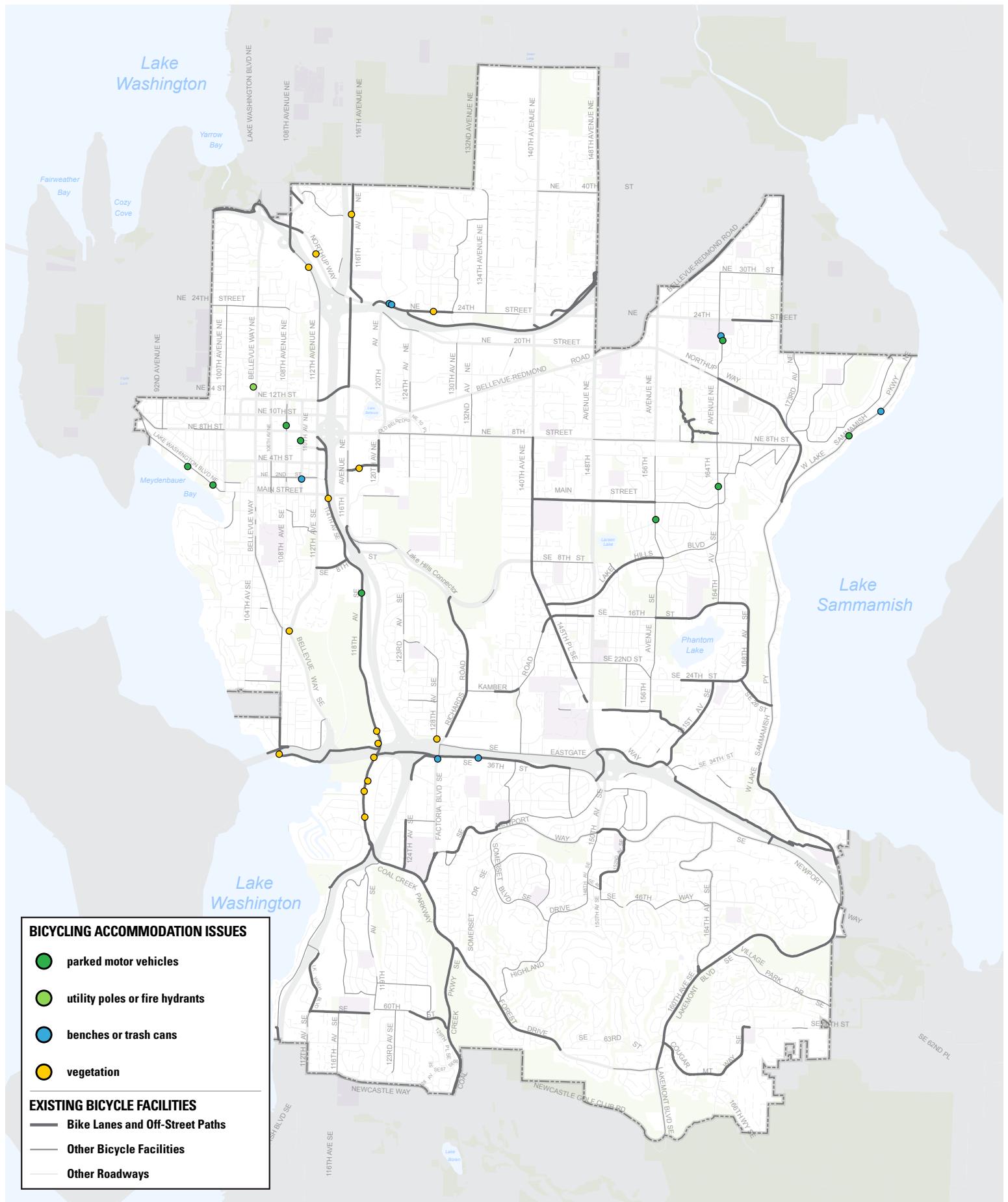
Figure 76. (opposite) Locations identified by Wikimap respondents where sidewalks are blocked for people bicycling.

Bikeway Blockages

Of the 573 bicycle facility issues identified by PBI Wikimap respondents, 32 of them (6 percent) related to bicycle facility blockages (see Table 36). Vegetation was the most common issue identified (47 points). Only one location was identified by more than one respondent—118th Ave SE from Coal Creek Pkwy to I-90 (3 points). Other segments of the corridor were also identified as having problematic vegetation, including at the I-90 Trail Crossing and between I-90 and SE 8th St, each with one point identified.

The following are some of the locations where parked motor vehicles caused bikeway blockage issues:

- **Project Idea PBC-13** – Lake Washington Blvd NE, Main St (2 points)
- **Project Idea PBC-10** – 164th Ave (2 points)
- **Project Idea PBC-2** – 108th Ave NE in Downtown (1 point)
- **Project Idea BN-12** – 156th Ave (1 point)
- **118th Ave SE** – Coal Creek Pkwy SE to SE 8th St (1 point)



I cannot park my bicycle here securely because...	Issue Points	% of Sub-Total	% of Total
There are no bicycle racks in this area	8	100%	1.4%
Bicycle racks in this area are usually full	0	0%	0.0%
Sub-Total	8	1%	
Bicycle Facility Issues Total	573		

Table 37. (above) Bicycling accommodation issues related to short-term bicycle parking.

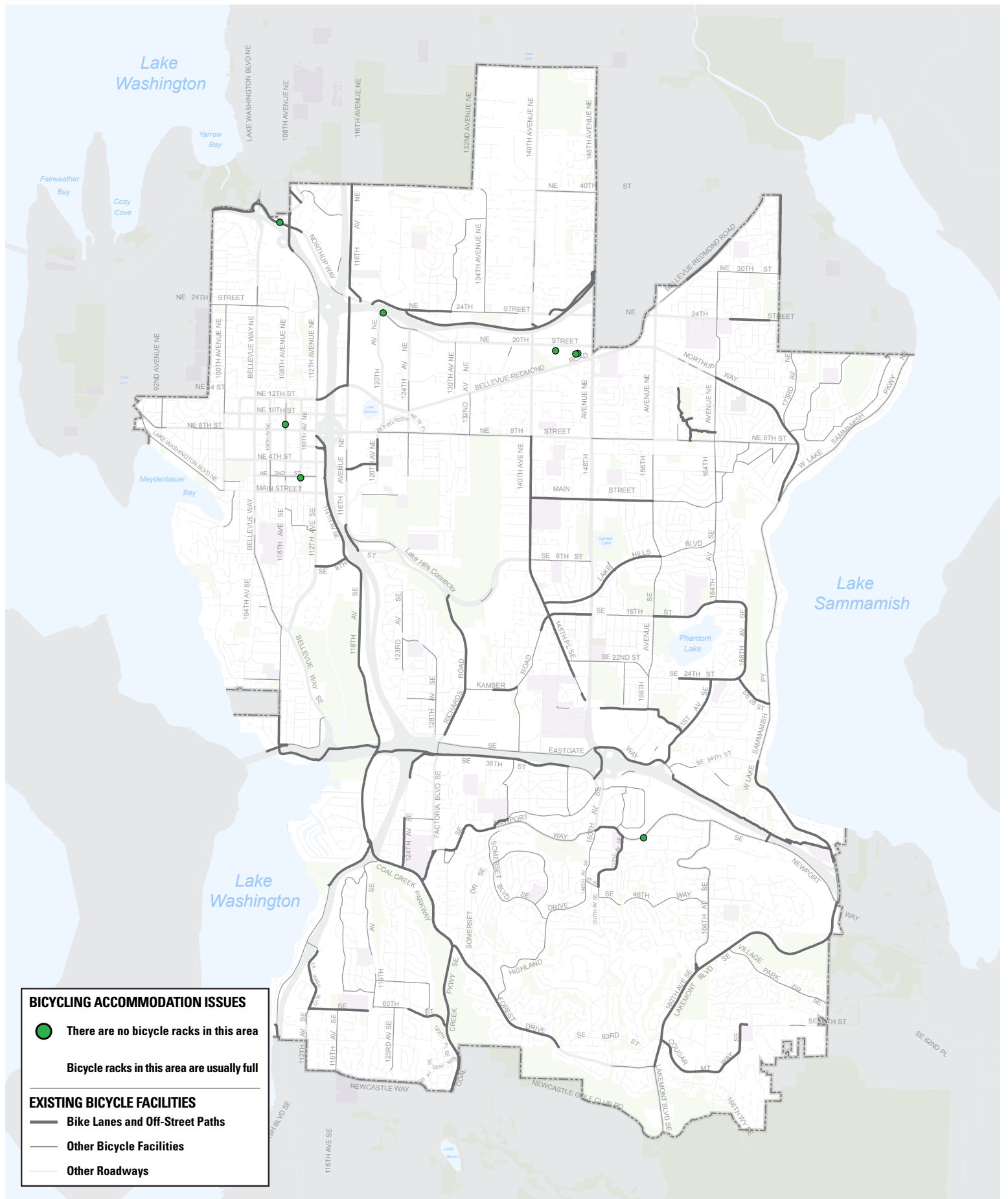
Figure 77. (opposite) Locations identified by Wikimap respondents where insufficient parking is available for people bicycling.

Bicycle Parking

Of the 573 bicycle facility issues identified by PBI Wikimap respondents, only eight of them (1 percent) related to bicycle parking, all of them relating to a lack of bicycle racks in the identified areas (see Table 37).

- **Ross Center**, along NE 20th St between 140th Ave NE and 148th Ave NE (3 points)
- **108th Ave NE**, north of NE 8th St
- **110th Ave NE**, south of NE 2nd St
- **Northup Way**, at one location west of 108th Ave NE and one at 116th Ave NE

The Bellevue Transportation Department maintains a Downtown bicycle parking program to provide bike racks along sidewalks in Downtown adjacent to short-term destinations like cafes, restaurants, retail, offices, and multi-family residential buildings.



Other	Issue Points	% of Total
Other	179	31%
Bicycle Facility Issues Total	573	

Table 38. (above) Bicycling accommodation issues related to issues not identified by other multiple choice response options.

Figure 78. (opposite) Locations identified by Wikimap respondents with other issues for people bicycling not included in multiple choice response options.

Other

Of the 573 bicycle facility issues identified by PBI Wikimap respondents, 179 of them (31 percent) identified “Other” issues (see Table 38 and Figure 78). Some respondents used this write-in field as an opportunity to provide additional information or context for the issue(s) they identified among the multiple-choice options. These are not “Other” issues per se—they are the same issues included among multiple-choice options—but the write-in commentary helps to better explain the nature of the issue. The following are a few examples:

"Travel lanes are too narrow and no bike lanes. Passing cars on the eastbound direction more than often get too close and too fast to bikers."

"There are no safe east/west bike corridors besides SR520 and 190 trails and these are out of the way for anyone in-between."

However, some “Other” issues identified were uniquely different from the multiple choice options presented. The following are a few examples:

"The buses come very close and I worry I could get hit by them."

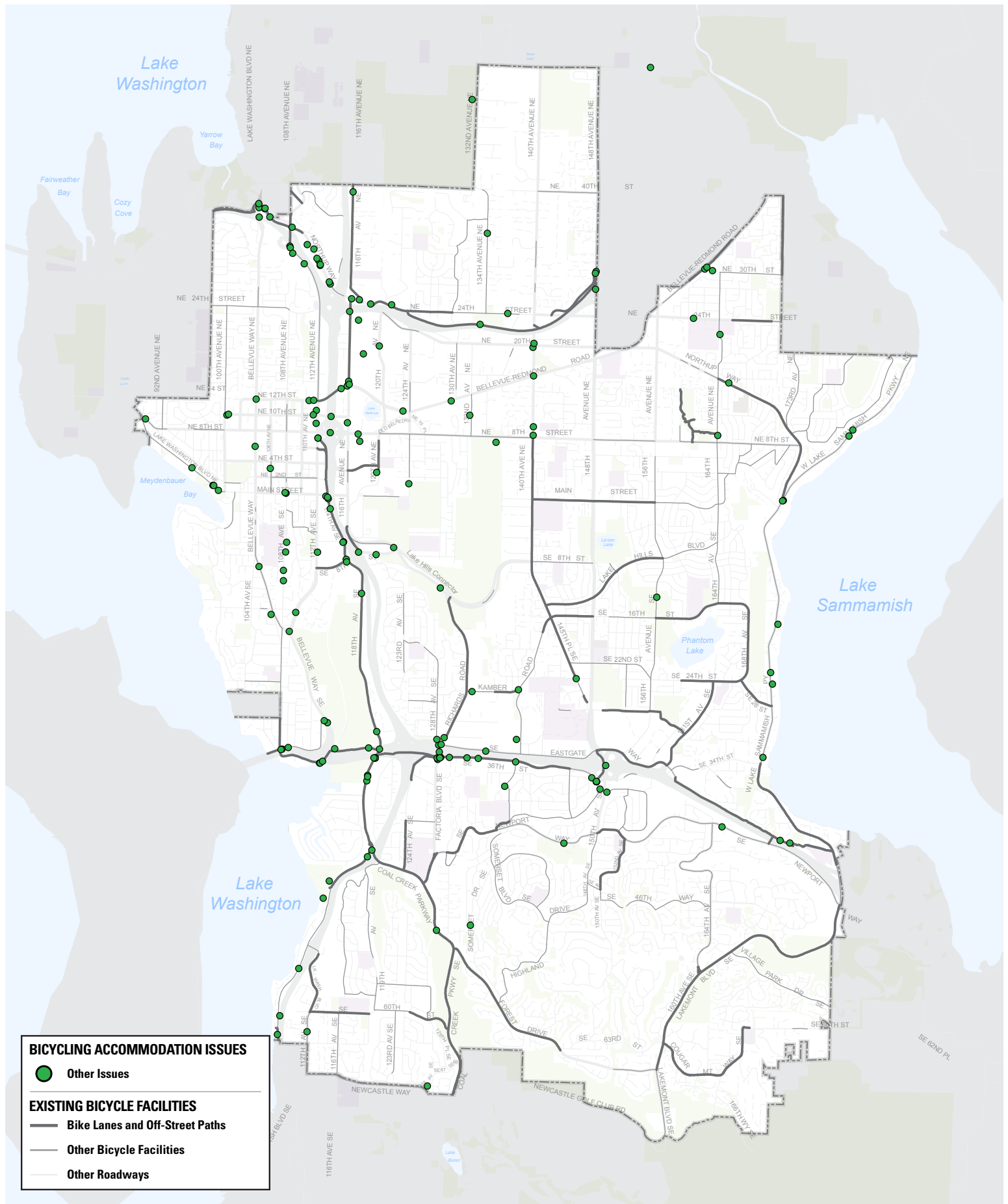
"Downhill bike lane shared with bus stops. Hazardous to both cyclist and pedestrians."

"Too dangerous to ride, particularly children. Need physical buffer as down by Vasa Park."

"This is the new location of the KidsQuest children's museum. I would like to be able to bike here from the north, but there are no good routes."

"The cars dropping students off at Interlake make all traffic on NE 24th Street grind to a stop. So many of these students could be riding bikes - but that is unsafe at this point. Making bike lanes approaching ALL the Bellevue Highschools would alleviate the horrible traffic problems surrounding all of those schools. Please make bike lanes to the highschools a priority."

For complete documentation of all write-in comments and their themes, see the Appendices Wikimap 1: Write-In Comments section beginning on page 525.



Location Priority	Issue Points	% of Total
High priority bicycling location	432	75%
Medium priority bicycling location	131	23%
Low priority bicycling location	10	2%
Bicycle Facility Issues Total	573	
Average Score <i>High = 1, Medium = 0.66, Low = 0.33</i>		0.91

"As an ETC working near this location it is the biggest complaint I hear from our biking community, how scary this intersection is." [SE 36th St at Factoria Blvd]

– Anonymous, Resident of Bellevue (98006)

"The whole Overlake area is a high-priority shopping destination. But if you don't provide safe access to cyclists, you really force people to use their cars to shop. Please widen the roads in the Overlake area and make it safe to ride to Trader Joes, Fred Meyer, Safeway, Sears, Staples, Crossroads Mall. This is where people want to be, so make it possible for them to get there by bike."

– Lisa, Resident of Bellevue (98005)

"The farmer's market is here. I'd like to be able to bike here (I go to Redmond because I can bike there) but Bellevue Way is horribly dangerous on a bike... How on earth am I supposed to bring a bike to Bell Square???"

– Michelle, Resident of Kirkland (98033)

Table 39. (above) Priority identified for locations with bicycling accommodation issues.

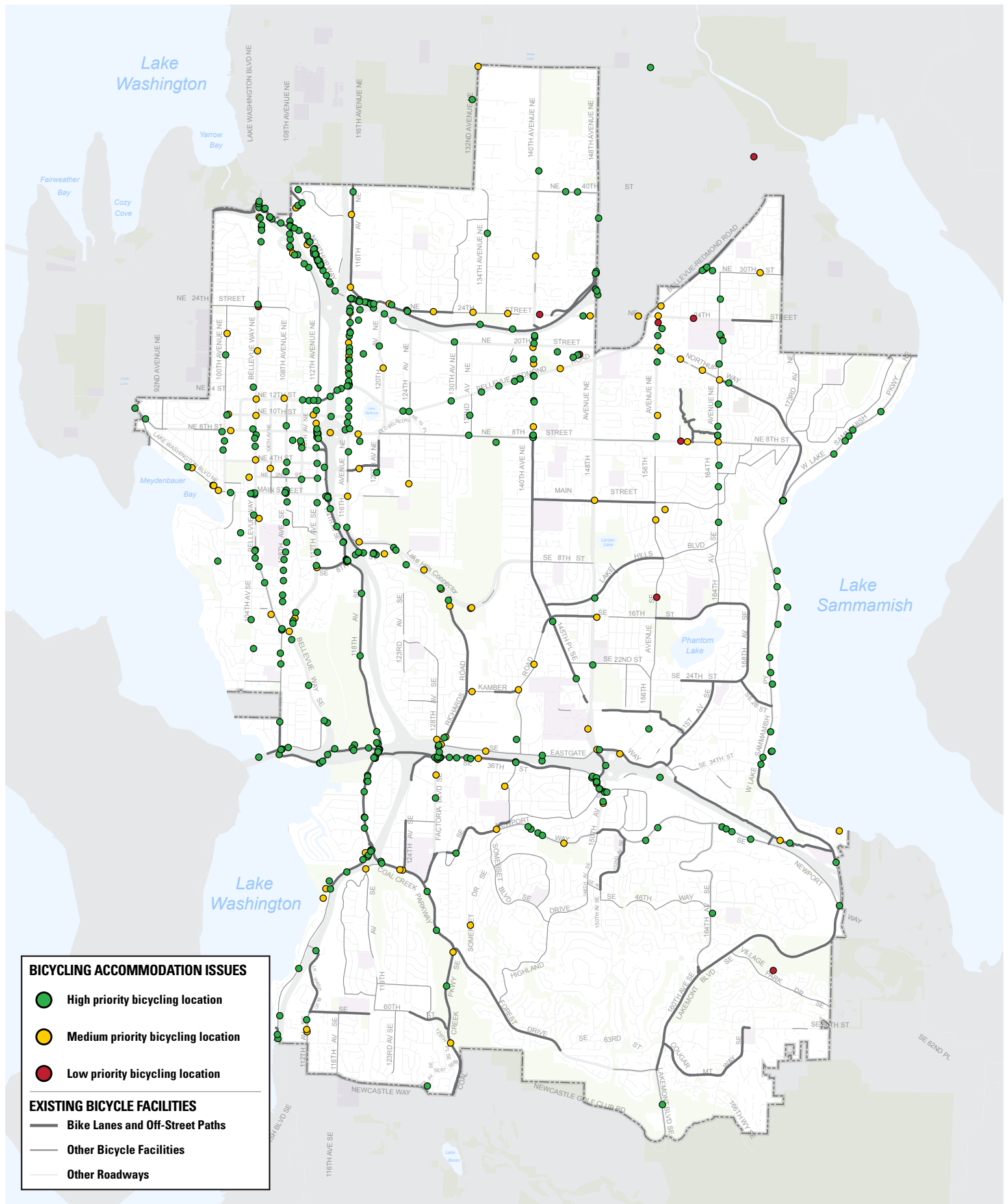
Figure 79. (opposite) Prioritized locations with bicycling accommodation issues identified by Wikimap respondents.

Location Priority

Of the 573 bicycle facility issues identified by PBII Wikimap respondents, 432 of them (75 percent) were identified as high priority bicycling locations by those respondents (see Table 39 and Figure 79). The following are the corridors with the greatest number of respondents and their average priority score:

- **Northup Way** – NE 33rd Pl to NE 24th St (51 respondents / 0.96 priority)
- **116th Ave NE** – NE 12th St to Northup Way (24 respondents / 0.92 priority)
- **SE 36th St** – Factoria Blvd SE to I-90 Ped/Bike Bridge (24 respondents / 0.89 priority)
- **Project Idea PBC-8** – 140th Ave NE, NE 24th St, NE 29th Pl (21 respondents / 0.92 priority)
- **Bel-Red Rd** – 120th Ave NE to NE 20th St (18 respondents / 0.96 priority)
- **Project Idea PBC-14** – SE 8th St, Lake Hills Connector (17 respondents / 0.90 priority)
- **112th Ave NE** – NE 6th St to NE 12th St (16 respondents / 0.96 priority)
- **Project Idea PBC-10** – 164th Ave NE (15 respondents / 0.93 priority)
- **Project Idea PBC-1** – 108th Ave SE (14 users / 1.00 priority)
- **Project Idea PBC-5** – 114th Ave NE (13 users / 1.00 priority)
- **West Lake Sammamish Pkwy SE** – SE 34th St to Northup Way (13 respondents / 1.00 priority)
- **Project Idea PBC-12** – NE 12th St (13 respondents / 0.95 priority)

All of the above corridors are along Bellevue's designated Bicycle Network, and all of them are identified as being components of Priority Bicycle Corridors except for 116th Ave NE (the ERC Trail is a parallel PBC), SE 36th St (the Mountains to Sound Greenway Trail is a parallel PBC), and Bel-Red Rd (Spring Blvd is a parallel PBC).



Location Perceived Safety	Issue Points	% of Total
Yes, very safe	12	2%
Yes, somewhat safe	104	18%
No, not safe	288	50%
No, very unsafe	169	29%
Bicycle Facility Issues Total	573	
Average Score Very safe = +2, Somewhat safe = +1 Not safe = -1, Very unsafe = -2		-0.87

"There needs to be a safe, clear path from Bellevue Square and NE 8th Office buildings to the I-90 and I-405 trail. Every day that I ride, I feel that I am risking my life."

– Anonymous, Resident of Renton (98056)

"The marked bike lanes along Coal Creek Pkwy are extremely dangerous. Traffic moves very fast, and many drivers are distracted. Yet it is the only realistic route south(east) from the Factoria area. I consider this section too unsafe to ride, yet there are no good alternatives."

– Damon, Resident of Bellevue (98006)

"The entire Factoria Blvd is unsafe for bikes. cars are unsafe. Bikers have no place to be. Sidewalks are too narrow. I'd love to be able to bike to Factoria with my kids, but its too unsafe."

– Anonymous, Resident of Bellevue (98005)

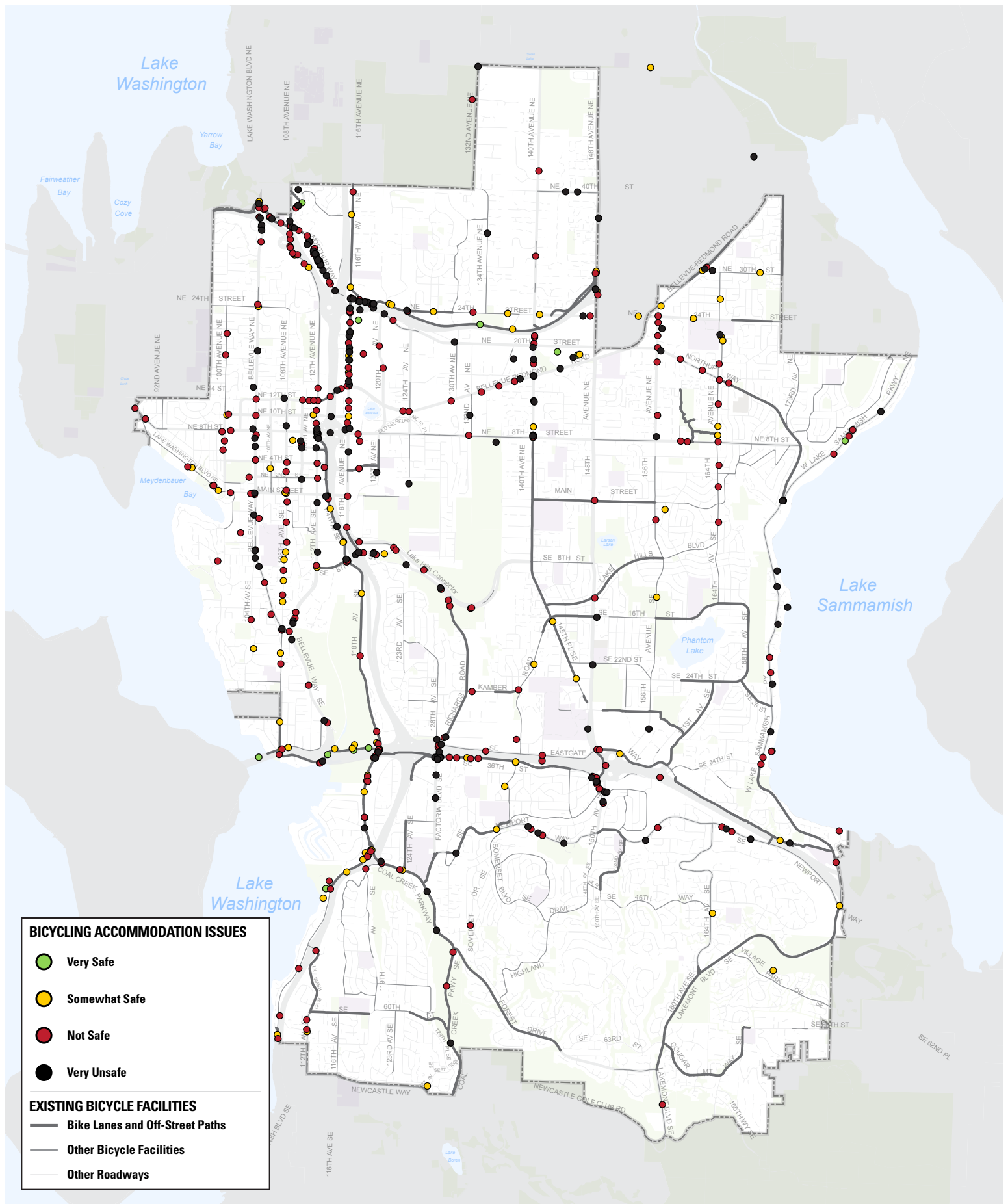
Table 40. (above) Perceived safety of locations with bicycling accommodation issues.

Figure 80. (opposite) Perceived safety of locations with bicycling accommodation issues identified by Wikimap respondents.

Perceived Safety

PBII Wikimap respondents overwhelmingly do not feel safe when bicycling in the locations where they identified bicycle accommodation issues. As shown in Table 40, nearly 80 percent of the 573 issue points were identified as unsafe, with nearly a third (29 percent) deemed "very unsafe." After scoring each response option from +2 to -2, the average score for all bicycle facility issue points is -0.87. The average for the 138 corridors analyzed is -0.65. The following are the corridors with the greatest number of respondents and the lowest average perceived safety ratings:

- **Northup Way** – NE 33rd PI to NE 24th St (51 respondents / safety score -1.41)
- **W Lake Sammamish Pkwy** – SE 34th St to Northup Way (13 respondents / safety score -1.38)
- **112th Ave NE** – NE 6th St to NE 12th St (16 respondents / safety score -1.38)
- **Bellevue Way SE** – 112th Ave SE to Main St (13 respondents / safety score -1.31)
- **Northup Way** – Bellevue Way NE to NE 33rd PI (12 respondents / safety score -1.25)
- **Project PBC-12** – NE 12th St (13 respondents / safety score -1.23)
- **Project PBC-16** – SE 38th St (13 respondents / safety score -1.23)
- **116th Ave NE** – NE 12th St to Northup Way (24 respondents / safety score -1.21)
- **Bellevue Way NE** – NE 12th St to North City Limits (13 respondents / safety score -1.15)
- **116th Ave** – SE 5th St to NE 12th St (12 respondents / safety score -1.08)
- **SE 36th St** – Factoria Blvd SE to I-90 Ped/Bike Bridge (24 respondents / safety score -1.00)
- **Project PBC-14** – SE 8th St, Lake Hills Connector (17 respondents / safety score -0.88)
- **Project PBC-8** – 140th Ave NE, NE 24th St, NE 29th PI (21 respondents / safety score -0.76)



When bicycling at this location, I usually ride...	Issue Points	% of Sub-Total	% of Total
In the bike lane	68	12%	12%
On the shared off-street path/trail	42	7%	7%
On the sidewalk	67	12%	12%
On the street in the shoulder	74	13%	13%
On the street in lanes with motor vehicles	281	50%	49%
None of the above—I have never bicycled here	31	6%	5%
Sub-Total	563	98%	
Bicycle Facility Issues Total	573		

"Cars typically running the left turn light to get onto 190 Westbound and very dangerous crosswalk. I generally avoid riding sidewalks except here to get back to and from my house in Woodridge safely. It is crazy to ride with traffic under 190 on Richards Rd. Very dangerous area"

– Anonymous, Resident of Bellevue (98005)

Table 41. (above) Where people ride in locations with bicycling accommodation issues.

Figure 81. (opposite) Where people ride in locations with bicycling accommodation issues identified by Wikimap respondents.

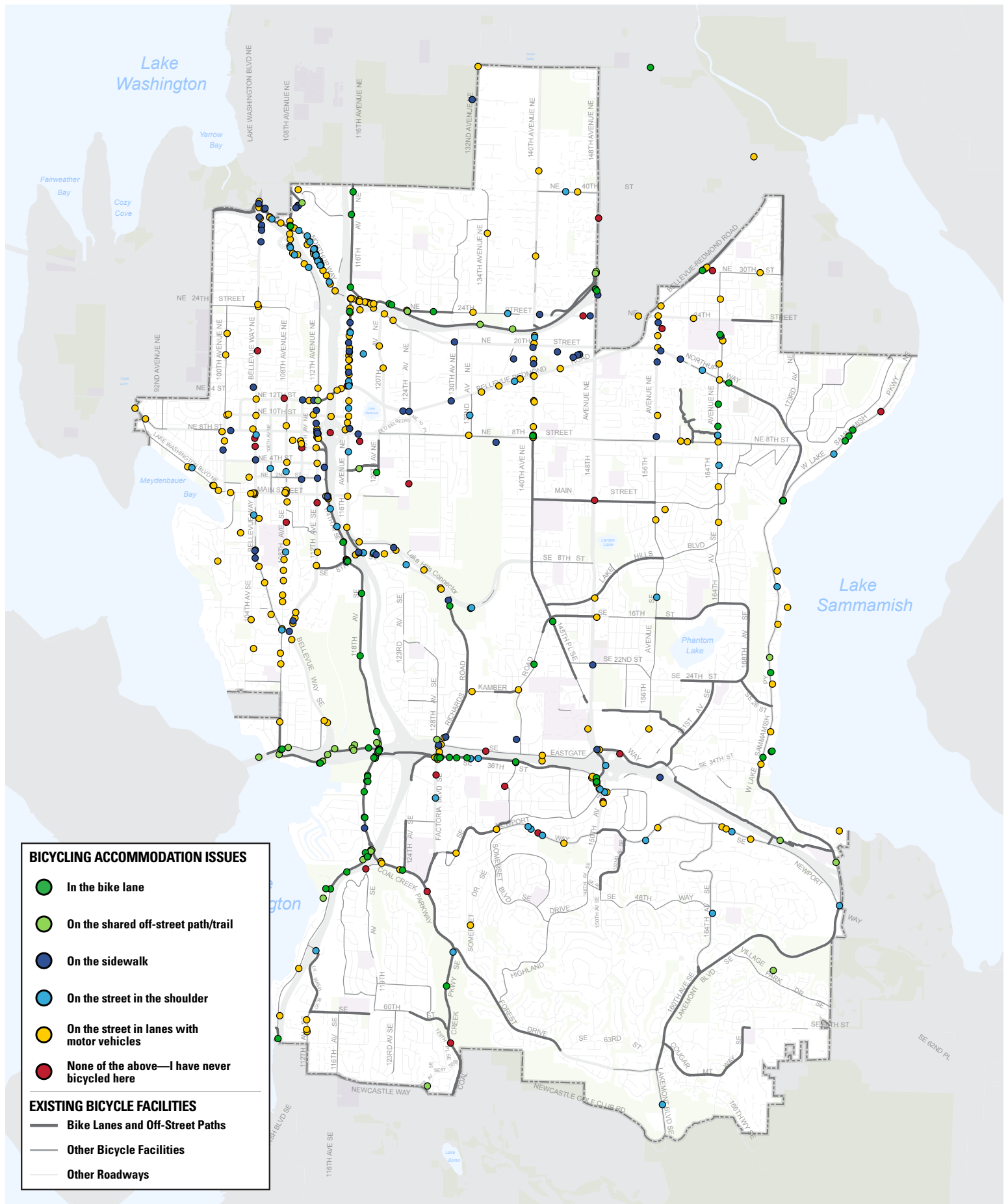
Riding Location

PBII Wikimap respondents were asked to identify where they ride when bicycling at the locations where they identified bicycle facility issues (see Table 41). Of those 573 locations, respondents ride on the street in lanes shared with motor vehicles at half of them (281 points), and another 13 percent ride on the street in shoulders. Thus the majority of all bicycle accommodation issues were identified in places where people are riding bicycles but no designated facilities have been implemented to accommodate them safely. About one-fifth of issues were identified in locations where respondents ride along existing bike lanes or off-street paths.

Of the 281 issues identified where respondents ride in lanes shared with traffic, the second most commonly identified corridor (116th Ave NE / 14 points) has since had bike lanes installed in late 2015, and the most commonly identified (Northrup Way / 40 points) has bike lanes under construction in 2016. Several other corridors where riding in unmarked shared lanes, in shoulders, or on sidewalks is currently common have been identified as candidates for designated bicycle facility improvements through the BRIP:

- **Project Idea PBC-13** – Lake Washington Blvd NE, Main St (11 points: 10 in shared lanes / 1 in shoulders)
- **Project Idea PBC-14** – SE 8th St, Lake Hills Connector (17 points: 9 in shared lanes / 6 in shoulders / 2 on sidewalks)
- **Project Idea PBC-10** – 164th Ave (15 points: 7 in shared lanes / 3 in shoulders / 1 on sidewalks)
- **Project Idea PBC-16** – SE 38th St (13 points: 7 in shared lanes / 3 in shoulders)
- **Project Idea PBC-12** – NE 12th St (13 points: 6 in shared lanes / 2 on sidewalks)

Some other locations where riding on sidewalks is common include 140th Ave NE, 112th Ave NE in Downtown, 108th Ave NE north of Northrup Way, 114th Ave NE where sharrows presently exist, and at various points along Bellevue Way, particularly near SR-520.



BICYCLING ACCOMMODATION ISSUES

- In the bike lane
- On the shared off-street path/trail
- On the sidewalk
- On the street in the shoulder
- On the street in lanes with motor vehicles
- None of the above—I have never bicycled here

EXISTING BICYCLE FACILITIES

- Bike Lanes and Off-Street Paths
- Other Bicycle Facilities
- Other Roadways

While bicycling at this location I have...	Issue Points	% of Total
Experienced a near miss	298	52%
Witnessed a near miss	131	23%
None of the above	146	25%
Bicycle Facility Issues Total	573	

"I have experienced too many near misses at this intersection [SE 38th St and 150th Ave SE] due to drivers passing me on the right at 30+ MPH while I bike across the intersection on my way to work.

– Anonymous, Resident of Bellevue (98008)

"After many near misses [on 114th Ave at Main St], I now ride on the left side of the vehicle lane so I am visible to cars pulling out from the intersection. Signage warning cyclists and motorists of a blind intersection may help slow traffic and allow cyclists more room to maneuver."

– Kurt, Resident of Bellevue (98006)

"Steep downhill/uphill leading to/from this intersection in both direction causes a hazard to bicycles. Oncoming traffic has very low visibility of bicycles coming down the hill and thus think it is safe to left turn... I have had 2 near misses this summer with cars at this intersection."

– Alexander, Resident of Seattle (98122)

Table 42. (above) Near misses experienced and witnessed by Wikimap respondents.

Figure 82. (opposite, left) Locations with bicycling accommodation issues where respondents have experienced a near miss.

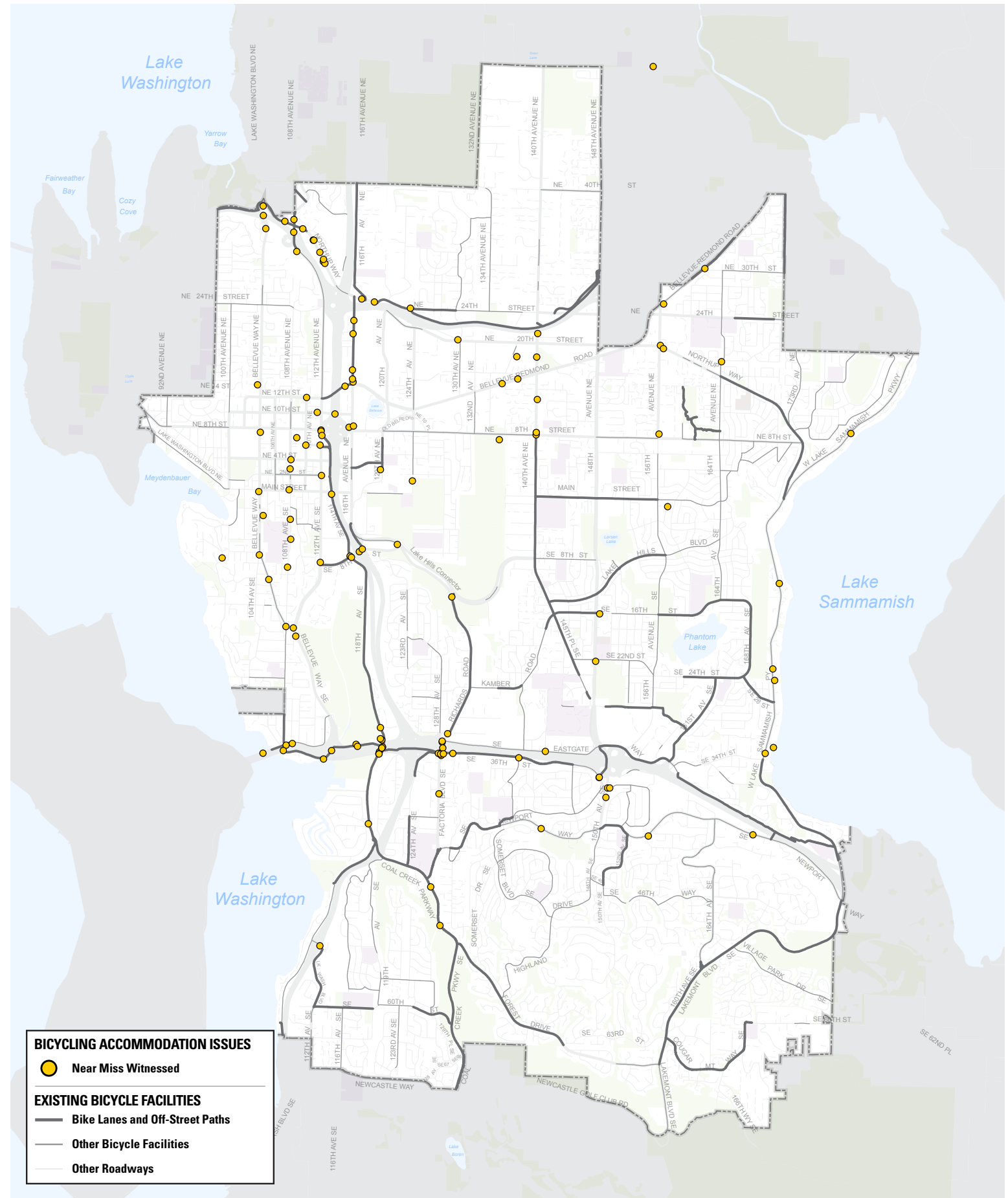
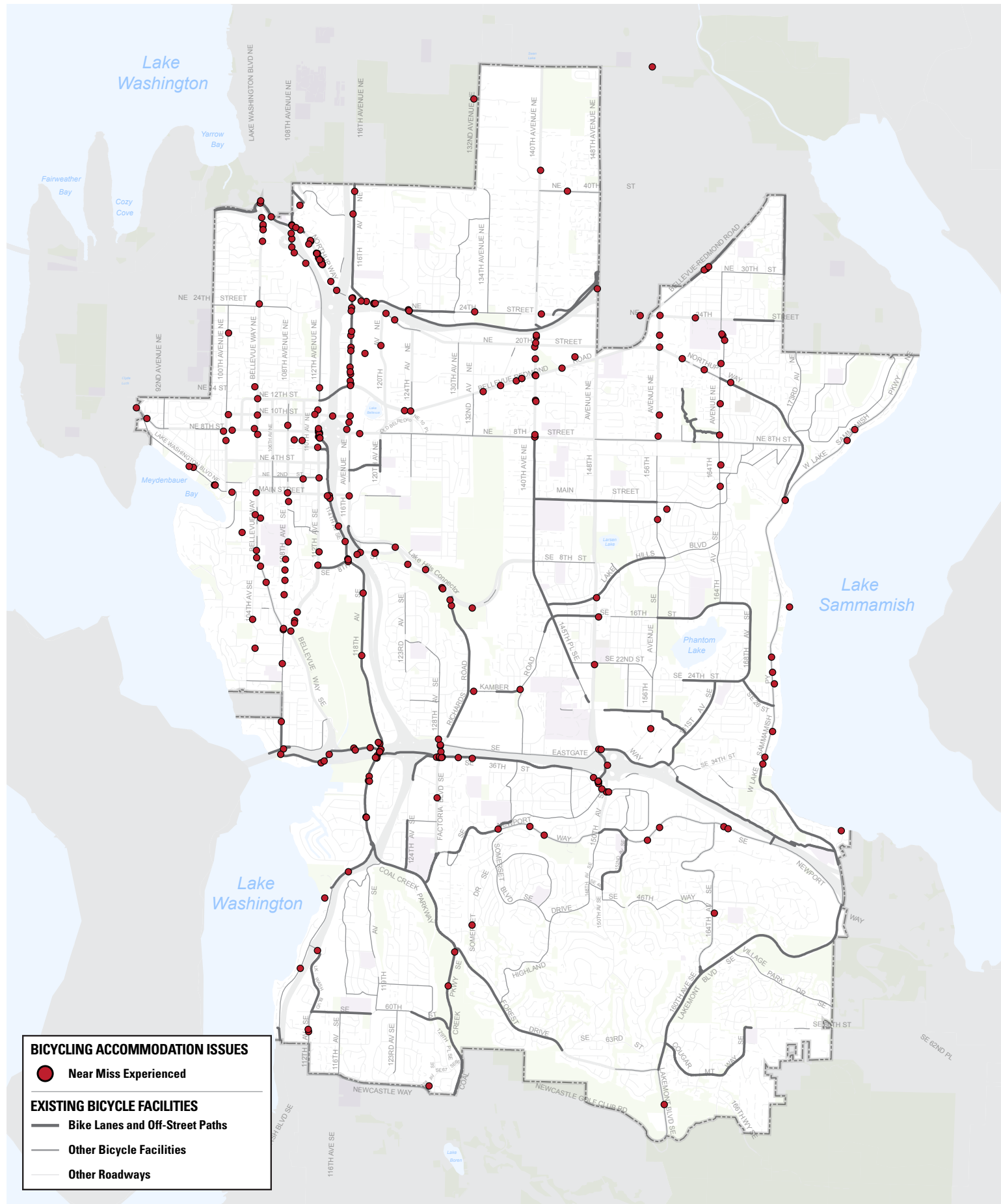
Figure 83. (opposite, right) Locations with bicycling accommodation issues where respondents have witnessed a near miss.

Near Misses

Respondents were asked whether they have witnessed or experienced a near miss at the identified location because of the bicycle accommodation issues they have noticed there. Respondents were able to indicate one or both of these, select "none of the above," or opt to skip the question.

As indicated in Table 42, respondents have experienced a near miss at more than half (52 percent) of the locations they identified as having bicycle accommodation issues, and about one quarter (23 percent) have witnessed a near miss at these locations. The locations of these incidents are depicted in Figure 82 and Figure 83. In general, corridors with the most issues identified are also those where the most near misses have been experienced. Also, although many near misses were reported along corridors, they are especially prevalent at intersections and where bicycle facilities end or transition. Some notably common near miss locations include:

- SE 36th St at Factoria Blvd SE where bike lanes transition to the I-90 Trail
- SE 38th St between the I-90 Ped/Bike Bridge to 150th Ave SE
- Factoria Blvd from SE 36th St to SE Eastgate Way
- Richards Rd at Lake Hills Connector
- 108th Ave SE between SE 20th St and Main St
- 112th Ave NE between 114th Ave NE Trail to NE 8th St
- 114th Ave at SE 8th St and Main St
- 116th Ave NE at NE 12th St
- 140th Ave NE at NE 8th St, Bel-Red Rd, and NE 20th St
- 164th Ave NE south of Interlake High School



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Preferred Potential Solutions: Bike Lanes	Issue Points	% of Total
Neighborhood greenway	84	15%
Conventional bike lanes	293	51%
Buffered bike lanes	210	37%
Protected bike lanes	195	34%
Bicycle Facility Issues Total	573	

"The NE 12th St bridge bike path is the only safe crossing across I-405, however it ends abruptly and does not connect with the major N-S bicycle friendly road through Downtown (108th Ave NE). Cars driving westbound along NE 12th St in this segment are accustomed to faster speed after driving on the speedier Bel-Red road segment. Short term: lower speed limit on NE 12th St segment through downtown. Add bicycle lane connector from NE 12th St bridge to 108th Ave NE."

– Rick, Resident of Bellevue (98004)

Table 43. (above) Bike lanes recommended as potential solutions for walking accommodation issues.

Figure 84. (opposite, left) Locations where neighborhood greenways are a recommended potential solution.

Figure 85. (opposite, right) Locations where conventional bike lanes are a recommended potential solution.

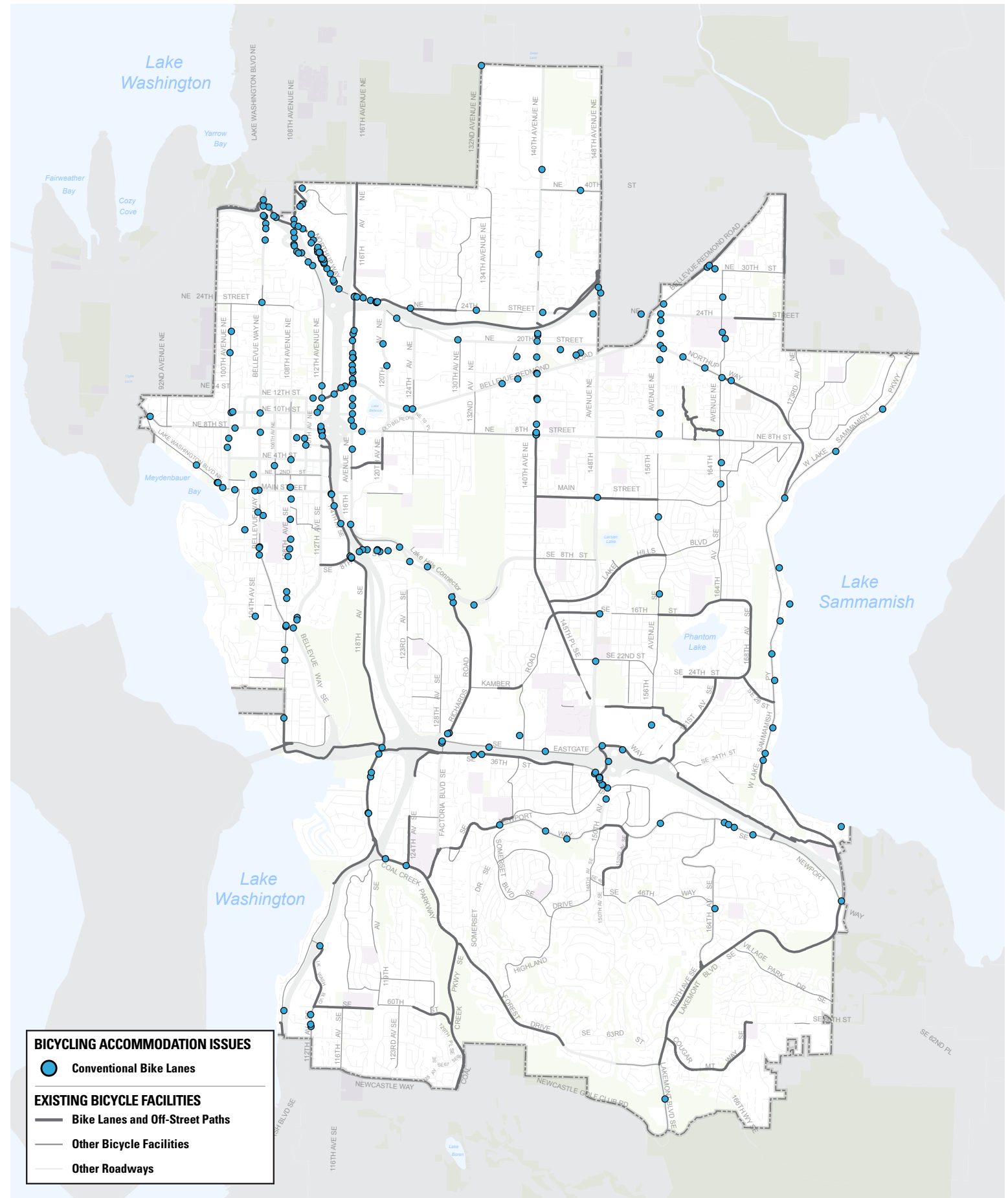
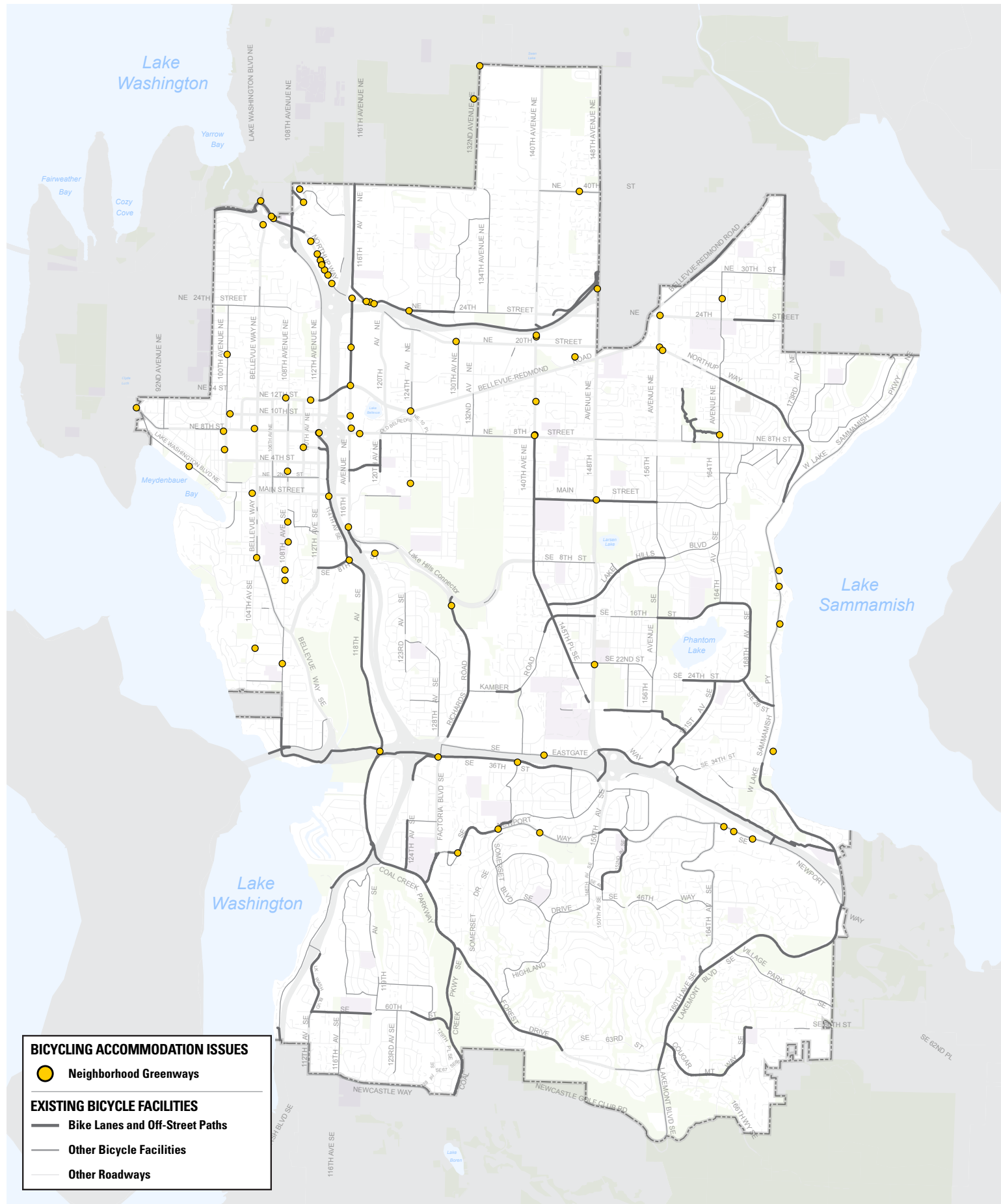
Preferred Potential Solutions: Bike Lanes

PBII Wikimap respondents were provided the opportunity to identify which of an assortment of potential bicycle facility improvements they believed would help address the issues they identified. The first category of potential treatments related to linear bicycle facilities along corridors, either in the form of striped bike lanes (conventional, buffered, or protected) or the formalization of a bike route as a neighborhood greenway on low-speed, low-traffic streets.

Of the assortment of bicycle treatments presented to Wikimap respondents, bike lanes of various types were the most commonly preferred potential solutions. Conventional bike lanes were the preferred solution to address the most issues, selected by respondents for half (51 percent) of all issues identified (see Table 43 and Figure 85). Buffered bike lanes (see Figure 86) and protected bike lanes (see Figure 87) were also common preferred solutions, each selected by respondents to address more than one-third of the issues they identified—the third and fourth most common treatments overall (after green painted bike lanes).

Respondents were allowed to select as many potential solutions from a category as they wished, so some who selected conventional bike lanes also selected buffered or protected bike lanes. Some respondents believed that conventional bike lanes would sufficiently address the issues identified at some locations, while others indicated that only higher-order facilities would do. Buffered and protected bike lanes were commonly identified as the preferred solutions along several corridors where BRIP project ideas could implement such facilities, including:

- **Project Idea PBC-5** – 114th Ave
- **Project Idea PBC-10** – 164th Ave
- **Project Idea PBC-12** – NE 12th St (project as envisioned would construct an off-street path)
- **Project Idea BN-25** – SE Eastgate Way



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"There should be a dedicated bike lane up 114th, which continues north, past the current end, to continue through to Kirkland, and also connects with the 520 trail, so that commuters are more protected when travelling north-south through Bellevue."

– Anonymous

"164th Ave should have bike lanes, protected or not, on its whole length. This road is highly used by bikes and there are no facilities beyond a marked shoulder for some of its length. This is the only low traffic north/south road in east Bellevue so it's a very good corridor. Traffic is usually well behaved but still frequently I find drivers find offense that a bike is on the road. Traffic does often exceed the 25MPH limit."

– Anonymous, Resident of Bellevue (98007)

"Bellevue Way is the easiest and most direct route to/from the CBD and the South Bellevue Park-and-Ride. It must have bicycle accommodation."

– Matt, Resident of Bellevue (98004)

"You just need to make bike lanes on both sides of the Eastgate Way from Factoria all the way to 164th Ave. This is along the greenway of I-90 and I think this is pretty high priority as there are a lot of commuters!"

– Rhonda, Resident of Bellevue (98007)

"This stretch of Newport Way includes a middle school (Tyee), a library, and the South Bellevue Community Center. It's logical that teens would want to bike from Tyee to the library or community center. Right now that would be extremely dangerous - I would not let my child do that. We need dedicated bike lanes on both sides of the street."

– Ruth, Resident of Bellevue (98006)

Figure 86. (opposite, left) Locations where buffered bike lanes are a recommended potential solution.

Figure 87. (opposite, right) Locations where protected bike lanes are a recommended potential solution.

- **Project Idea BN-14** – Coal Creek Pkwy SE

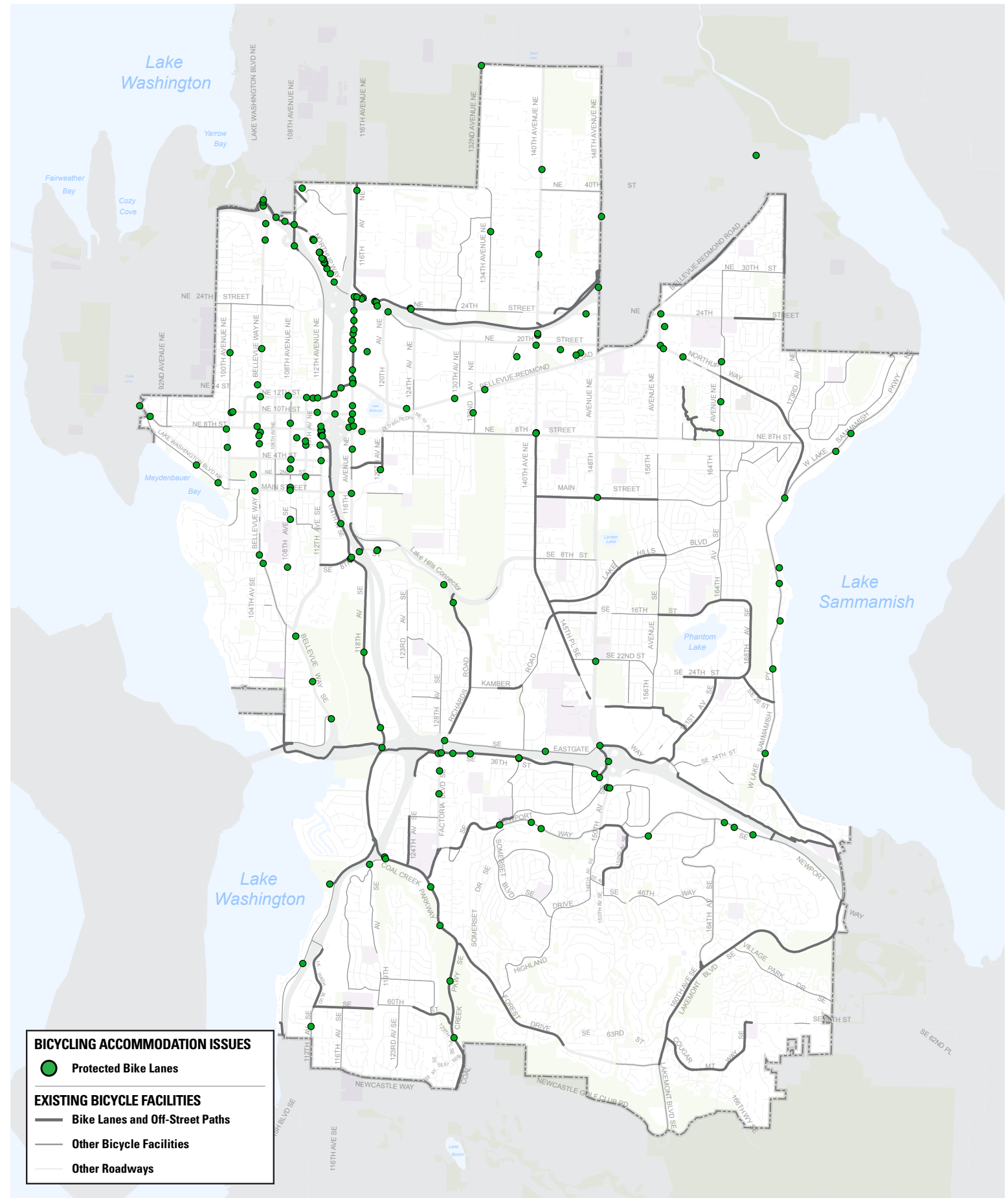
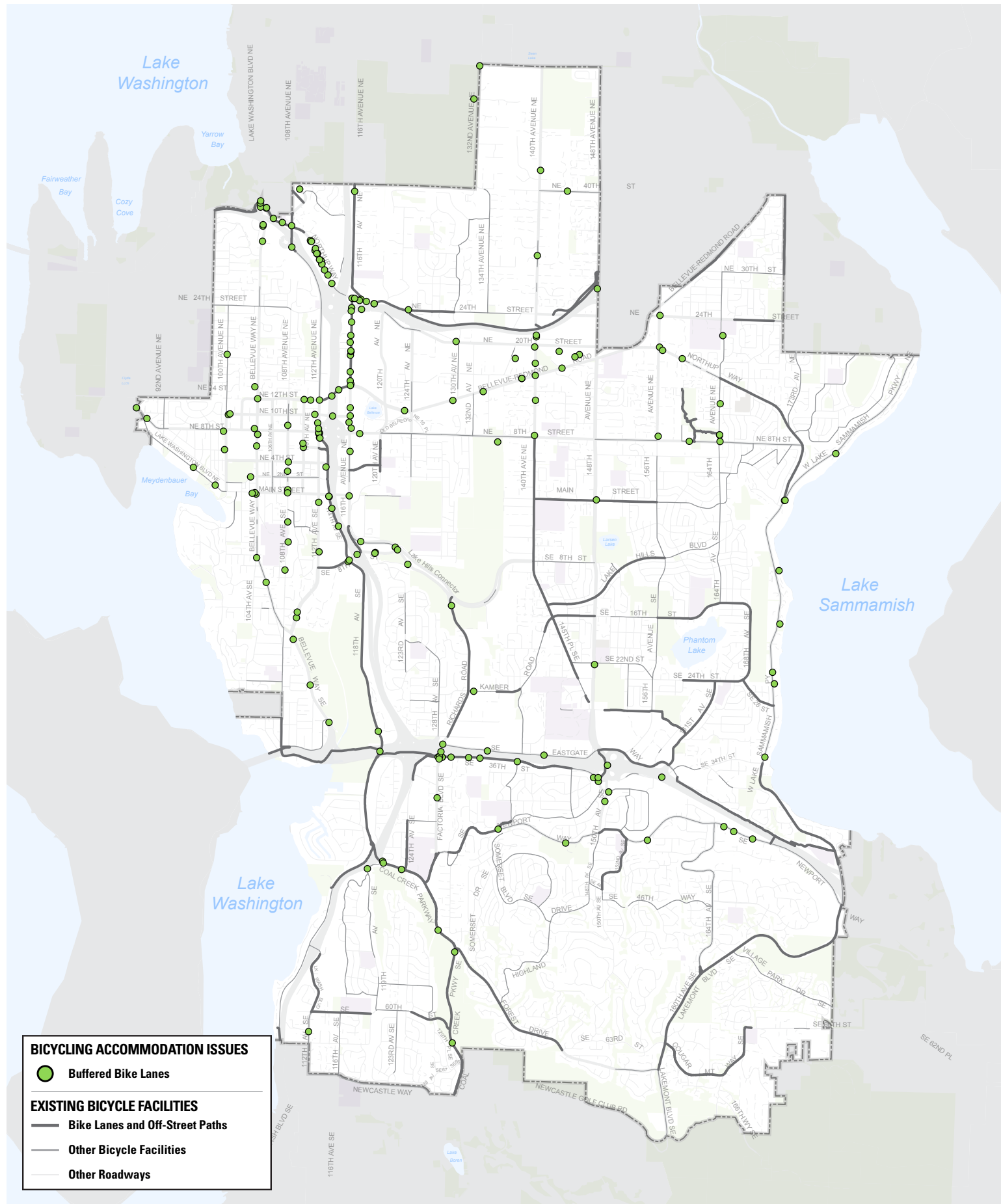
For some corridors where buffered and protected bike lanes were commonly identified as a preferred solution, such improvements will not be possible through the Bicycle Rapid Implementation Program. However, along some of those, conventional bike lanes are being considered and were also identified by PBII Wikimap respondents as preferred potential solutions, including:

- **Project Idea PBC-14** – SE 8th St (CBLs), Lake Hills Connector (off-street path)
- **Project Idea PBC-16** – SE 38th St
- **Project Idea PBC-13** – Lake Washington Blvd (CBLs), Main St (marked shared lanes)
- **Project Idea BN-27** – SE Newport Way east of 152nd Ave SE
- **Project Idea BN-12** – 156th Ave

The two corridors where conventional bike lanes were most commonly identified as the preferred solution were Northrup Way, where bike lanes are under construction in 2016, and 116th Ave NE, where bike lanes were installed in late 2015. Other corridors where such improvements were identified as preferred solutions to unsafe bicycling conditions, but where the BRIP does not presently identify such investments, include:

- **140th Ave NE** – NE 8th St to NE 24th St (part of Project Idea PBC-8)
- **Bel-Red Rd** – 120th Ave NE to NE 20th St
- **116th Ave NE** – SE 5th St to NE 12th St
- **112th Ave NE** – NE 6th St to NE 12th St
- **West Lake Sammamish Pkwy** – SE 34th St to North City Limits
- **Bellevue Way NE** – NE 12th St to North City Limits

The lone corridor where the designation of a neighborhood greenway was both identified as a preferred solution by multiple respondents and the corridor is potentially suitable for such a facility based on traffic speed and volumes is 108th Ave SE (Project Idea PBC-1).



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Preferred Potential Solutions: Intersection Improvements	Issue Points	% of Total
Bike boxes	154	27%
Bike signals	84	15%
Two-stage left turn queue boxes	38	7%
Signalized mid-block crossing	38	7%
Bicycle Facility Issues Total	573	

"If westbound on NE 12th you have to scootch over into the left lane to go straight across Bellevue Way and you're basically in the middle of the road with cars all around you, only inches away."

– Matt, Resident of Bellevue (98004)

"I have had two near misses cycling through this intersection [at 108th Ave and Main St] heading southbound. Motorists are in the habit of thinking southbound traffic must turn right. However, there is currently a painted bike box and small signage that indicate cyclists are permitted to pass straight through the intersection. Recommend painting green bike lane through the intersection to make clear of permitted bicycle traffic. Additional signage or separate bicycle signal for passing straight through intersection (southbound) are other possible solutions."

– Rick, Resident of Bellevue (98004)

Table 44. (above) Intersection improvements recommended as potential solutions for bicycling accommodation issues.

Figure 88. (opposite, left) Locations where bike boxes are a recommended potential solution.

Figure 89. (opposite, right) Locations where bike signals are a recommended potential solution.

Preferred Potential Solutions: Intersection Improvements

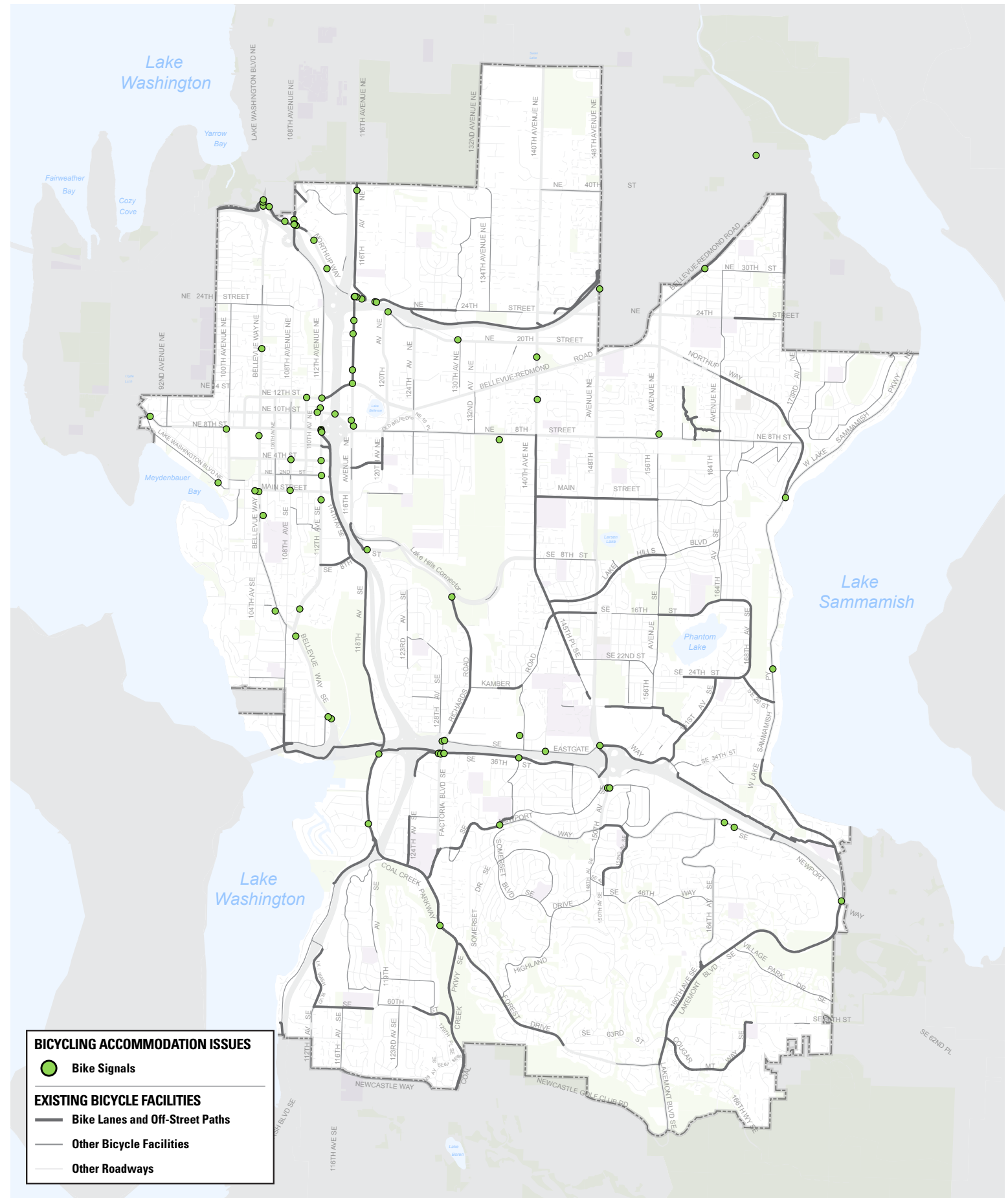
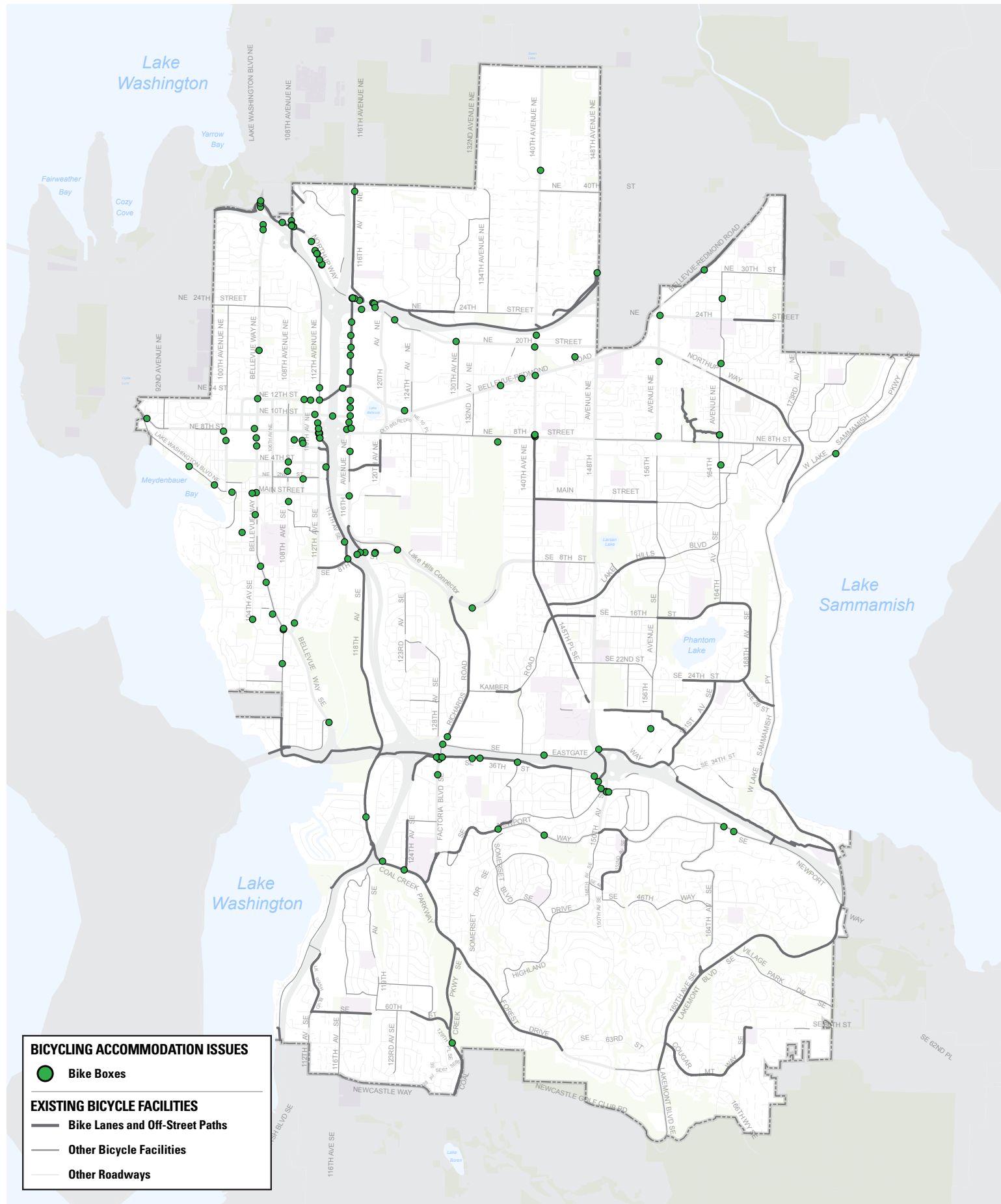
The second category of potential treatments related to bicycle facilities at intersections. Options included bike boxes to help clarify where people on bicycles can safely wait at red lights, bike signals to provide a designated signal phase for bicyclists, two-stage left turn boxes to help safely navigate left turns without crossing travel lanes, and signalized mid-block crossings where people on bicycles may wish to cross the street between signalized intersections.

Bike boxes were selected as a potential solution to more than one quarter of the issues identified by PBII Wikimap respondents, the most commonly selected intersection treatment (see Table 44 and Figure 88). Some corridors where bike boxes were commonly identified and BRIP project ideas are being considered include:

- **Project Idea PBC-14** – 114th Ave SE to 140th Ave SE (7 points)
- **Project Idea PBC-8** – 140th Ave NE, NE 24th St, NE 29th Pl (6 points)
- **Project Idea PBC-1** – 108th Ave SE (5 points)
- **Project Idea PBC-10** – 164th Ave (5 points)
- **Project Idea PBC-12** – NE 12th St (5 points)
- **Project Idea PBC-13** – Lake Washington Blvd NE, Main St (5 points)

The Bicycle Rapid Implementation Program has so far focused primarily on determining where new or upgraded corridor treatments (e.g. bike lanes) are possible. Some corridors where bike lane treatments have not been identified for potential investment through the BRIP but were identified by PBII Wikimap respondents as locations where bike boxes could be beneficial include:

- **Northup Way** – NE 33rd Pl to NE 24th St (16 points); bike lanes under construction in 2016
- **SE 36th St** at Factoria Blvd SE (9 points)
- **112th Ave NE** – NE 6th St to NE 12th St (9 points)



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"The most important place for bike lanes to continue are at major intersections (140th @ NE 8th for example). Too often this is exactly where the lanes end and riders are hung out to dry."

– Anonymous, Resident of Bellevue (98007)

"The eastbound crossing is especially dangerous during the afternoon commute. Traffic southbound is backed up considerably, moving slowly or stopped, so it's very hard to see if there are any cars coming northbound as you're waiting on the west side of the road to cross. This would feel MUCH safer if there were a stoplight there, but even so, I would be extremely cautious to make sure cars actually stopped AND that I had a good visual to make sure no cars were approaching."

– Mary Pat, Resident of Kirkland (98033)

"Traveling on 112 AVE NE going north [at NE 8th St], there is no safe place to ride in the road as there is a dedicated turn lane. It is also a busy intersection which make for lots of distractions for drivers. The dedicated bike lane ends abruptly and does not continue to the intersection. What makes matters worse is that there is no crosswalk there either. So in order to cross safely to the other side, cyclists must use 3 crosswalks or risk riding in busy traffic. This situation can be helped a great deal with a green-way bike lane (to catch the attention of drivers) and a bike box in front so that cyclists are visible at the light."

– Anonymous, Resident of Kirkland (98034)

"Recommendation: Create a bicycle crossing signal for eastbound bike traffic that goes from the southwest corner to the northeast corner. This signal can coincide with traffic heading the same direction (from NE 29th Pl eastbound to 148th northbound)... Many cyclists—including myself—routinely cross both 148th eastbound and the 520 exit northbound when the crosswalk signal indicates to cross 148th eastbound. Putting an efficient signal in that sanctions this action would make biking this corridor much more pleasant."

– Anonymous, Resident of Bellevue (98004)

Figure 90. (opposite, left) Locations where two-stage left turn lane queue boxes are a recommended potential solution.

Figure 91. (opposite, right) Locations where signalized mid-block crossings are a recommended potential solution.

- **Bellevue Way SE** – 112th Ave SE to Main St (8 points)
- **Bel-Red Rd** – 120th Ave NE to NE 20th St (7 points)
- **116th Ave** – SE 5th St to NE 12th St (7 points)
- **Bellevue Way NE** – NE 12th St to North City Limits (6 points)

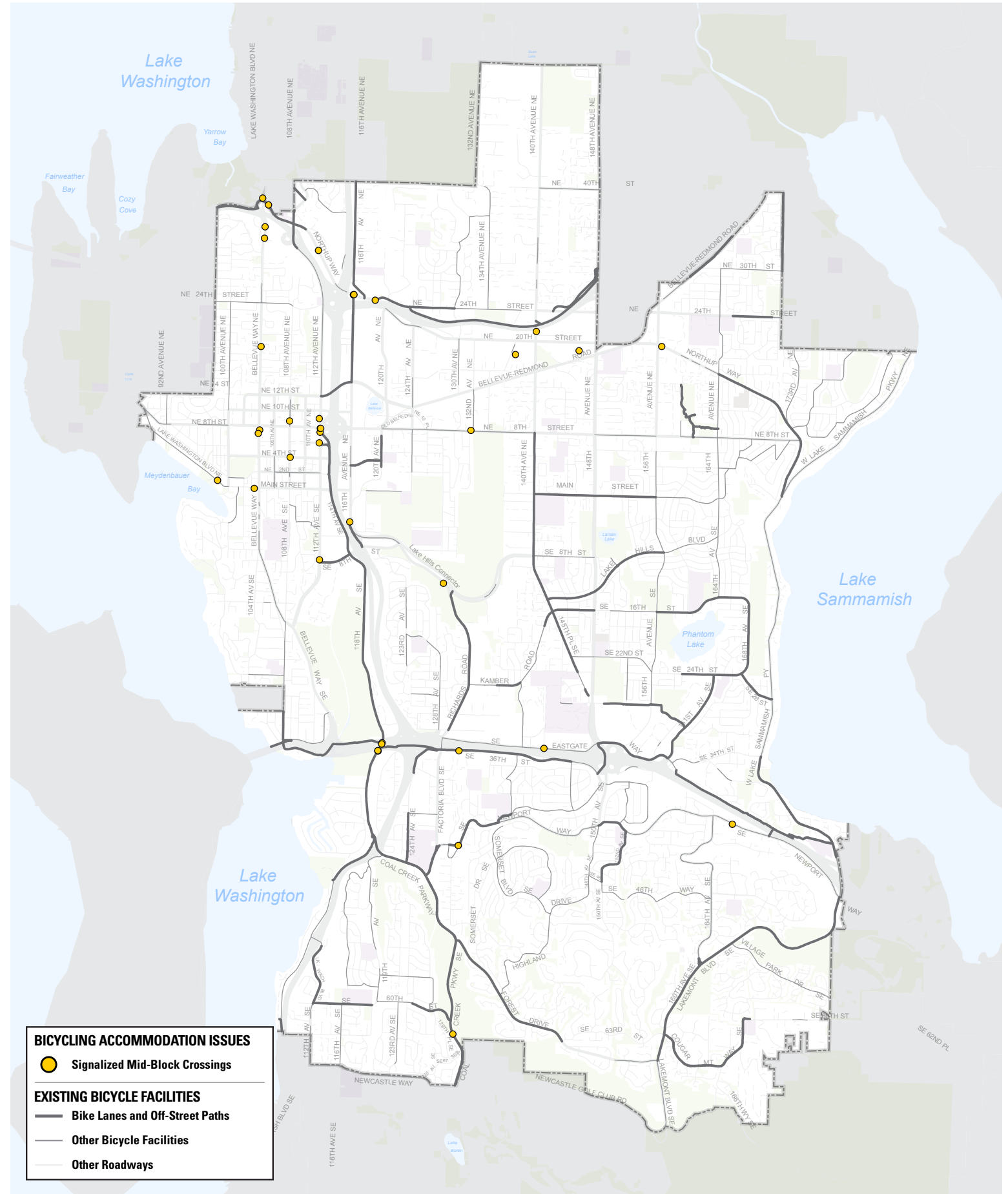
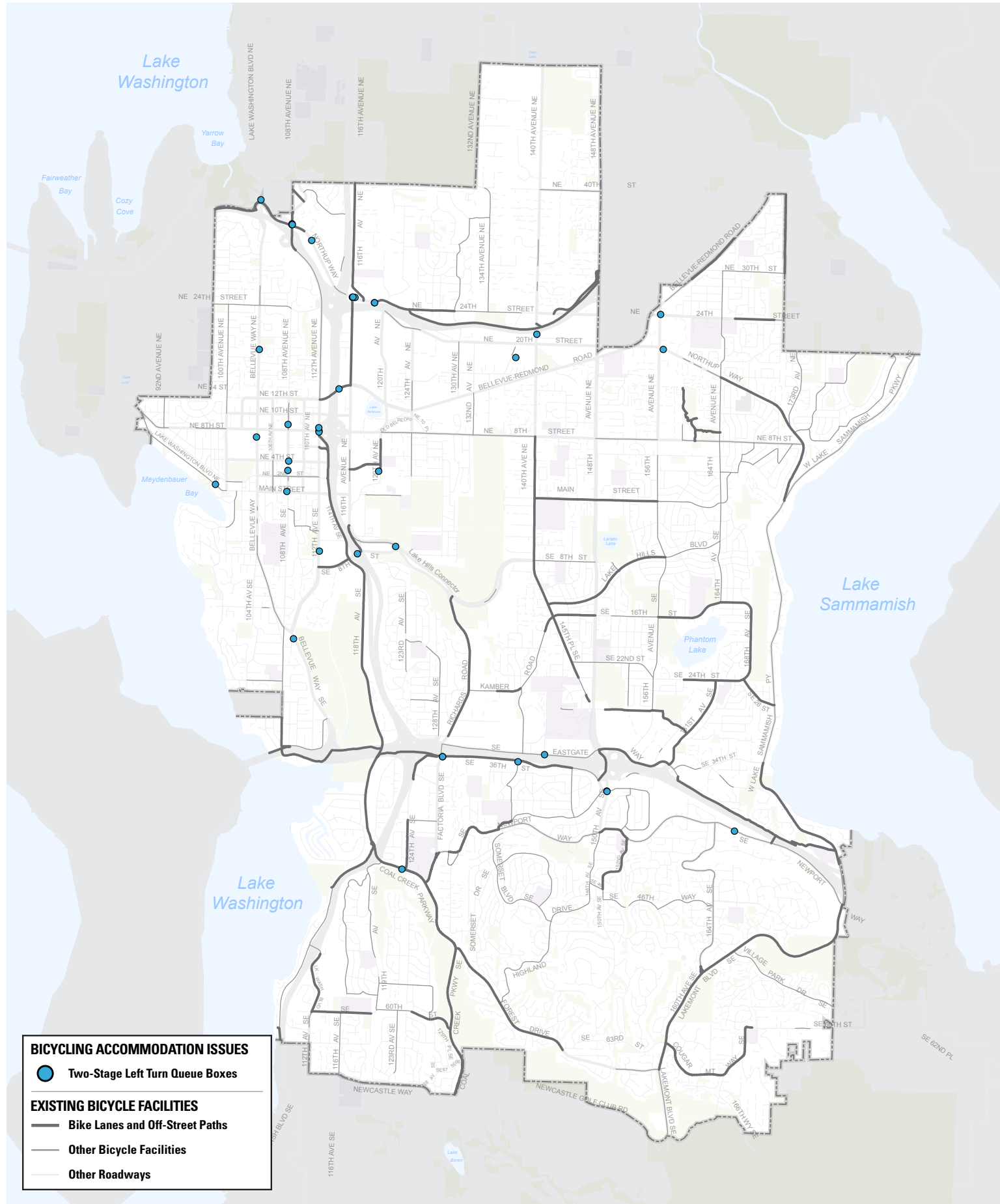
Bike signals were the second most commonly selected preferred intersection improvement (see Figure 89). The following are the five corridors where bike signals were most commonly selected by respondents:

- **Northup Way** – NE 33rd Pl to NE 24th St (8 points); bike lanes under construction in 2016
- **SE 36th St** at Factoria Blvd SE (5 points)
- **112th Ave NE** – NE 6th St to NE 12th St (5 points)
- **116th Ave NE** – NE 12th St to Northup Way (5 points); bike lanes installed in late 2015

The following are the five corridors with BRIP project ideas identified where bike signals were commonly selected by respondents:

- **Project Idea PBC-8** – Bel-Red Rd to 148th Ave NE (3 points)
- **Project Idea PBC-12** – NE 12th St (3 points)
- **Project Idea PBC-13** – Lake Washington Blvd NE, Main St (3 points)
- **Project Idea BN-25** – SE Eastgate Way (3 pts)
- **Project Idea BN-27** – SE Newport Way east of 152nd Ave SE (3 points)

The locations where two-stage left turn boxes were selected most often include Northup Way at both 116th Ave NE and NE 24th St, 108th Ave NE in Downtown (Project Idea PBC-2), SE 36th St at Factoria Blvd, 112th Ave NE at NE 8th St, and 108th Ave NE at Northup Way (see Figure 90). Signalized mid-block crossings were most commonly selected along 112th Ave NE in Downtown, 118th Ave SE at the I-90 Trail, and Bellevue Way NE between NE 12th St and the north city limits.



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Preferred Potential Solutions: Signage & Pavement Markings	Issue Points	% of Total
Shared lane markings (sharrows)	117	20%
Green painted bike lanes	220	38%
Bike route wayfinding signs	94	16%
Bicycle Facility Issues Total	573	

"I did not select the "sharrows" box because I feel it would give cyclists a false sense of security at this intersection [Also because many cyclists make left turns off of SE 8th st (going west or east), sharrows would not help."

– Cohen, Resident of West Seattle (98116)

"Would love to see the median islands [on NE 24th St west of 156th Ave NE] expanded and sharrows added to make it obvious that bicycles will take the lane when it is not safe to have cars passing. Lower speed limit would also be nice."

– Anonymous

Table 45. (above) Intersection improvements recommended as potential solutions for bicycling accommodation issues.

Figure 92. (opposite, left) Locations where sharrows, or shared lane markings, are a recommended potential solution.

Figure 93. (opposite, right) Locations where green bike lane markings are a recommended potential solution.

Figure 94. (opposite reverse, left) Locations where bike route wayfinding signs are a recommended potential solution.

Preferred Potential Solutions: Signage & Pavement Markings

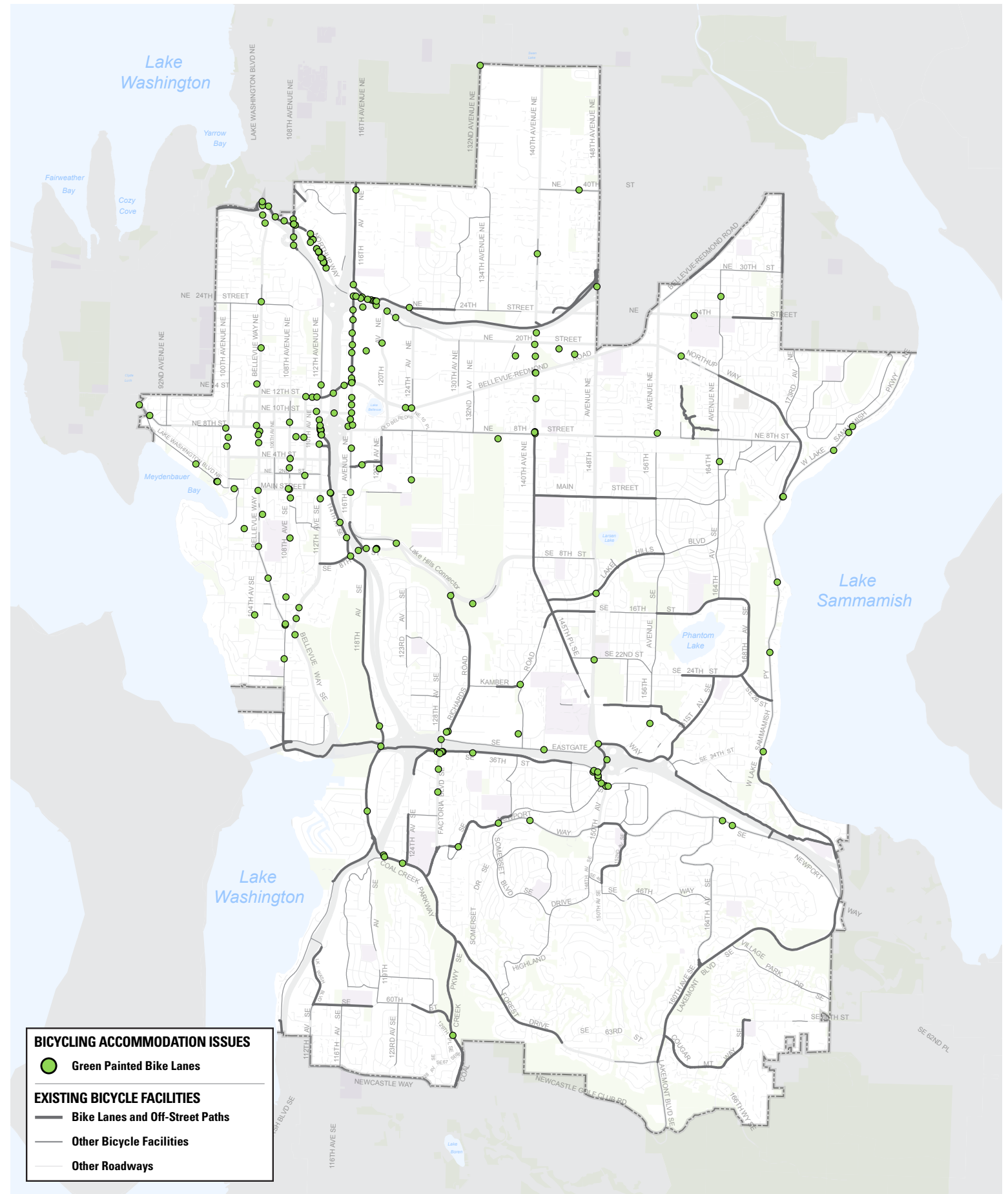
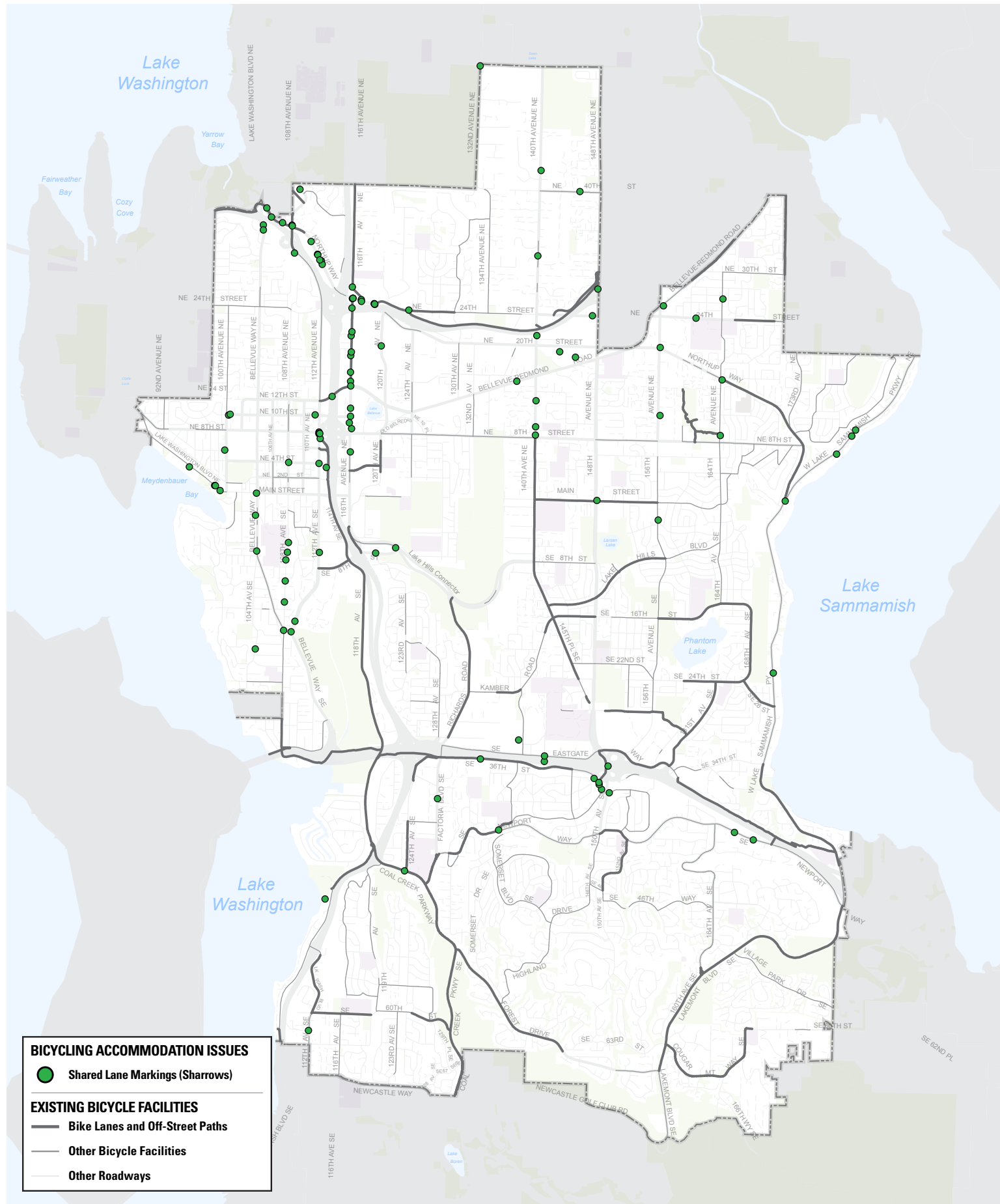
The third category of potential treatments related to signage and pavement markings, which can be used as wayfinding along bicycle routes and as tools to increase the visibility of people on bikes to people driving motor vehicles. Options included shared lane markings (also called sharrows) to designate the safest lane position for people bicycling on streets without designated bike lanes, green painted bike lanes to better alert people driving to the presence of bicycles, and bike route wayfinding signs.

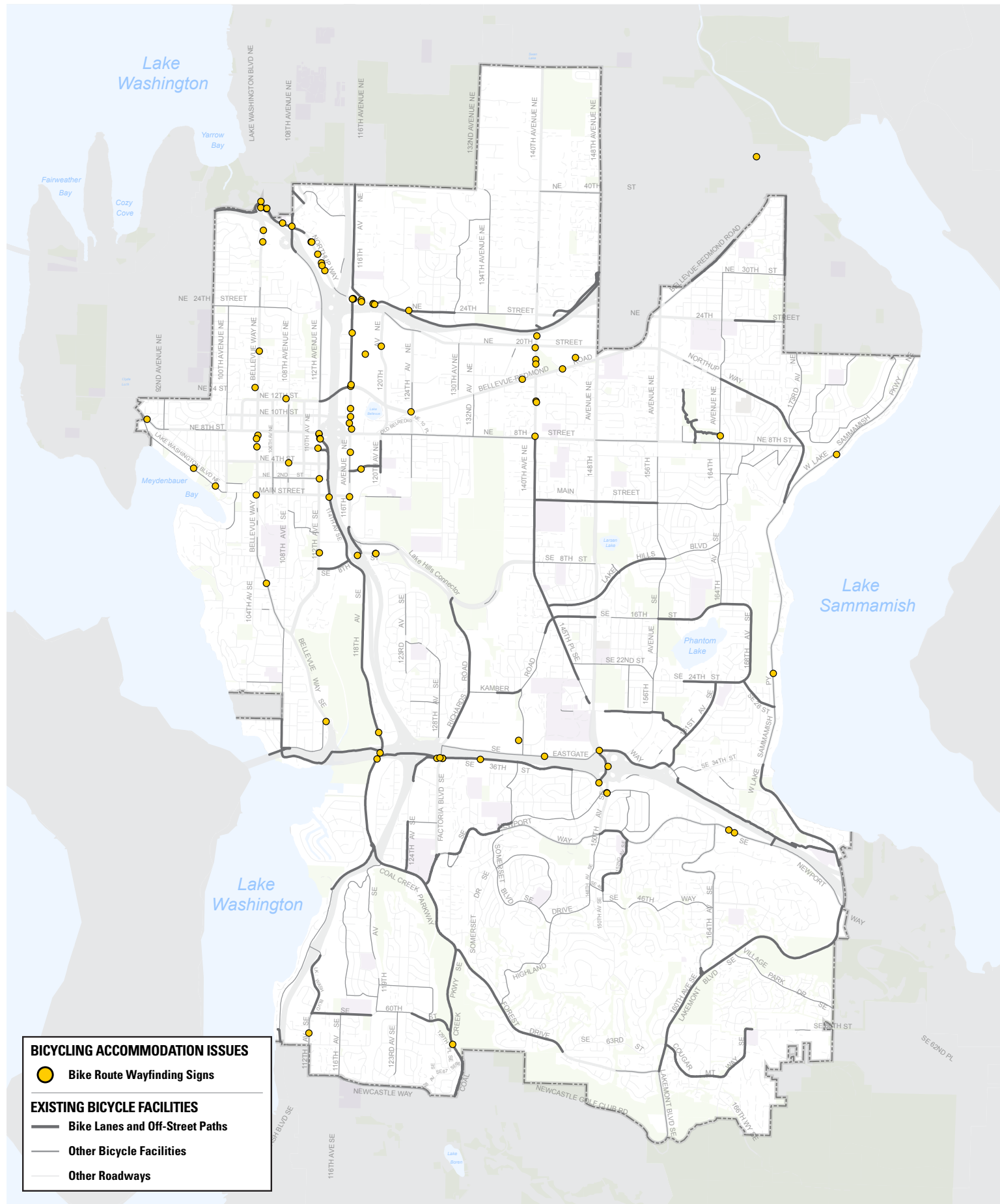
Green painted bike lanes were selected as a potential solution to nearly two-fifths of the issues identified by PBII Wikimap respondents, the second most commonly selected of all bicycle treatments presented (see Table 45 and Figure 93). Some corridors where green painted bike lanes were commonly identified and BRIP project ideas are being considered include:

- **Project Idea PBC-16** – SE 38th St (9 points)
- **Project Idea PBC-8** – 140th Ave NE (8 points)
- **Project Idea PBC-12** – NE 12th St (8 points)
- **Project Idea PBC-14** – 114th Ave SE to 140th Ave SE (7 points)
- **Project Idea PBC-1** – 108th Ave SE (7 points)

Green painted bike lanes were also selected by respondents along several corridors where the BRIP does not presently identify improvements, including Northrup Way (28 points), 112th Ave in Downtown (12 points), 116th Ave from NE 12th St to Northrup Way (12 points), SE 36th St at Factoria Blvd SE (10 points), and 116th Ave from SE 5th St to NE 12th St (10 points).

Sharrows (see Figure 92) were commonly selected along 112th Ave NE in Downtown, 116th Ave NE south of NE 12th St, 108th Ave SE (Project Idea PBC-1), SE 38th St (Project Idea PBC-16), and 140th Ave NE from NE 8th St to NE 24th St (portions along Project Idea PBC-8).





Preferred Potential Solutions: Speed Management / Traffic Calming	Issue Points	% of Total
Reduced speed limit	109	19%
Red light cameras	27	5%
Speed humps	27	5%
Traffic circles	9	2%
Bicycle Facility Issues Total	573	

"Speed humps designed to slow motorized vehicles should be designed with a shoulder pass-through so that bicycles do not have to go over the hump."

– Anonymous

"The speed limit on the Lake Hills Connector is too high by at least 10 mph. Drivers are typically doing at least 50mph."

– Anonymous

Table 46. (above) Speed management and traffic calming measures recommended as potential solutions for bicycling accommodation issues.

Figure 95. (opposite, left) Locations where reduced speed limits are a recommended potential solution.

Figure 96. (opposite, right) Locations where red light cameras are a recommended potential solution.

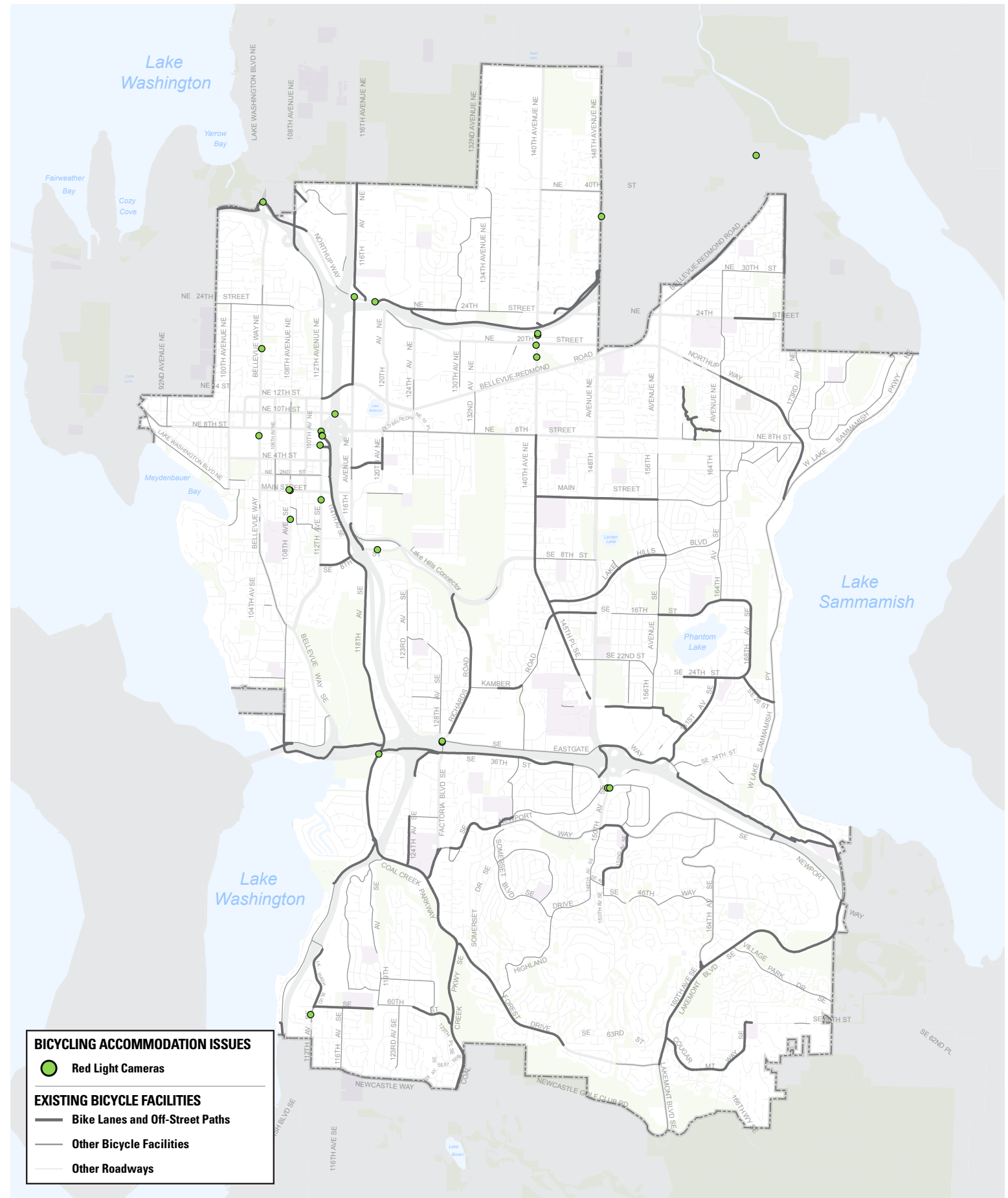
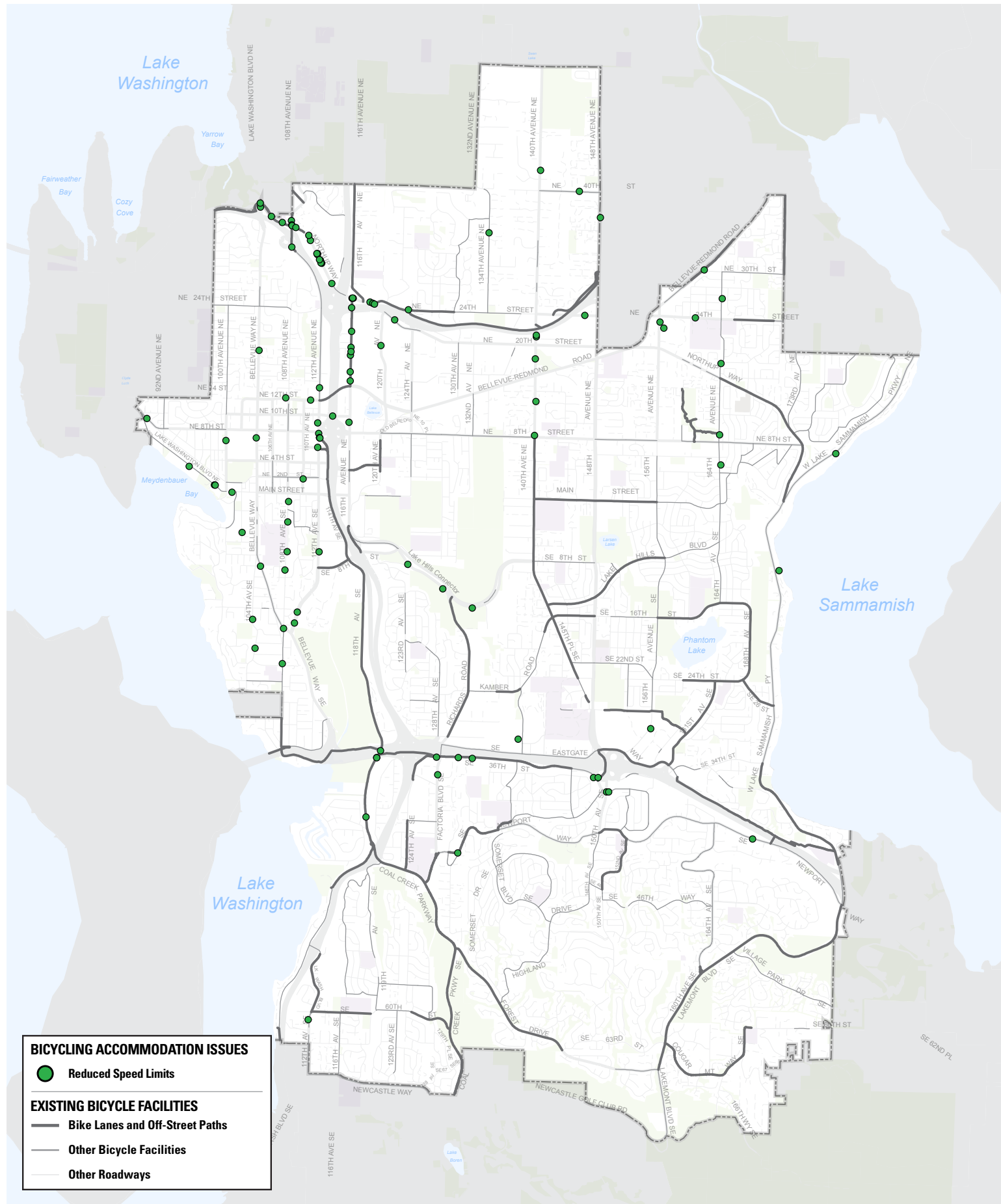
Preferred Potential Solutions: Speed Management / Traffic Calming

The fourth and final category of potential treatments related to traffic calming measures. Options presented included reducing speed limits to improve riding comfort, installing red light cameras to aid enforcement, and installing speed humps or traffic circles to manage traffic speed. With the exception of reducing the speed limit, these measures were the least commonly selected of all potential solutions.

Reducing the speed limit was selected as a preferred potential solution for about one-fifth (19 percent) of the 573 bicycle facilities issues identified by PBII Wikimap respondents (see Table 46 and Figure 95). The following are the corridors where reducing the speed limit was most commonly identified:

- **Northup Way** – NE 33rd PI to NE 24th St (16 points); bike lanes under construction in 2016
- **116th Ave NE** – NE 12th St to Northup Way (8 points); bike lanes installed in late 2015
- **Project Idea PBC-1** – 108th Ave SE (6 points)
- **Project Idea PBC-8** – 140th Ave NE (5 points)
- **112th Ave NE** – NE 6th St to NE 12th St (5 points)
- **Northup Way** – Bellevue Way NE to NE 33rd PI (4 points)
- **Project Idea PBC-16** – SE 38th St (4 points)
- **SE 36th St** – Factoria Blvd SE to I-90 Ped/Bike Bridge (4 points)
- **Project Idea PBC-13** – Lake Washington Blvd NE, Main St (4 points)
- **BN-108thAveNE_SR520**
- **Project Idea PBC-10** – 164th Ave (4 points)
- **Project Idea PBC-14** – 114th Ave SE to 140th Ave SE (3 points)

All of the above corridors are arterial streets along the Bicycle Network, and all but 116th Ave NE are designated as Priority Bicycle Corridors.



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Red light cameras (see Figure 96) were selected as potential solutions by more than one respondent at the following locations:

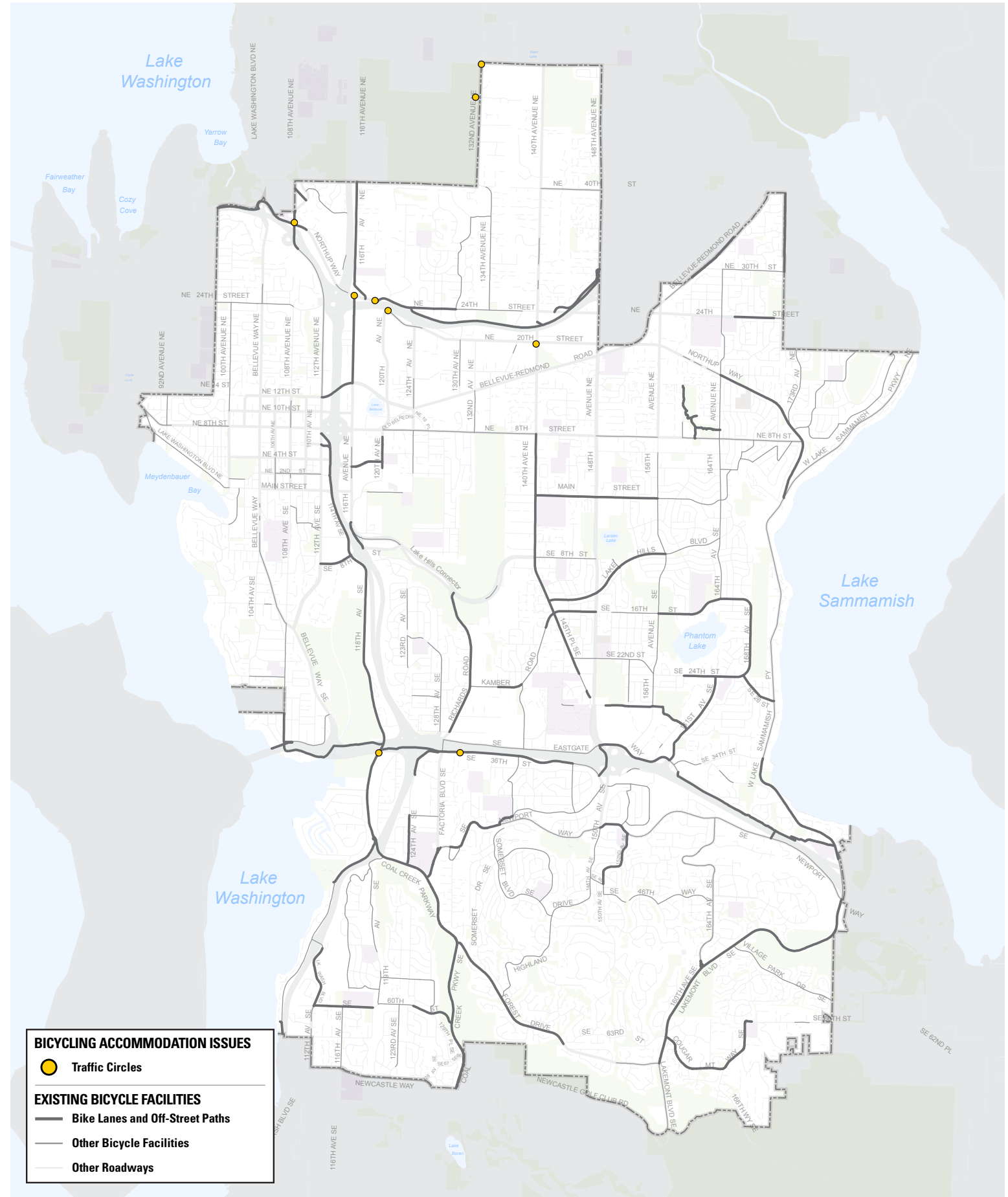
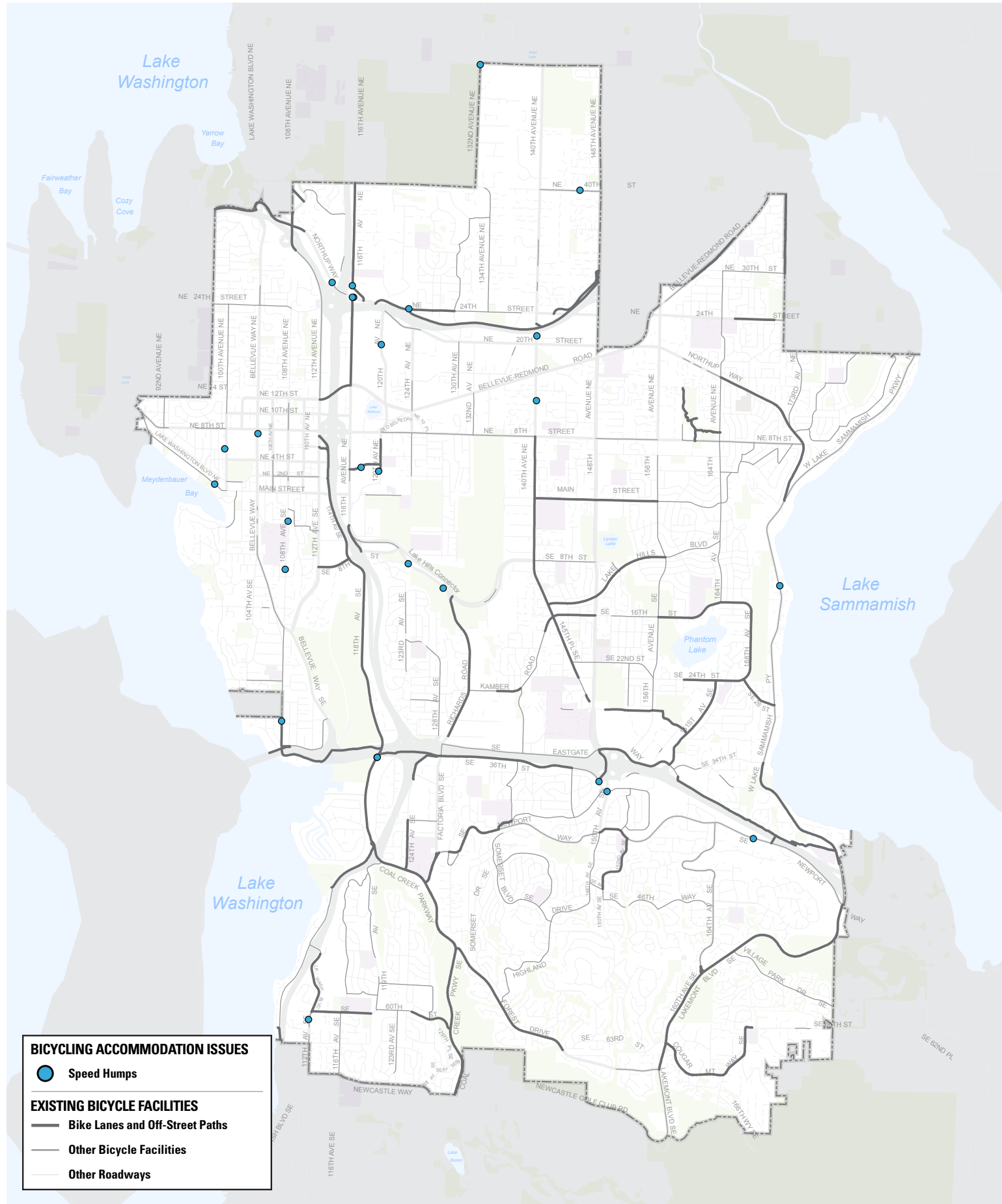
- SE 36th St at Factoria Blvd SE
- SE 38th St at 150th Ave SE
- 112th Ave NE at NE 8th St
- 108th Ave NE at Main St
- 140th Ave NE at NE 20th St

Speed humps were not commonly selected as a preferred potential solution to the bicycle facility issues identified by Wikimap respondents, and most of the locations where speed humps were selected do not conform to the kinds of streets where Bellevue currently implements such traffic calming treatments (see Figure 97). For example, corridors like Bellevue Way NE, Lake Hills Connector, Northup Way, 140th Ave NE, and West Lake Sammamish Pkwy SE are all arterial streets with high traffic volumes and high speeds, which are all unsuitable locations for speed humps. This treatment was also identified by two respondents along 108th Ave SE where multiple speed humps already exist between Bellevue Way SE and Main St; it may be appropriate to consider whether additional speed humps are warranted and whether they would be beneficial along this corridor.

Traffic circles were the least commonly selected of all potential solutions to bicycle facility issues. Similar to speed humps, none of the locations identified conform to the kinds of locations where Bellevue currently implements such traffic calming treatments based on traffic speed and volume and the functional classification of the roads (see Figure 98).

Figure 97. (opposite, left) Locations where speed humps are a recommended potential solution.

Figure 98. (opposite, right) Locations where traffic circles are a recommended potential solution.



Reactions to Points Located by Other Users	Reactions	
"Agree"	317	
"Disagree"	5	
Agree/Disagree Scores	Issue Points	% of Total
-1	2	0.3%
0	1	0.2%
1	143	25%
2	51	9%
3	14	2%
4	3	0.5%
5	3	0.5%
Sub-Total (Number of Points Reacted To)	217	38%
Bicycle Behavior Issues Total	573	

Table 47. (above) Reactions to unsafe driving behavior issues identified by other users.

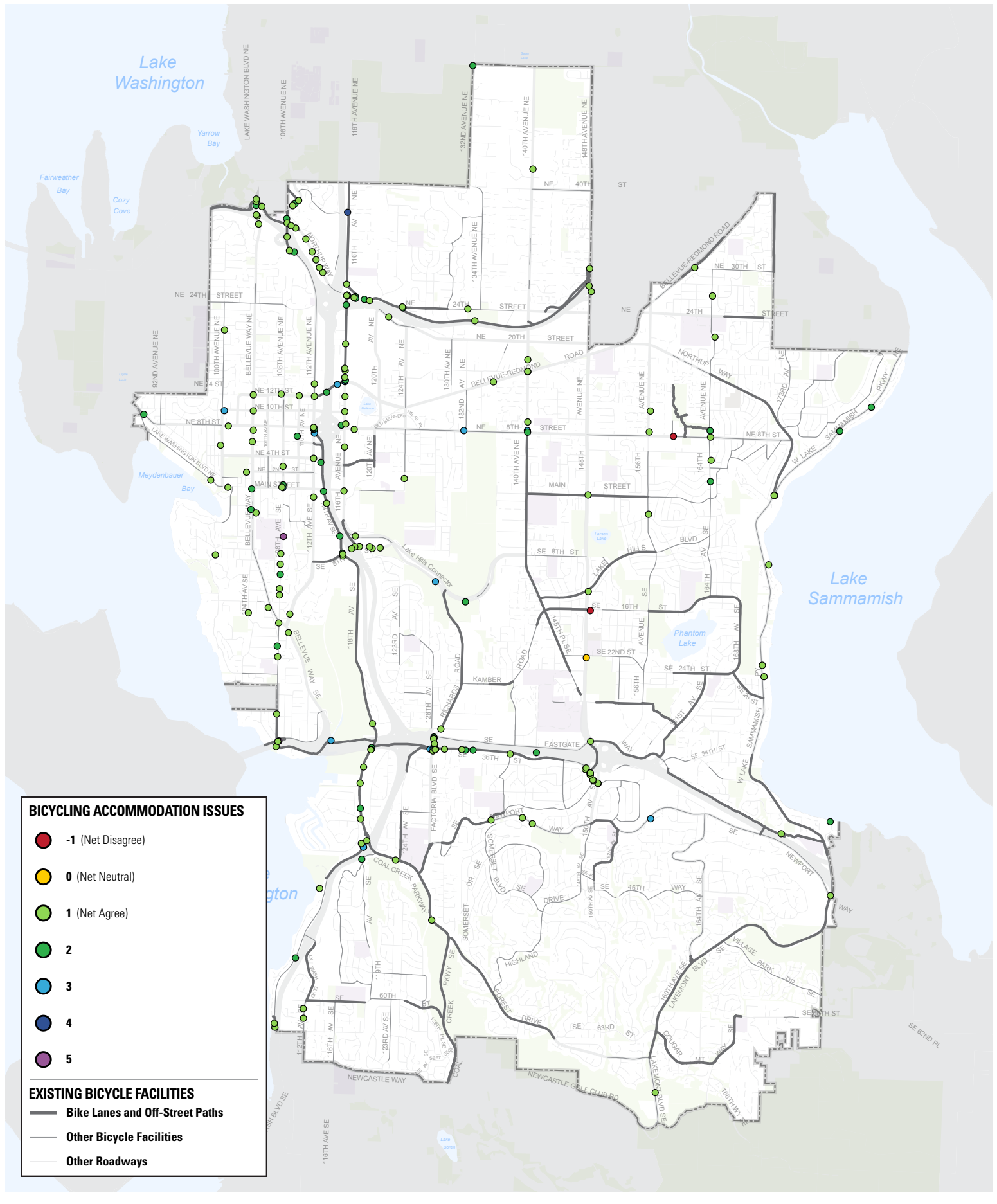
Figure 99. (opposite) Locations where Wikimap respondents agreed/disagreed with the driving behavior issues identified by other users.

Agree/Disagree

As noted near the beginning of the chapter on Wikimap 1 (see page 23), users were able to react to the issues identified by other users by clicking on existing points located on the map, selecting "Agree" or "Disagree," and adding write-in comments. To facilitate the visual depiction of this feedback, reactions were converted into scores, with a score of +1 awarded for every "Agree" and -1 subtracted for every "Disagree" that an issue point received from other users.

PBII Wikimap users reacted to 217 of the 573 bicycle accommodation issue points located (see Table 47). In total, 317 users selected "Agree", while only five selected "Disagree." The bicycle accommodation issues identified by respondents that garnered the most support from other users were:

- **SE 36th St** from Factoria Blvd SE to east of 132nd Ave SE, where 13 users indicated issues that include a lack of buffer space from traffic, difficult or uncomfortable merging with traffic, and discontinuous bicycle facilities (24 "Agree")
- **108th Ave SE** from SE 35th Pl to Main St (Project Idea PBC-1), where 16 users indicated issues including a lack of bike lanes, narrow shared travel lanes, and maintenance issues (19 "Agree")
- **NE 12th St** from Bellevue Way NE to 116th Ave NE (Project Idea PBC-12), where 13 users indicated issues including a lack of bike lanes or off-street path, difficult or uncomfortable merging, inadequate markings, and bicycle facilities that end abruptly (14 "Agree")
- **SE 8th St** and Lake Hills Connector from 114th Ave SE to 140th Ave SE (Project Idea PBC-14), where 17 users indicated issues including a lack of bike lanes or off-street paths, difficult left turns, and many near misses (12 "Agree")



Behaviors of People Driving

The third type of point that Wikimap users could choose to locate on the map related to unsafe behaviors exhibited by people driving. This was the point type that respondents would choose for issues such as people in cars not yielding to pedestrians in crosswalks, people in cars not stopping at stop signs, people in cars passing too closely to people on bicycles (within 3 feet), or people in cars driving too fast.

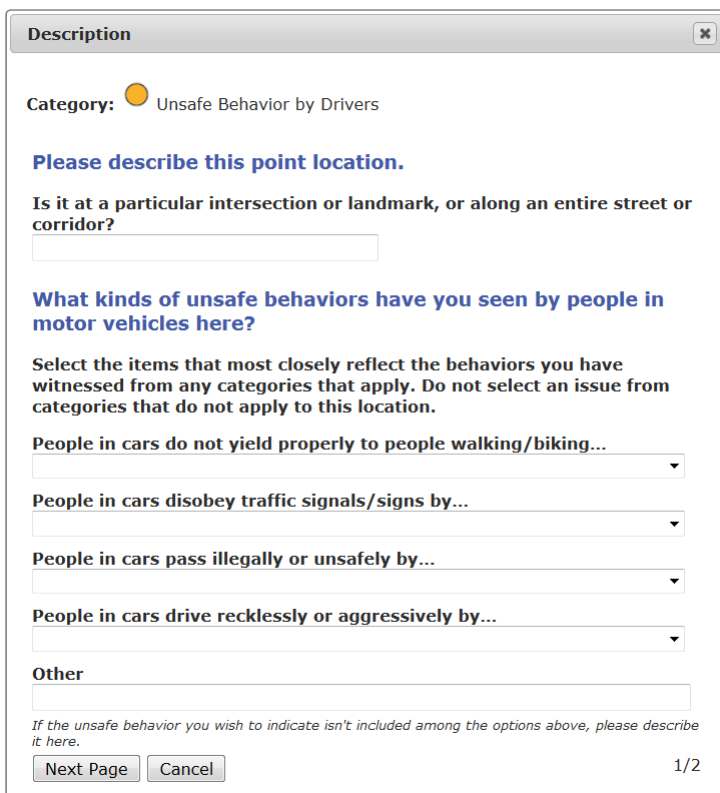
Safety issues related to behaviors were included in the PBII Wikimap not to vilify people who travel using one mode or another, but in recognition of the reality that conditions that feel unsafe may arise even in locations where facilities are designed according to applicable standards and guidelines. From a Vision Zero perspective, it may be appropriate to consider facility refinements or programmatic solutions to ensure that unsafe behaviors are better understood by the public, less likely to be engaged in accidentally, and more likely to be reprimanded when exhibited intentionally.

The first page of the Unsafe Behavior by Drivers survey included four categories of issues to identify, as shown in Figure 100:

- Improper yielding to people walking/bicycling
- Disobeying traffic signals/signs
- Illegal or unsafe passing
- Reckless or aggressive driving

Each of these categories included between 2–5 specific issues for respondents to choose from. For example, the “People in cars do not yield properly to people walking/bicycling” category included the options:

- in crosswalks while “Walk” signals are active
- at stop signs
- at mid-block crossings
- at driveway entrances/exits
- where travel lanes merge (with bicycles in roadway)



Description x

Category: ● Unsafe Behavior by Drivers

Please describe this point location.

Is it at a particular intersection or landmark, or along an entire street or corridor?

What kinds of unsafe behaviors have you seen by people in motor vehicles here?

Select the items that most closely reflect the behaviors you have witnessed from any categories that apply. Do not select an issue from categories that do not apply to this location.

People in cars do not yield properly to people walking/biking...

People in cars disobey traffic signals/signs by...

People in cars pass illegally or unsafely by...

People in cars drive recklessly or aggressively by...

Other

If the unsafe behavior you wish to indicate isn't included among the options above, please describe it here.

1/2

Figure 100. Unsafe behaviors by people driving, page 1 of 2: What is the problem and where is it?

Respondents could choose only one specific issue from each category, but they could identify issues from as many of the categories as they deemed applicable to the identified location. Respondents also had the option to describe “Other” issues through write-in comments.

After identifying the specific unsafe driving behavior(s) associated with a location, respondents were then asked three additional questions (see Figure 101). The first question asked respondents to indicate which modes of travel they have used at the identified location: walking, bicycling, driving, and/or riding transit. The second question prompted respondents to indicate whether they have ever witnessed or experienced a near miss at the location. The third question asked respondents to select which one of the following four potential approaches they believe would most effectively address the unsafe behavior exhibited by people driving:

- **Engineering**, or implementing new facilities to limit the potential for or exposure to unsafe behavior
- **Education**, such as through a public outreach or awareness campaign
- **Enforcement**, working with Bellevue Police to improve compliance with laws
- **Encouragement**, such as through events or activities that reinforce positive behavior

These approaches are generally consistent with the kinds of actions that Bellevue already undertakes to improve street safety; however, some like education and encouragement may warrant expansion or a change in focus depending on the nature of the issues identified and the resources available for such efforts.

The final survey question presented respondents with an opportunity to submit additional comments (see Figure 101). See Appendices beginning on page 525 for complete documentation of all write-in comments received and a summary of the major themes expressed in those comments.

The screenshot shows a survey form titled "Description" with a close button (X) in the top right corner. The form is divided into several sections:

- Category:** A radio button is selected for "Unsafe Behavior by Drivers".
- I have noticed these unsafe behaviors because this is a location where I...** This section has four checkboxes: "walk", "bike", "drive", and "ride transit".
- Because of this unsafe behavior at this location I have...** This section has three checkboxes: "Witnessed a near miss", "Experienced a near miss", and "None of the above". Below these is the instruction "Check all that apply."
- How could we most effectively address this unsafe behavior?** This section has four radio buttons: "Engineering - Implement new facilities to address the problems that result in unsafe behavior", "Education - Undertake a public outreach and awareness campaign", "Enforcement - Work with Bellevue Police to improve compliance with applicable laws", and "Encouragement - Organize events that reinforce positive behavior".
- Additional Comments** This section contains a large text input field.
- At the bottom, there are three buttons: "Submit", "Cancel", and "Previous Page".
- In the bottom right corner, the text "2/2" is displayed.

Figure 101. (above) Unsafe behaviors by people driving, page 2 of 2: Safety at this location, what treatments might improve safety, and additional comments.

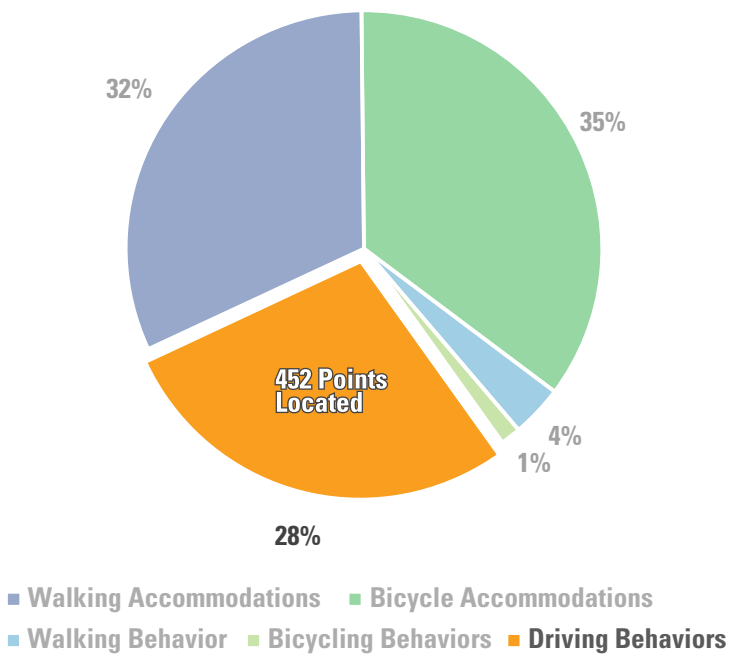


Figure 102. (above) Driving behavior issues relative to other issues identified by Wikimap respondents.

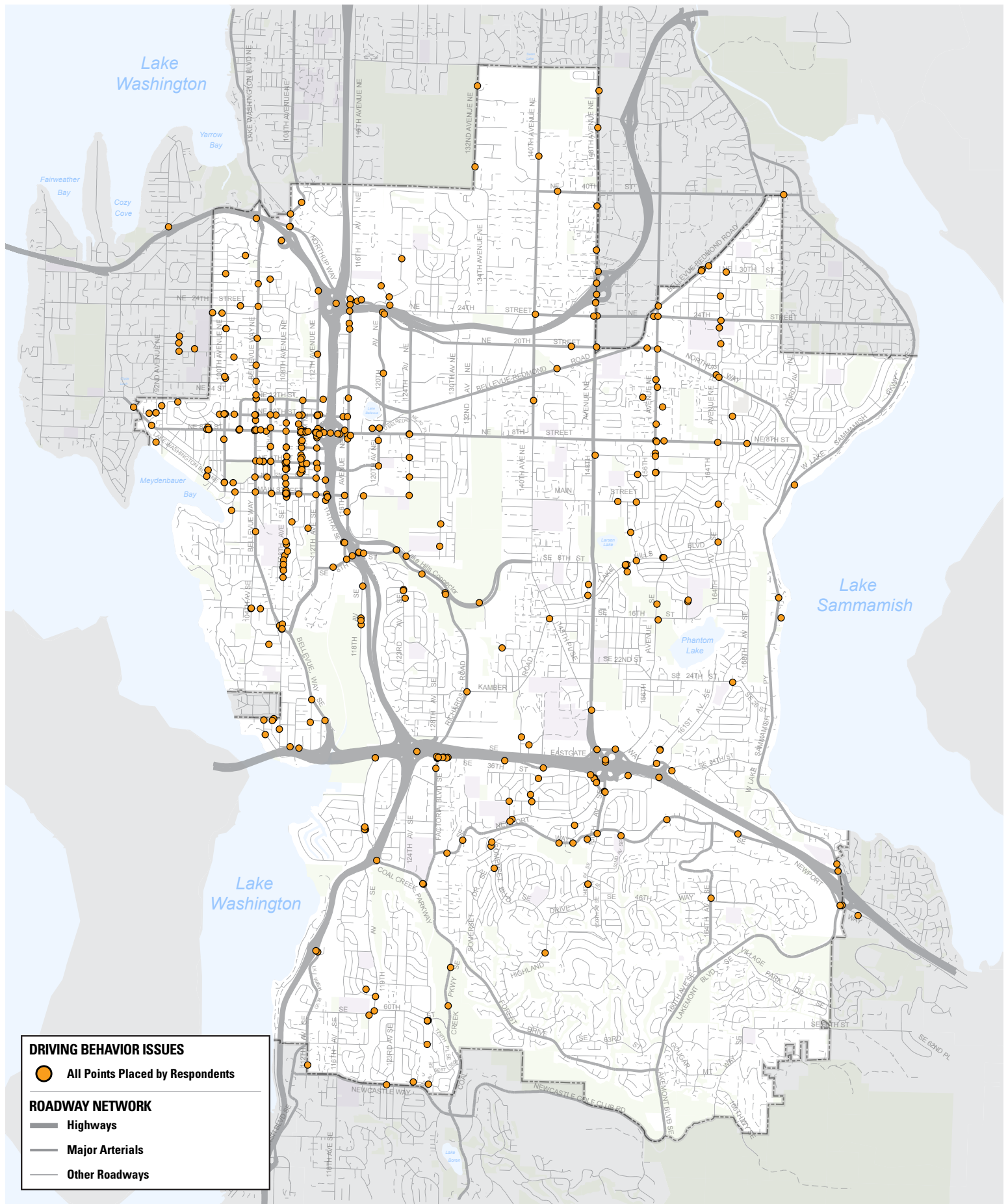
Figure 103. (opposite) Driving behavior issue point locations identified by Wikimap respondents.

All Points

Driving behavior issues were the third-most commonly identified issue by PBII Wikimap respondents, accounting for 28 percent of all points placed (see Figure 102). The locations of all 452 points identified by respondents are depicted in Figure 103.

These points were identified by 284 unique respondents—fewer only than the number of unique respondents who identified Walking Accommodation Issues (336). Similar to other types of issues, most respondents (64.1%) used the Wikimap to identify only one driving behavior issue, but more than any other identified two such issues (21.5%). About one-tenth (9.9%) of respondents who identified driving behavior issues placed three issue points, while less than 5 percent identified four or more points. Only one respondent identified seven driving behavior issues, the most per person for this issue type.

The next pages examine the location of all driving behavior issue points by considering their frequency within neighborhood areas. The remainder of this section, beginning on page 138 and continuing through page 155, reviews the responses to each of the Unsafe Behavior by Drivers Survey questions, providing maps that depict the locations of all responses and tables that compare the number of responses for each multiple choice option to both the total number of driving behavior issue points identified and the total number of all PBII Wikimap points identified.



Neighborhood	Issue Points	% of Sub-Total	% of Total
BelRed	21	5%	1%
Bridle Trails	18	4%	1%
Cougar Mountain / Lakemont	2	0.4%	0.1%
Crossroads	10	2%	1%
Downtown	117	26%	7%
Eastgate	38	8%	2%
Factoria	20	4%	1%
Lake Hills	27	6%	2%
Newport	22	5%	1%
Northeast Bellevue	15	3%	1%
Northwest Bellevue	46	10%	3%
Somerset	10	2%	1%
West Bellevue	55	12%	3%
West Lake Sammamish	8	2%	0.5%
Wilburton	21	5%	1%
Woodridge	11	2%	1%
Driving Behavior Issues Sub-Total	452	28%	
All Issues Total	1,618		

Table 48. (above) Driving behavior issue points by neighborhood.

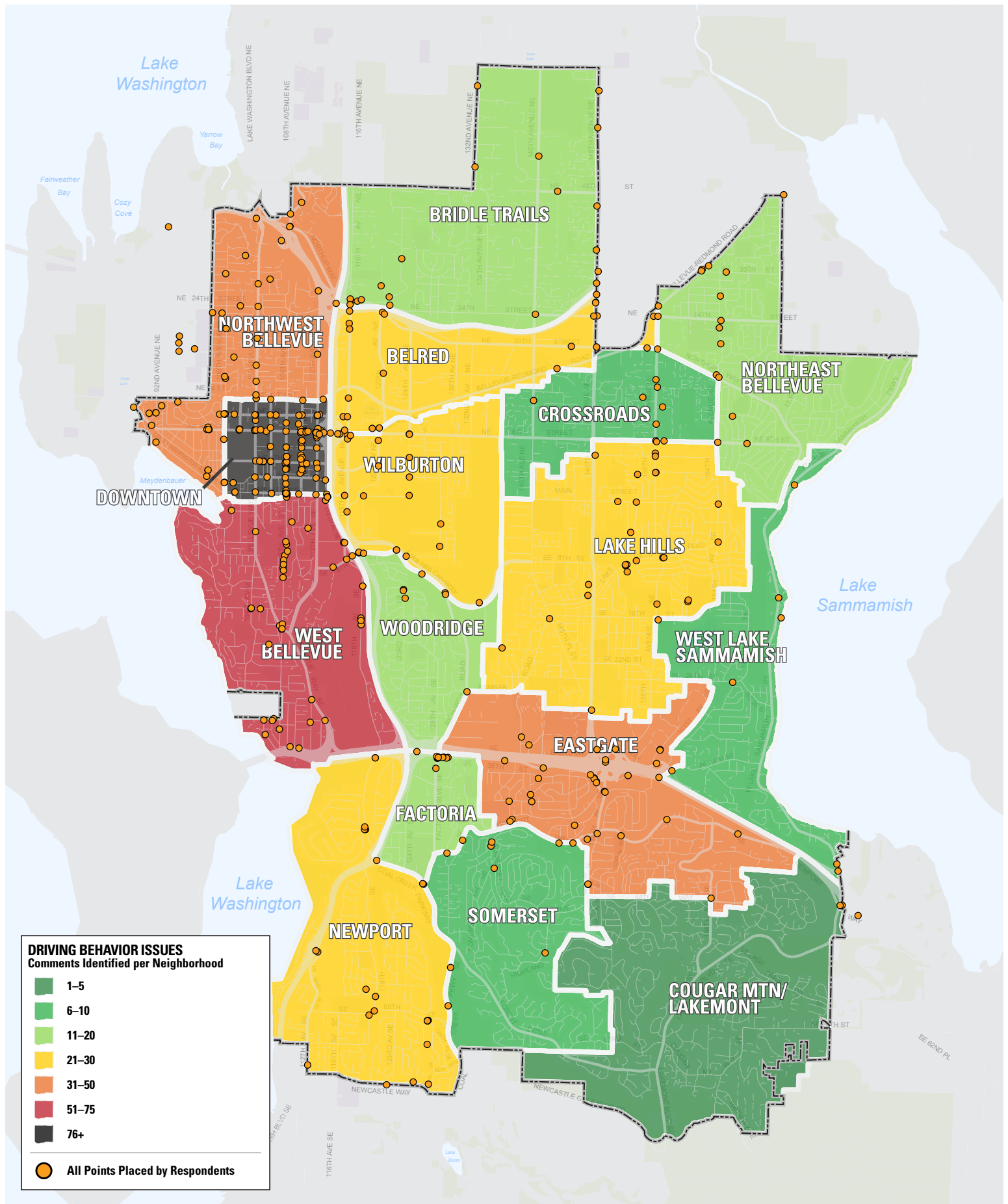
Figure 104. Bellevue neighborhoods reflecting the number of driving behavior issues identified by Wikimap respondents.

In terms of both the number of points placed by respondents and their distribution across the city, the results of the Unsafe Behaviors by Drivers Survey are more similar to the Walking and Bicycle Accommodation Surveys than to the results of the other two behavior-focused surveys. As Table 48 and Figure 104 indicate, the locations of driving behavior issues are similar to walking accommodation issues for their abundance in Downtown and relative frequency in Lake Hills and Wilburton, yet similar to bicycle accommodation issues in that they tend to be more clustered along arterial corridors than along residential streets.

More points were located in Downtown for driving behavior issues (117 points) than for any other type of issue. In fact, there are virtually no streets and few intersections in Downtown where PBI Wikimap respondents *did not* identify unsafe behaviors by people driving. 108th Ave NE, 110th Ave NE, and NE 8th St—especially near 112th Ave NE and 116th Ave NE—stand out as locations of particular concern to respondents.

West Bellevue and Northwest were the other two neighborhoods with the most driving behavior issues identified, accounting for 12 and 10 percent, respectively. 108th Ave SE and SE 8th St near the I-405 interchange are notable clusters in West Bellevue. Points are more diffuse in Northwest Bellevue, with a larger share identified along residential streets than in most other neighborhoods.

Eastgate was the only other predominantly mixed-used neighborhood among those with the top five most driving behavior issues identified (8 percent). Clusters of points are evident along SE 38th St, SE Newport Way, and at various points along SE Eastgate Way, but there are also issues identified along several neighborhood streets in contrast to most other areas. In central and east Bellevue, most points are located along Lake Hills Connector, Lake Hills Blvd, and 156th Ave NE. In north and Northeast Bellevue, most points are along 148th Ave NE and 164th Ave NE.



People in cars do not yield properly to people walking/biking...	Issue Points	% of Sub-Total	% of Total
in crosswalks while "Walk" signals are active	144	50%	31.9%
at stop signs	32	11%	7.1%
at mid-block crossings	42	14%	9.3%
at driveway entrances/exits	47	16%	10.4%
where travel lanes merge (with bicycles in roadway)	25	9%	5.5%
Sub-Total	290	64%	
Driver Behavior Issues Total	452		

"Right and left turning drivers [at 106th Ave NE and NE 12th St] mow through crosswalks and don't give right of way to pedestrians at the signal."

– Anonymous, Resident of Downtown Bellevue

"The design of this merge [on SE 38th St] is terrible. There are multiple lanes merging to a pinch point with a traffic island around a blind turn. Someone is going to die here. There is enough space to fix this."

– Anonymous, Resident of Downtown Bellevue

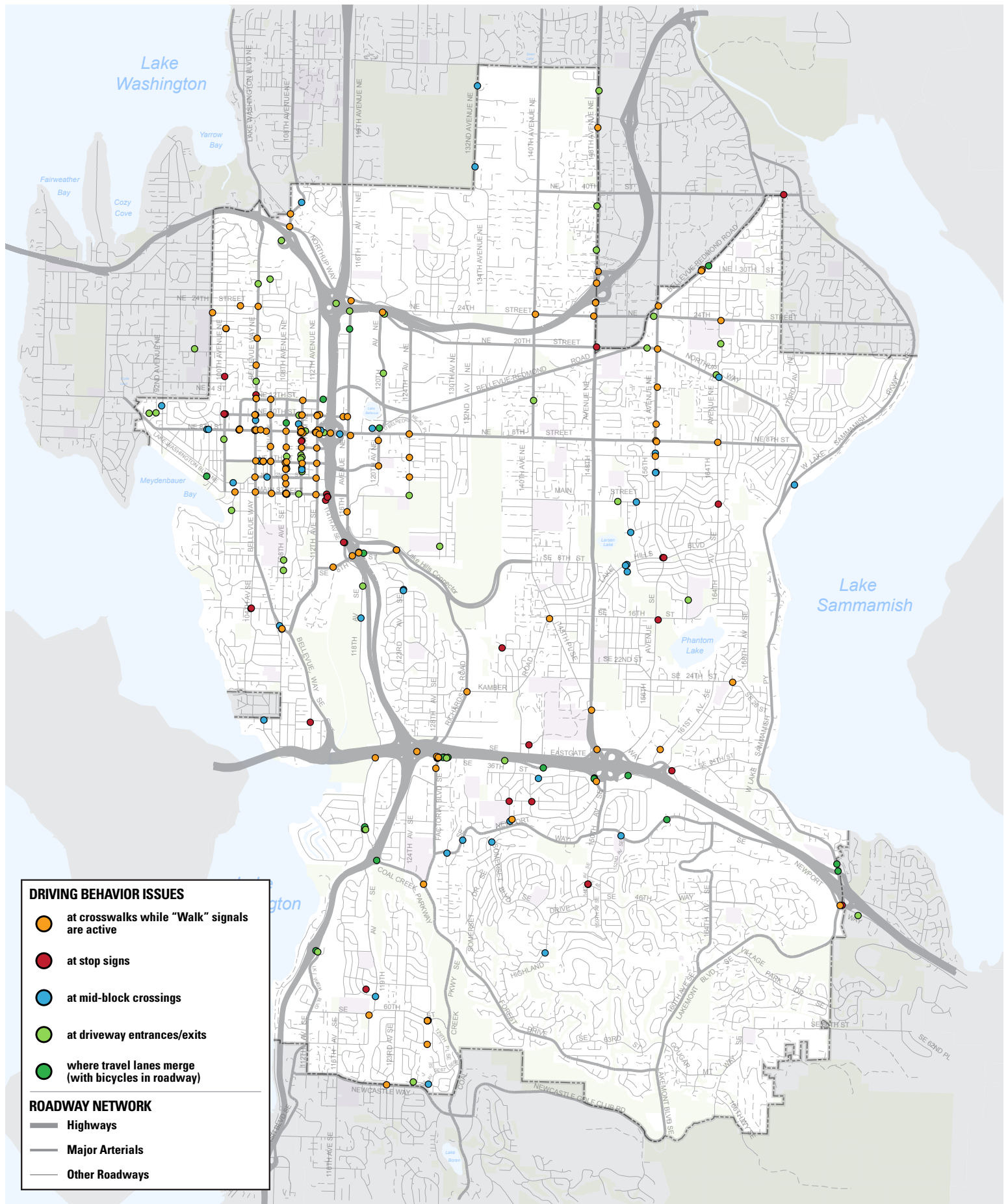
Table 49. (above) Driving behavior issues related to improper yielding to people walking and bicycling.

Figure 105. (opposite) Locations identified by Wikimap respondents where people driving have been observed improperly yielding to people walking and bicycling.

Improper Yielding

Of the 452 driving behavior issues identified by PBI Wikimap respondents, 290 of them (64 percent) related to improper yielding to people walking and bicycling (see Table 49). As a category of driving behavior issues, improper yielding issues were identified more commonly than any other.

Respondents were presented with five specific such issues to choose from. Half of all improper yielding issues—and 32 percent of all driving behavior issues—related to improper yielding in crosswalks while "Walk" signals are active (144 points). This was the second most common driving behavior issue identified. Although also located at an assortment of arterial intersections throughout the city, improper yielding at crosswalks was identified as an issue especially often in Downtown, with issue points located at virtually every Downtown intersection.



People in cars disobey traffic signals/signs by...	Issue Points	% of Sub-Total	% of Total
not stopping at stop signs	56	43%	12.4%
running red lights	73	57%	16.2%
Sub-Total	129	29%	
Driver Behavior Issues Total	452		

"People in cars not obeying the right only sign travelling southbound. They go straight on 108th despite the signage. Bicycles are allowed to go straight and are forced to cross from the bike box in front of these illegal moves."

– *Anonymous*

"People waiting to make a right turn on red are so fixated on watching traffic that they make the right turn when bikes and peds are in the crosswalk on a walk light."

– *Anonymous, Resident of Bellevue (98008)*

"I think if the intersection of 110th and NE 8th was designed to be more pedestrian friendly, then drivers would be more aware of pedestrians and look out for them more. The biggest violation I see on my daily walking through this intersection is drivers turning right on a red into the crosswalk and not even looking for pedestrians."

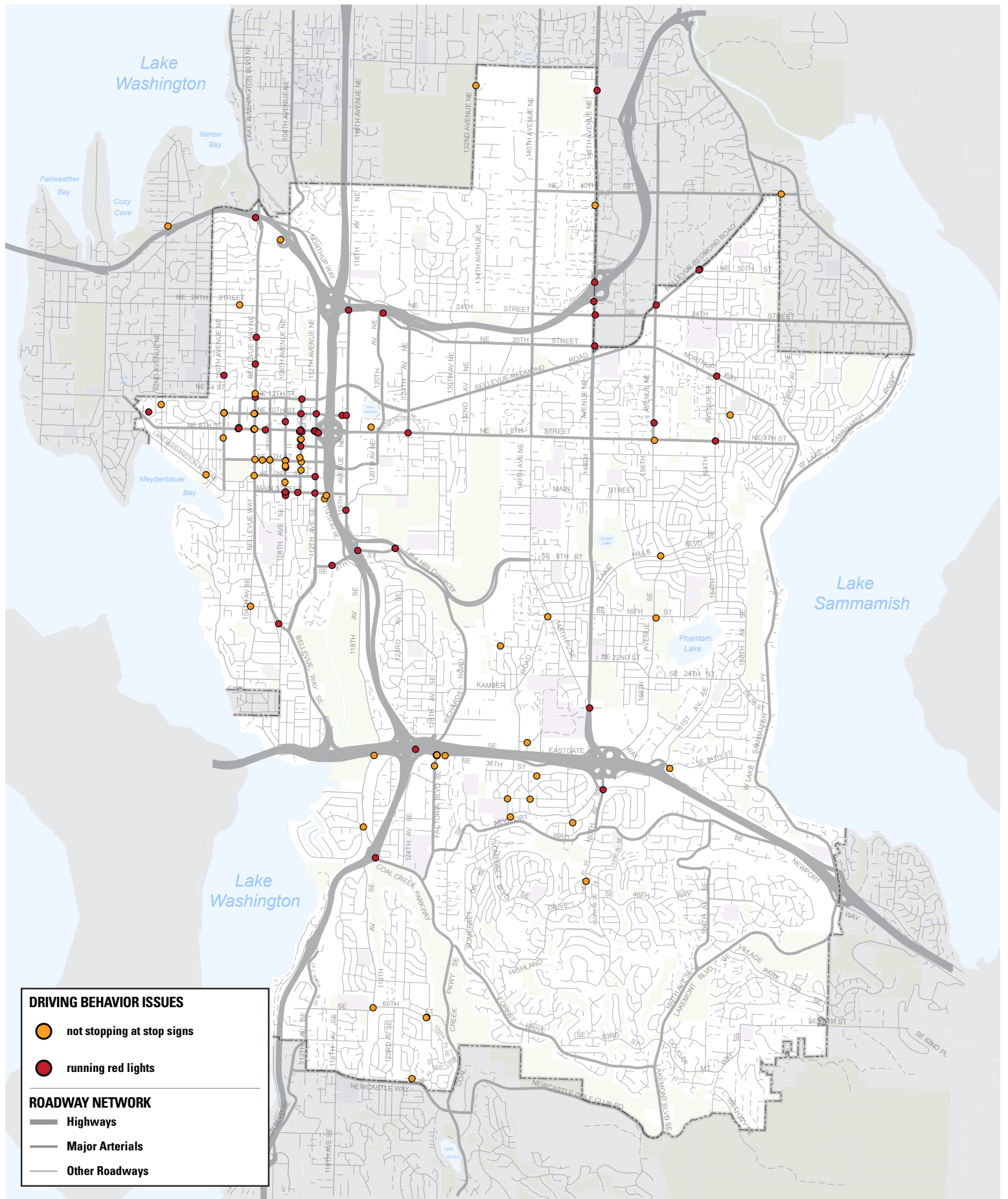
– *Anonymous, Resident of Seattle*

Table 50. (above) Driving behavior issues related to failing to obey traffic signals and signs.

Figure 106. (opposite) Locations identified by Wikimap respondents where people driving have been observed failing to obey traffic signals and signs.

Failing to Obey Signals & Signs

Of the 452 driving behavior issues identified by PBI Wikimap respondents, 129 of them (29 percent) related to failing to obey traffic signals and signs (see Table 50). Running red lights was the issue identified more frequently by respondents (57 percent), but neglecting to stop at stop signs was also a commonly identified problem (43 percent).



People in cars pass illegally or unsafely by...	Issue Points	% of Sub-Total	% of Total
passing other vehicles that are stopped at crosswalks for pedestrians	24	19%	5.3%
passing stopped school buses	6	5%	1.3%
passing too closely to people on bicycles (within 3 feet)	63	49%	13.9%
cutting off people on bicycles when turning/changing lanes	36	28%	8.0%
Sub-Total	129	29%	
Driver Behavior Issues Total	452		

"Coming down the hill to access Lake Washington Bike path, the bike lane ends, cars pass too fast in front of bicycles and turn right in front of them to enter Northbound I-405 on ramp. I have nearly been hit and have witnessed other bicycles nearly get hit when getting cut off at this intersection."

– Anonymous, Resident of Bellevue (98006)

"There is unsafe passing that occurs nearly every day that I ride on this segment [of 108th Ave SE]-- but it is particularly dangerous at the curve where cars will pass me even though they can't see oncoming traffic- I was passed by a FedEx truck at the curve yesterday, and it nearly collided with an oncoming car!"

– David, Resident of Seattle

Table 51. (above) Driving behavior issues related to illegal or unsafe passing.

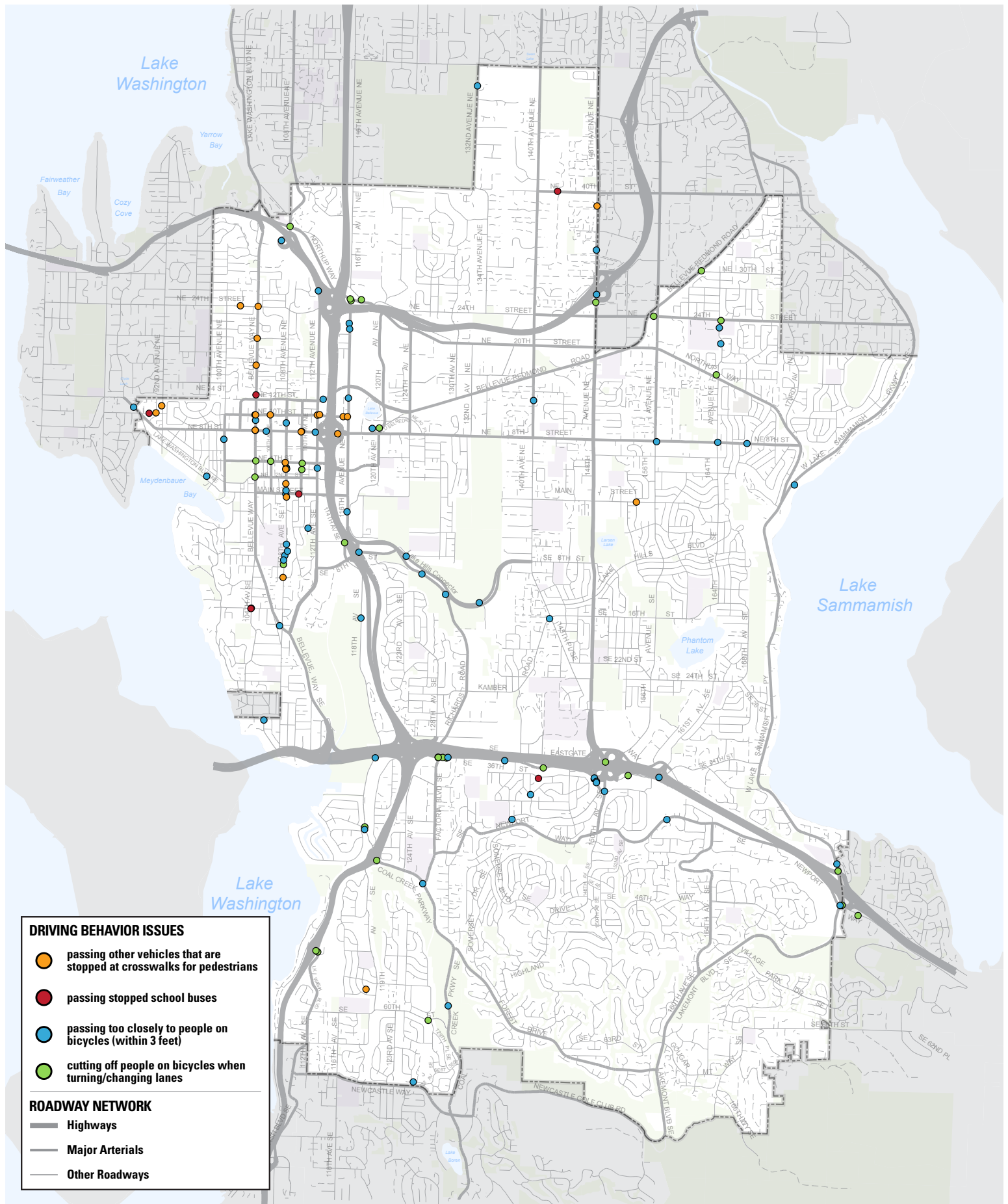
Figure 107. (opposite) Locations identified by Wikimap respondents where people driving have been observed passing other vehicles illegally or unsafely.

Illegal or Unsafe Passing

Of the 452 driving behavior issues identified by PBII Wikimap respondents, 129 of them (29 percent) related to people in cars passing others illegally or unsafely (see Table 51). Respondents were presented with four specific such issues to choose from, two related to pedestrians and two to bicycles. About half of all passing issues identified relate to people in cars passing too closely to people on bicycles (63 points). This accounts for about 14 percent of all driving behavior issues, the fourth most common.

The other commonly identified passing issue relates to people in cars cutting off people on bicycles when turning or changing lanes (36 points), accounting for 8 percent of all driving behavior issues.

Of the two unsafe passing behaviors related to pedestrians, the more commonly cited was people in cars passing other vehicles that are stopped at crosswalks for pedestrians (24 points).



People in cars drive recklessly or aggressively by...	Issue Points	% of Sub-Total	% of Total
driving too fast	186	71%	41.2%
being distracted by cell phones or other activities while driving	56	21%	12.4%
following too closely behind people on bicycles	7	3%	1.5%
harassing people walking or bicycling (e.g. excessive horn use, shouting)	13	5%	2.9%
Sub-Total	262	58%	
Driver Behavior Issues Total	452		

"People race to the light because the light takes a long time to cycle. There are no bike lanes [on 108th Ave NE in Downtown], so people race around bikes using the turn lane as a passing lane. People also pass buses in the turn lane."

– Anonymous, Resident of Redmond

"Drivers need to be aware of their surroundings. This includes people checking the crosswalk while turning left and the notorious 'looking left while turning right' behavior which makes this intersections highly dangerous."

– Anonymous, Resident of Bellevue (98007)

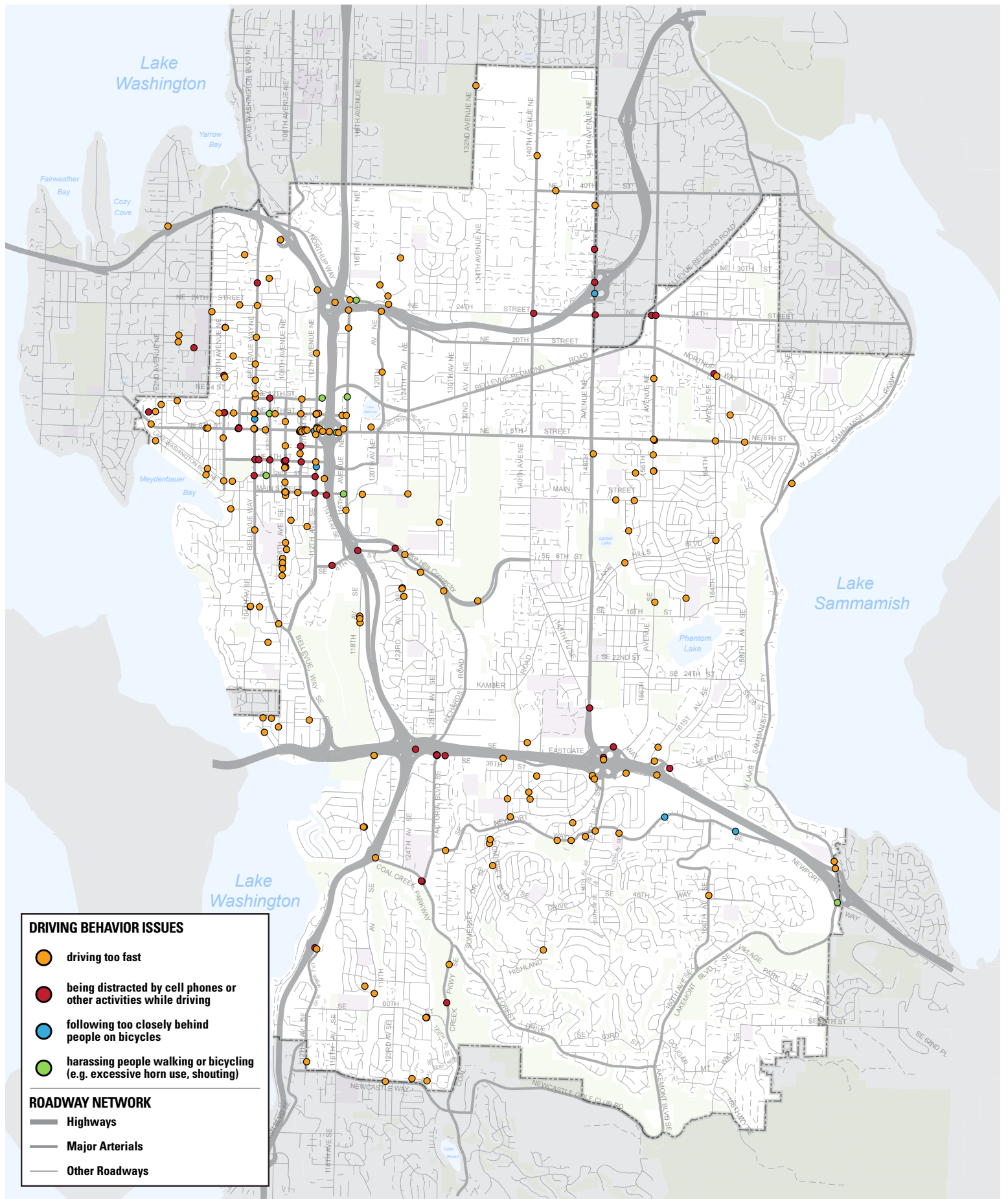
Table 52. (above) Driving behavior issues related to reckless or aggressive driving.

Figure 108. (opposite) Locations identified by Wikimap respondents where people driving have been observed driving recklessly or aggressively.

Reckless or Aggressive Driving

Of the 452 driving behavior issues identified by PBI Wikimap respondents, 262 of them (58 percent) related to people in cars driving recklessly or aggressively (see Table 52). Respondents were presented with four specific such issues to choose from. Driving too fast was identified as the most common issue in this category (70 percent) and the most common of all driving behavior issues (41 percent).

Driving while distracted by cell phones or other activities was the second most commonly identified issue in this category (56 points).



Other	Issue Points	% of Total
Other	252	56%
Driver Behavior Issues Total	452	

Table 53. (above) Other driving behavior issues not identified by multiple choice response options.

Figure 109. (opposite) Locations identified by Wikimap respondents where people have been observed exhibiting other unsafe driving behaviors.

Other

Of the 452 PBII Wikimap respondents who identified driving behavior issues, 252 of them (56 percent) identified “Other” issues (see Table 53 and Figure 109). Some respondents used this write-in field as an opportunity to provide additional information or context for the issue(s) they identified among the multiple-choice options. These are not “Other” issues per se—they are the same issues included among multiple-choice options—but the write-in commentary helps to better explain the nature of the issue. The following are a few examples:

"Road design encourages speeding, bike lane design encourages close passing, left turning vehicles fail to look/yield for bikes (high speed design of road focuses attention on oncoming cars)."

"There is a crosswalk [where I-90 Trail crosses 118th Ave SE]. People do NOT stop. Perhaps 1 out of every 10 cars will honor the crosswalk."

"DRIVING TOO FAST is my main concern. There is nothing but a curb between a sidewalk and road and it's DANGEROUS walking with my baby and dog with cars going well over 40 MPH."

However, some “Other” issues identified were uniquely different from the multiple choice options presented. The following are a few examples:

"Westbound drivers on SE 36th approaching Richards Road who are turning right routinely ignore the bike lane when traffic backs up."

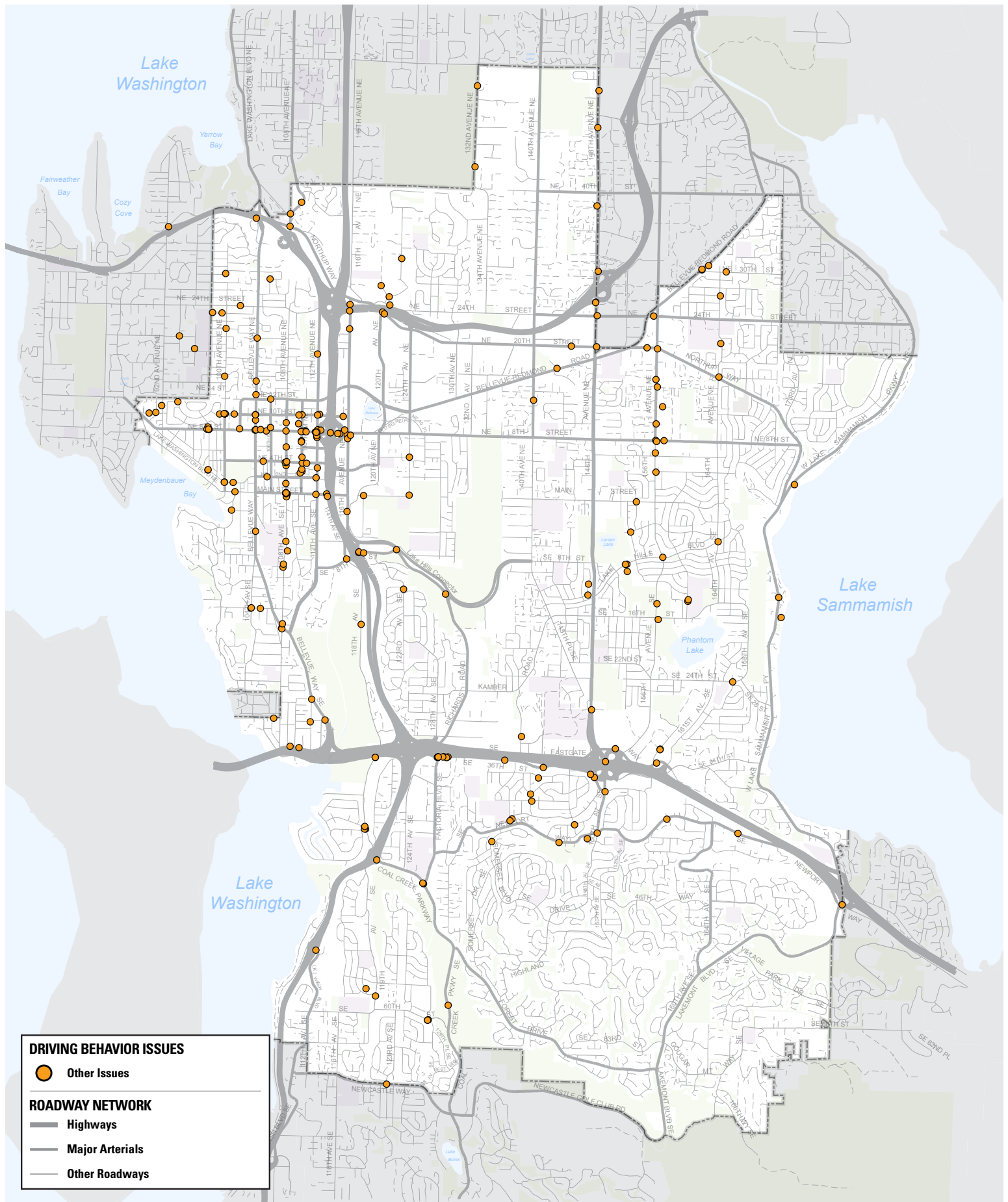
"I've experience lots of rolling stops by cars here, turning on to 116th, both as a biker and a walker."

"Cars often want to 'make the light' and therefore block the crosswalks. This is exceptionally worse during the holidays as people are trying to get to the mall."

"Driving on bicycle lanes [along Coal Creek Pkwy SE]."

"Everyday I witness this: Cars pull out of the [Bravern/Microsoft] parking garage at 112th and flip illegal u-turns across 4 lanes of high density traffic. There have been close calls of bikes, pedestrians and other vehicles."

For complete documentation of all write-in comments and their themes, see the Appendices Wikimap 1: Write-In Comments section beginning on page 525.



I have noticed these unsafe behaviors because this is a location where I...	Issue Points	% of Total
Walk	322	71%
Bike	184	41%
Drive	174	38%
Ride Transit	41	9%
Driver Behavior Issues Total	452	

Table 54. (above) Modes of travel used by respondents at locations where driving behavior issues were identified.

Figure 110. (opposite, top left) Locations where Wikimap respondents observed driving behavior issues while walking.

Figure 111. (opposite, top right) Locations where Wikimap respondents observed driving behavior issues while bicycling.

Figure 112. (opposite, bottom left) Locations where Wikimap respondents observed driving behavior issues while driving.

Figure 113. (opposite, bottom right) Locations where Wikimap respondents observed driving behavior issues while riding transit.

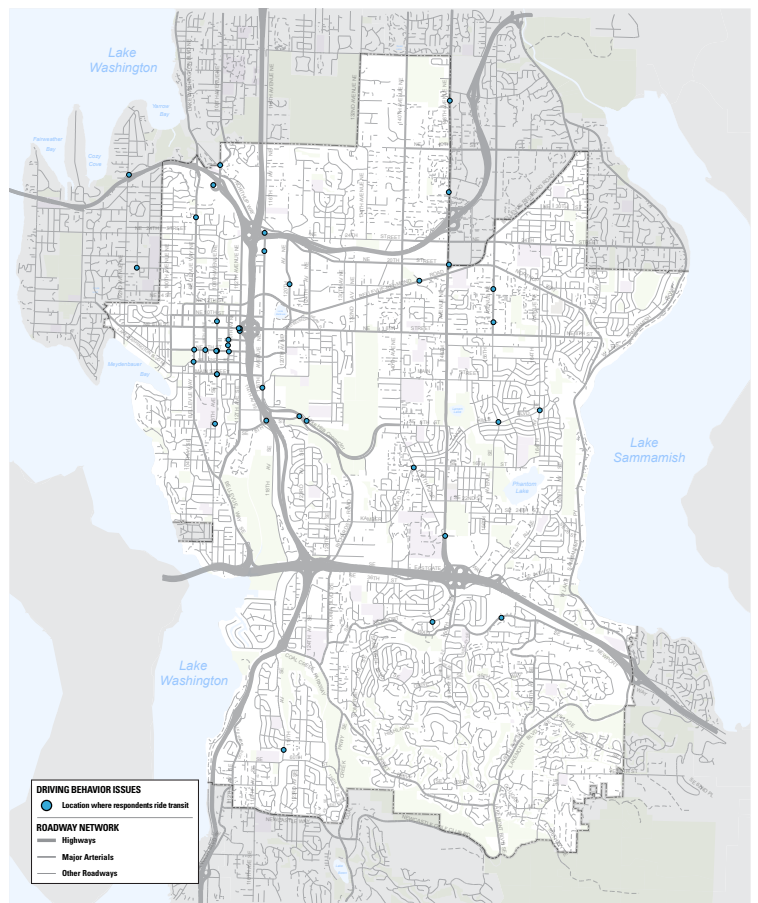
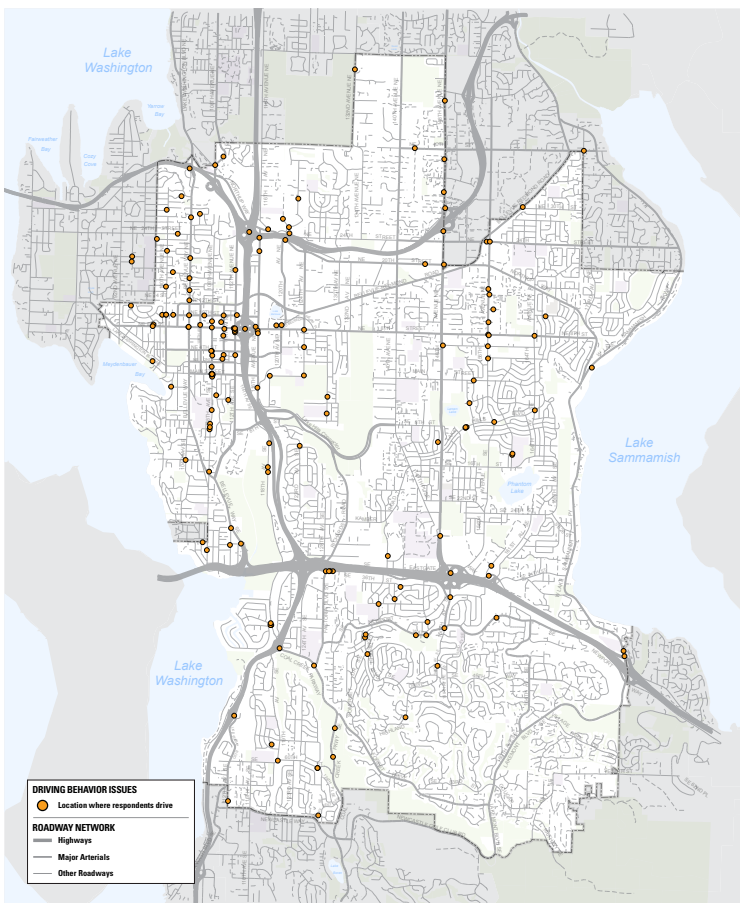
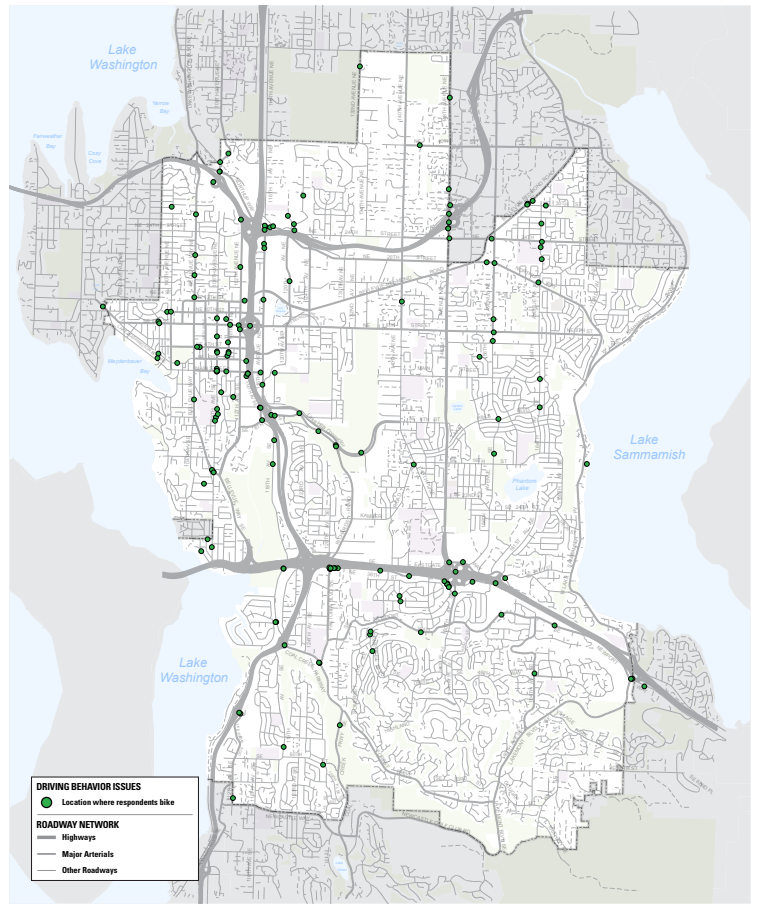
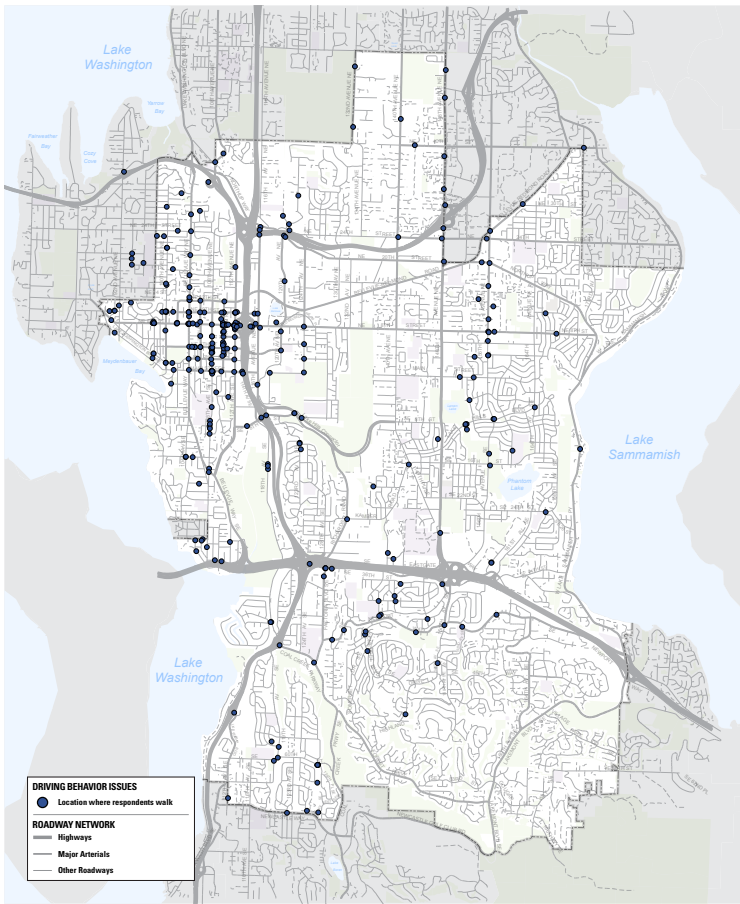
Travel Modes

Respondents were asked to indicate the modes of transportation they have used at the locations where they noticed driving behavior issues. This offers an indication into the perspective of those who identified unsafe driving behaviors. Have they driven there themselves? Do they experience that location only by other modes? Multiple modes could be selected.

Walking was the most common mode used by respondents who identified unsafe driving behaviors (see Table 54 and Figure 110). Of the 322 locations where respondents noticed those issues, 45 percent had only walked there. One third had used two modes—66 percent had also driven, 24 percent had also bicycled, and 10 percent had also used transit.

Bicycling was the second most common mode used by respondents who identified unsafe driving behaviors (see Figure 111). Of the 184 locations where respondents noticed those issues, 46 percent had only bicycled there. Eighteen percent had used two modes—75 percent also walked, 25 percent had also driven. Of the 30 percent who had used three modes in these locations, nearly all (96 percent) had walked and most (87 percent) had also driven, while only 17 percent had also used transit.

Among those who had driven in the locations where they had noticed driving behavior issues, 83 percent had also used one or more other modes. Of those, 78 percent had also walked in these locations, 38 percent had also bicycled, and 13 percent had also used transit. Only 17 percent of respondents had only driven in locations where they had noticed unsafe driving behavior.



Because of this unsafe behavior at this location I have...	Issue Points	% of Total
Experienced a near miss	331	73%
Witnessed a near miss	286	63%
None of the above	20	4%
Driver Behavior Issues Total	452	

"MANY collisions and near misses at this intersetcion [100th Ave NE and NE 10th St] heavily used by pedestrians."

– Jonka, Resident of Downtown Bellevue

"This is the MOST dangerous place in town. Especially during commute hours. Right turn vehicles coming off 90 onto Factoria Blvd ignore the Walk signal and nearly kill peds/bikers every hour of every day... It is RARE when cars do NOT drive into the intersection when peds/bikes are present. Lots of shouting. I am AFRAID for my life here everytime."

– Anonymous, Resident of South Bellevue

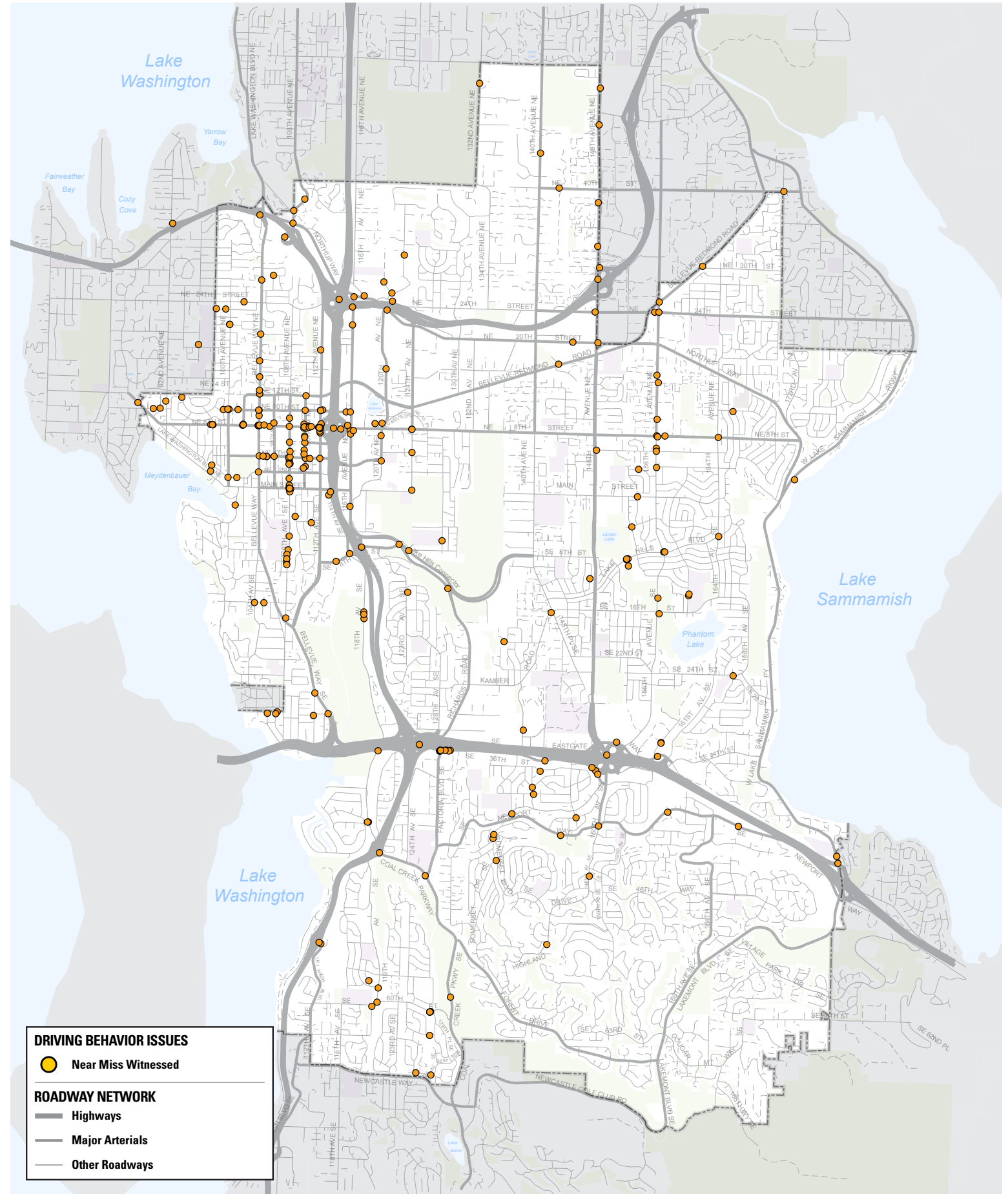
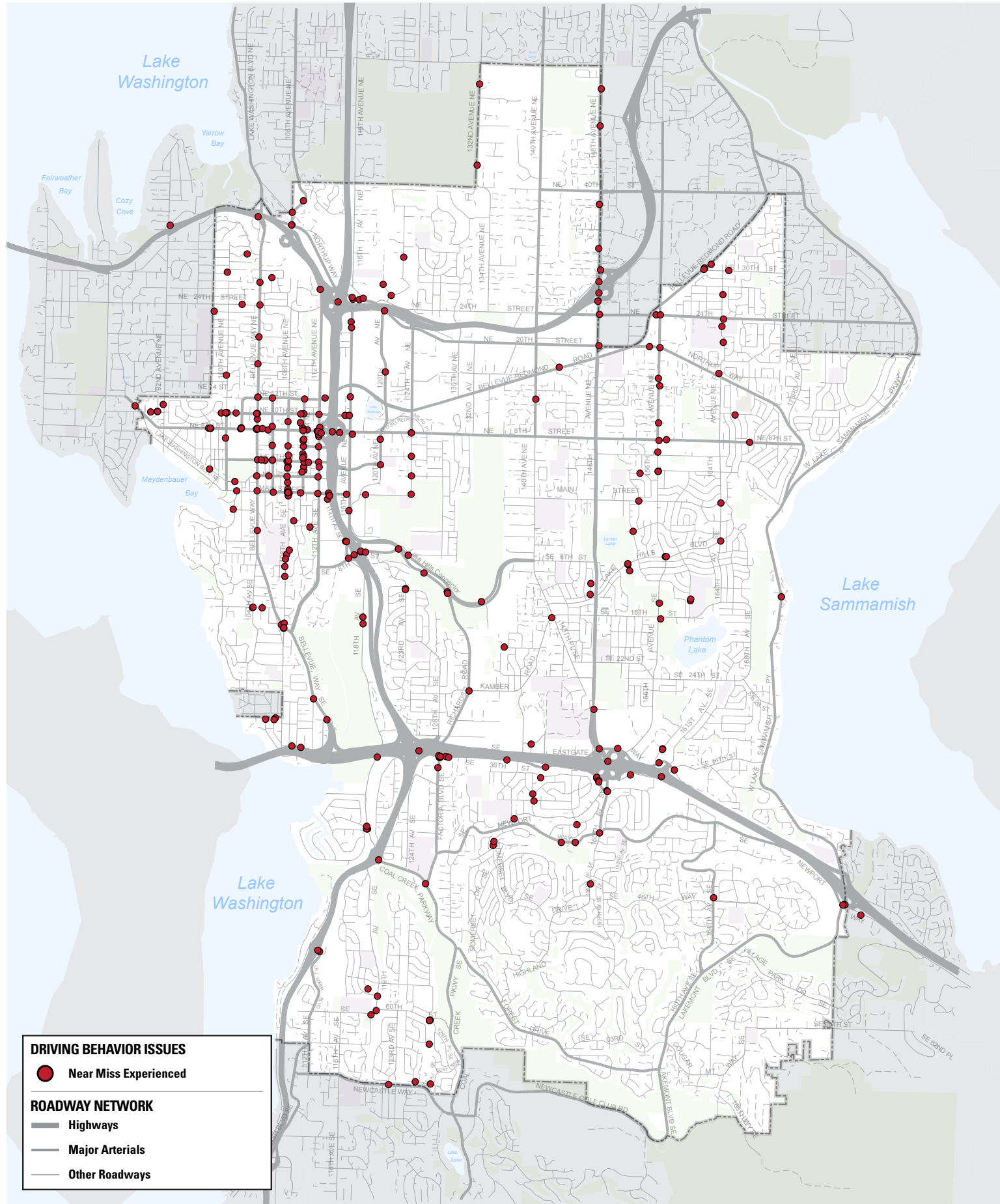
Table 55. (above) Near misses experienced and witnessed by Wikimap respondents.

Figure 114. (opposite, left) Locations with driving behavior issues where respondents have experienced a near miss.

Figure 115. (opposite, right) Locations with driving behavior issues where respondents have witnessed a near miss.

Near Misses

Respondents were asked whether they have witnessed or experienced a near miss at this location because of the unsafe driving behavior they have noticed there. They were able to indicate one or both of these, select "none of the above," or opt to skip the question. As indicated in Table 55, about three-quarters (73 percent) of respondents have witnessed a near miss, and nearly as many (63 percent) have experienced a near miss themselves. The locations of these incidents are depicted in Figure 114 and Figure 115.



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How could we most effectively address this unsafe behavior?	Issue Points	% of Total
Engineering – Implement new facilities to address the problems that result in unsafe behavior	252	56%
Education – Undertake a public outreach and awareness campaign	29	6%
Enforcement – Work with Bellevue Police to improve compliance with applicable laws	147	33%
Encouragement – Organize events that reinforce positive behavior	4	1%
Driver Behavior Issues Total	452	

"Consider postponing the green light if the walk signal is on."
– Roger, Resident of Bellevue (98005)

"Don't allow a blinking yellow left turn signal while there is a walk signal."
– Anonymous, Resident of Downtown Bellevue

"Cars merging and turning right rarely give the right of way to bicycles going straight. Needs a green paint bike lane."
– Anonymous, Resident of Bellevue (98008)

"The 25mph speed limit needs to be enforced, but some speed bumps, stop signs and radar signs would help."
– Anonymous, Resident of Downtown Bellevue

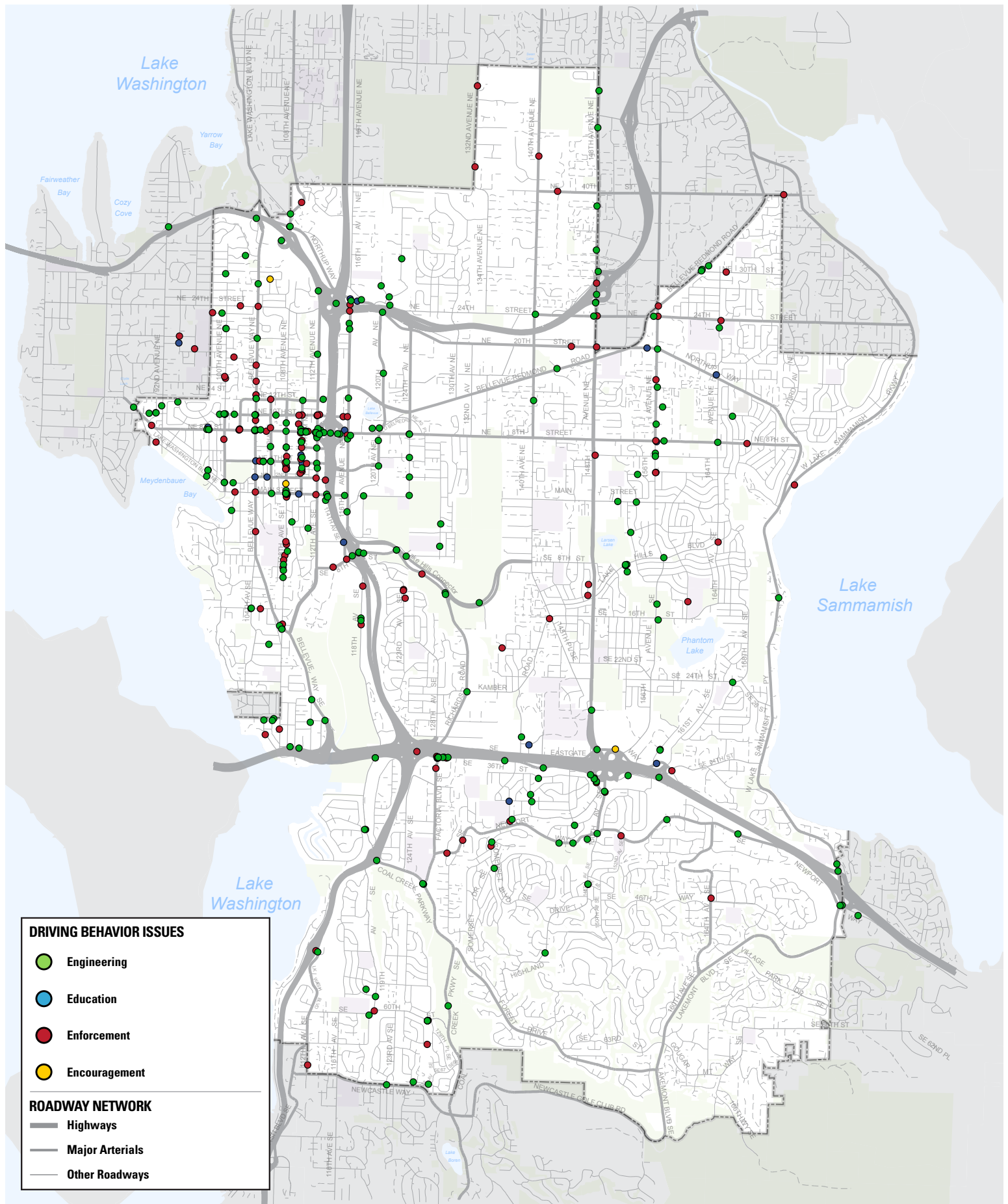
Table 56. (above) Recommended approaches to address unsafe driving behavior issues.

Figure 116. (opposite) Locations identified by Wikimap respondents for recommended solutions to address unsafe driving behaviors.

Recommended Solutions

PBI Wikimap respondents were provided the opportunity to identify which approach they believed could most effectively address the unsafe driving behavior they have noticed in Bellevue. As shown in Table 56, a majority of respondents (56 percent) believed that engineering solutions would most effectively address the issues they identified. One third (33 percent) believed that enforcement activities were the most appropriate solution, while only 6 percent recommended an education campaign—the lowest share of the three unsafe modal behavior surveys.

Figure 116 depicts the locations where each recommended solution was identified. In general, between engineering and enforcement solutions, engineering solutions were more commonly identified for mid-block locations. Both engineering and enforcement activities were identified for driving behavior issues at intersections.



Reactions to Points Located by Other Users	Reactions	
"Agree"	141	
"Disagree"	2	
Agree/Disagree Scores	Issue Points	% of Total
0	1	0.2%
1	86	19%
2	15	3%
3	5	1%
4	2	0.4%
Sub-Total (Number of Points Reacted To)	109	24%
Bicycle Behavior Issues Total	452	

"I have seen the same problem with the unsafe passing on the curves."

– Brian, Resident of Seattle

"I agree. It often feels safer to drive to this QFC than to walk."

– Brad, Resident of Bellevue (98004)

"Yes, please use protected pedestrian signal (red arrow) here [on 124th Ave NE between NE 8th St and Bel-Red Rd]."

– Anonymous

Table 57. (above) Reactions to unsafe driving behavior issues identified by other users.

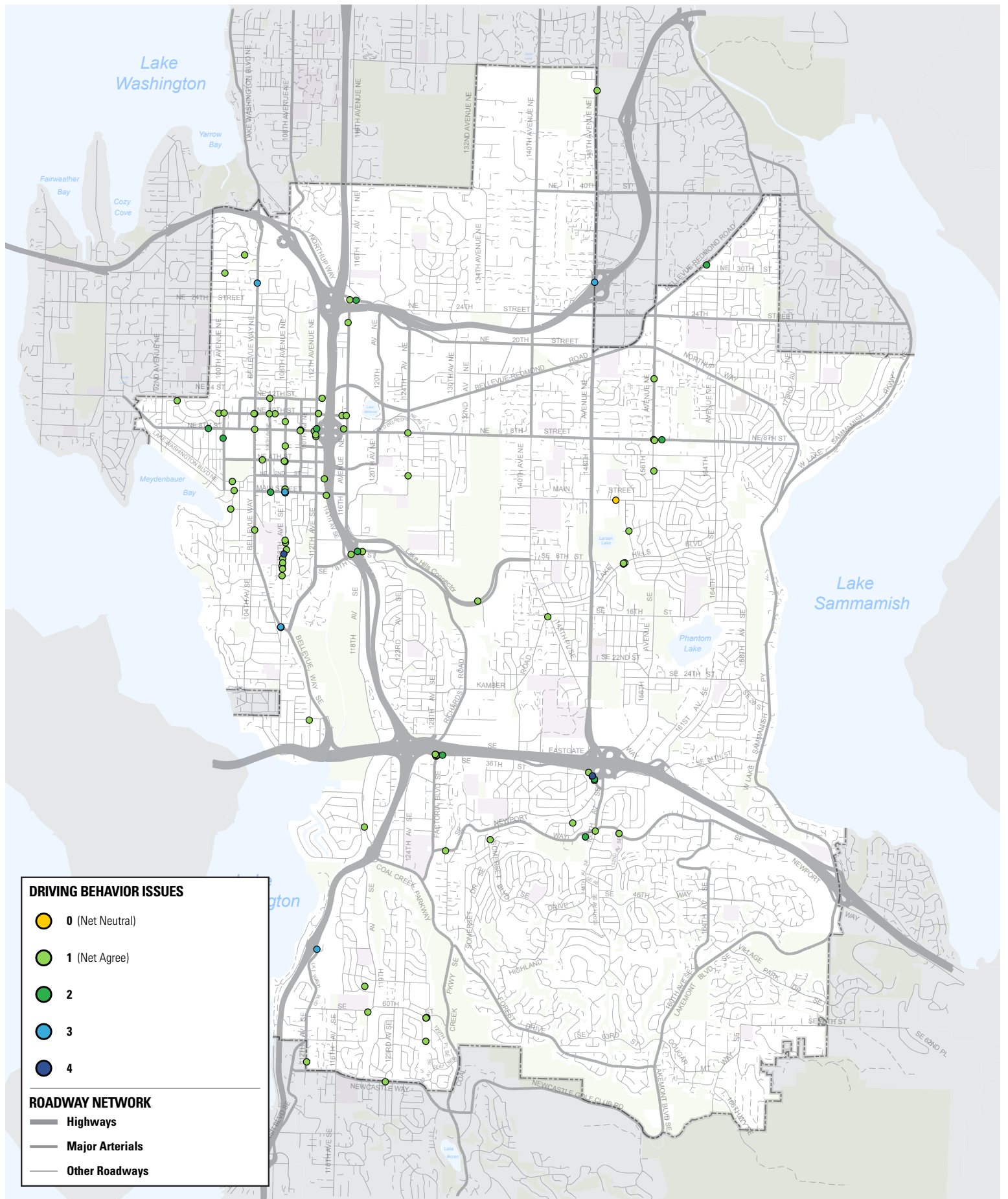
Figure 117. (opposite) Locations where Wikimap respondents agreed/disagreed with the driving behavior issues identified by other users.

Agree/Disagree

As noted near the beginning of the chapter on Wikimap 1 (see page 23), users were able to react to the issues identified by other users by clicking on existing points located on the map, selecting "Agree" or "Disagree," and adding write-in comments. To facilitate the visual depiction of this feedback, reactions were converted into scores, with a score of +1 awarded for every "Agree" and -1 subtracted for every "Disagree" that an issue point received from other users.

PBII Wikimap users reacted to 109 of the 452 unsafe driving behavior issue points located (see Table 57). In total, 141 users selected "Agree", while only two selected "Disagree." The driving behavior issues identified by respondents that garnered the most support from other users were:

- **108th Ave SE**, particularly at the curve near Bellevue High School, where people driving pass too closely to people on bicycles (4 "Agree")
- **SE 38th St** at the I-90 Ped/Bike Bridge, where people driving do not yield to bicycles where travel lanes merge, pass too closely, and drive too fast (5 "Agree" / 1 "Disagree")
- **108th Ave at Main St**, where people in cars disobey "Right Turn Only" signs (3 "Agree")
- **108th Ave SE at Bellevue Way SE**, where people in cars turning do not yield to bicycles (3 "Agree")
- **Bellevue Way NE** near Northtowne Center, where people in cars do not yield at driveways and drive while distracted (3 "Agree")
- **Lake Washington Blvd SE at I-405**, where people in cars do not yield at driveways, cut off bicycles when turning, and drive too fast (3 "Agree")
- **520 Trail at 148th Ave NE**, where people in cars do not yield in crosswalks, run red lights, and drive while distracted (3 "Agree")



Behaviors of People Bicycling

The fourth type of point that Wikimap users could choose to locate on the map related to unsafe behaviors exhibited by people bicycling. This was the point type that respondents would choose for issues such as people on bicycles not yielding to pedestrians in crosswalks, not yielding properly to cars at intersections, running red lights, or riding too fast on sidewalks.

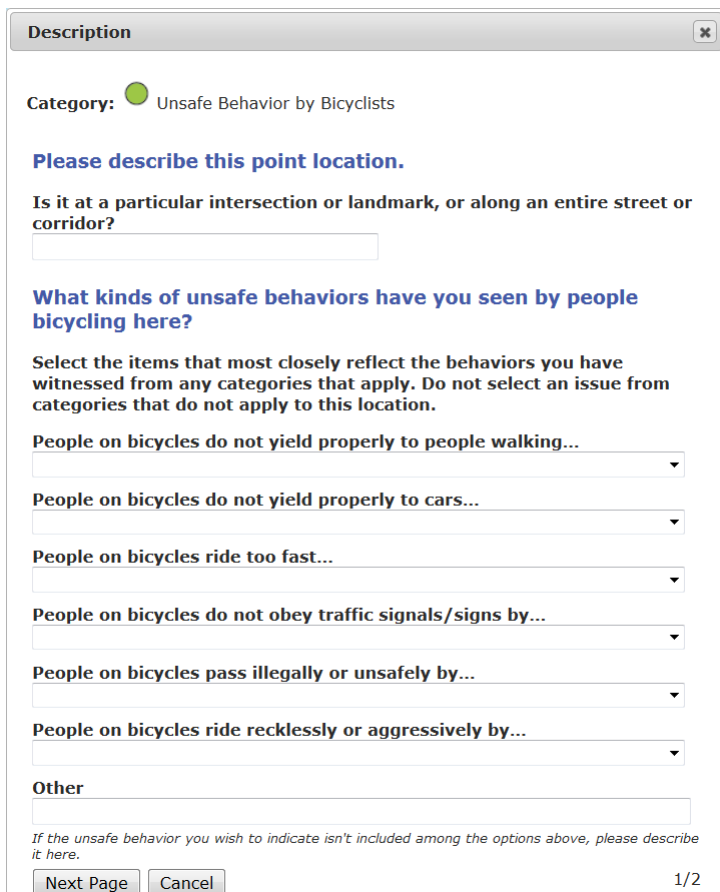
Safety issues related to behaviors were included in the PBI Wikimap not to vilify people who travel using one mode or another, but in recognition of the reality that conditions that feel unsafe may arise even in locations where facilities are designed according to applicable standards and guidelines. From a Vision Zero perspective, it may be appropriate to consider facility refinements or programmatic solutions to ensure that unsafe behaviors are better understood by the public, less likely to be engaged in accidentally, and more likely to be reprimanded when exhibited intentionally.

The first page of the Unsafe Behavior by Bicyclists survey included six categories of issues to identify, as shown in Figure 118:

- Improper yielding to people walking
- Improper yielding to people driving
- Riding too fast
- Disobeying traffic signals/signs
- Passing illegally or unsafely
- Riding recklessly or aggressively

Each of these categories included between 2–5 specific issues for respondents to choose from. For example, the “People on bicycles do not yield properly to people walking” category included the options:

- at crosswalks while “Walk” signals are active
- at stop signs
- at mid-block crossings
- at driveway entrances
- along sidewalks



Description ✕

Category: ● Unsafe Behavior by Bicyclists

Please describe this point location.

Is it at a particular intersection or landmark, or along an entire street or corridor?

What kinds of unsafe behaviors have you seen by people bicycling here?

Select the items that most closely reflect the behaviors you have witnessed from any categories that apply. Do not select an issue from categories that do not apply to this location.

People on bicycles do not yield properly to people walking...

People on bicycles do not yield properly to cars...

People on bicycles ride too fast...

People on bicycles do not obey traffic signals/signs by...

People on bicycles pass illegally or unsafely by...

People on bicycles ride recklessly or aggressively by...

Other

If the unsafe behavior you wish to indicate isn't included among the options above, please describe it here.

1/2

Figure 118. Unsafe behaviors by people bicycling, page 1 of 2: What is the problem and where is it?

Respondents could choose only one specific issue from each category, but they could identify issues from as many of the categories as they deemed applicable to the identified location. Respondents also had the option to describe “Other” issues through write-in comments.

After identifying the specific unsafe bicycling behavior(s) associated with a location, respondents were then asked three additional questions (see Figure 119). The first question asked respondents to indicate which modes of travel they have used at the identified location: walking, bicycling, driving, and/or riding transit. The second question prompted respondents to indicate whether they have ever witnessed or experienced a near miss at the location. The third question asked respondents to select which one of the following four potential approaches they believe would most effectively address the unsafe behavior exhibited by people bicycling:

- **Engineering**, or implementing new facilities to limit the potential for or exposure to unsafe behavior
- **Education**, such as through a public outreach or awareness campaign
- **Enforcement**, working with Bellevue Police to improve compliance with laws
- **Encouragement**, such as through events or activities that reinforce positive behavior

These approaches are generally consistent with the kinds of actions that Bellevue already undertakes to improve street safety; however, some like education and encouragement may warrant expansion or a change in focus depending on the nature of the issues identified and the resources available for such efforts.

The final survey question presented respondents with an opportunity to submit additional comments. See Appendices beginning on page 525 for complete documentation of all write-in comments received and a summary of the major themes expressed in those comments.

Description [x]

Category: Unsafe Behavior by Bicyclists

I have noticed these unsafe behaviors because this is a location where I...

walk bike drive ride transit

Because of this unsafe behavior at this location I have...

Witnessed a near miss
 Experienced a near miss
 None of the above
Check all that apply.

How could we most effectively address this unsafe behavior?*

Engineering - Implement new facilities to address the problems that result in unsafe behavior
 Education - Undertake a public outreach and awareness campaign
 Enforcement - Work with Bellevue Police to improve compliance with applicable laws
 Encouragement - Organize events that reinforce positive behavior

Additional Comments

Is there anything else you want to tell us about unsafe behaviors by people bicycling in this location?
 Do you have any other suggestions for how to address the issues you have noticed here?

[Previous Page](#) 2/2

Figure 119. Unsafe behaviors by people bicycling, page 2 of 2: Safety at this location, what treatments might improve safety, and additional comments.

All Points

Bicycling behavior issues were the least commonly identified issue by PBII Wikimap respondents, accounting for only 1.4 percent of all points placed (see Figure 120). The locations of the 22 points identified by respondents are depicted in Figure 121.

These points were identified by 19 unique respondents—the fewest number and the least number of points identified per person than any other type of issue. Seventeen of the respondents identified one such issue, one identified two issues, and one identified three issues.

The next pages examine the location of all bicycling behavior issue points by considering their frequency within neighborhood areas. The remainder of this section, beginning on page 162 and continuing through page 183, reviews the responses to each of the Unsafe Behavior by Bicyclists Survey questions, providing maps that depict the locations of all responses and tables that compare the number of responses for each multiple choice option to both the total number of bicycling behavior issue points identified and the total number of all PBII Wikimap points identified.

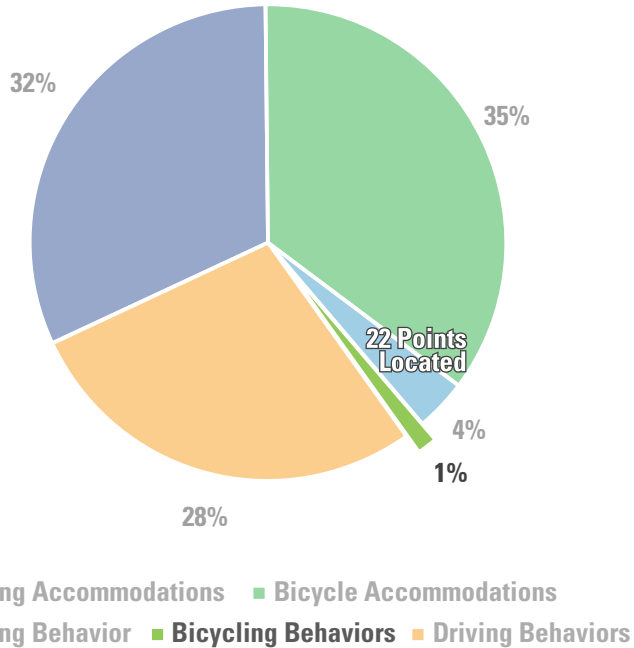
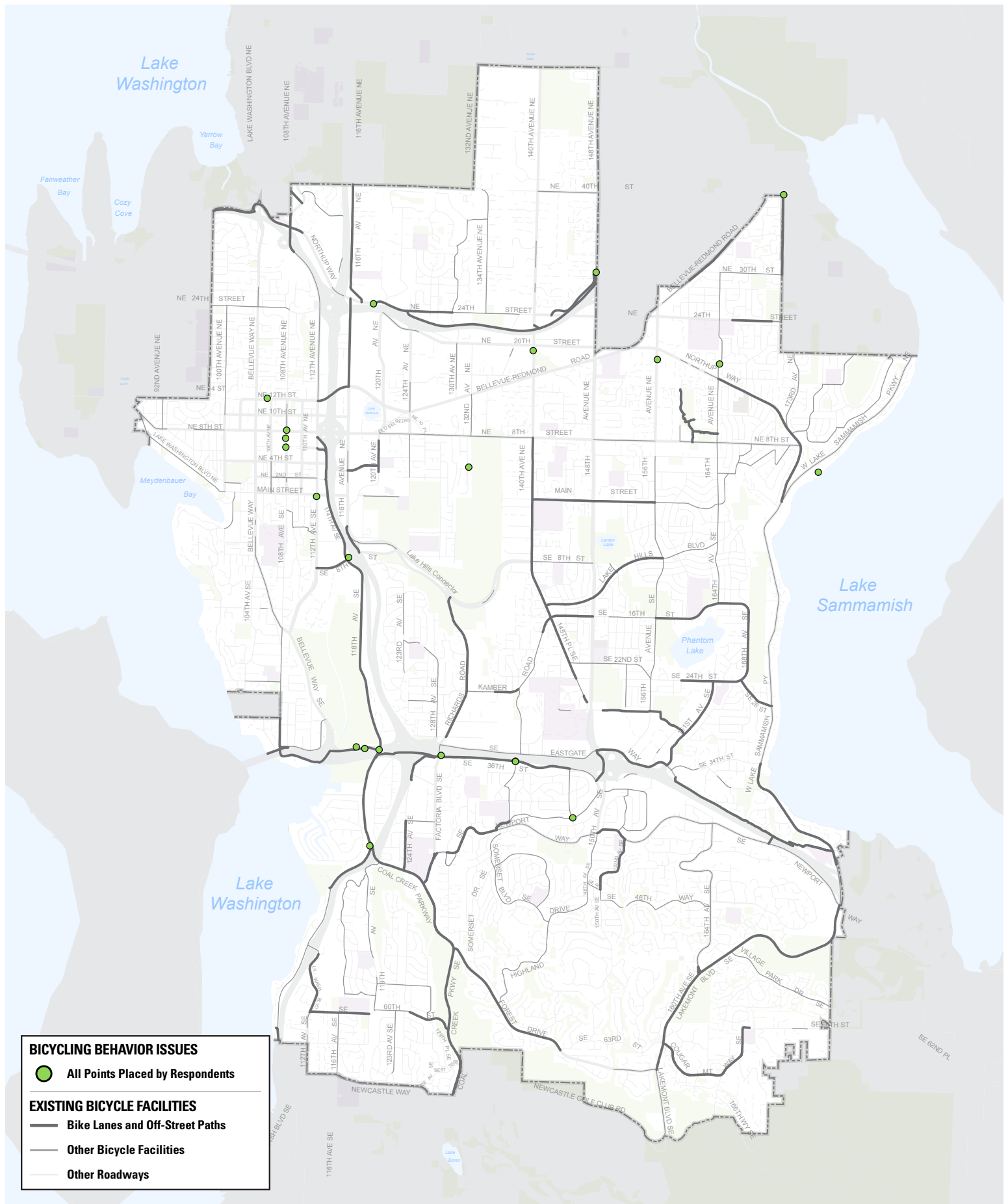


Figure 120. (above) Bicycling behavior issues relative to other issues identified by Wikimap respondents.

Figure 121. (opposite) Bicycling behavior issue point locations identified by Wikimap respondents.



BICYCLING BEHAVIOR ISSUES

● All Points Placed by Respondents

EXISTING BICYCLE FACILITIES

— Bike Lanes and Off-Street Paths

— Other Bicycle Facilities

— Other Roadways

Neighborhood	Issue Points	% of Sub-Total	% of Total
BelRed	1	5%	0.1%
Bridle Trails	2	9%	0.1%
Cougar Mountain / Lakemont	0	0%	0%
Crossroads	1	5%	0.1%
Downtown	3	14%	0.2%
Eastgate	3	14%	0.2%
Factoria	1	5%	0.1%
Lake Hills	0	0%	0%
Newport	1	5%	0.1%
Northeast Bellevue	1	5%	0.1%
Northwest Bellevue	1	5%	0.1%
Somerset	0	0%	0%
West Bellevue	5	23%	0.3%
West Lake Sammamish	1	5%	0.1%
Wilburton	1	5%	0.1%
Woodridge	0	0%	0%
Bicycling Behavior Issues Sub-Total	22	1%	
All Issues Total	1,618		

Table 58. (above) Bicycling behavior issue points by neighborhood.

Figure 122. Bellevue neighborhoods reflecting the number of bicycling behavior issues identified by Wikimap respondents.

With so few bicycling behavior issues identified, consideration of these issues by neighborhood is less relevant than with most other issue types. Given that more than one bicycling behavior issue was identified in only four neighborhoods—West Bellevue, Downtown, Eastgate, and Bridle Trails—no meaningful trends can reasonably be asserted about this geographic scale.

Instead, it is more appropriate to highlight the three specific locations where multiple issues were identified:

- along 108th Ave NE in Downtown, in particular, between NE 6th St and NE 8th St;
- along the I-90 Trail boardwalk through Mercer Slough to its intersection with 118th Ave SE; and
- at the signalized intersection of SE 36th St and 136th PI SE.

Locations along arterial streets where only one issue was identified include:

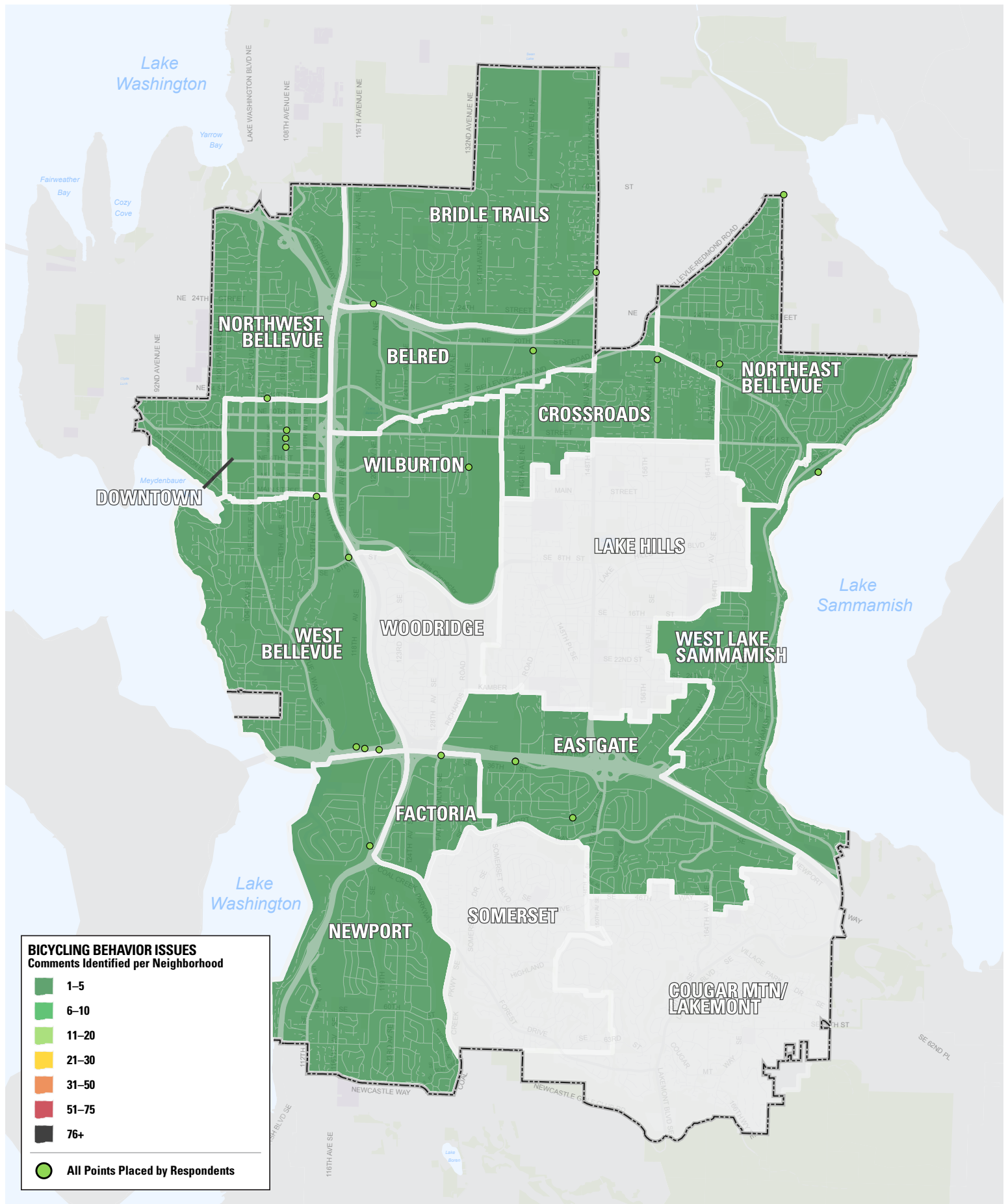
- NE 24th St at Northup Way
- 140th Ave NE at Northup Way
- 156th Ave NE between NE 8th St and 24th St
- 164th Ave NE north of Northup Way
- 172nd Ave NE at NE 40th St
- West Lake Sammamish Pkwy
- SE 36th St at Factoria Blvd SE
- SE 8th St at the I-405 interchange
- 112th Ave NE at Main St
- Sidewalks along NE 10th St and NE 12th St

Locations along trails with one issue identified include:

- Lake Washington Loop Trail at the ERC overpass northwest of I-405
- 520 Trail at 148th Ave NE

Locations along neighborhood streets with one issue identified include:

- 131st Ave NE at NE 3rd St
- 146th Ave SE at SE Allen Rd



BICYCLING BEHAVIOR ISSUES
 Comments Identified per Neighborhood

Green	1-5
Light Green	6-10
Yellow	11-20
Orange	21-30
Red	31-50
Black	51-75
Black	76+

Green Circle: All Points Placed by Respondents

People on bicycles do not yield properly to people walking...	Issue Points	% of Sub-Total	% of Total
at crosswalks while "Walk" signals are active	2	29%	9.1%
at stop signs	0	0%	0.0%
at mid-block crossings	0	0%	0.0%
at driveway entrances	0	0%	0.0%
along sidewalks	5	71%	22.7%
Sub-Total	7	32%	
Bicycle Behavior Issues Total	22		

"Cyclists on WB 24th use sidewalks because of traffic backup and lack of bike lane at intersection, but sidewalk at this intersection has reduced visibility due to landscaping and winding alignment, so cyclists have difficulty maneuvering safely around pedestrians."

– Anonymous

Improper Yielding to People Walking

Of the 22 bicycle behavior issues identified by PBII Wikimap respondents, seven of them (32 percent) related to improper yielding to people walking (see Table 59). Although presented with five specific issues to choose from, respondents identified only two of them—improper yielding to people at crosswalks while "Walk" signals are active (2 points) and along sidewalks (5 points). The latter of these issues applies to about one-fifth (22.7%) of all bicycle behavior points located by respondents.

As shown in Figure 123, the issues related to improper yielding at crosswalks were identified in the following two locations:

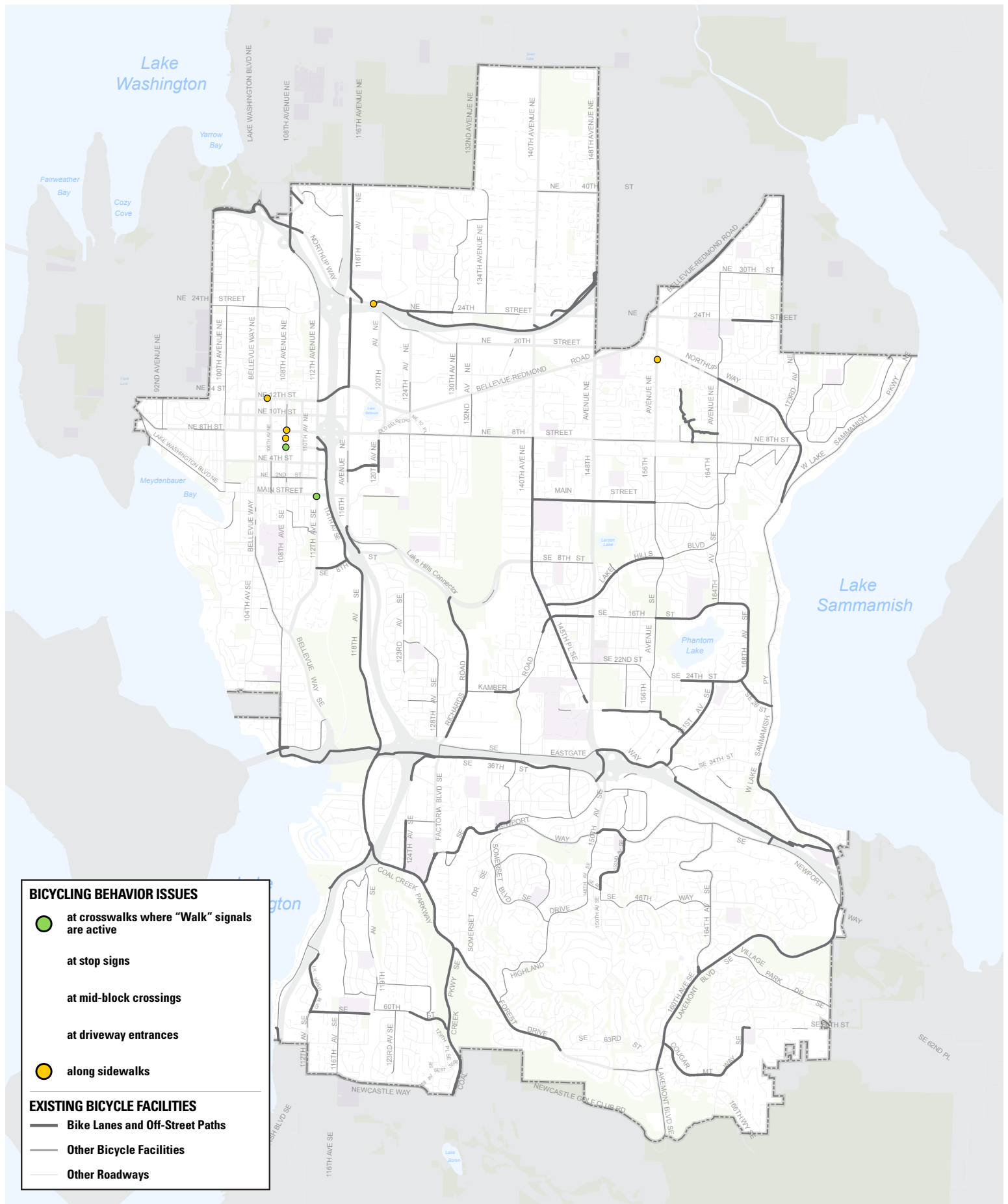
- 112th Ave NE at Main St
- 108th Ave NE at NE 6th St, the west end of the Bellevue Transit Center

The issues related to improper yielding along sidewalks were identified at the following locations:

- 108th Ave NE between NE 4th St and NE 8th St
- 108th Ave NE at NE 8th St
- Sidewalks along NE 10th St and NE 12th St
- NE 24th St at Northup Way
- 156th Ave NE between NE 8th St and 24th St

Table 59. (above) Bicycling behavior issues related to improper yielding to people walking.

Figure 123. (opposite) Locations identified by Wikimap respondents where people on bicycles have been observed improperly yielding to people walking.



People on bicycles do not yield properly to cars...	Issue Points	% of Sub-Total	% of Total
at intersections	6	75%	27.3%
where travel lanes merge	2	25%	9.1%
Sub-Total	8	36%	
Bicycle Behavior Issues Total	22		

"Riders coming from the Bellevue side of the SR-520 Trail ride diagonally across the intersection [at 148th Ave NE]. High-speed right turning traffic coming off the SR-520 may not stop in time."

– Anonymous, Resident of 98004

"People riding very fast through this area [131st Ave NE in Wilburton], no sidewalks available, zipping in front of cars and weaving through roads. Bicyclists do not yield to automobile traffic or general 'right of way' road rules."

– Anonymous, Resident of Wilburton

Improper Yielding to People Driving

Of the 22 bicycle behavior issues identified by PBI Wikimap respondents, eight of them (36 percent) related to improper yielding to people driving (see Table 60). Of the two specific issues to choose from, respondents identified improper yielding "at intersections" more commonly (6 points) than "where travel lanes merge" (2 points). Improper yielding at intersections was the third most common bicycling behavior issue identified and applies to about one-quarter (27.3%) of all bicycle behavior points located by respondents.

As shown in Figure 124, the issues related to improper yielding at intersections were identified in the following six locations:

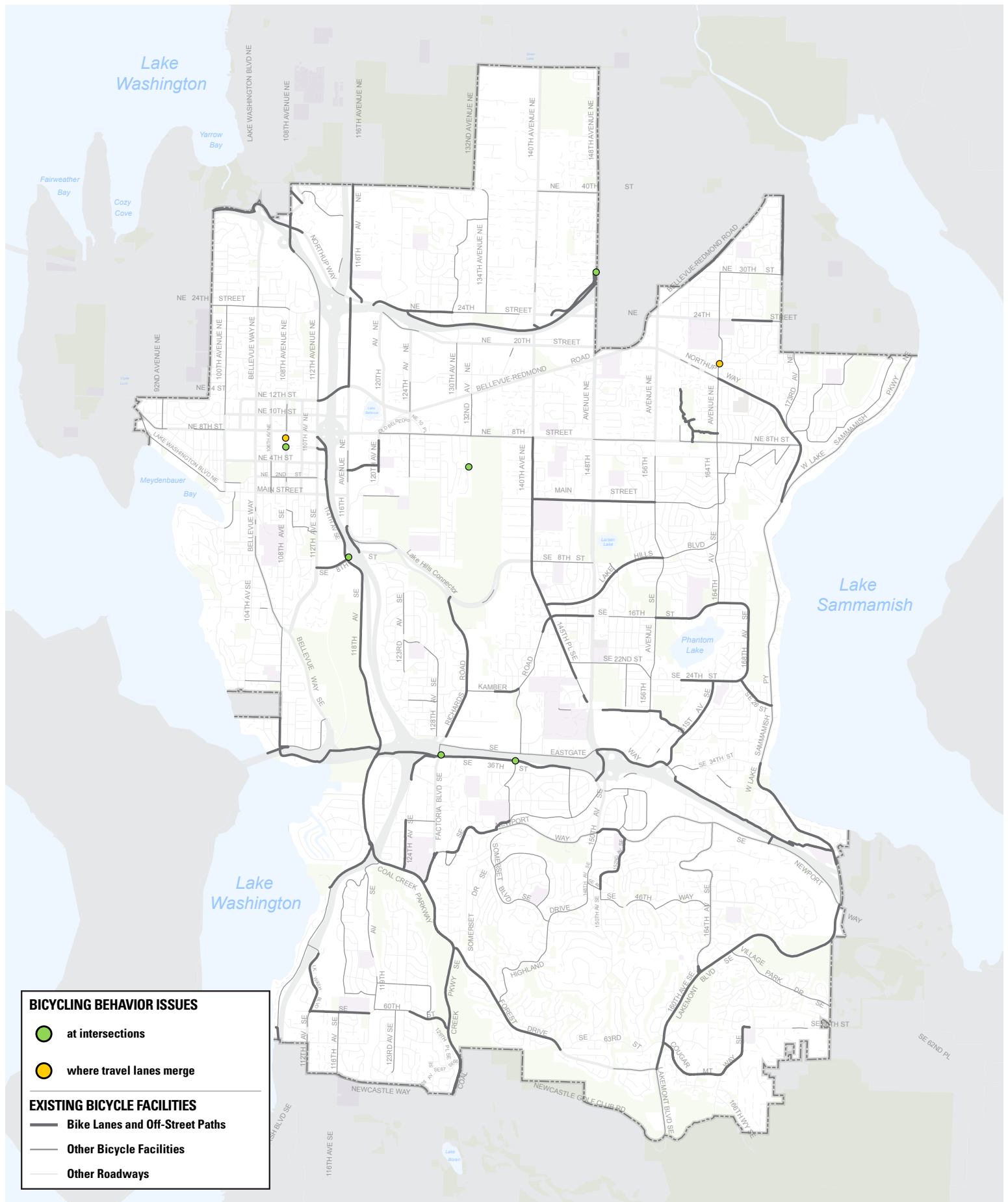
- 108th Ave NE at NE 6th St, the west end of the Bellevue Transit Center
- SE 8th St at the I-405 interchange
- 131st Ave NE at NE 3rd St
- 520 Trail at 148th Ave NE
- SE 36th St at Factoria Blvd SE
- SE 36th St at 136th PI SE

The issues related to improper yielding where travel lanes merge were identified at the following locations:

- 108th Ave NE between NE 4th St and NE 8th St
- 164th Ave NE north of Northup Way

Table 60. (above) Bicycling behavior issues related to improper yielding to people driving.

Figure 124. (opposite) Locations identified by Wikimap respondents where people on bicycles have been observed improperly yielding to people driving.



People on bicycles ride too fast...	Issue Points	% of Sub-Total	% of Total
on trails / shared off-street paths	1	11%	4.5%
on sidewalks where people are walking	8	89%	36.4%
Sub-Total	9	41%	
Bicycle Behavior Issues Total	22		

"Low-skill bicycle riders are a menace to pedestrians. Even electric-assist bicycles have been encountered doing 20 mph on sidewalks."

– Anonymous, Resident of Northeast Bellevue

"In addition to the Jimmy John's bike riders, there are many others who travel up and down NE 10th and NE 12th and other adjoining streets traveling at unsafe speeds among the pedestrians."

– Anonymous, Resident of Downtown Bellevue

Table 61. (above) Bicycling behavior issues related to riding too fast around people walking.

Figure 125. (opposite) Locations identified by Wikimap respondents where people on bicycles have been observed riding too fast.

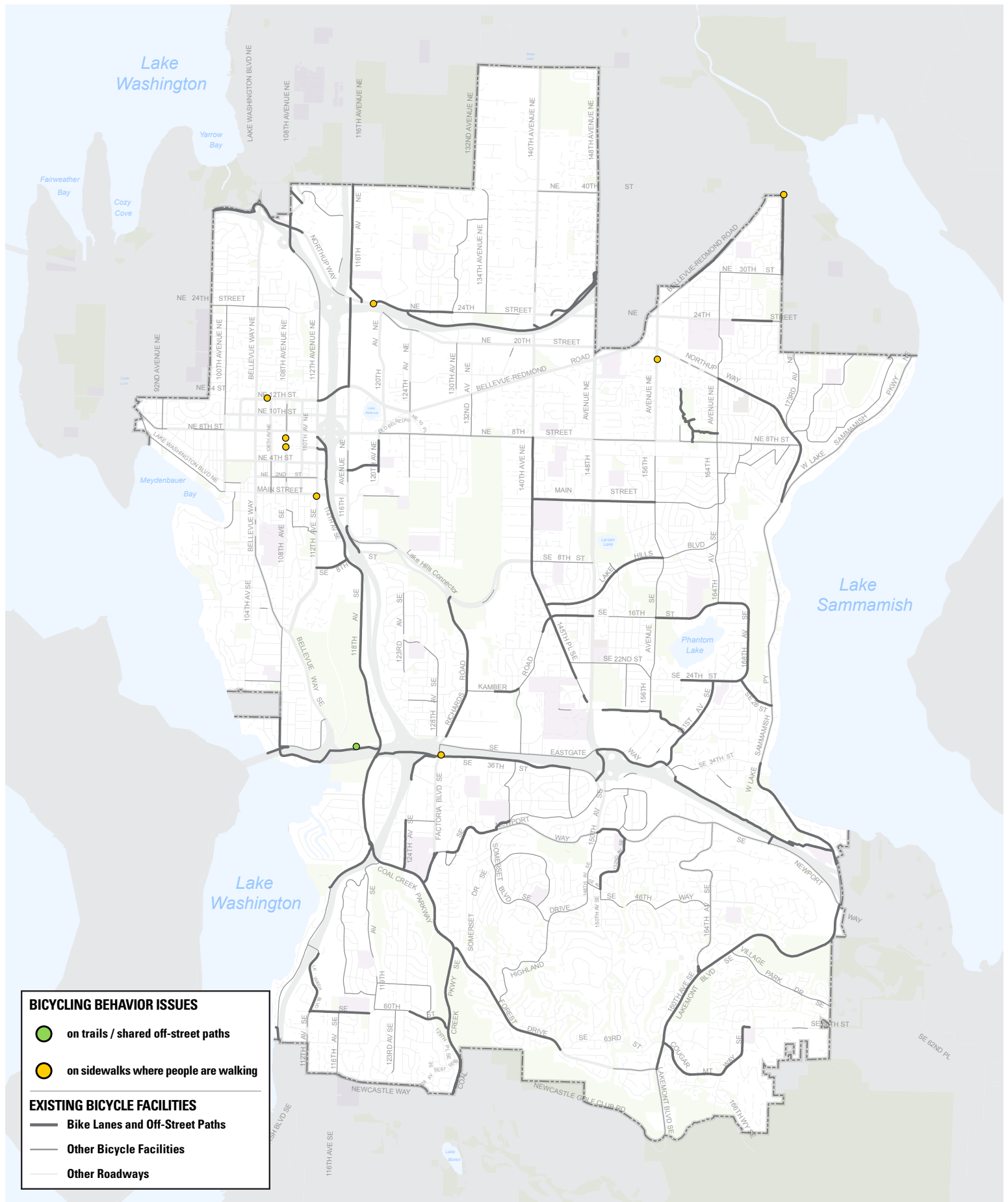
Riding Too Fast

Of the 22 bicycle behavior issues identified by PBII Wikimap respondents, nine of them (41 percent) related to people on bicycles riding too fast (see Table 61). Of the two specific issues to choose from, respondents identified "on sidewalks where people are walking" more commonly (8 points) than "on trails / shared off-street paths" (1 point). Riding too fast on sidewalks was the second most common bicycling issue identified and applies to more than one-third (36.4%) of all bicycle behavior points located by respondents.

As shown in Figure 125, the issues related to improper yielding at intersections were identified in the following six locations:

- Sidewalks along NE 10th St and NE 12th St
- 108th Ave NE at NE 6th St, the west end of the Bellevue Transit Center
- 108th Ave NE between NE 4th St and NE 8th St
- 112th Ave NE at Main St
- NE 24th St at Northup Way
- SE 36th St at Factoria Blvd SE
- 156th Ave NE between NE 8th St and 24th St
- 172nd Ave NE at NE 40th St

The issue related to riding too fast on trails was identified along the I-90 Trail boardwalk through Mercer Slough.



People on bicycles do not obey traffic signals/signs by...	Issue Points	% of Sub-Total	% of Total
not stopping at stop signs	2	18%	9.1%
running red lights	9	82%	40.9%
Sub-Total	11	50%	
Bicycle Behavior Issues Total	22		

"Bicyclists routinely exceed the 35 MPH speed limit on this hill [136th Pl SE at SE 36th St] in addition to running the red light and causing drivers making legal left turns onto SE 36th to slam on their brakes."

– Anonymous, Resident of South Bellevue

"Westbound bicyclist in bike lane [on SE 36th St] failed to stop or even slow down with traffic signal red for westbound traffic. He blew past the red light several seconds after the red display. He appeared to know it, and had no intention of stopping or slowing."

– Vic, Resident of West Lake Sammamish

Failing to Obey Signals & Signs

Of the 22 bicycle behavior issues identified by PBII Wikimap respondents, eleven of them (50 percent) related to people on bicycles not obeying traffic signals and signs (see Table 62). Of the two specific issues to choose from, respondents identified "running red lights" more commonly (9 points) than "not stopping at stop signs" (2 points). Running red lights was the most common bicycling behavior issue identified and applies to about two-fifths (40.9%) of all bicycle behavior points located by respondents.

As shown in Figure 126, the issues related to running red lights were identified in the following locations:

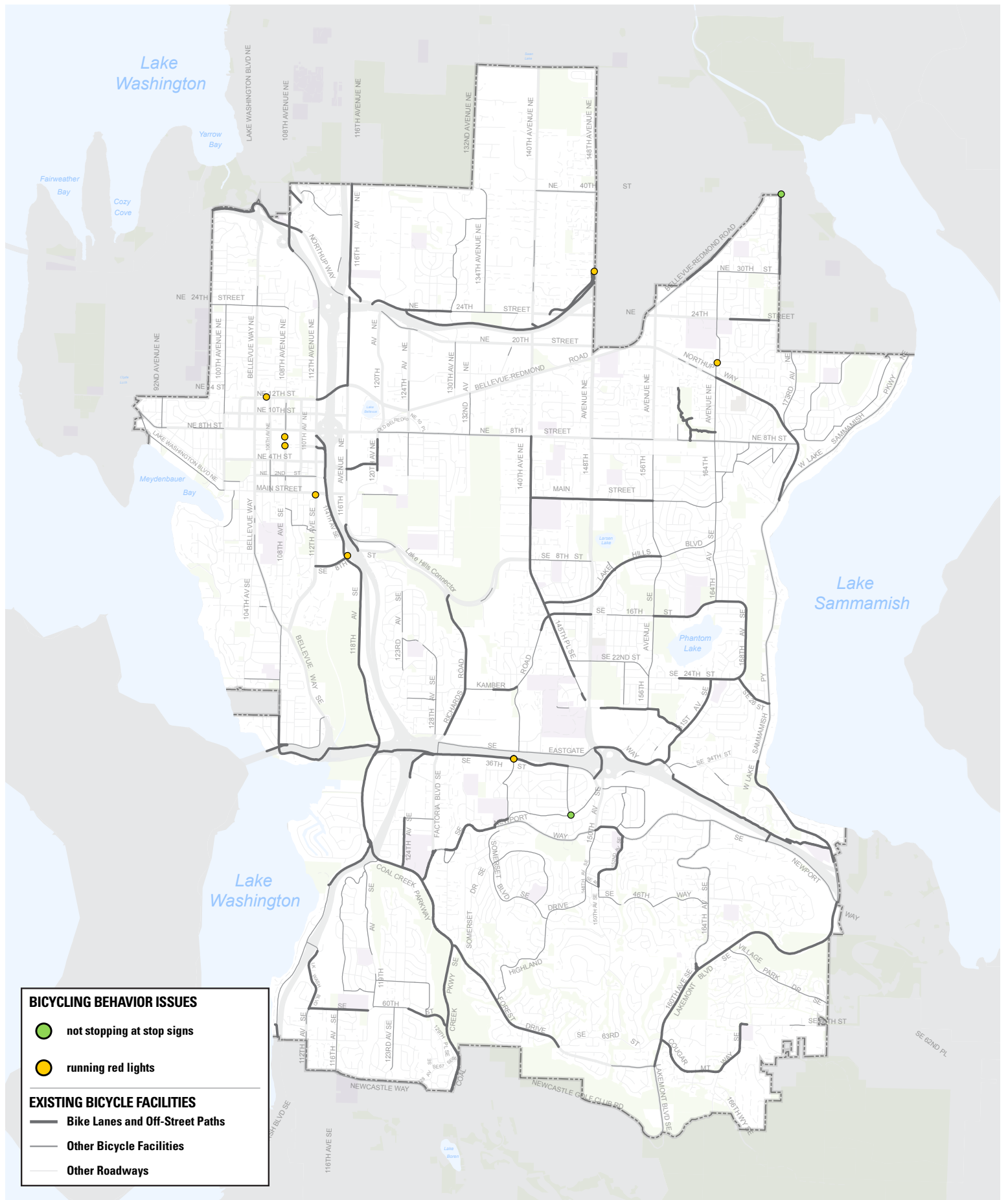
- SE 36th St and 136th Pl SE (identified by two respondents)
- 108th Ave NE at NE 6th St
- Along NE 12th St
- 112th Ave NE at Main St
- SE 8th St at the I-405 interchange
- 520 Trail at 148th Ave NE
- 164th Ave NE north of Northup Way

The issues related to not stopping at stop signs were identified at the following locations:

- SE 36th St at 136th Pl SE
- 172nd Ave NE at NE 40th St

Table 62. (above) Bicycling behavior issues related to failing to obey traffic signals and signs.

Figure 126. (opposite) Locations identified by Wikimap respondents where people on bicycles have been observed failing to obey traffic signals and signs.



BICYCLING BEHAVIOR ISSUES

- not stopping at stop signs
- running red lights

EXISTING BICYCLE FACILITIES

- Bike Lanes and Off-Street Paths
- Other Bicycle Facilities
- Other Roadways

People on bicycles pass illegally or unsafely by...	Issue Points	% of Sub-Total	% of Total
passing other vehicles that are stopped at crosswalks for pedestrians	4	57%	18.2%
passing stopped school buses	0	0%	0.0%
cutting off other vehicles when turning/changing lanes	3	43%	13.6%
Sub-Total	7	32%	
Bicycle Behavior Issues Total	22		

"I ride this 10 times a week and this intersection [SE 36th St at Factoria Blvd SE] is problematic, particularly for eastbound bikes because the bike lane empties into the intersection and bikes then can pass right in front of oncoming traffic coming off I-90 that is turning right."

– Anonymous, Resident of South Bellevue

Illegal or Unsafe Passing

Of the 22 bicycle behavior issues identified by PBI Wikimap respondents, seven of them (32 percent) related to people on bicycles passing other vehicles illegally or unsafely (see Table 63). Of the three specific issues to choose from, respondents identified only two of them: passing other vehicles that are stopped at crosswalks for pedestrians (4 points) and cutting off other vehicles when turning or changing lanes (3 points). Passing stopped vehicles accounted for about one-fifth (18.2%) of all bicycle behavior points located by respondents.

As shown in Figure 127, the issues related to passing stopped vehicles were identified in the following locations:

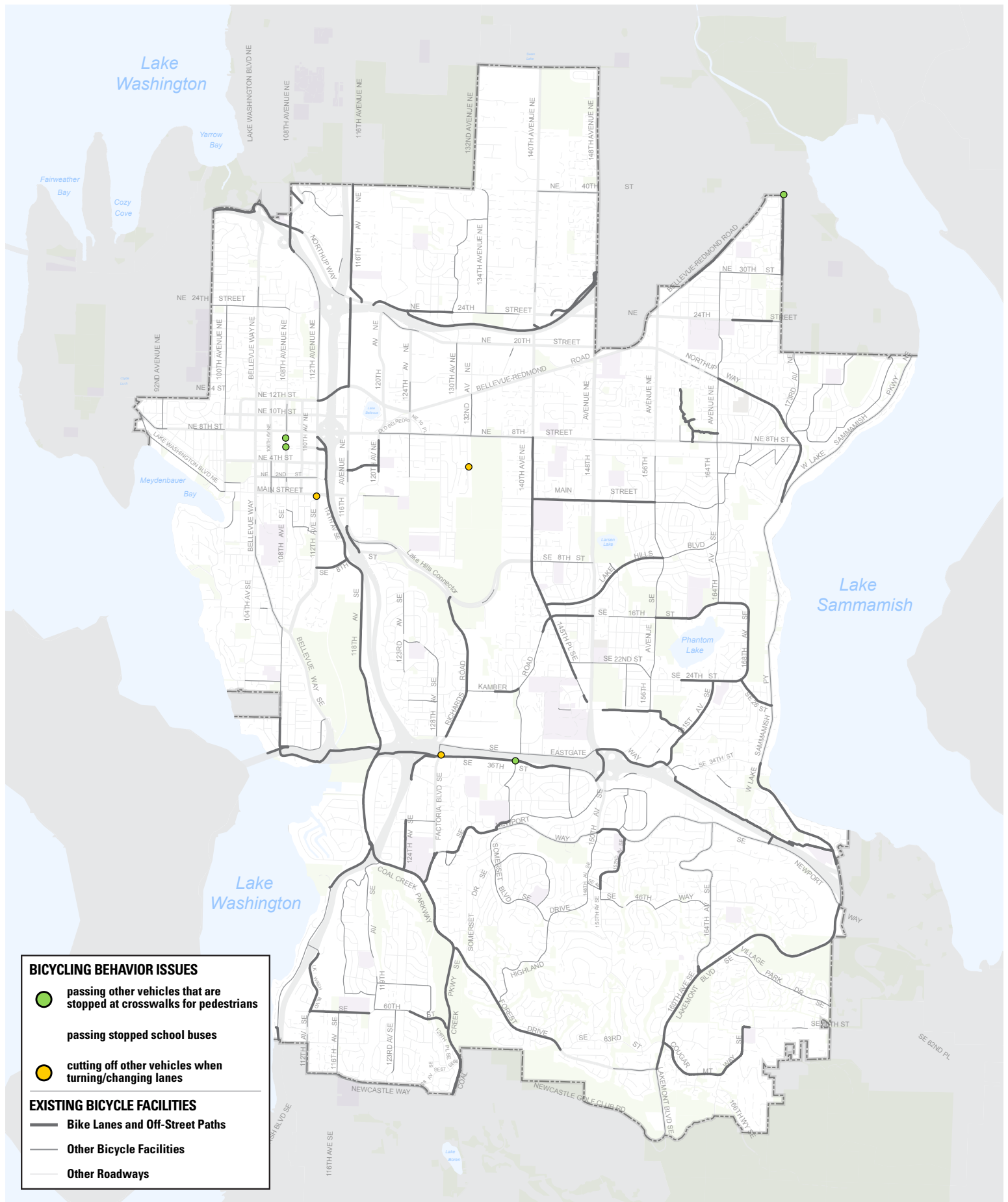
- 108th Ave NE at NE 6th St
- Along 108th Ave NE between NE 4th St and NE 8th St
- SE 36th St at 136th PI SE
- 172nd Ave NE at NE 40th St

The issues related to cutting off other vehicles when turning or changing lanes were identified at the following locations:

- SE 36th St at Factoria Blvd SE
- 112th Ave NE at Main St
- 131st Ave NE at NE 3rd St

Table 63. (above) Bicycling behavior issues related to illegal or unsafe passing.

Figure 127. (opposite) Locations identified by Wikimap respondents where people on bicycles have been observed passing other vehicles illegally or unsafely.



BICYCLING BEHAVIOR ISSUES

- passing other vehicles that are stopped at crosswalks for pedestrians
- passing stopped school buses
- cutting off other vehicles when turning/changing lanes

EXISTING BICYCLE FACILITIES

- Bike Lanes and Off-Street Paths
- Other Bicycle Facilities
- Other Roadways

People on bicycles ride recklessly or aggressively by...	Issue Points	% of Sub-Total	% of Total
riding in the wrong direction against traffic	0	0%	0.0%
weaving through traffic	3	100%	13.6%
not using use hand signals when turning/changing lanes	0	0%	0.0%
being distracted by cell phones while riding	0	0%	0.0%
Sub-Total	3	14%	
Bicycle Behavior Issues Total	22		

"Weaving in and out of pedestrians with no verbal warning or acknowledgement. We live on 106th between NE 10th and NE 12th and you've just finished repaving this portion of the street and there are no bicycle lanes."

– Anonymous, Resident of Downtown Bellevue

Reckless or Aggressive Riding

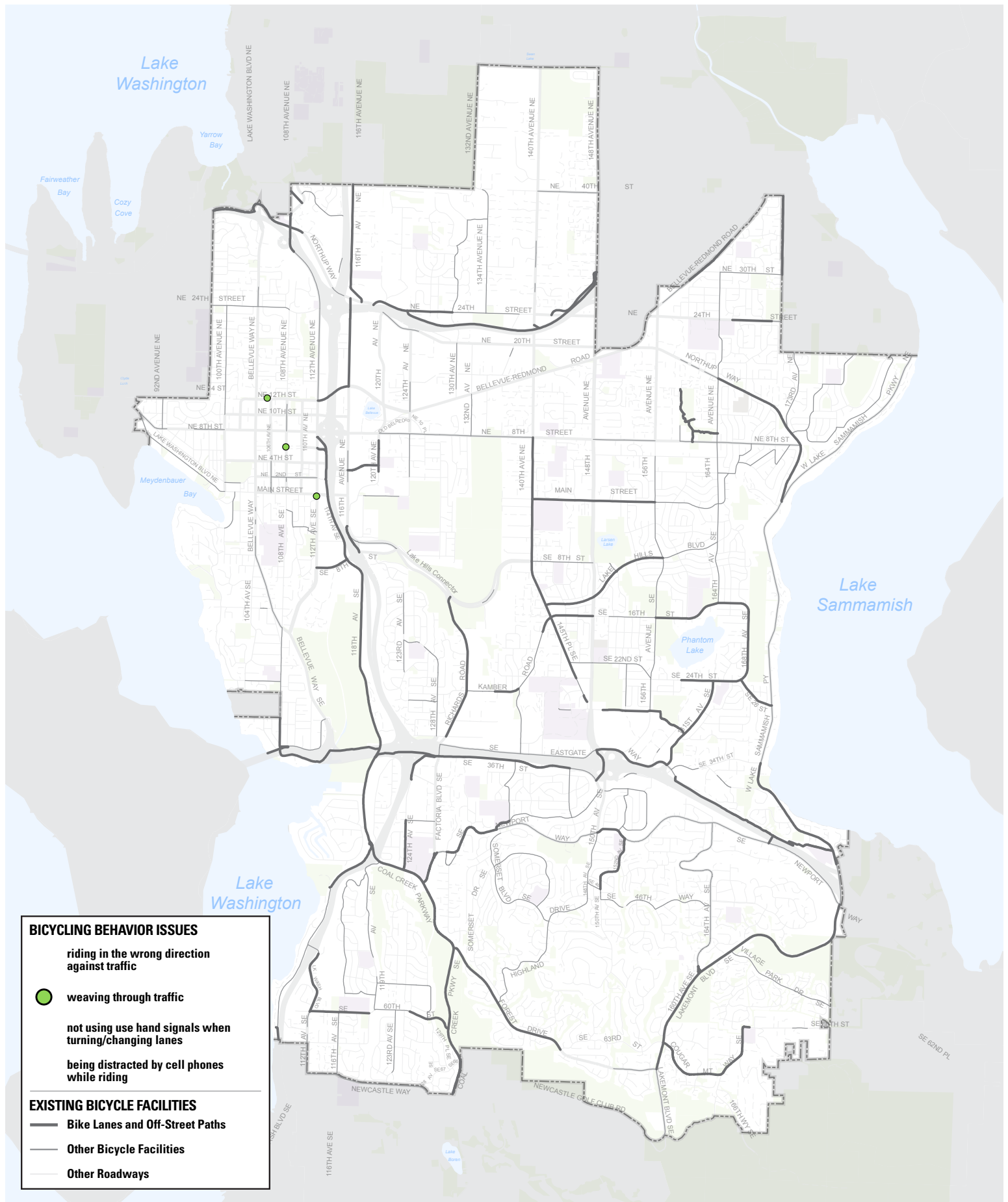
Of the 22 bicycle behavior issues identified by PBI Wikimap respondents, three of them (14 percent) related to people on bicycles riding recklessly or aggressively (see Table 64). Of the four specific issues to choose from, respondents identified only one of them: weaving through traffic.

As shown in Figure 128, the issues related to weaving through traffic were all identified in Downtown in the following locations:

- Sidewalks along NE 10th St and NE 12th St
- 108th Ave NE at NE 6th St
- 112th Ave NE at Main St

Table 64. (above) Bicycling behavior issues related to reckless or aggressive riding.

Figure 128. (opposite) Locations identified by Wikimap respondents where people on bicycles have been observed riding recklessly or aggressively.



BICYCLING BEHAVIOR ISSUES

riding in the wrong direction against traffic

● weaving through traffic

not using use hand signals when turning/changing lanes

being distracted by cell phones while riding

EXISTING BICYCLE FACILITIES

— Bike Lanes and Off-Street Paths

— Other Bicycle Facilities

— Other Roadways

Other	Issue Points	% of Total
Other	12	55%
Bicycle Behavior Issues Total	22	

Table 65. (above) Other bicycling behavior issues not identified by multiple choice response options.

Figure 129. (opposite) Locations identified by Wikimap respondents where people have been observed exhibiting other unsafe bicycling behaviors.

Other

Of the 22 PBII Wikimap respondents who identified bicycle behavior issues, twelve of them (55 percent) identified “Other” issues (see Table 65 and Figure 129). Some respondents used this write-in field as an opportunity to provide additional information or context for the issue(s) they identified among the multiple-choice options or sometimes instead of selecting any of those options. These are not “Other” issues per se—they are the same issues included among multiple-choice options—but the write-in commentary helps to better explain the nature of the issue. The following are a few examples:

"All of the unsafe biking observed is the Jimmy John's delivery drivers."

"People riding very fast through this area, no sidewalks available, zipping in front of cars and weaving through roads"

"People on bicycles often ride on sidewalks."

However, a few “Other” issues identified were different from the multiple choice options. One of them notes that some people on bicycles choose to ride in the street along West Lake Sammamish Pkwy, despite the presence of a two-way off-street path along the southernmost segment of the corridor:

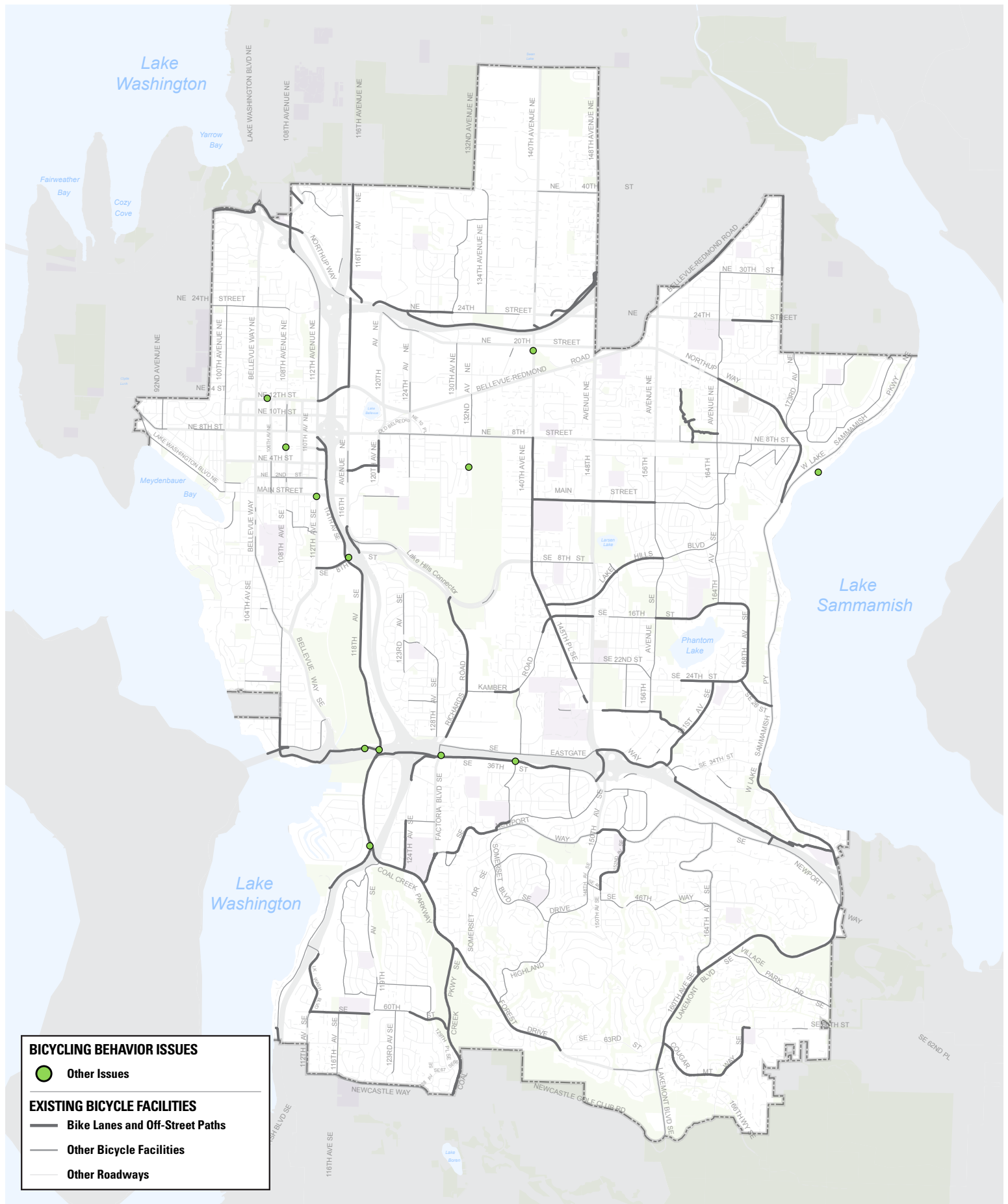
"Some bikers don't use the bike path on the west side of the road when they are heading north towards Redmond, they are on the street which is very narrow & busy in the AM/PM."

Another respondent identified three locations where limited sight lines and narrow off-street paths at corners, combined with the way some people on bicycles ride along these segments, result in unsafe conditions.

"This section of path [I-90 Trail through Mercer Slough] is too narrow & limited sight lines to safely pass."

"This is a blind corner [Lake Washington Loop Trail at the ERC overpass northwest of I-405]. People ride in the middle or the wrong side and near-collisions occur."

"Blind corner that people frequently cut off others by cutting the corner at the intersection of the I-90 Trail and Lake Washington Loop."



I have noticed these unsafe behaviors because this is a location where I...	Issue Points	% of Total
Walk	8	36%
Bike	6	27%
Drive	11	50%
Ride Transit	2	9%
Bicycle Behavior Issues Total	22	

Table 66. (above) Modes of travel used by respondents at locations where bicycling behavior issues were identified.

Figure 130. (opposite, top left) Locations where Wikimap respondents observed bicycling behavior issues while walking.

Figure 131. (opposite, top right) Locations where Wikimap respondents observed bicycling behavior issues while bicycling.

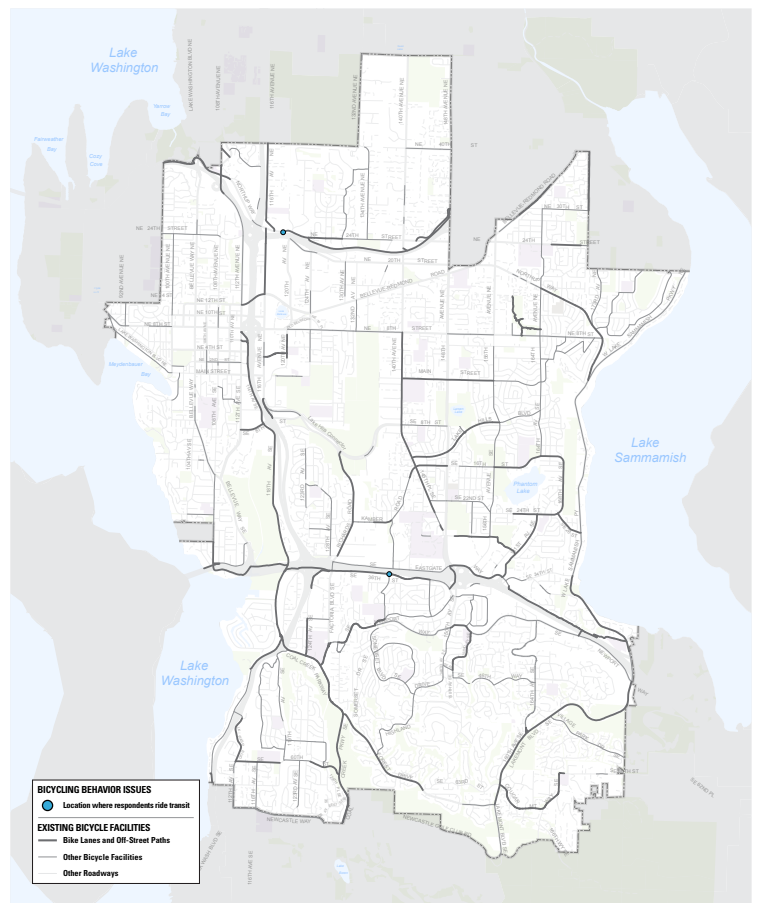
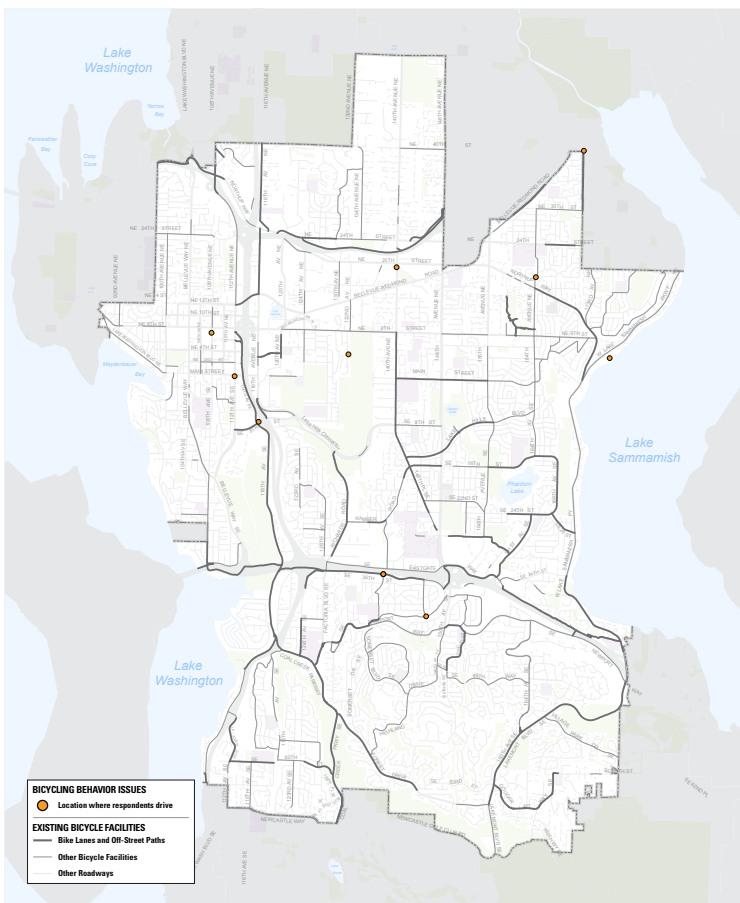
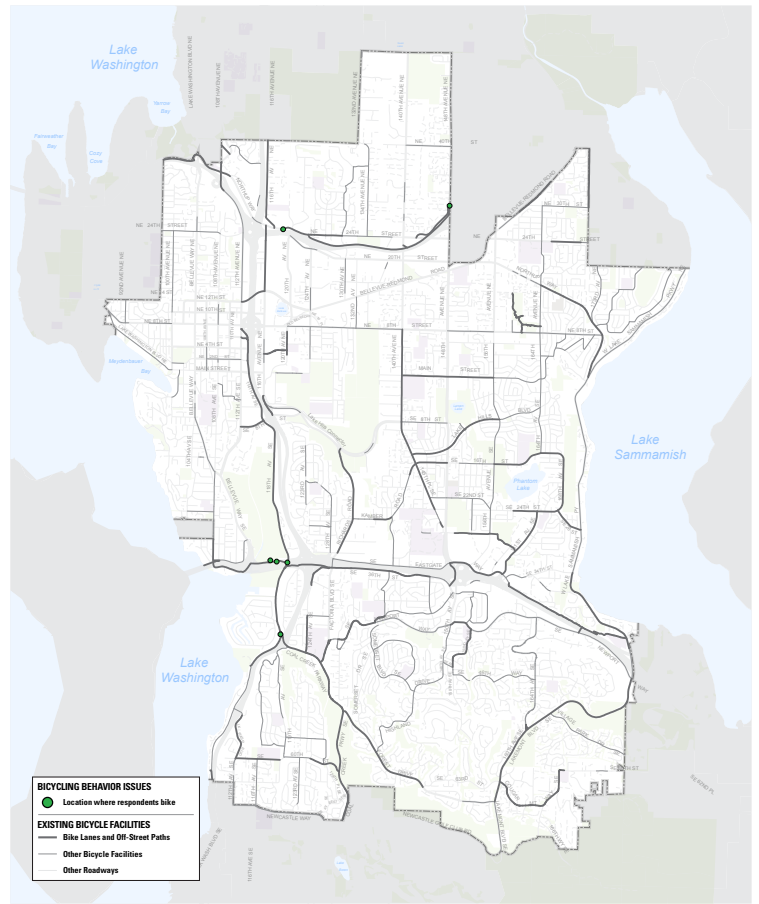
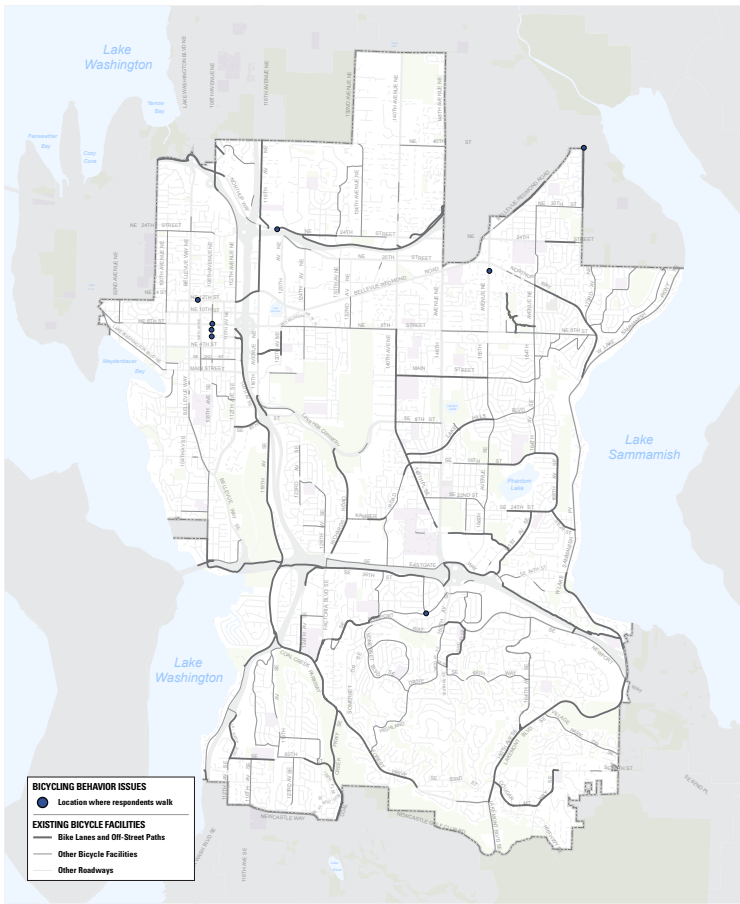
Figure 132. (opposite, bottom left) Locations where Wikimap respondents observed bicycling behavior issues while driving.

Figure 133. (opposite, bottom right) Locations where Wikimap respondents observed bicycling behavior issues while riding transit.

Travel Modes

Respondents were asked to indicate the modes of transportation they have used at the locations where they noticed bicycle behavior issues. This offers an indication into the perspective of those who identified unsafe bicycling behaviors. Have they ridden a bicycle there themselves? Do they experience that location only by other modes? Multiple modes could be selected.

Driving was the most common mode used by respondents who identified unsafe bicycling behaviors (see Table 66 and Figure 132). Of those eleven locations, respondents only drive at seven of them; at three of the locations respondents have driven and walked, and at one of them the respondent has driven and rode transit. Respondents have walked at eight of the locations identified (see Figure 130), and half of those have also traveled by other modes in those locations. Respondents have bicycled at six of the locations (see Figure 131); all but one of these is along an off-street path, so bicycling was the only mode used for all but one of these locations. Two respondents indicated using transit at the locations where they noticed bicycle behavior issues (see Figure 133).



Because of this unsafe behavior at this location I have...	Issue Points	% of Total
Experienced a near miss	14	64%
Witnessed a near miss	16	73%
None of the above	2	9%
Bicycle Behavior Issues Total	22	

"We are professional dog walkers and we've been hit or had close calls many many times in the past year or so."

– Anonymous, Resident of Downtown Bellevue

"I have nearly been hit by a Jimmy John's delivery biker coming around a corner at the City Center Building on a pedestrian walkway. This is probably the biggest offender in terms of unsafe biking behavior. Most regular bike riders treat sidewalks properly (dismount and walk the bike) and don't nearly run people over in areas where there is an expectation of only pedestrians."

– Anonymous, Resident of Snohomish County

Table 67. (above) Near misses experienced and witnessed by Wikimap respondents.

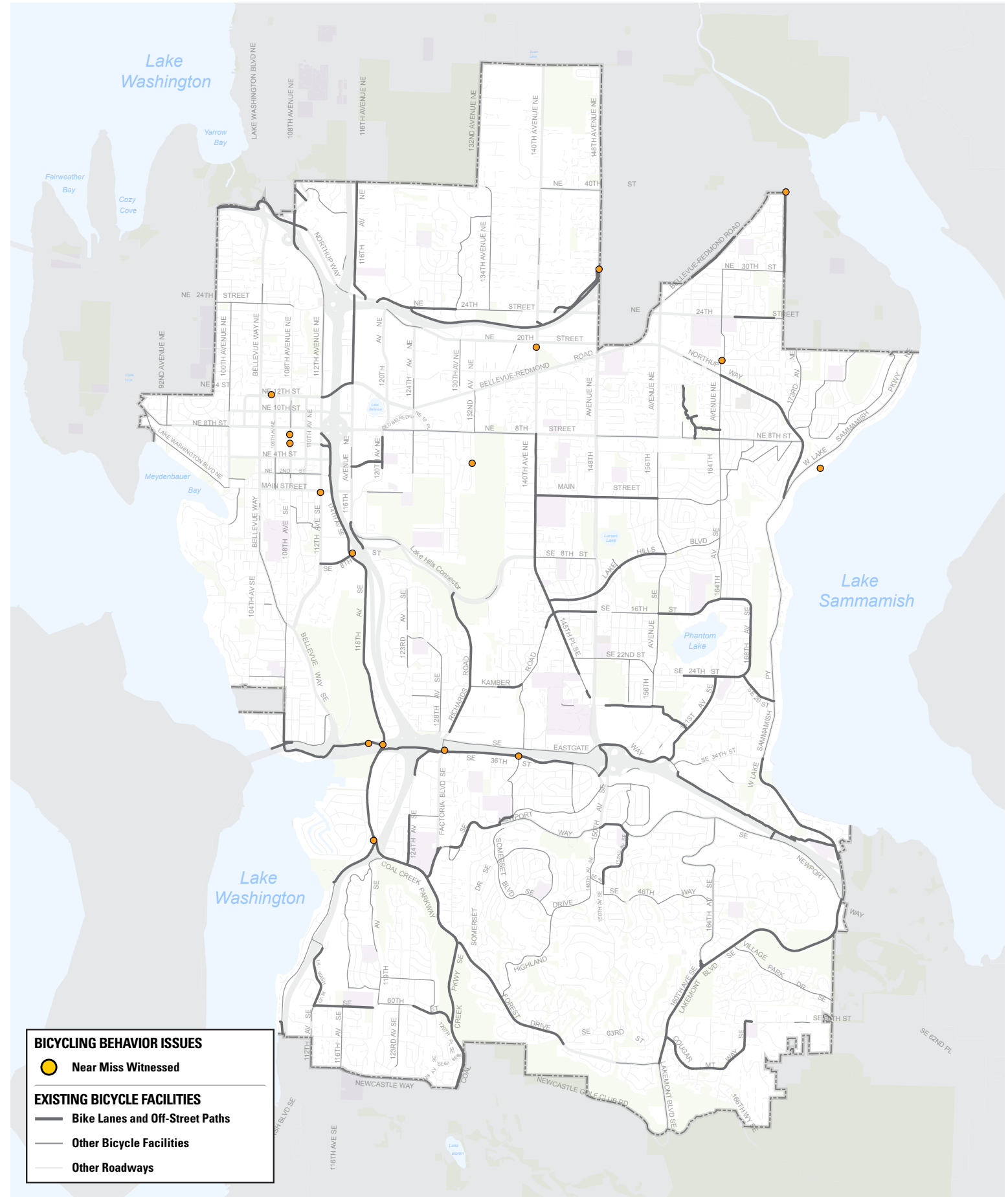
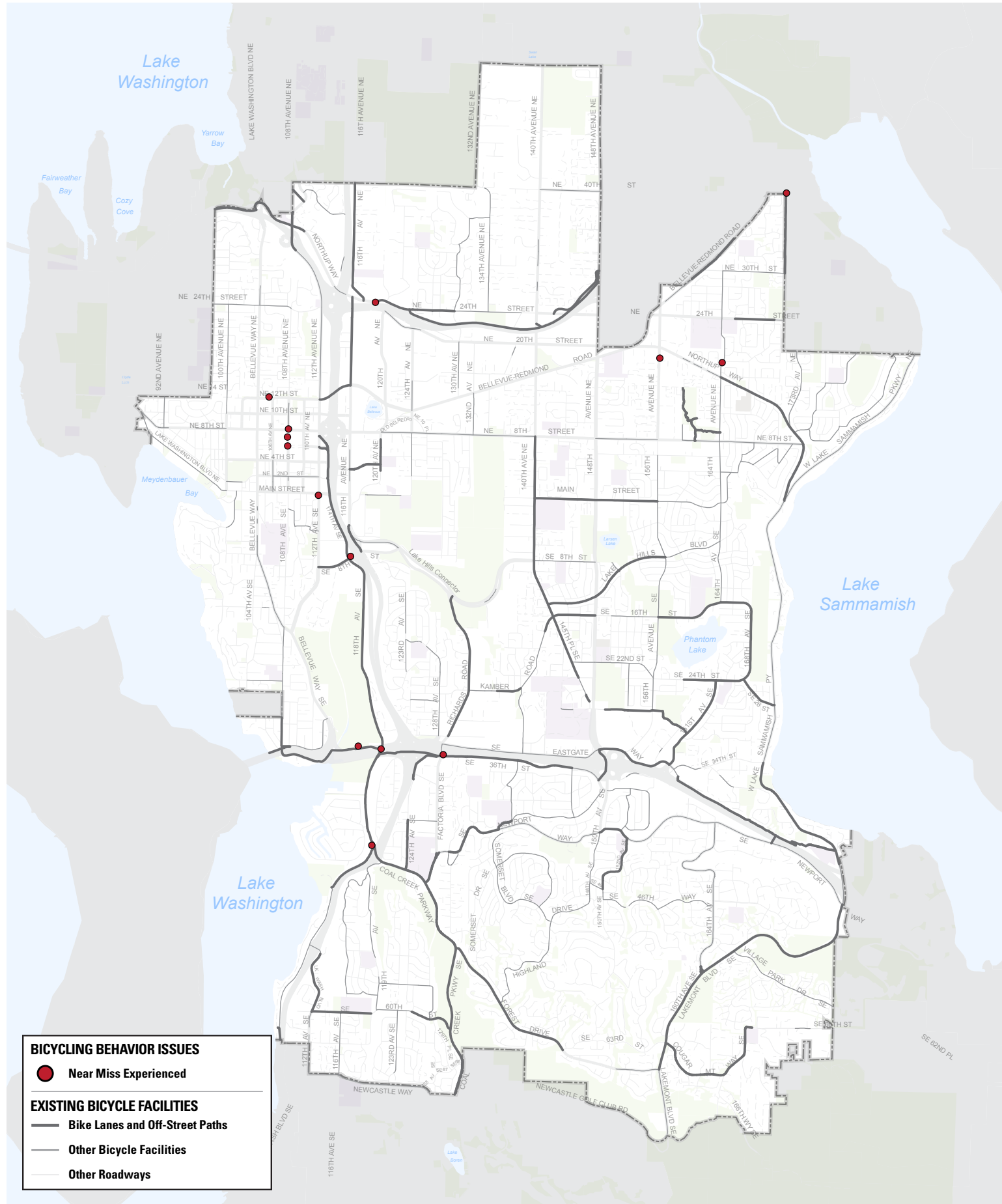
Figure 134. (opposite, left) Locations with bicycling behavior issues where respondents have experienced a near miss.

Figure 135. (opposite, right) Locations with bicycling behavior issues where respondents have witnessed a near miss.

Near Misses

Respondents were asked whether they have witnessed or experienced a near miss at this location because of the unsafe bicycling behavior they have noticed there. They were able to indicate one or both of these, select "none of the above," or opt to skip the question.

As indicated in Table 67, about three-quarters (73 percent) of respondents have witnessed a near miss, and nearly as many (64 percent) have experienced a near miss themselves. The locations of these incidents are depicted in Figure 134 and Figure 135. Of the fourteen near misses experienced, seven (32 percent) were experienced by respondents who have walked in these locations, four (18 percent) were experienced by people who have bicycled there, and five (23 percent) were experienced by people who have driven there. (Two of these respondents have both walked and driven at the locations they identified, and one has walked, biked, and ridden transit; it is uncertain which mode they were using at the time when they experienced the near miss.)



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How could we most effectively address this unsafe behavior?	Issue Points	% of Total
Engineering – Implement new facilities to address the problems that result in unsafe behavior	7	32%
Education – Undertake a public outreach and awareness campaign	7	32%
Enforcement – Work with Bellevue Police to improve compliance with applicable laws	8	36%
Encouragement – Organize events that reinforce positive behavior	0	0%
Pedestrian Behavior Issues Total	22	

"This [SE 36th St] is a heavily traveled bike route for the weekend Lake Washington tourist riders, making enforcement of traffic law compliance by riders even more important."

– Anonymous, Resident of South Bellevue

"Mark it [the I-90 Trail in Mercer Slough] as single file only and no passing."

– Matt, Resident of 98004

"Bellevue needs safe bicycle lanes in the streets."

– Anonymous, Resident of Downtown Bellevue

Table 68. (above) Recommended approaches to address unsafe bicycling behavior issues.

Figure 136. (opposite) Locations identified by Wikimap respondents for recommended solutions to address unsafe bicycling behaviors.

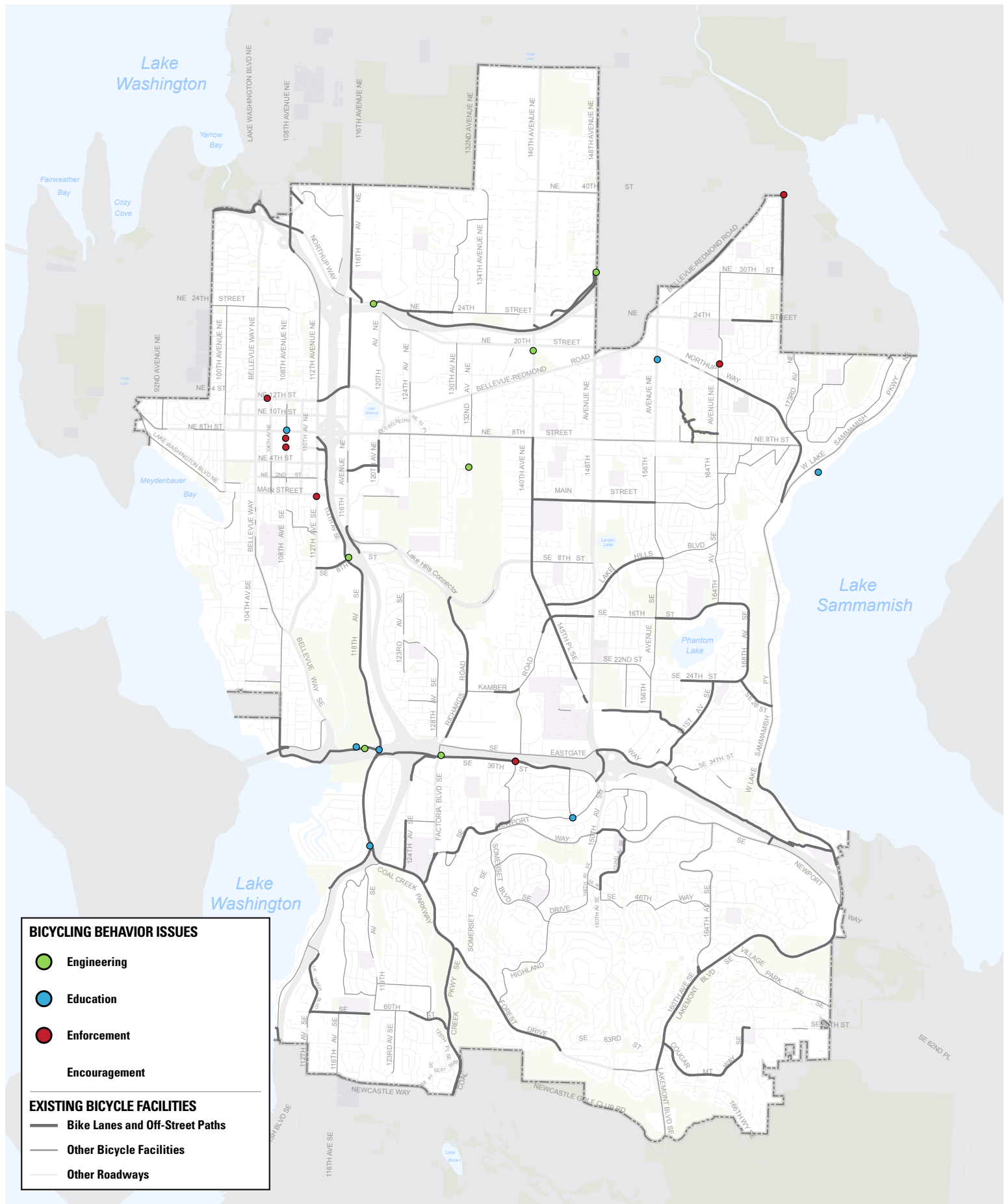
Recommended Solutions

PBI Wikimap respondents were provided the opportunity to identify which approach they believed could most effectively address the unsafe bicycling behavior they have noticed in Bellevue. As shown in Table 68, respondents were almost evenly split between three of the four options: engineering solutions (32 percent), education campaigns (32 percent), and enforcement activities (36 percent).

Figure 136 depicts the locations where each recommended solution was identified. Enforcement activities were believed to likely be the most effective solution for unsafe bicycling behavior in Downtown, as well as at the traffic signal at SE 36th St and 136th Pl SE, at the four-way stop at 172nd Ave NE and NE 40th St, and along 164th Ave NE north of Northup Way. These are generally locations where the issues identified relate to disobeying traffic signals/signs, improper yielding to people driving, and weaving through traffic.

Engineering solutions were generally regarded by respondents as the best option along and near entry/exit points to off-street paths, including the 520 Trail at 148th Ave NE, the I-90 Trail through Mercer Slough, where the I-90 Trail ends at SE 36th St and Factoria Blvd SE, and where the 520 Trail continues on-street at NE 24th St and Northup Way. Engineering solutions were also recommended for SE 8th St at the I-405 interchange, where the respondent noted that "people on bicycles often ride on sidewalks," and on 131st Ave NE at NE 3rd St, where a lack of sidewalks results in people on bicycles "riding very fast" in the street but failing to properly yield to people driving.

Respondents generally recommended education solutions where the behaviors of people on bicycles were endangering themselves or other bicyclists (as opposed to people walking or driving), such as at blind corners along the I-90 Trail through Mercer Slough and on the Lake Washington Loop Trail near Coal Creek Pkwy SE, as well as where the I-90 Trail intersects 118th Ave SE and along West Lake Sammamish Pkwy.



Reactions to Points Located by Other Users	Reactions	
"Agree"	8	
"Disagree"	10	
Agree/Disagree Scores	Issue Points	% of Total
-3	2	9%
-1	2	9%
1	4	18%
2	1	5%
Sub-Total (Number of Points Reacted To)	9	41%
Bicycle Behavior Issues Total	22	

"This intersection is a pain to ride through but I don't agree that cyclists are the problem. If anything I'd like to see more signage to make sure motorists know that it's a heavy cycling route and that they need to look carefully before turning right."

– Anonymous, Resident of South Bellevue

"Disagree with categorizing as unsafe cyclist behavior. Agree that the surface is insufficiently wide or smooth as a mixed-use trail."

– Howard, Resident of 98005

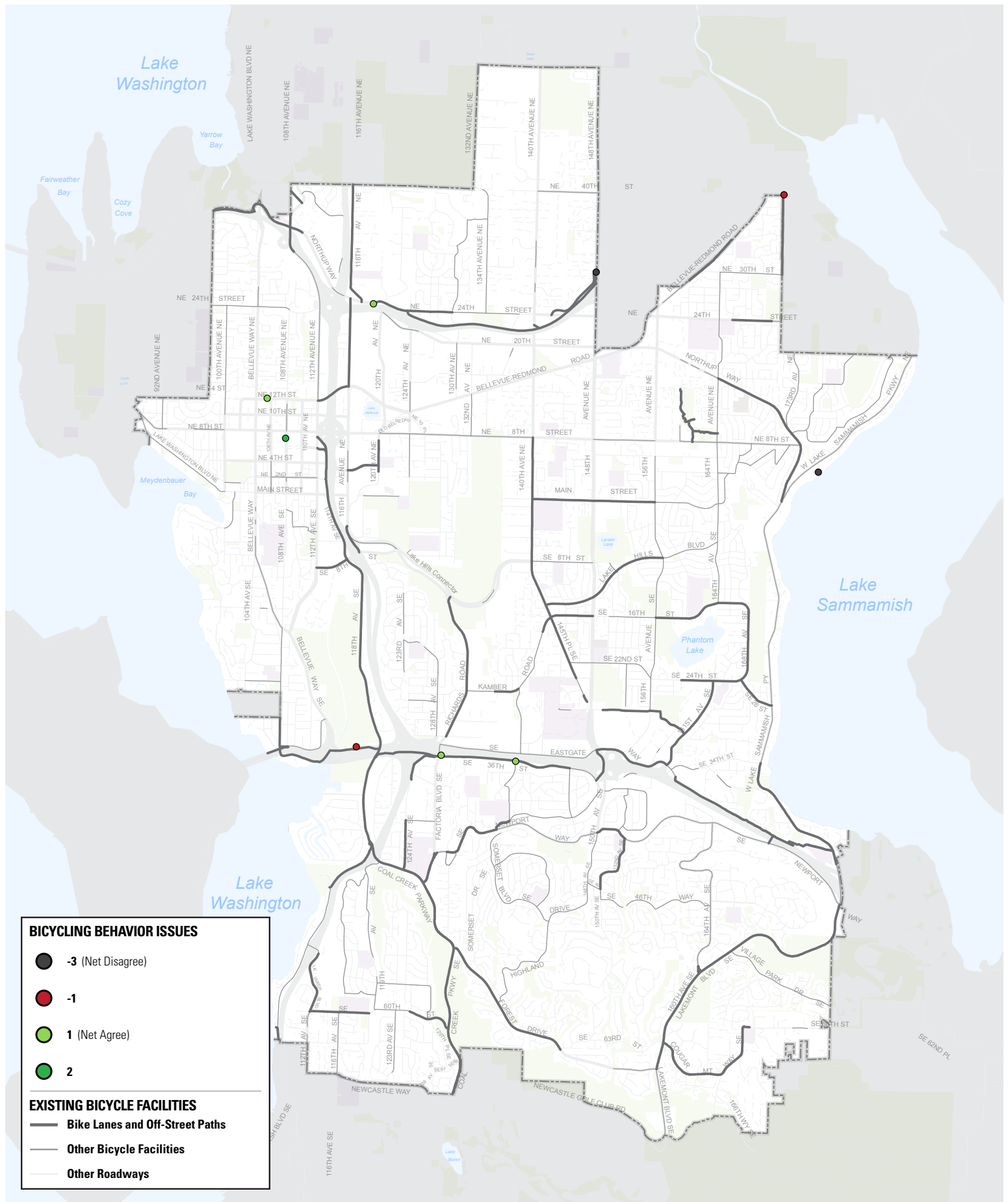
Table 69. (above) Reactions to unsafe bicycling behavior issues identified by other users.

Figure 137. (opposite) Locations where Wikimap respondents agreed/disagreed with the bicycling behavior issues identified by other users.

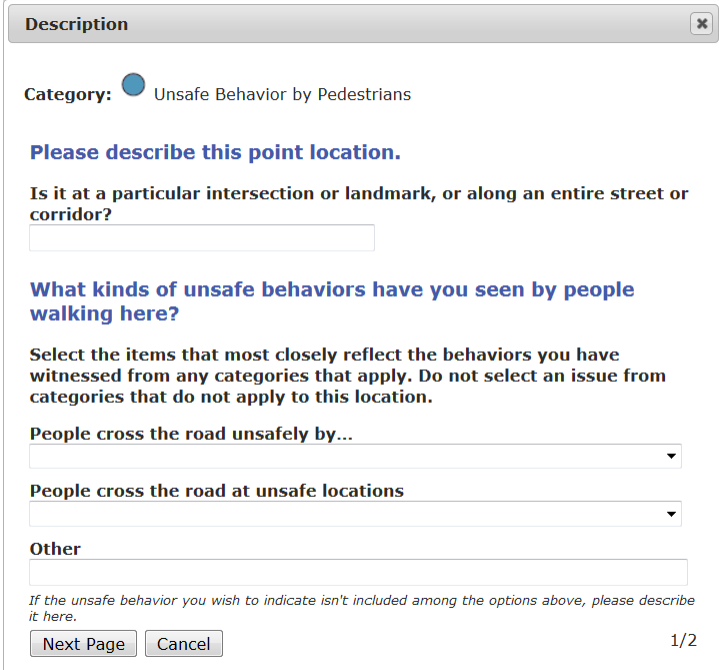
Agree/Disagree

As noted near the beginning of the chapter on Wikimap 1 (see page 23), users were able to react to the issues identified by other users by clicking on existing points located on the map, selecting "Agree" or "Disagree," and adding write-in comments. To facilitate the visual depiction of this feedback, reactions were converted into scores, with a score of +1 awarded for every "Agree" and -1 subtracted for every "Disagree" that an issue point received from other users.

PBI Wikimap users reacted to nine of the 22 unsafe bicycling behavior issue points located (see Table 69). Eight users selected "Agree", while ten selected "Disagree." No other type of issue—walking or bicycle accommodations or behaviors of people walking or driving—had as many users "Disagree," nor did any others have more disagreement than agreement with the issues identified by others. However, this disagreement was focused on four issue points, with multiple users disagreeing with three of them. By contrast, agreement was indicated on seven different points, with only one of those receiving an "Agree" from two users. This is reflected in the scores calculated (see Table 69) by a greater number of points with positive reactions, yet the scores with the greatest magnitude are negative (see Figure 137). Two locations had both one user "Agree" and multiple users "Disagree"—the point at the 520 Trail and 148th Ave NE and that along I-90 Trail through Mercer Slough.



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Description ✕

Category: Unsafe Behavior by Pedestrians

Please describe this point location.

Is it at a particular intersection or landmark, or along an entire street or corridor?

What kinds of unsafe behaviors have you seen by people walking here?

Select the items that most closely reflect the behaviors you have witnessed from any categories that apply. Do not select an issue from categories that do not apply to this location.

People cross the road unsafely by...

People cross the road at unsafe locations

Other

If the unsafe behavior you wish to indicate isn't included among the options above, please describe it here.

1/2

Figure 138. Unsafe behaviors by people walking, page 1 of 2: What is the problem and where is it?

Behaviors of People Walking

The fifth and final type of point that Wikimap users could choose to locate on the map related to unsafe behaviors exhibited by people walking. This was the point type that respondents would choose for issues such as people crossing the street mid-block where no crosswalks are present or running across the street as traffic is approaching.

Safety issues related to behaviors were included in the PBI Wikimap not to vilify people who travel using one mode or another, but in recognition of the reality that conditions that feel unsafe may arise even in locations where facilities are designed according to applicable standards and guidelines. From a Vision Zero perspective, it may be appropriate to consider facility refinements or programmatic solutions to ensure that unsafe behaviors are better understood by the public, less likely to be engaged in accidentally, and more likely to be reprimanded when exhibited intentionally.

The first page of the Unsafe Behavior by Pedestrians survey included two categories of issues to identify, as shown in Figure 138:

- Unsafe street crossing behaviors
- Unsafe street crossing locations

These categories included between 2–4 specific issues for respondents to choose from. For example, the “People cross the road unsafely by” category included the options:

- crossing during the “Don’t Walk” signal
- walking into the road without looking for cars
- running across the street as traffic is approaching
- being distracted by cell phones while crossing the street

Respondents could choose only one specific issue from each category, but they could identify issues from as many of the categories as they deemed applicable to the identified location. Respondents also had the option to describe “Other” issues through write-in comments.

After identifying the specific unsafe walking behavior(s) associated with a location, respondents were then asked three additional questions (see Figure 139). The first question asked respondents to indicate which modes of travel they have used at the identified location: walking, bicycling, driving, and/or riding transit. The second question prompted respondents to indicate whether they have ever witnessed or experienced a near miss at the location. The third question asked respondents to select which one of the following four potential approaches they believe would most effectively address the unsafe behavior exhibited by people walking:

- **Engineering**, or implementing new facilities to limit the potential for or exposure to unsafe behavior
- **Education**, such as through a public outreach or awareness campaign
- **Enforcement**, working with Bellevue Police to improve compliance with laws
- **Encouragement**, such as through events or activities that reinforce positive behavior

These approaches are generally consistent with the kinds of actions that Bellevue already undertakes to improve street safety; however, some like education and encouragement may warrant expansion or a change in focus depending on the nature of the issues identified and the resources available for such efforts.

The final survey question presented respondents with an opportunity to submit additional comments (see Figure 119). See Appendices beginning on page 525 for complete documentation of all write-in comments received and a summary of the major themes expressed in those comments.

x

Description

Category: ● Unsafe Behavior by Pedestrians

I have noticed these unsafe behaviors because this is a location where I...

walk bike drive ride transit

Because of this unsafe behavior at this location I have...

Witnessed a near miss
 Experienced a near miss
 None of the above
Check all that apply.

How could we most effectively address this unsafe behavior?*

Engineering - Implement new facilities to address the problems that result in unsafe behavior
 Education - Undertake a public outreach and awareness campaign
 Enforcement - Work with Bellevue Police to improve compliance with applicable laws
 Encouragement - Organize events that reinforce positive behavior

Additional Comments

Is there anything else you want to tell us about unsafe behaviors by people walking in this location? Do you have any other suggestions for how to address the issues you have noticed here?

[Previous Page](#)
2/2

Figure 139. Unsafe behaviors by people walking, page 2 of 2: Safety at this location, what treatments might improve safety, and additional comments.

All Points

Walking behavior issues were the second-least commonly identified issue by PBII Wikimap respondents, accounting for only 4 percent of all points placed (see Figure 140). The locations of the 57 points identified by respondents are depicted in Figure 141.

These points were identified by 39 unique respondents. Twenty-eight respondents (72 percent) identified only one issue each, and seven respondents (18 percent) identified two issues each. Two respondents identified three issues each, and the remaining two respondents identified four and five issues each.

The next pages examine the location of all walking behavior issue points by considering their frequency within neighborhood areas. The remainder of this section, beginning on page 190 and continuing through page 203, reviews the responses to each of the Unsafe Behavior by Pedestrians Survey questions, providing maps that depict the locations of all responses and tables that compare the number of responses for each multiple choice option to both the total number of walking behavior issue points identified and the total number of all PBII Wikimap points identified.

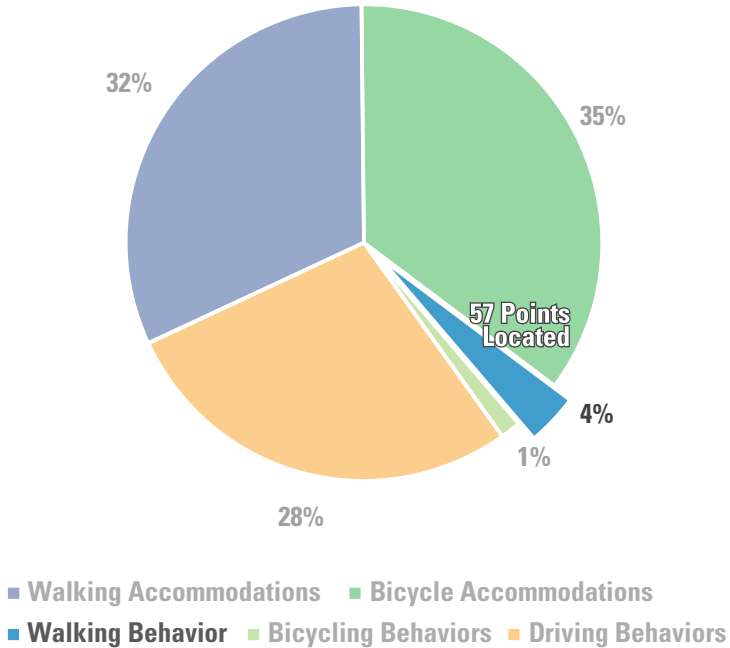
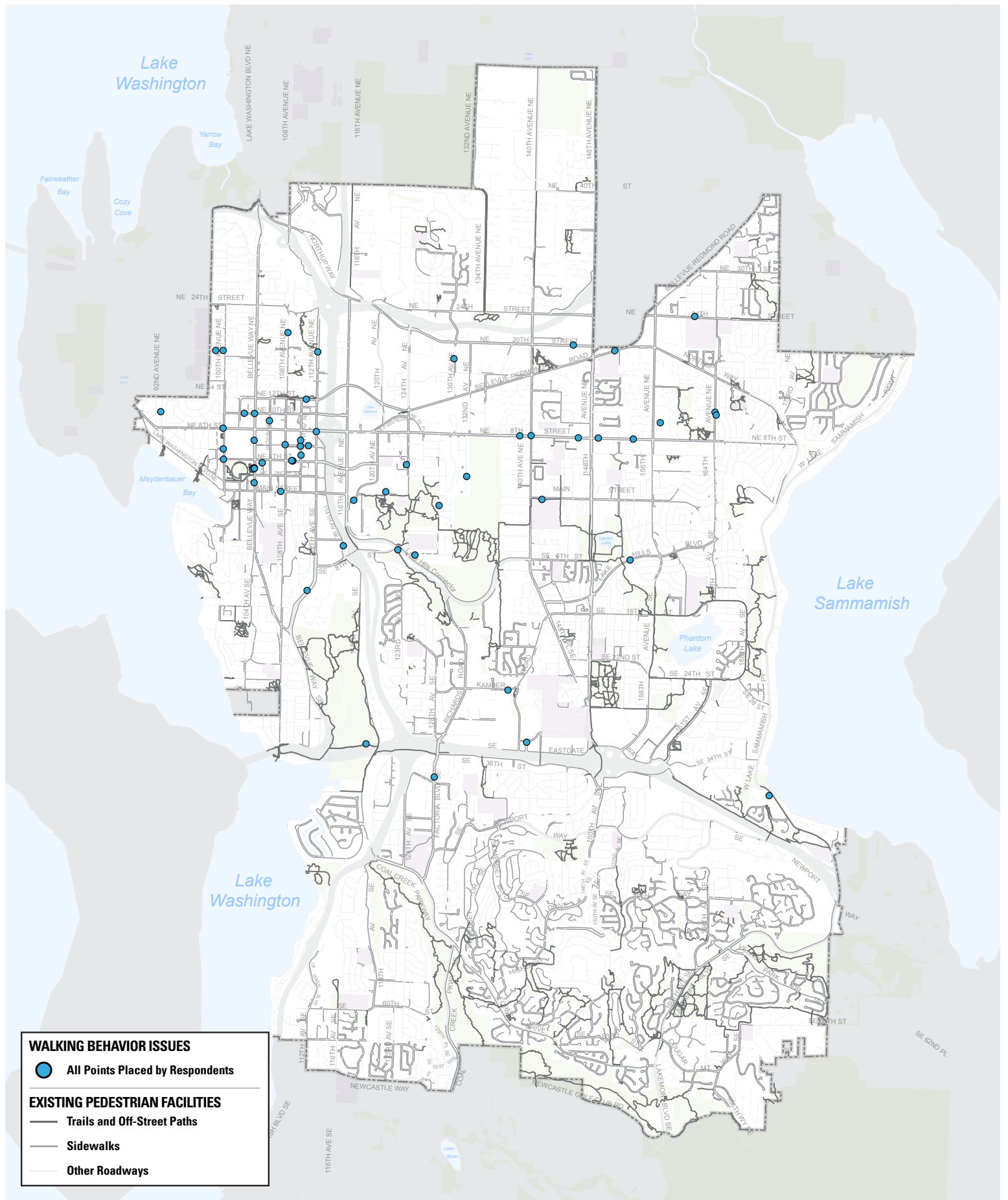


Figure 140. (above) Walking behavior issues relative to other issues identified by Wikimap respondents.

Figure 141. (opposite) Walking behavior issue point locations identified by Wikimap respondents.



WALKING BEHAVIOR ISSUES

- All Points Placed by Respondents

EXISTING PEDESTRIAN FACILITIES

- Trails and Off-Street Paths
- Sidewalks
- Other Roadways

Neighborhood	Issue Points	% of Sub-Total	% of Total
BelRed	2	4%	0.1%
Bridle Trails	0	0%	0%
Cougar Mountain / Lakemont	0	0%	0%
Crossroads	7	12%	0.4%
Downtown	22	39%	1%
Eastgate	1	2%	0.1%
Factoria	1	2%	0.1%
Lake Hills	4	7%	0.2%
Newport	0	0%	0%
Northeast Bellevue	2	4%	0.1%
Northwest Bellevue	7	12%	0.4%
Somerset	0	0%	0%
West Bellevue	3	5%	0.2%
West Lake Sammamish	1	2%	0.1%
Wilburton	7	12%	0.4%
Woodridge	0	0%	0%
Walking Behavior Issues Sub-Total	57	4%	
All Issues Total	1,618		

Table 70. (above) Walking behavior issue points by neighborhood.

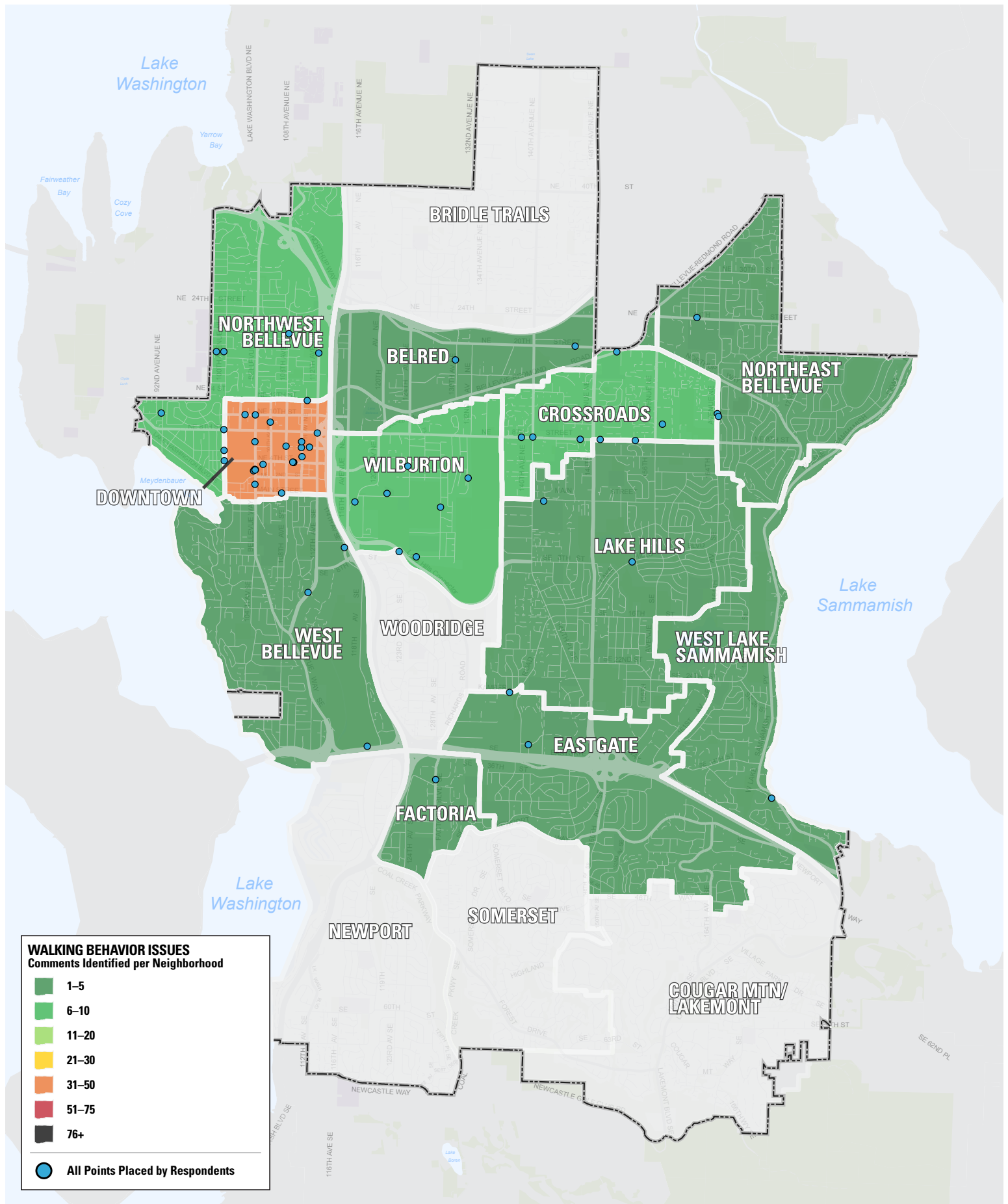
Figure 142. Bellevue neighborhoods reflecting the number of walking behavior issues identified by Wikimap respondents.

Given the small number of walking behavior issues identified, consideration of these issues by neighborhood is less relevant than with most other issue types. The greatest number of walking behavior issues were identified in Downtown, where 22 points account for 39 percent of the total—the highest proportion of issues within Downtown of any issue type. This is consistent with Downtown being the neighborhood with the most pedestrian activity in Bellevue. In general, there is less clustering of points than for most other issues, even in Downtown. However, there are three notable exceptions:

- along Bellevue Way NE between NE 2nd St and NE 4th St,
- along NE 4th St between 108th Ave NE and 110th Ave NE, and
- at or near Bellevue Transit Center, particularly on the east end.

Three other neighborhoods also have more than five issues identified— Crossroads, Northwest Bellevue, and Wilburton. Most of the issues identified in Crossroads are located along NE 8th St, while the issues identified in the latter two neighborhoods are generally distributed throughout along collector arterials and residential neighborhood streets.

No walking behavior issues were identified in Bridle Trails, Woodridge, Newport, Somerset, or Cougar Mountain/Lakemont. Development patterns in these areas are generally less conducive to walking for most trip purposes.



People cross the road unsafely by...	Issue Points	% of Sub-Total	% of Total
crossing during the "Don't Walk" signal	7	18%	12.3%
walking into the road without looking for cars	11	28%	19.3%
running across the street as traffic is approaching	20	51%	35.1%
being distracted by cell phones while crossing the street	1	3%	1.8%
Sub-Total	39	68%	
Pedestrian Behavior Issues Total	57		

"There is a nearby bus stop [on 156th Ave NE at Crossroads Mall] and people just don't want to walk to the pedestrian walk."

– Mariano, Resident of 98007

"This area has become a dog-walking area. People dart out of driveways with pets, without looking for traffic, in the dark. Strollers/walkers walk in the dark in the middle of the streets in a several block area. No sidewalks are available."

– Anonymous, Resident of Wilburton

"Because the light cycle take so long, people jay-walk. There is a hill and a blind spot where jay-walkers cannot see oncoming cars."

– Jeffery, Resident of Shoreline

Table 71. (above) Walking behavior issues related to unsafe behaviors by people crossing streets.

Figure 143. (opposite) Locations identified by Wikimap respondents where people have been observed crossing streets unsafely.

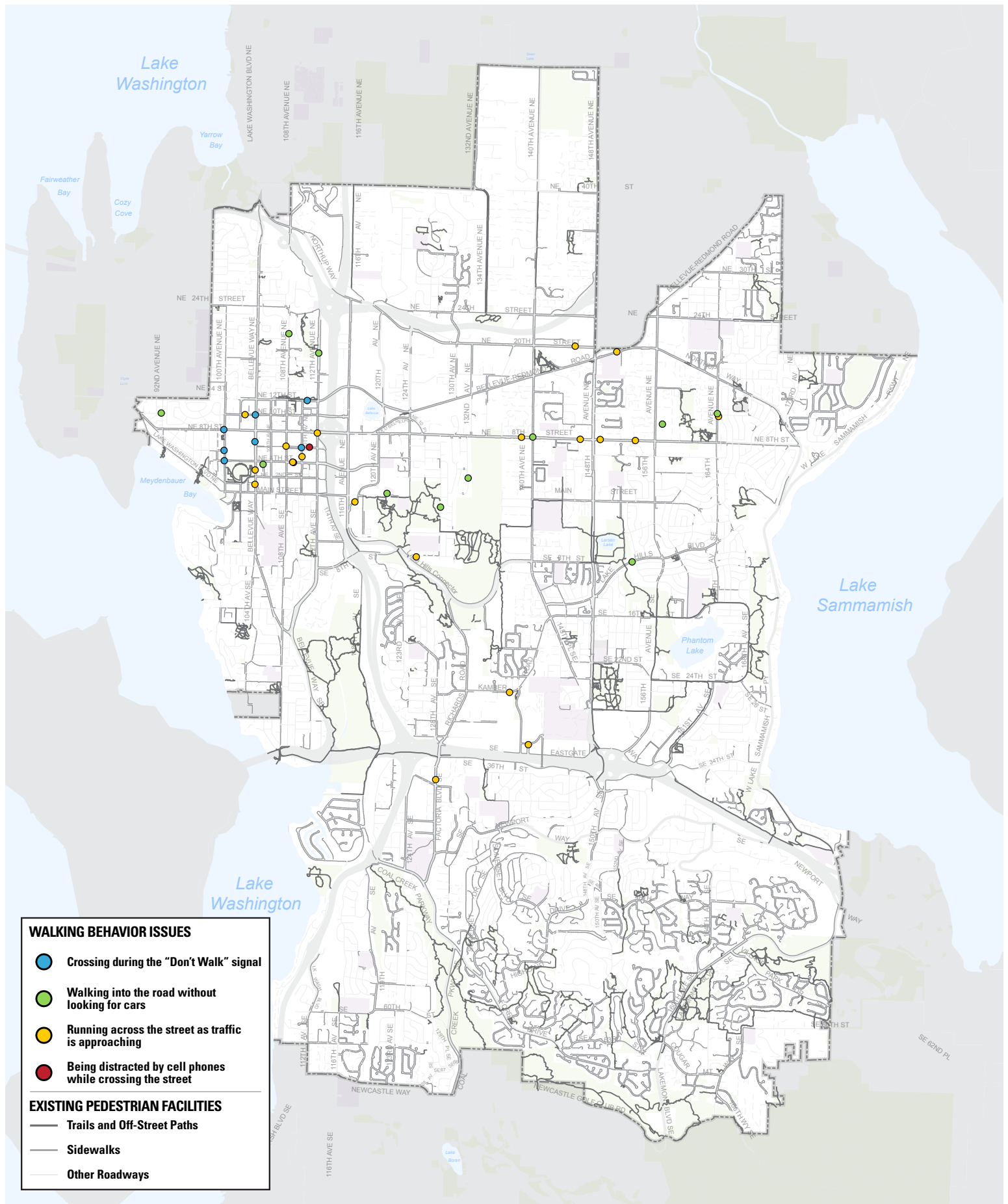
Unsafe Crossing Behaviors

Of the 57 walking behavior issues identified by PBI Wikimap respondents, 39 of them (68 percent) related to unsafe crossing behaviors (see Table 71). Of the four specific issues to choose from, respondents identified two of them with notably greater frequency than the others: running across the street as traffic is approaching (20 points) and walking into the road without looking for cars (11 points). For 25 of these 31 points (81 percent), respondents also indicated that they are locations where people cross mid-block where no crosswalks are present (see page 192), suggesting that these unsafe behaviors may be closely associated with inadequate mid-block walking accommodations.

As shown in Figure 143, some of the locations where issues related to crossing as traffic is approaching were identified include:

- Multiple locations in Downtown, including on 108th Ave NE at the Bellevue Transit Center, at NE 8th St and 112th Ave NE, and at mid-block locations along Bellevue Way NE, NE 4th St, 110th Ave NE, and NE 10th St;
- Several mid-block locations along arterials, including NE 8th St in Crossroads, Bel-Red Rd at Highland Middle School, NE 20th St between 140th and 148th Ave NE, Factoria Blvd SE at bus stops north of SE 38th St, and on 164th Ave NE at the unmarked crossing with NE 12th St.

Issues related to people walking into the road without looking for cars were identified primarily outside of Downtown, and write-in comments suggest several are related to a lack of sidewalks or crosswalks. Some such locations include 128th Ave, 131st Ave NE, and Main St in Wilburton and 92nd Ave NE, 108th Ave NE, and 112th Ave NE in Northwest Bellevue. Crossing during the "Don't Walk" signal was the third most common walking behavior issue identified and applies to about one-fifth (18 percent) of all walking behavior points located by respondents. All of these issues were identified in Downtown.



People cross the road at unsafe locations	Issue Points	% of Sub-Total	% of Total
People cross mid-block where no crosswalks are present	37	95%	64.9%
People cross in between cars waiting at red lights	2	5%	3.5%
Sub-Total	39	68%	
Pedestrian Behavior Issues Total	57		

"This is a fairly long block with no mid-block crossing. There is a bus stop here that is halfway between 2nd and Main, so it's far from a legal crosswalk."

– Anonymous, Resident of Downtown Bellevue

"The wait for pedestrian walk signals is too long at 2nd and Bellevue Way. This encourages the dangerous behavior by pedestrians to cross mid-block."

– Anonymous, Resident of Seattle

"This is the entrance to the Downtown Park off Bellevue Way and people constantly cross Bellevue Way in the middle of the block to get to Safeway and other locations for food/drinks, etc."

– Anonymous, Resident of Seattle

"Too many pedestrians cross from/to the transit center to/from the Bravern and adjacent office buildings. A mid-block crosswalk should be installed."

– Anonymous, Resident of Downtown Bellevue

Table 72. (above) Walking behavior issues related to people crossing streets at unsafe locations.

Figure 144. (opposite) Locations identified by Wikimap respondents where people have been observed crossing streets at unsafe locations.

Unsafe Crossing Locations

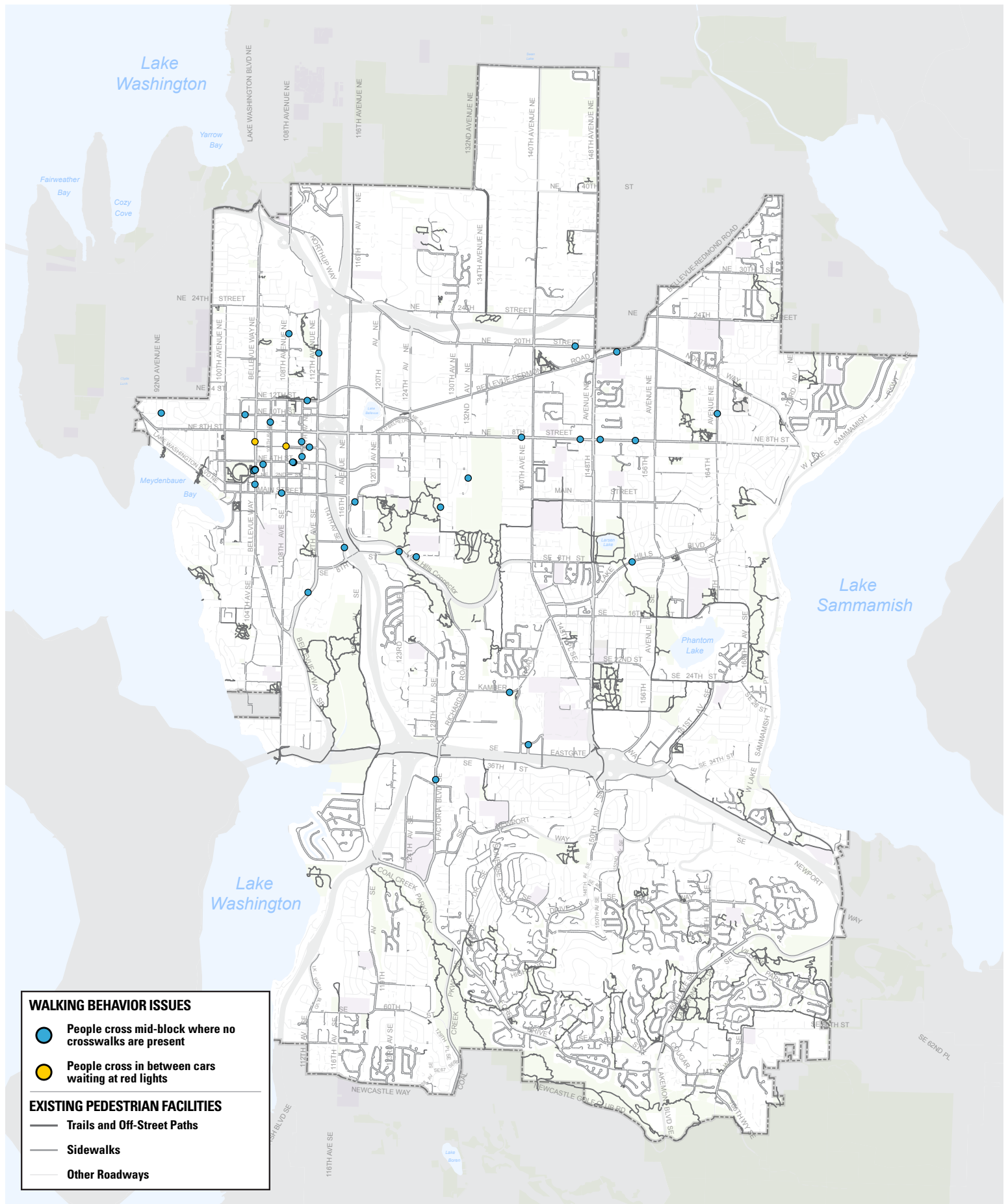
Of the 57 walking behavior issues identified by PBII Wikimap respondents, 39 of them (68 percent) related to people crossing streets in unsafe locations (see Table 72). Nearly all of these (37 points) are locations where people cross mid-block where no crosswalks are present, accounting for 65 percent of all unsafe walking behaviors identified.

As shown in Figure 144, the locations where these issues were identified overlap significantly with the 25 points identified where people cross the street as traffic is approaching or without looking (see page 190). Some of these locations include:

- Multiple locations in Downtown, including along Bellevue Way NE, NE 4th St, NE 10th St, NE 12th St, and on 110th Ave NE south of NE 6th St;
- Several mid-block locations along arterials, including NE 8th St in Crossroads, Bel-Red Rd at Highland Middle School, NE 20th St between 140th and 148th Ave NE, Factoria Blvd SE at bus stops north of SE 38th St, and on 164th Ave NE at the unmarked crossing with NE 12th St.

Other locations where people cross at unmarked mid-block locations, but where unsafe crossing behaviors were not identified by respondents in the previous question, include:

- 106th Ave NE between NE 8th St and NE 10th St, where a mid-block crossing has since been installed;
- 110th Ave NE north of NE 6th St between the Bellevue Transit Center and the Braven;
- 112th Ave SE at SE 15th St, where no crosswalk connects the southbound bus stop to the Bellefield Office Park entrance;
- 114th Ave SE at the Wilburton Park-and-Ride;
- Lake Hills Connector southeast of SE 8th St.



WALKING BEHAVIOR ISSUES

- People cross mid-block where no crosswalks are present
- People cross in between cars waiting at red lights

EXISTING PEDESTRIAN FACILITIES

- Trails and Off-Street Paths
- Sidewalks
- Other Roadways

Other	Issue Points	% of Total
Other	22	39%
Pedestrian Behavior Issues Total	57	

Table 73. (above) Other walking behavior issues not identified by multiple choice response options.

Figure 145. (opposite) Locations identified by Wikimap respondents where people have been observed exhibiting other unsafe walking behaviors.

Other

Of the 57 PBII Wikimap respondents who identified unsafe walking behavior issues, 22 of them (39 percent) identified “Other” issues (see Table 73 and Figure 145). Some respondents used this write-in field as an opportunity to provide additional information or context for the issue(s) they identified among the multiple-choice options or sometimes instead of selecting any of those options. These are not “Other” issues per se—they are the same issues included among multiple-choice options—but the write-in commentary helps to better explain the nature of the issue. The following are a few examples:

"People cross mid-block because the signal from the Bellevue Transit Center takes too long, and because they are trying to avoid the missing sidewalk in front of the photography studio."

"This is a major entrance and exit to our large neighborhood [at 164th Ave NE and NE 12th St]. Folks coming from transit or Crossroads Park do not walk to crosswalks, they just cross the street. This includes all ages, children being the most concerning."

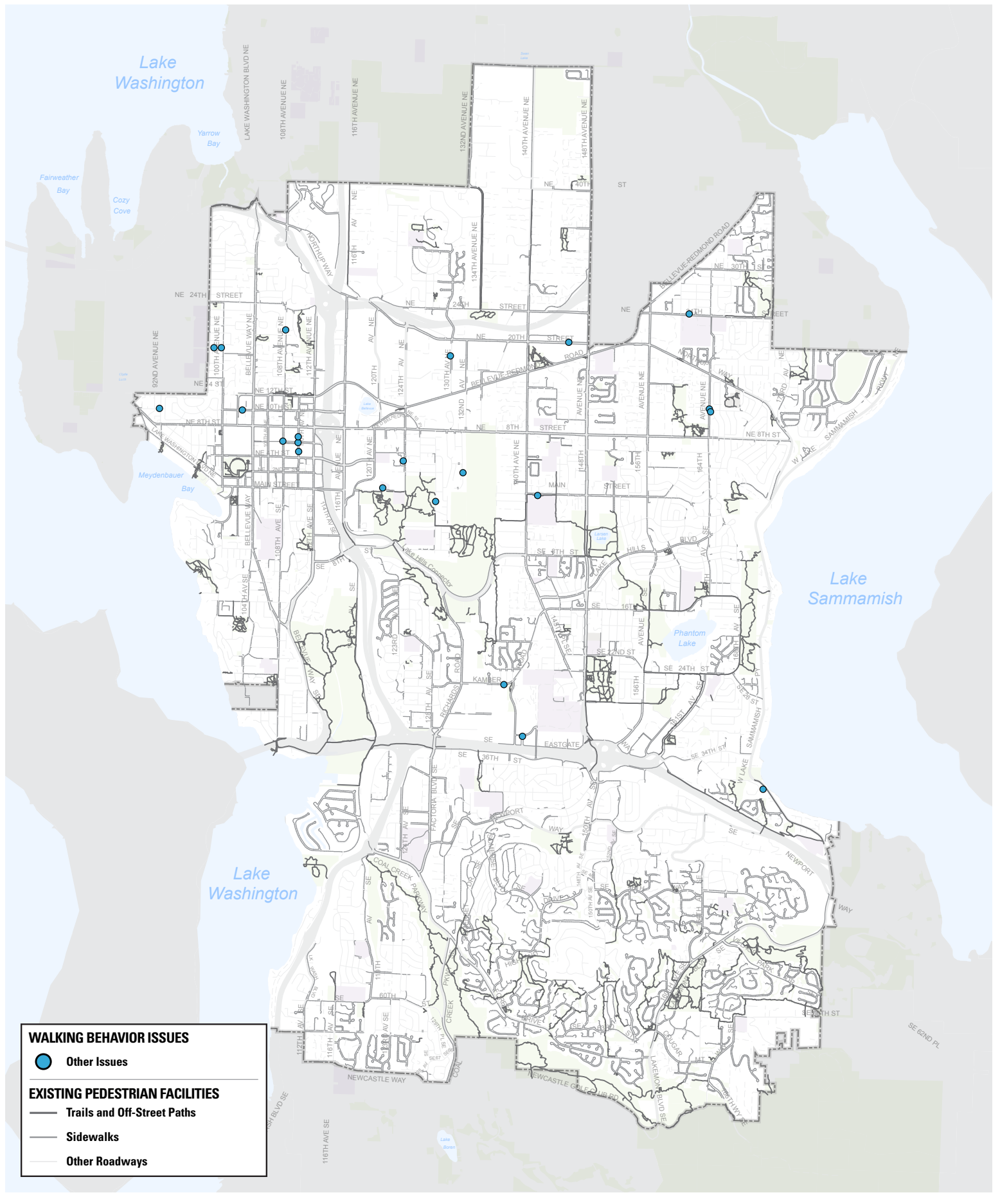
"People have to cross the 108th Ave NE at the intersection of NE 20th St due to there is no sidewalk continue on the East side of 108th Street from NE 20th St to NE 24th St. There are many pedestrian with small children activities at this location."

However, some “Other” issues identified were different from the multiple choice options. The most common of these (7 points) was people walking or running in the street, whether out of necessity due to a lack of sidewalks or preference to running on sidewalks. Some of these comments related to this issue include:

"Hundreds of kids walk up and down NE 18th St [in Northwest Bellevue] to four different schools. There is an immediate need to have a sidewalk here before someone gets hurt."

"Due to lack of sidewalks, people in dark clothing, with animals, walk in the middle of the street [along 131st Ave NE in Wilburton]."

"Runners avoid the sidewalks and paths on both sides of the road and run on the road surface [along 124th Ave NE in Wilburton]."



I have noticed these unsafe behaviors because this is a location where I...	Issue Points	% of Total
Walk	46	81%
Bike	10	18%
Drive	29	51%
Ride Transit	12	21%
Pedestrian Behavior Issues Total	57	

Table 74. (above) Modes of travel used by respondents at locations where walking behavior issues were identified.

Figure 146. (opposite, top left) Locations where Wikimap respondents observed walking behavior issues while walking.

Figure 147. (opposite, top right) Locations where Wikimap respondents observed walking behavior issues while bicycling.

Figure 148. (opposite, bottom left) Locations where Wikimap respondents observed walking behavior issues while driving.

Figure 149. (opposite, bottom right) Locations where Wikimap respondents observed walking behavior issues while riding transit.

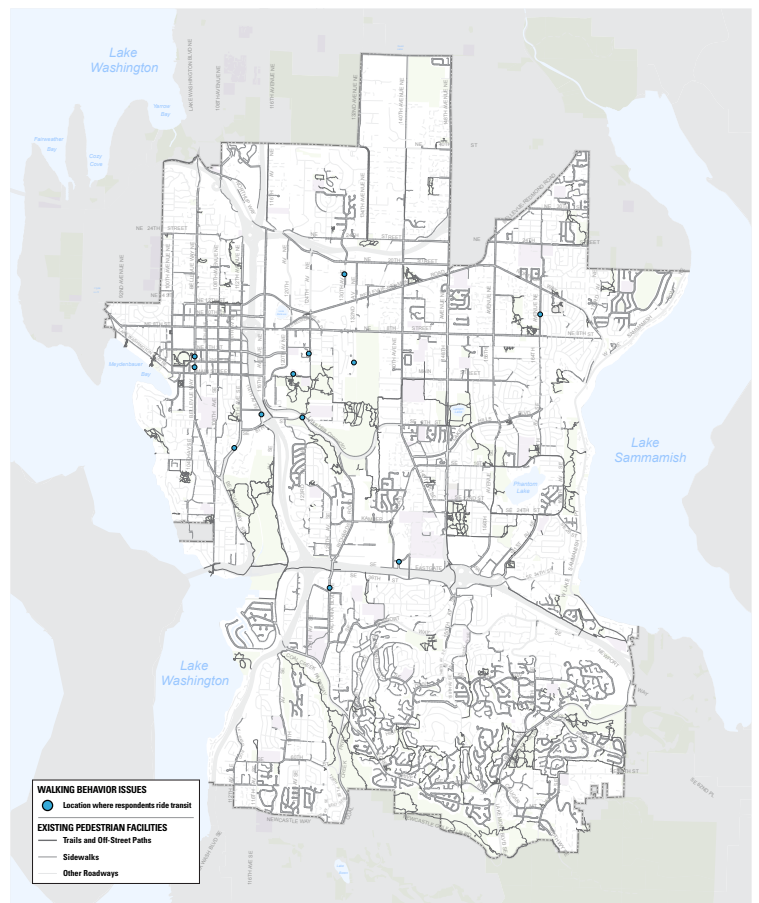
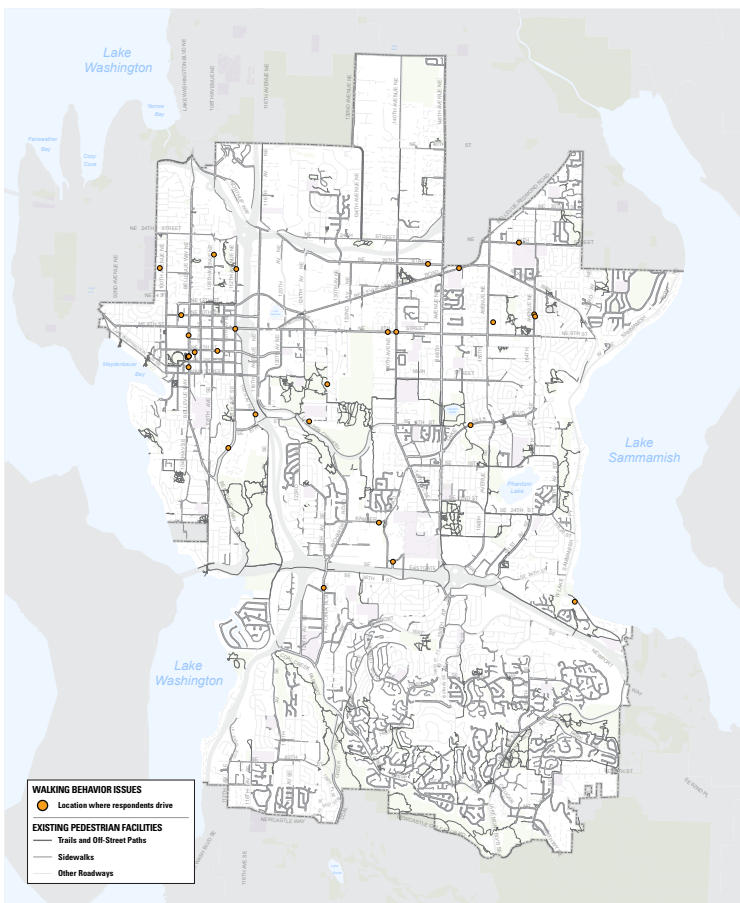
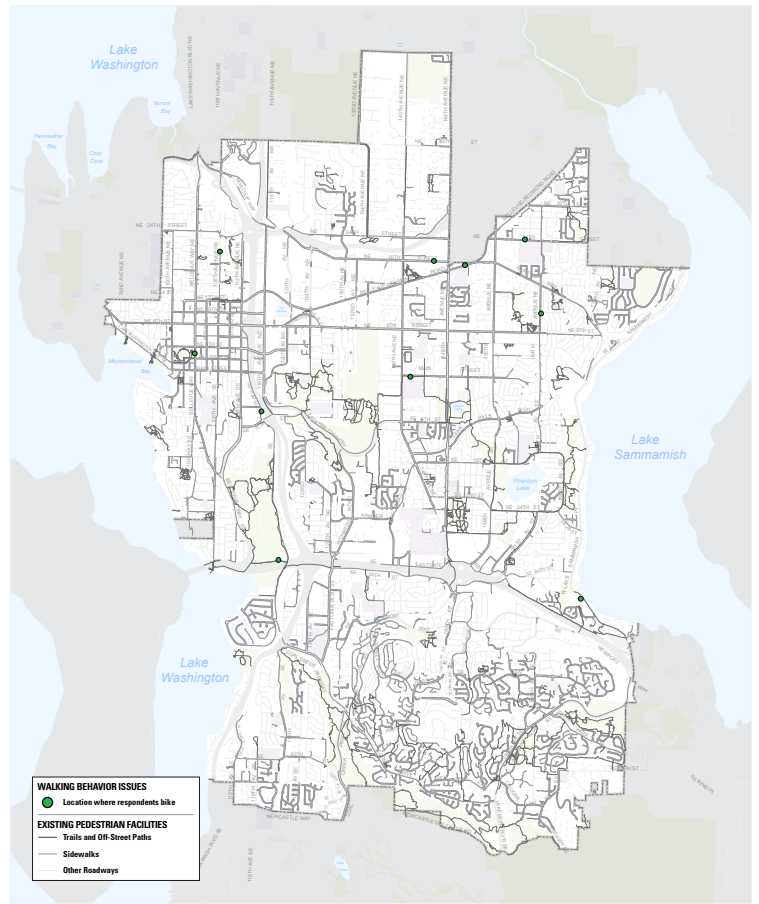
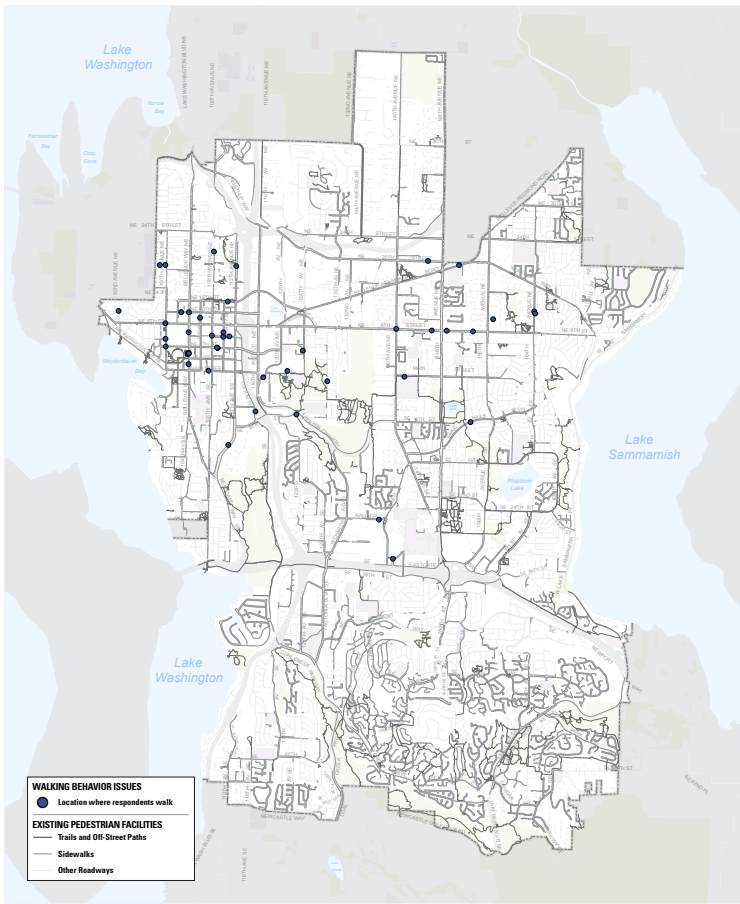
Travel Modes

Respondents were asked to indicate the modes of transportation they have used at the locations where they noticed walking behavior issues. This offers an indication into the perspective of those who identified unsafe walking behaviors. Have they walked there themselves? Do they experience that location only by other modes? Multiple modes could be selected.

Walking was the most common mode used by respondents who identified unsafe walking behaviors (see Table 74 and Figure 146). With 81 percent having walked in the locations where they identified issues, this suggests that a majority of these respondents identified behaviors that they themselves have exhibited—whether due to a lack of sidewalks or crosswalks or a perception that waiting for “Walk” signals takes too long, based on the write-in comments submitted. This is in contrast to the unsafe driving and bicycling behaviors, for which respondents more commonly identified unsafe behaviors exhibited by other road users rather than themselves.

Of these 46 locations where respondents indicated they have walked, more than half (56 percent) have also driven, bicycled, or used transit there. Driving is the second most common mode used by respondents who identified unsafe walking behaviors (51 percent, see Figure 148). Nearly all of them (86 percent) have also walked, bicycled, or used transit at these locations.

Twelve respondents indicated using transit at the locations where they have noticed walking behavior issues (see Figure 149), and all but three of them have also walked in these locations. Several of these respondents submitted write-in comments related to bus stops, highlighting the relationship between walking and access to transit. Respondents have bicycled at ten of the locations identified (see Figure 147), and all but three of those has also walked there.



Because of this unsafe behavior at this location I have...	Issue Points	% of Total
Experienced a near miss	18	32%
Witnessed a near miss	38	67%
None of the above	11	19%
Pedestrian Behavior Issues Total	57	

"I've actually reached out and stopped someone who was looking at their cell phone and starting to step off the curb as a bus is about to turn out of the transit center. Some people just don't pay attention or think that traffic will stop for them."

– Anonymous, Resident of Snohomish County

"Related to the unsafe crosswalk at the intersection [of Lake Hills Connector and SE 8th St], I have seen other pedestrians dangerously cross the street southeast of the intersection. I think improving the safety of the intersection might curb this jay-walking behavior."

– Ed, Resident of 98005

"The Lake Sammamish Loop is popular with high-level cyclists/racers, and funneling them onto walks with pedestrians was a big mistake."

– Steven, Resident of West Lake Sammamish

Table 75. (above) Near misses experienced and witnessed by Wikimap respondents.

Figure 150. (opposite, left) Locations with walking behavior issues where respondents have experienced a near miss.

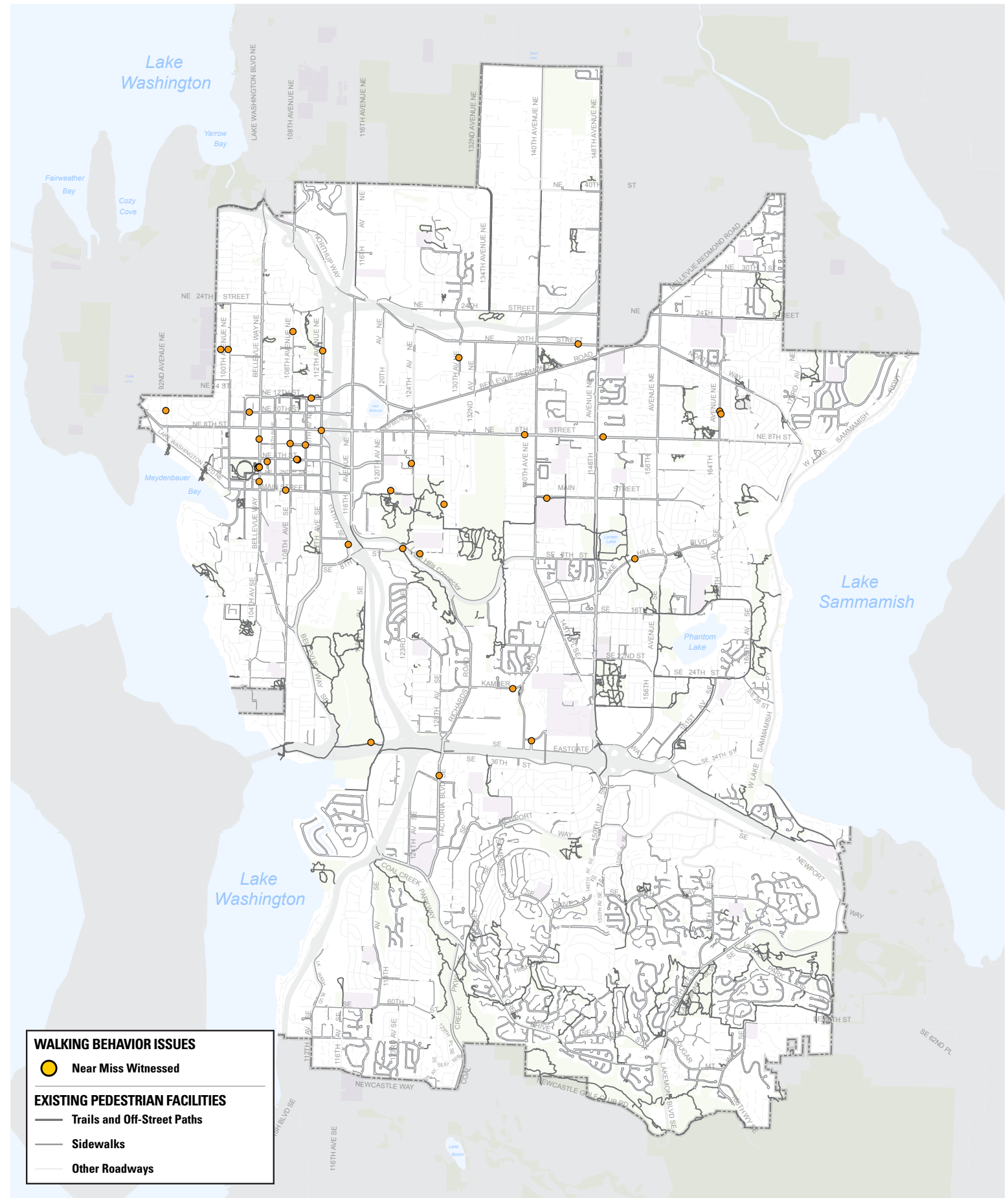
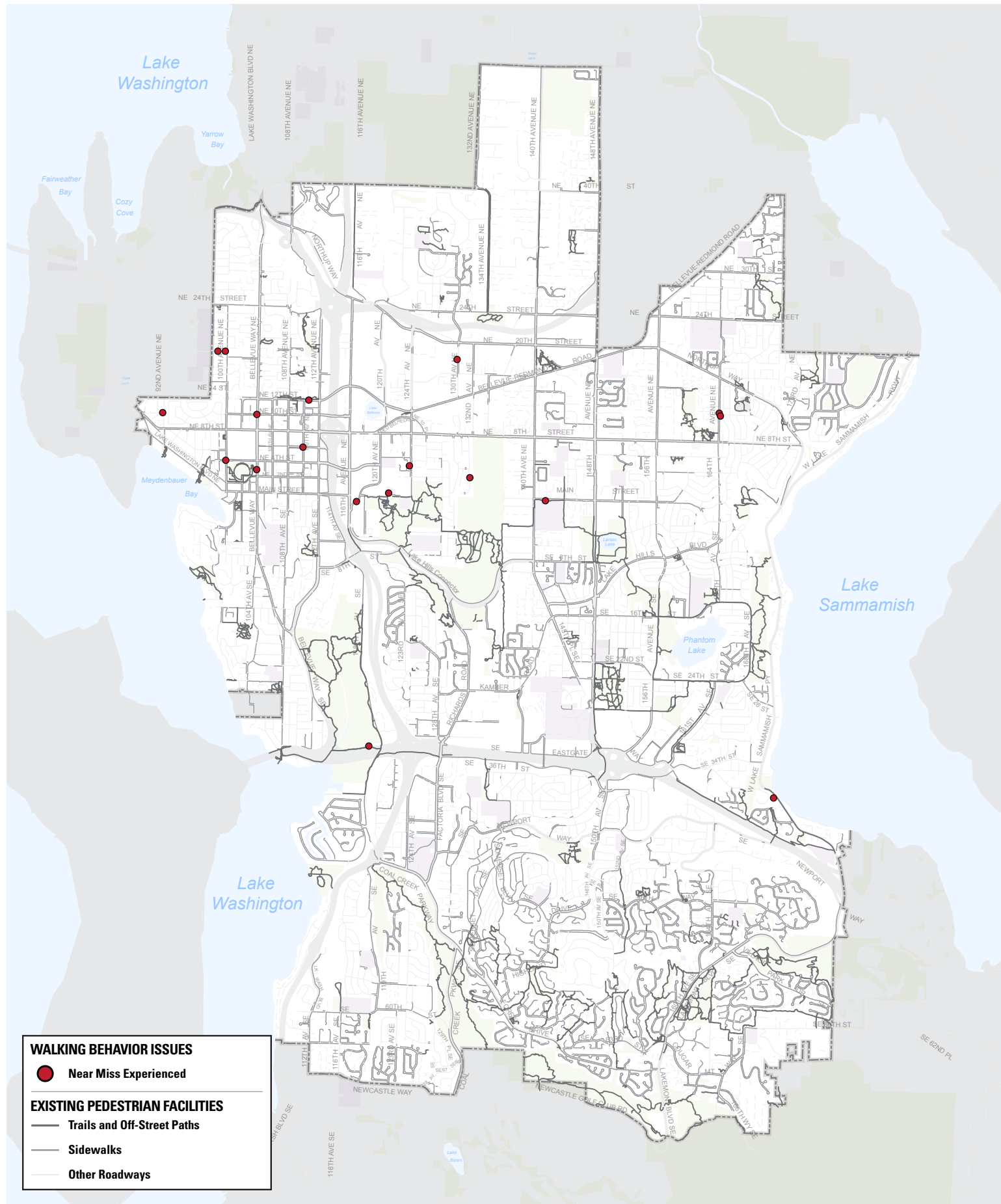
Figure 151. (opposite, right) Locations with walking behavior issues where respondents have witnessed a near miss.

Near Misses

Respondents were asked whether they have witnessed or experienced a near miss at the location identified because of the unsafe walking behavior they have noticed there. They were able to indicate one or both of these, select "none of the above," or opt to skip the question.

As indicated in Table 75, two-thirds (67 percent) of respondents have witnessed a near miss, and about one-third (32 percent) have experienced a near miss themselves. The locations of these incidents are depicted in Figure 150 and Figure 151. Respondents reported experiencing near misses at the following locations:

- 92nd Ave NE at NE 10th St
- 100th Ave NE at NE 4th St
- 110th Ave NE at NE 6th St (Bellevue Transit Center)
- Bellevue Way NE at NE 10th St
- Bellevue Way NE between NE 2nd St and NE 4th St
- NE 12th St at 110th Ave NE
- NE 18th St between 99th Ave NE and 100th Ave NE
- SE 1st St at the Eastside Rail Corridor crossing
- Main St between 118th Ave SE and 124th Ave NE
- 124th Ave NE between NE 3rd Pl and NE 5th St
- 130th Ave NE south of Northup Way
- 131st Ave NE south of NE 8th St
- Main St east of 140th Ave NE
- 164th Ave NE at NE 12th St
- I-90 Trail boardwalk through Mercer Slough
- West Lake Sammamish Pkwy SE between the I-90 Trail and SE 34th St



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How could we most effectively address this unsafe behavior?	Issue Points	% of Total
Engineering – Implement new facilities to address the problems that result in unsafe behavior	39	68%
Education – Undertake a public outreach and awareness campaign	8	14%
Enforcement – Work with Bellevue Police to improve compliance with applicable laws	10	18%
Encouragement – Organize events that reinforce positive behavior	0	0%
Pedestrian Behavior Issues Total	57	

"There's a pedestrian path from Downtown Park mid-block and there's steps coming out of the Avalon Meydenbauer midblock. I've been tempted to cross mid-block here [on Bellevue Way NE], too. It would be great if there was a crosswalk there."

– Anonymous, Resident of Downtown Bellevue

"Add a 10-14 foot-wide off street path on the west side of 128th Avenue NE/SE from NE 2nd St to SE 4th Pl"

– Anonymous, Resident of South Bellevue

"Address timing with walk signs. NE 12th is more favorable to traffic than to pedestrians... Make Bellevue more walk friendly!!!"

– Anonymous, Resident of Downtown Bellevue

"Change default for pedestrian signal to Walk. Why are cars prioritized over pedestrians? Other major cities have their crosswalks default to walk when the light turns green."

– Rick, Resident of 98004

Table 76. (above) Recommended approaches to address unsafe walking behavior issues.

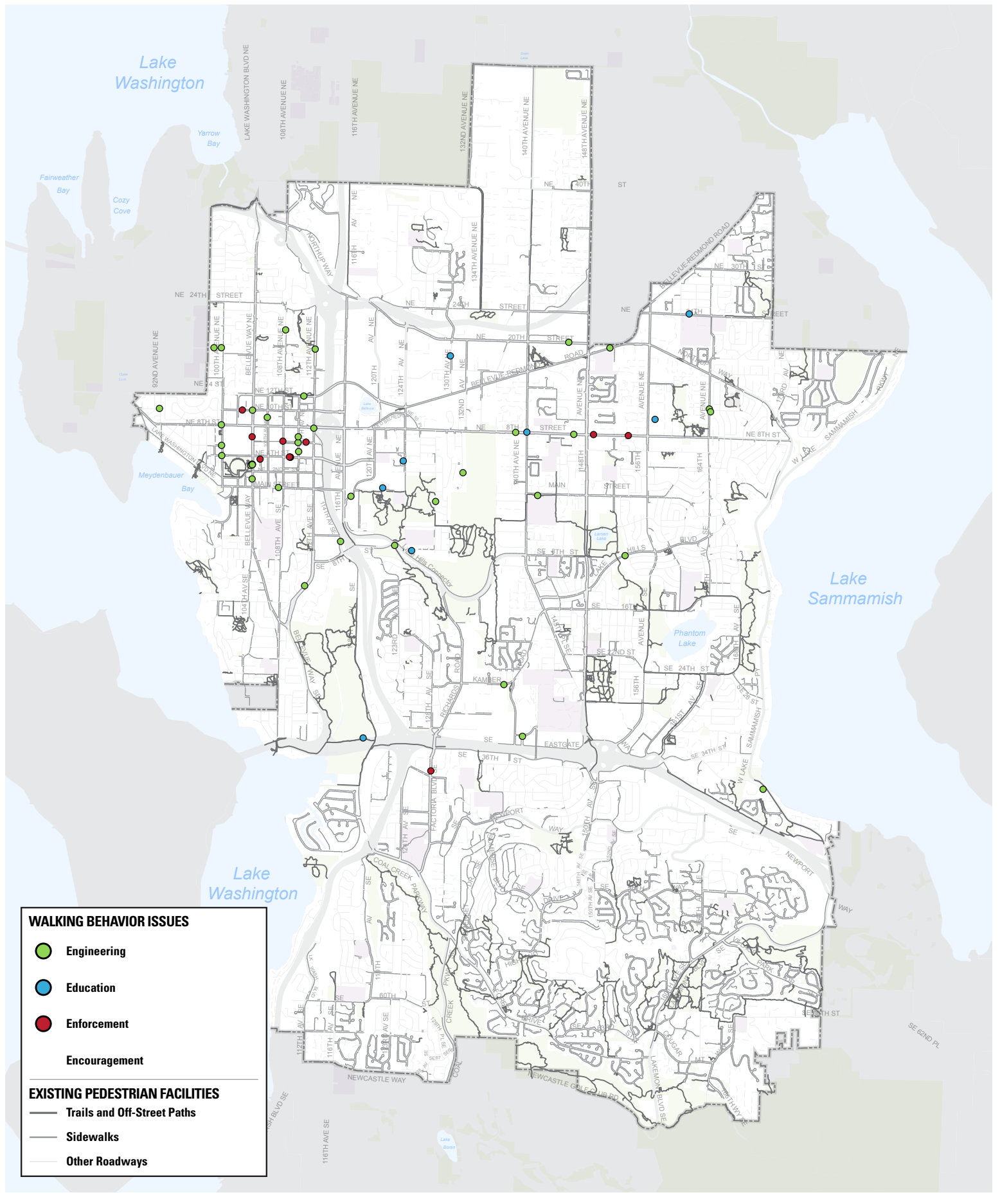
Figure 152. (opposite) Locations identified by Wikimap respondents for recommended solutions to address unsafe walking behaviors.

Recommended Solutions

PBI Wikimap respondents were provided the opportunity to identify which approach they believed could most effectively address the unsafe walking behavior they have noticed in Bellevue. As shown in Table 76, respondents strongly favored engineering solutions (68 percent), attributing unsafe behaviors by people walking to inadequate pedestrian facilities.

Among respondents who favored engineering solutions, 90 percent submitted write-in comments that offer specific facility improvement suggestions. The most common recommended solution is the installation of mid-block crossings (11 points / 28 percent), about half of which were for locations identified in Downtown. Mid-block crossing locations requested outside of Downtown include: 112th Ave NE in Northwest Bellevue, NE 20th St between 140th and 148th Ave NE, Lake Hills Blvd west of 154th Ave SE, Kamber Rd west of 139th Ave SE, and 112th Ave SE at SE 15th St. The other two most commonly recommended engineering solutions were pedestrian-friendly improvements to traffic signal timing (9 points / 23 percent) and the construction of new sidewalks where none currently exist (6 points / 15 percent).

The remaining 18 respondents identified enforcement activities (10 points) and education campaigns (8 points) as the most effective ways to address unsafe behaviors exhibited by people walking. Figure 152 depicts the locations where each recommended solution was identified. Enforcement activities were recommended primarily in Downtown, as well as to address issues along NE 8th St in Crossroads and along Factoria Blvd SE. Using education to address unsafe walking behavior was recommended by respondents only to address issues identified outside of Downtown.



WALKING BEHAVIOR ISSUES

- Engineering
- Education
- Enforcement
- Encouragement

EXISTING PEDESTRIAN FACILITIES

- Trails and Off-Street Paths
- Sidewalks
- Other Roadways

Reactions to Points Located by Other Users	Reactions	
"Agree"	22	
"Disagree"	1	
Agree/Disagree Scores	Issue Points	% of Total
1	13	23%
2	4	7%
Sub-Total (Number of Points Reacted To)	17	30%
Bicycle Behavior Issues Total	57	

"The default pedestrian don't walk signal encourages pedestrians to cross when the light freshly turns green, especially if the pedestrian crossing button is pressed just a moment too late."

– Anonymous

"A marked crosswalk or pedestrian signal would alleviate concern for pedestrians. Currently we cross with no marked crosswalk because there are no safe routes to use to cross from the west side of the street within a reasonable distance of the bus stop [on 112th Ave SE at SE 15th St]."

– Anonymous

"The concrete sidewalk that goes west from 128th Ave SE along SE 7th and ends midway down the hill should be continued all the way to Lake Hills Connector."

– Anonymous

Table 77. (above) Reactions to unsafe walking behavior issues identified by other users.

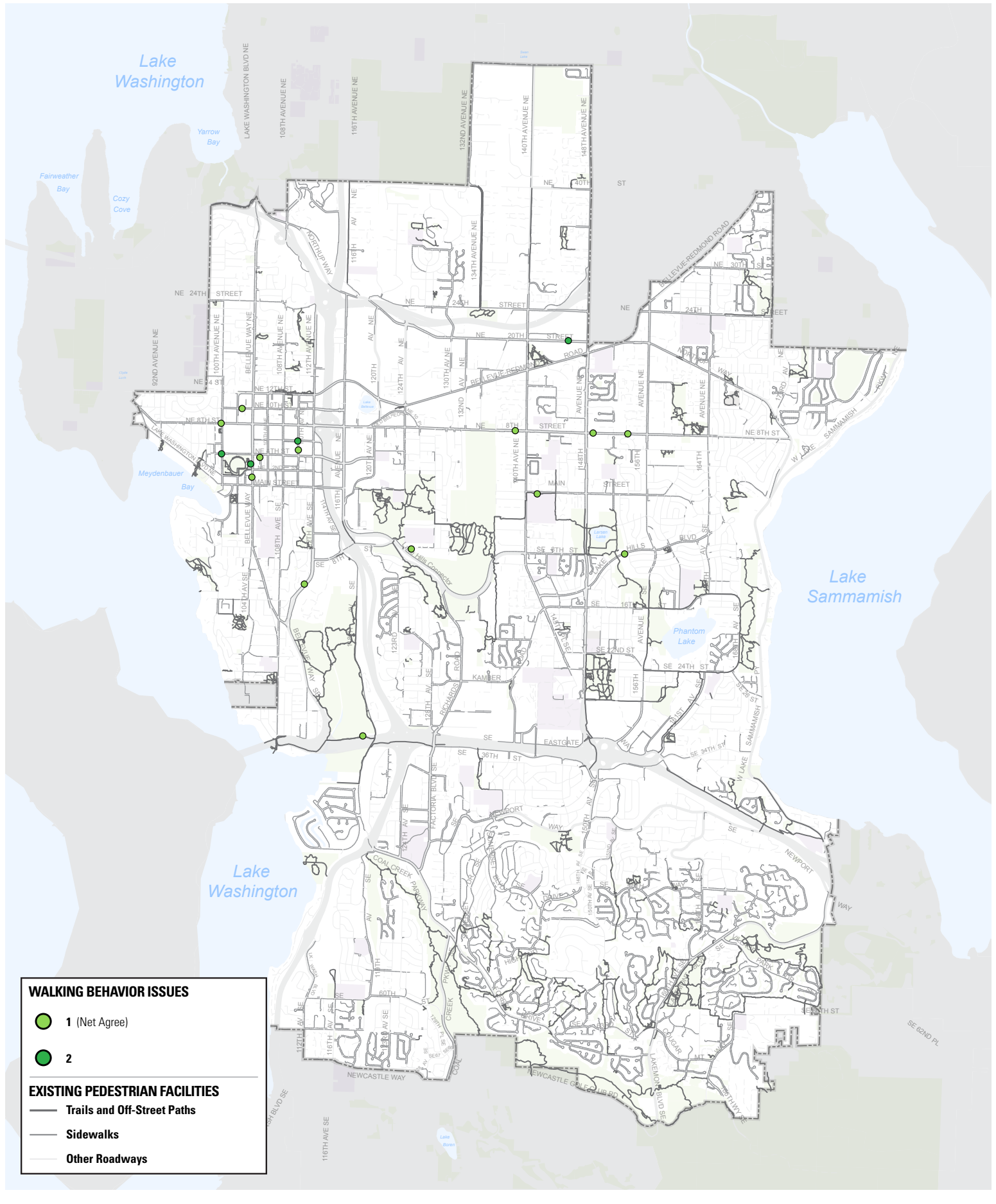
Figure 153. (opposite) Locations where Wikimap respondents agreed/disagreed with the walking behavior issues identified by other users.

Agree/Disagree

As noted near the beginning of the chapter on Wikimap 1 (see page 23), users were able to react to the issues identified by other users by clicking on existing points located on the map, selecting "Agree" or "Disagree," and adding write-in comments. To facilitate the visual depiction of this feedback, reactions were converted into scores, with a score of +1 awarded for every "Agree" and -1 subtracted for every "Disagree" that an issue point received from other users.

PBII Wikimap users reacted to 17 of the 57 unsafe walking behavior issue points located (see Table 77). Twenty-two users selected "Agree", while only one selected "Disagree". The locations of the weighted user reaction scores are depicted in Figure 153. The following are the four locations where the identified issues received an "Agree" from two users:

- **100th Ave NE at NE 4th St**, where people walking were noted to cross during "Don't Walk" signals because of pedestrian unfriendly signal timing and response;
- **Bellevue Way NE between NE 2nd St and NE 4th St**, where people walking cross mid-block where no crosswalk is present because it is a natural desire line between Downtown Park, Safeway, Avalon Meydenbauer, and a through-block connection to 106th Ave NE.
- **110th Ave NE at NE 6th St (Bellevue Transit Center)**, where people walking cross during "Don't Walk" signals because insufficient time is provided to cross the full width of NE 6th St;
- **NE 20th St between 140th Ave and 148th Ave NE**, where people walking cross the street mid-block where no crosswalk is present because there are no marked crosswalks along this long block.



» WIKIMAP 2: COMMENTS ON BRIP PROJECT IDEAS

Introduction

Wikimap 2 was created to provide the public with an opportunity to review and comment on each of the 52 individual project ideas being considered as part of the **Bicycle Rapid Implementation Program (BRIP)**. The online survey was live from March 15 through April 30, 2016. Wikimap 2 generated a total of 516 responses from at least 132 unique respondents.

The main user interface for the Wikimap 2 online survey is shown in Figure 155. Wikimap 2 presented the following three color-coded line types on a map for users to view and interact with:

- **BRIP project ideas (green lines)** – These interactive lines were the focus of Wikimap 2. Clicking these provided details about the project ideas and posed associated survey questions.
- **Funded bicycle improvements (blue lines)** – These non-interactive lines were displayed to indicate to users that bicycle improvements are already funded along some segments and are therefore not among the BRIP project idea lines.
- **Existing bicycle facilities (yellow lines)** – These non-interactive lines were displayed to provide context about existing bicycle facilities for which no improvements were identified at the time of the survey. Facility types reflected range from wide outside lanes to off-street paths.

The subsequent pages describe the format of the Wikimap 2 online survey and how the community was notified about this opportunity to weigh in on the PBII process. This is followed by a detailed summary of the results of Wikimap 2. Additional results tables are available in the Appendices (see page 536) and are referenced in the body of the report where relevant.



Figure 154. (above) The **Bicycle Rapid Implementation Program Draft Report**.

Figure 155. (opposite) The Wikimap 2 user interface depicting the 52 BRIP project ideas available for review and comment.



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Making Bellevue a great place to walk and bike.



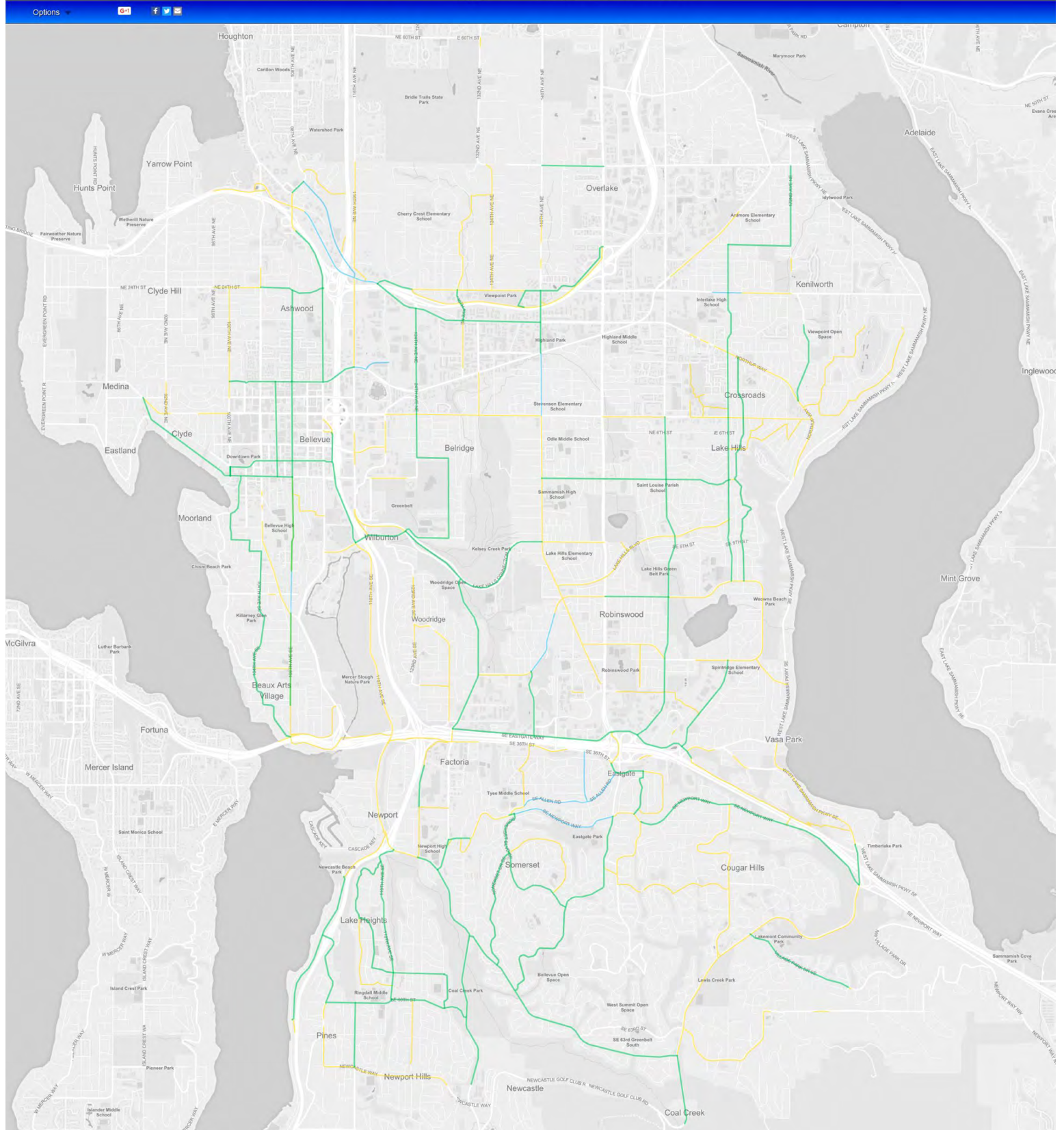
HOW YOU CAN HELP:

- 1 Click on the green lines
- 2 View candidate bicycle project idea details (PDF)
- 3 Return to comment form, answer questions, submit comments

Refer to the "Instructions" for more help

BICYCLE MAP LEGEND

- Candidate project ideas
- Funded projects
- Existing facilities



Options

Welcome ✕

Welcome to the second phase of our WikiMap outreach.
 Last fall, over 700 people participated in the first [wikimap](#) identifying locations that made them feel uncomfortable walking or biking. Now, we are asking you for feedback on candidate Rapid Implementation Bicycle Facility projects. These projects are considered "rapid" because they use low cost materials, use existing roadway widths, and can be installed within a minimal timeframe.

Help us improve Bellevue's bicycling network!
 The 52 **green lines** represent 57 miles of candidate bicycle project ideas that link our neighborhoods, parks, schools, and workplaces. The **blue lines** are funded bicycle projects and scheduled for completion in several years. The **yellow lines** are existing bicycle facilities. Large scale facility projects requiring more funding and longer timeframes (more than five years) are not reflected on this map.

How can you help? Tell us what you think!
 1) Click on the **green lines**.
 2) When the comment form is displayed, click on the orange dialog box to read the two-page candidate bicycle project detail sheet. It may be more helpful to print the project sheet.
 3) Return to the comment form, answer the questions and submit your thoughts and comments.

What will we do with your input?
 Transportation Commission members will use wikimap feedback to inform budget recommendations for citywide investments in bicycling infrastructure. This wikimap outreach is part of Bellevue's [Pedestrian and Bicycle Implementation Initiative](#) which identifies how new facilities can be designed to make walking and bicycling safer and more inviting for people of all ages and abilities.

Use your email address to login and make comments, and to receive project notifications.

Email Address

[Go with Anonymous?](#)

Survey Format

The Wikimap platform was chosen for the second phase of this PBII community engagement process because its cost-effective, map-based format enabled users to see the locations of all BRIP project ideas on a map, select those of specific interest to them, and provide feedback on the concepts being considered in those locations. Users were able to select any and as many of the project ideas that they wished to review and comment on. Because the Bicycle Rapid Implementation Program (BRIP) consisted of 52 project ideas at the time of the survey, it was critical that users be able to choose which and how many project ideas to comment on. A more traditional, linear, text-based survey including all 52 projects would have been an onerous and exclusionary undertaking for users, and the resulting feedback would have been less representative of users' actual interests and opinions.

Welcome and Registration

Visitors to Wikimap 2 were greeted with the welcome screen shown in Figure 156. This page established the context for the survey as part of the [Pedestrian and Bicycle Implementation Initiative](#) and as the successor to the first PBII Wikimap (see page 246). It also described the kind of information being sought from the public, how they could use Wikimap 2 to help provide that, and how that information would be used by the City.

Users were provided the option to register their email address or complete the survey anonymously. Those who registered an email address and username could log-in multiple times and ensure that all of their comments would be associated to them, and they could choose to receive updates about the PBII process. The emails provided have not and will not be used for any other purpose. Users who chose to complete the survey without registering were not required to submit an email address and were assigned a username of "Anonymous" in survey results.

Figure 156. (above) Wikimap 2 welcome screen.

Welcome Survey and Respondent Profile

All users, whether registered or anonymous, were presented the Welcome Survey depicted in Figure 157 the first time they accessed Wikimap 2 from a new IP address. This short form sought to obtain basic demographic information from respondents including their age group, gender identity, and home zip code. This was requested to provide an indication of the extent to which the community is represented by Wikimap 2 respondents. All of these demographics questions were optional.

Three additional questions were asked to provide an understanding of respondents' experience bicycling in Bellevue. The first of these questions, "How often do you bicycle in Bellevue?" provides context for a question in the BRIP Project Idea Surveys that asks respondents how often they would bicycle along a corridor if the improvements were implemented. The next question, "Do you feel safe bicycling in Bellevue?" offers both (1) a useful general assessment of the degree to which respondents feel that the City offers safe bicycling environments and (2) a point of comparison for the BRIP Project Idea Survey question that asks whether a project idea would make it feel safer to bicycle there. The final question, "What kind of bike trips would you want to take?" provides a sense for what kind of bicyclists provided feedback through the Wikimap 2 survey. It is understood that people who ride bicycles for different purposes (e.g. commuting, recreation, general purpose transportation) tend to have different expectations about the facilities required to accommodate them safely, so an understanding of Wikimap 2 riders' bicycling habits provides some context for the opinions expressed in the subsequent BRIP Project Idea Surveys.

The exact number of unique Wikimap 2 respondents is not known because users were able to complete the survey anonymously. There were at least 132 unique respondents to the Wikimap 2 survey, but there may have been as many as 184 unique respondents. Of these, 123 users account for 435 (84 percent) of the completed BRIP Project Idea Surveys, and 122 submitted responses

Welcome - Survey

Please tell us a bit about yourself.

Age

Select from the drop-down menu

I identify my gender as...
 Male Female Trans* Prefer not to disclose

Home Zip Code

Email Address

How often do you bicycle in Bellevue?
 Never
 Rarely
 Sometimes
 Often
 Not applicable

Do you feel safe bicycling in Bellevue?
 Yes
 Sometimes
 No
 Not applicable

What kind of bike trips would you want to take?
 Longer trips (across town, commute to work, etc.)
 Shorter trips (school, local park, etc.)
 Recreational biking around neighborhood
 Other
Check all that apply.

Figure 157. (above) Wikimap 2 Welcome Survey.

to some or all of the Welcome Survey questions. The remaining 71 completed BRIP Project Idea Surveys are associated with anonymous users for whom no demographic or bicycling experience information is known.

Based on the responses provided to the Welcome Survey, the following can be said about the 122 Wikimap 2 respondents who completed one or more BRIP Project Idea Surveys:

- The most common age groups were 45–54 years old (40 percent) and 35–44 years old (25 percent). Those between 25–35 and 55–64 each accounted for about 15 percent of respondents. No survey respondents were under 25 years old.
- Three-quarters (91 respondents) identify as male and about one-quarter (28 respondents) as female.
- Two-thirds (66 percent) of those who provided a home zip code are Bellevue residents. The two most common home zip codes, each accounting for about 20 percent of respondents, were 98004 (Downtown, Northwest, West Bellevue) and 98006 (Newport, Factoria, Eastgate, Somerset, Lakemont).
- Nearly two-thirds (62 percent) of all respondents bicycle in Bellevue “often.”
- More than half (57 percent) of respondents “sometimes” feel safe bicycling in Bellevue. More do not feel safe (26 percent responded “no”) than feel safe (15 percent responded “yes”).
- Respondents expressed the greatest interest in taking longer bike trips like cross-town and commute trips (91 percent). Slightly more than half would want to take recreational bike trips around neighborhoods (55 percent), while slightly less than half would want to take shorter bike trips (44 percent).

Tables providing the complete results of the Welcome Survey are available in the Appendices beginning on page 536.

BRIP Project Idea Surveys

The Wikimap 2 survey was created to allow users to review and comment on Bicycle Rapid Implementation Program (BRIP) project ideas. This dual purpose—to inform the public about BRIP project ideas and to obtain their feedback on those project ideas—necessitated that the BRIP Project Ideas Survey both provide and receive information from respondents. The informational component was achieved by presenting Wikimap 2 users with excerpts of the [Bicycle Rapid Implementation Program Draft Report](#) (see Figure 160 and Figure 161 on page 210211), which was first published in tandem with Wikimap 2. The feedback collection component was achieved by a series of multiple choice questions and the option to additionally provide write-in comments.

Add Comment ×

Description: PBC-1
Initial comment:

Before answering the questions below, please click on this orange button to view this candidate project idea.

Do you think that this facility would make it feel safer to bicycle here?

Yes
 Maybe
 Probably not
 Not at all

Do you think this facility would help connect people on bicycles to the places they want to go?

Yes
 Maybe
 Probably not
 Not at all

How likely are you to bicycle here if this bicycle facility is NOT implemented?

Definitely
 Possibly
 Unlikely
 No way

How often would you bicycle here if the candidate project is implemented?

Daily
 About once per week
 Infrequently
 Several times per week
 Occasionally
 Never

[Next Page](#) 1/2

From the home map (see Figure 155 on page 204205), Wikimap 2 users accessed the BRIP Project Idea Surveys by selecting any of the project ideas depicted by green lines. Surveys for all 52 project ideas included the same core questions; however, project ideas that would impact on-street parking included two additional questions. As shown in Figure 158, each survey began with a large orange button—a hyperlink that directed respondents to a PDF that provided information about the selected BRIP project idea. For example, a respondent who clicked on the green line associated with Project Idea PBC-1 would, upon clicking that survey's orange button, be directed to the excerpt from the [BRIP Draft Report](#) for bicycle improvements being considered by Project Idea PBC-1.

Add Comment ×

Description: PBC-1
Initial comment:

How important is the on-street parking along the portions of this street impacted by this candidate project to you?

Very important
 Somewhat important
 Neutral
 Not that important
 Very unimportant

How often do you use the on-street parking along the portions of this street impacted by this candidate project?

Every day
 Several times per week
 About once per week
 Occasionally
 Infrequently
 Never

Comments?

Note: This wikimap is for planning purposes only. Funding, engineering, and additional community engagement is required before this candidate project idea proceeds further along in the implementation process.

[Submit](#) [Previous Page](#) 2/2

Figure 158. BRIP Project Idea Survey, page 1 – Questions for all BRIP project ideas.

Figure 159. (above) BRIP Project Idea Survey, page 2 – Questions for project ideas with on-street parking impacts.

With few exceptions, all project idea PDFs included two pages. (Some particularly long corridors include three or four pages.) The first page of each project idea PDF (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 along 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; and (4) illustrates the typical street design as it exists in March 2016 and how it could look if the concept were implemented (see Figure 160). The second page of each PDF (1) identifies the issues and opportunities associated with the project idea and (2) presents CAD-drawn conceptual layouts of the project idea overlaid atop aerial imagery (see Figure 161). All project ideas presented were conceptual. If funded, these ideas will be refined through additional consultation of the Transportation Commission and the community.

After reviewing the project idea PDF, Wikimap 2 respondents returned to the BRIP Project Idea Survey to answer several questions describing their impressions of the improvements being considered. Figure 158 on page 209 shows the four core questions included in the survey for each of the 52 project ideas:

1. Do you think that this facility would make it feel safer to bicycle here?
2. Do you think this facility would help connect people on bicycles to the places they want to go?
3. How likely are you to bicycle here if this bicycle facility is NOT implemented?
4. How often would you bicycle here if the candidate project is implemented?

The intent of the Bicycle Rapid Implementation Program is to make strategic investments that help realize a safe and connected network of bicycle facilities. The first two BRIP Project Idea Survey questions ask respondents to weigh in on whether or not they believe a given project idea would achieve the goals of improving safety and bicycle network connectivity.

The third question seeks to determine how comfortable survey respondents are with bicycling along a corridor in its existing state. This provides a point of comparison for responses to the fourth question, which aims to determine how well utilized the improvements might be if implemented.

For project ideas that would impact on-street parking, the BRIP Project Idea Survey also posed the following two additional questions (see Figure 159 on page 209):

5. How important is the on-street parking along the portions of this street impacted by this candidate project to you?
6. How often do you use the on-street parking along the portions of this street impacted by this candidate project?

These questions were included to provide residents and businesses along a corridor with an opportunity to weigh in on the trade-off between the benefit of new or improved bicycle facilities along a corridor and the displacement of existing on-street parking. Although only 16 of the 52 BRIP project ideas would impact existing on-street parking, this topic may be one of particular significance to some members of the community in those locations where parking would be impacted. It was therefore considered to be important for Wikimap 2 to offer the public information about and the means to provide feedback on this potential trade-off.

Wikimap 2 respondents were also provided the opportunity to submit write-in comments for all project ideas. See the Appendices tables for each BRIP project idea, beginning on page 539, for complete documentation of all write-in comments received. Table 284 on page 610 provides a summary of the major themes expressed in those write-in comments.

Figure 160. (opposite, top) Sample BRIP project idea PDF, page 1 – Project idea overview and street sections.

Figure 161. (opposite, bottom) Sample BRIP project idea PDF, page 1 – Project idea details and aerial layouts.

2016-2019 BICYCLE RAPID IMPLEMENTATION PROGRAM 2

PRIORITY BICYCLE CORRIDOR PROJECTS

- PBC Project Idea**: segments with PBC project sections depicted on this page
- Priority Bicycle Corridor**: remainder of this designated corridor
- 2019 Bicycle Network**: all streets with bicycle facilities after PBC 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

2016-2019 BICYCLE RAPID IMPLEMENTATION PROGRAM 3

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 St 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

Note: All dimensions are approximate pending field verification

Conceptual Layouts:

SE 30th St to SE 25th St

SE 14th St to Bellevue High School

SE 25th St to south of Bellevue Way SE

Bellevue High School to SE 2nd St

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

SE 2nd St to Main St



SEATTLE BIKE BLOG

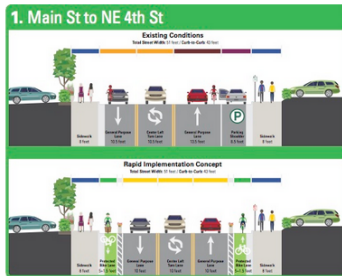
About Advertise Be a Supporter Bicycle Benefits Bike Maps Stolen Bikes Event Calendar

... 2nd Ave bike lane will go one block further south + North extension set to open in 2017
Weekend Guide: Sound Transit teleporter opens, Bike Works auction, Lynnwood Trail meeting + more ...

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Bellevue needs feedback on ambitious 'rapid implementation' bike plan

Posted on March 18, 2016 by Tom Fucosetti



Bellevue is developing a bold plan to build 57 miles of bike routes in the next five years, including 23 miles of protected bike lanes, 13 miles of painted bike lanes and two miles of off-street trail.

If this plan is funded and constructed, Bellevue would open much of even the densest parts of the city to people who want to bike, but do not want to mix with busy traffic.

The plan includes a completed and almost-fully-protected bike route from the 520 Trail to downtown, for example. It also includes bike connections to parts of Bellevue that currently have zero or very few options for getting around by bike at all.

You can provide feedback and enthusiasm for the plan during an **open house 5 to 7 p.m. Wednesday at Bellevue City Hall** (Cascade has a [sign-up page](#) if you want to plug in with their efforts). You can also view and comment on specific project concepts [via their wikimap](#).

Search

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From our Bike Events Calendar

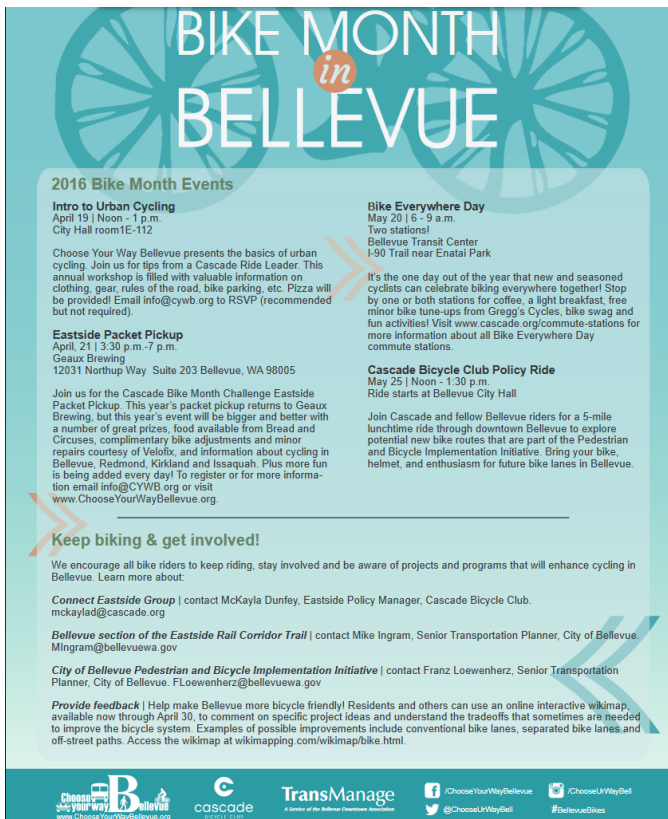
4 Sun	10:00 am Bicycle Sunday @ Mount Baker Beach to Seward Park
6 Tue	10:00 am Bike Works Volunteer Repair Party @ Bike Works Classrooms
7 Wed	6:30 pm West Seattle Bike Connections me...
8 Thu	6:00 pm Seattle Bicycle Advisory Board Mt... @ Seattle Municipal Tower room 4050
	6:30 pm Bike Works Volunteer Repair Party @ Bike Works Classrooms

View Calendar →

Reaching the Community

A community engagement tool is only as useful as the breadth of the community it reaches. For all the potential the Wikimap had to solicit valuable feedback from residents of, employees in, and visitors to Bellevue, this potential could only be realized if those people knew about and participated in the survey. So how did the Transportation Department notify members of the community about the existence of the Wikimap 2 online survey and their opportunity to weigh in on the PBII process? We spread the message in person and online—and relied on a little help from our friends.

- City of Bellevue Transportation Department PBII webpage and e-Alert email list
- @Bellevuewa and @BvueTrans on Twitter
- Choose Your Way Bellevue Bike Month newsletter
- Postcards distributed by volunteers at the Bellevue Transit Center, by staff at the BRIP Open House on March 23, 2016, to the Bellevue Downtown Association and Cascade Bicycle Club, and to an assortment of residents, businesses, organizations, and institutions.
- Cascade Bicycle Club blog and social media posts
- Seattle Bike Blog
- Bellevue PTSA Council
- International School PTSA Monday Messenger
- Somerset Elementary PTSA Superstar eNews
- Nextdoor event post



BIKE MONTH in BELLEVUE

2016 Bike Month Events

Intro to Urban Cycling
April 19 | Noon - 1 p.m.
City Hall room 1E-112

Choose Your Way Bellevue presents the basics of urban cycling. Join us for tips from a Cascade Ride Leader. This annual workshop is filled with valuable information on clothing, gear, rules of the road, bike parking, etc. Pizza will be provided! Email info@cywb.org to RSVP (recommended but not required).

Eastside Packet Pickup
April 21 | 3:30 p.m. - 7 p.m.
Geaux Brewing
12031 Northrup Way Suite 203 Bellevue, WA 98005

Join us for the Cascade Bike Month Challenge Eastside Packet Pickup. This year's packet pickup returns to Geaux Brewing, but this year's event will be bigger and better with a number of great prizes, food available from Bread and Circuses, complimentary bike adjustments and minor repairs courtesy of Velofox, and information about cycling in Bellevue, Redmond, Kirkland and Issaquah. Plus more fun is being added every day! To register or for more information email info@CYWB.org or visit www.ChooseYourWayBellevue.org

Bike Everywhere Day
May 20 | 6 - 9 a.m.
Two stations!
Bellevue Transit Center
1-90 Trail near Enatai Park

It's the one day out of the year that new and seasoned cyclists can celebrate biking everywhere together! Stop by one or both stations for coffee, a light breakfast, free minor bike tune-ups from Gregg's Cycles, bike swag and fun activities! Visit www.cascade.org/commute-stations for more information about all Bike Everywhere Day commute stations.

Cascade Bicycle Club Policy Ride
May 25 | Noon - 1:30 p.m.
Ride starts at Bellevue City Hall

Join Cascade and fellow Bellevue riders for a 5-mile lunchtime ride through downtown Bellevue to explore potential new bike routes that are part of the Pedestrian and Bicycle Implementation Initiative. Bring your bike, helmet, and enthusiasm for future bike lanes in Bellevue.

Keep biking & get involved!

We encourage all bike riders to keep riding, stay involved and be aware of projects and programs that will enhance cycling in Bellevue. Learn more about:

Connect Eastside Group | contact McKayla Dunfee, Eastside Policy Manager, Cascade Bicycle Club.
mckaylad@cascade.org

Bellevue section of the Eastside Rail Corridor Trail | contact Mike Ingram, Senior Transportation Planner, City of Bellevue.
MIngram@bellevuewa.gov

City of Bellevue Pedestrian and Bicycle Implementation Initiative | contact Franz Loewenherz, Senior Transportation Planner, City of Bellevue.
FLoewenherz@bellevuewa.gov

Provide feedback | Help make Bellevue more bicycle friendly! Residents and others can use an online interactive wikimap, available now through April 30, to comment on specific project ideas and understand the tradeoffs that sometimes are needed to improve the bicycle system. Examples of possible improvements include conventional bike lanes, separated bike lanes and off-street paths. Access the wikimap at wikimapping.com/wikimap/bike.html.

Choose Your Way Bellevue
cascade
TransManage
ChooseYourWayBellevue
ChooseYourWayBell
BellevueBikes

Figure 162. (top) Seattle Bike Blog ([link](#)).

Figure 163. (bottom) Choose Your Way Bellevue ([link](#)).



City of Bellevue Pedestrian and Bicycle Implementation Initiative
YOUR INPUT WILL HELP SHAPE THE FUTURE OF TRANSPORTATION OPTIONS IN BELLEVUE.

The City of Bellevue Transportation Commission is seeking community input. The Transportation Commission members will use feedback from an online, interactive wikimap to make budget recommendations for citywide investments in bicycling infrastructure. Officials want the public's help to evaluate and prioritize the project ideas.

Residents and others can use the wikimap, available now through April 30, to comment on specific project ideas and understand the tradeoffs that sometimes are needed to improve the bicycle system. Examples of possible improvements include conventional bike lanes, separated bike lanes and off-street paths.

The wikimap builds on a similar effort last fall when more than 700 participants identified locations where they have noticed conditions making it uncomfortable for people walking and bicycling. Ideas presented in the current round of outreach respond to the feedback.

In all, 57 project ideas covering 57 miles citywide, will be available for review at the open house, and via the wikimap. The project ideas, if implemented, would help connect bicyclists to where they want to go. All are designed to be completed over the next five years, pending funding.

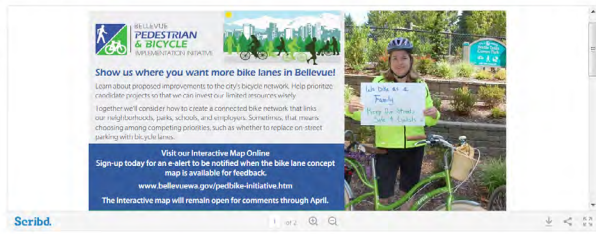


Figure 164. (top) @BellevueWA on Twitter.

Figure 165. (middle) Bellevue PTSA Council (link).

Figure 166. (bottom) Cascade Bicycle Club (link).



March 21, 2016

Upcoming Events and Deadlines

3/23	1:30 PM	Genius Hour Showcase
3/25 & 3/26	7 PM - 9 PM	Talent Show
3/28	7 PM - 9 PM	PTSA Board Meeting
3/28 - 4/1		Focus Week
4/4 - 4/8		Spring Break

In This Issue

- Nominations for PTSA Executive Committee
- PTSA General Membership Meetings
- IS Fun Run
- WWW.ISPTSA.ORG
- Genius Showcase
- Reporting Planned Absences
- Register for Classes
- Senior Project Support Needed
- Bellevue School & Family Fair
- Issaquah Schools Foundation
- Focus Week Needs
- Bellevue's Pedestrian & Bicycle Implementation Initiative
- Seeking Junior Parents
- Custom Titan Socks
- High School Athletics Opportunities
- Hoops4Life Summer Camp
- Messenger Submissions
- Featured Article
- International School Store
- Contact Us



Bellevue's Pedestrian and Bicycle Implementation Initiative

If you're interested in improving the city's bicycling network, an upcoming open house offers a chance to shape project ideas to create a safer, better-connected system.

The open house will take place from 5 to 7 p.m., Wednesday, March 23, at City Hall, 450 110th Ave. NE. A short presentation followed by an instant-feedback polling exercise will run from 5:30 to 6 p.m. Other open house resources will include display boards, project maps, and Transportation Department staff available to answer questions. Light refreshments will be served.

Transportation Commission members will use feedback from the open house, as well as from an online, interactive wikimap, to make budget recommendations for citywide investments in bicycling infrastructure. Officials want the public's help to evaluate and prioritize the project ideas.

Residents and others can use the wikimap, available now through April 30, to comment on specific project ideas and understand the tradeoffs that sometimes are needed to improve the bicycle system. Examples of possible improvements include conventional bike lanes, separated bike lanes and off-street paths.

The wikimap builds on a similar effort last fall when more than 700 participants identified locations where they have noticed conditions making it uncomfortable for people walking and bicycling. Ideas presented in the current round of outreach respond to the feedback.

In all, 52 project ideas covering 57 miles citywide, will be available for review at the open house, and via the wikimap. The project ideas, if implemented, would help connect bicyclists to where they want to go. All are designed to be completed over the next five years, pending funding.



March 25, 2016

Unit # 020380

CALENDAR

- Mar 28 - Mercer Girls Performances, 9:05 & 10:10 am
- Mar 30 - Bellevue PTSA School & Family Fair, 6 - 8:15 pm
- Apr 1 - Mock Math Olympiad Test, 6:15 - 8:15 pm
- Apr 4 - 8 - Spring Break, No School
- Apr 11 - Bellevue PTSA Council Meeting, 9:30 am**
- Apr 12 - School Board Meeting, 4 pm**
- Apr 19 - School Board Meeting, 4 pm**
- Apr 25 - PTSA Board Meeting, 1:30 pm
- May 5 - BSF Luncheon, 11 am - 1:15 pm
- May 21 - Sounders Game, 7 pm

End of the Year PTSA Survey

Click [HERE](#) to take the 2015-2016 End of the Year PTSA Survey! This survey will help guide our efforts and funding towards what YOU feel is important in the education of our children. *Please take 10 minutes to fill out this survey.* Click [HERE](#) to begin!

Welcome New PTSA Executive Officers!

We are thrilled to announce the following PTSA Executive Officers that were elected at the General PTSA Meeting on March 21. Please congratulate them on their willingness to step up and serve our school community in a leadership role:

- VP Communication - Katherine Ma
- Co-VP Programs - Bonnie Lau & Sandhya Kalyanasundaram
- Co-VP Ways & Means - Emille Castle & Christine Lee
- Co-Treasurer - Lily Yin & Mei Lu

The offices of President and Secretary need to be filled. If you are interested or have questions, please contact our any of our current [Board members](#) listed here or our Nominating Committee: Emille Castle (EmilleCastle@gmail.com), Mei Chen (chenmei55@hotmail.com), Michele Brown-Ruegg (brownruegg@yahoo.com) and Tanya Franzen-Garrett (tanya@sound-properties.com). Questions? Contact Laura Hoff, PTSA President (laurahoff@outlook.com).

Sounders Tickets

Please join us for Somerset night at the Sounders on **Saturday, May 21** at 7 pm. Please place your order by Monday, April 25 at 9:30 am. To order, place your [completed order form](#) and money in the PTSA box in the office. Tickets are \$24 each. Location of seats: Green Zone (Section 147 or 149).

Wikimap For Making Bellevue More Bicycle Friendly

If you're interested in improving the city's bicycling network, an [online, interactive wikimap](#) offers a chance to shape project ideas to create a safer, better-connected system. The wikimap builds on a similar effort last fall when more than 700 participants identified locations where they have noticed conditions making it uncomfortable for people walking and bicycling. Ideas presented in the current round of outreach are responding to that feedback.

Figure 167. (top) International School PTSA (link).

Figure 168. (bottom) Somerset Elementary PTSA (link).

BRIP Project Ideas	Respondents	% of Total
PBC-1: 108th Ave SE (South of Main)	41	7.9%
PBC-5: 114th Ave	30	5.8%
NB-4: Southwest Bellevue Bikeway	25	4.8%
PBC-6: 112th Ave NE, 108th Ave NE	24	4.7%
PBC-14: SE 8th St, Lake Hills Connector	22	4.3%
BN-25: SE Eastgate Way	21	4.1%
PBC-8: 140th Ave NE, NE 24th St, NE 29th Pl	20	3.9%
PBC-12: NE 12th St	20	3.9%
BN-18: NE 1st St, NE 2nd St	20	3.9%
PBC-13: Lake Washington Blvd NE, Main St	19	3.7%
Total Respondents	516	

Table 78. (above) Top 10 BRIP project ideas by number of surveys completed by Wikimap 2 respondents.

Figure 169. (opposite) Number of respondents who completed surveys for each of the BRIP project ideas presented in Wikimap 2.

Results Analysis

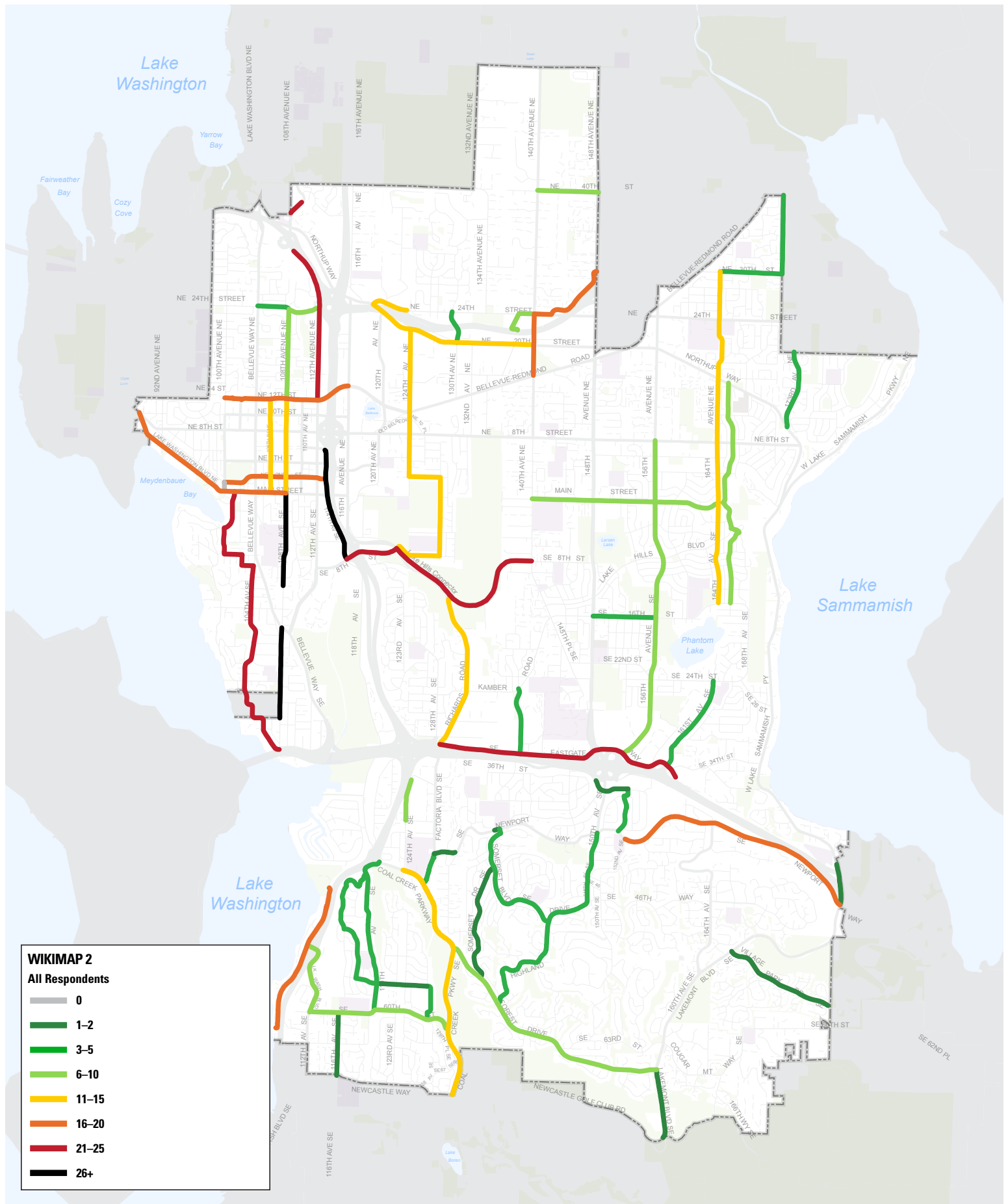
In total, 516 responses were submitted to the Wikimap 2 survey. Some of the 52 BRIP project ideas garnered much more interest than others among respondents. Figure 169 depicts the number of surveys completed by Wikimap 2 respondents for each project idea. The ten BRIP project ideas with the most surveys completed are shown in Table 78. Together, these ten projects account for nearly half (47 percent) of all feedback obtained through Wikimap 2.

Two projects attracted considerably more feedback than all others:

1. PBC-1, which would on 108th Ave NE install conventional bike lanes for several blocks both north and south of Bellevue Way SE and green-backed sharrows along the rest of the corridor south of Main St;
2. PBC-5, which would on 114th Ave install separated bike lanes from SE 8th St to Main St and green-backed sharrows from Main St to NE 6th St.

A particularly strong interest in connections into Downtown Bellevue from the south is evident. Project ideas directly providing connections to Downtown accounted for 25 percent of responses, and those within Downtown accounted for another 16 percent of all responses. Only one project idea (BN-1) did not receive any feedback from Wikimap 2 respondents. This may be because this short, one block long project idea—which connects the Lake Washington Blvd NE/Main St corridor with the NE 1st/2nd St corridor—may have been less noticeable or of minimal interest outside of that context.

Note that while the total participation in Wikimap 2 was significant, the response rate for many individual BRIP project ideas is meager. While offering instructive insight into public opinion, caution should be exercised when interpreting Wikimap 2 feedback, as it cannot be understood to reflect the opinions of the community at large in any statistically significant manner.



Do you think that this facility would make it feel safer to bicycle here?	Respondents	% of Total
Positive	455	89.0%
Yes	379	74.2%
Maybe	76	14.9%
Negative	56	11.0%
Probably Not	33	6.5%
Not At All	23	4.5%
Total Respondents	511	

"This section of is part of my daily commute... The increased segregation from traffic is a good idea. During rush hour I've had cars almost hit me by pulling into or overlapping the current bike lane."

– Comment on PBC-5, 114th Ave

"112th Ave NE is one of the scariest roads I've traveled when biking around Lake Washington. Replacing ambiguous shoulders with these bike lanes + extra buffered stripes + reflective flags is an incredible improvement. This makes the trip feel sooooo much safer."

– Comment on PBC-6, 112th Ave NE/108th Ave NE

Table 79. (above) Respondents' perspectives on whether or not BRIP project ideas would improve safety along their respective corridors.

Figure 170. (opposite) Number of respondents who indicated they believe that BRIP project ideas would have a positive impact on safety for people bicycling.

Improved Safety

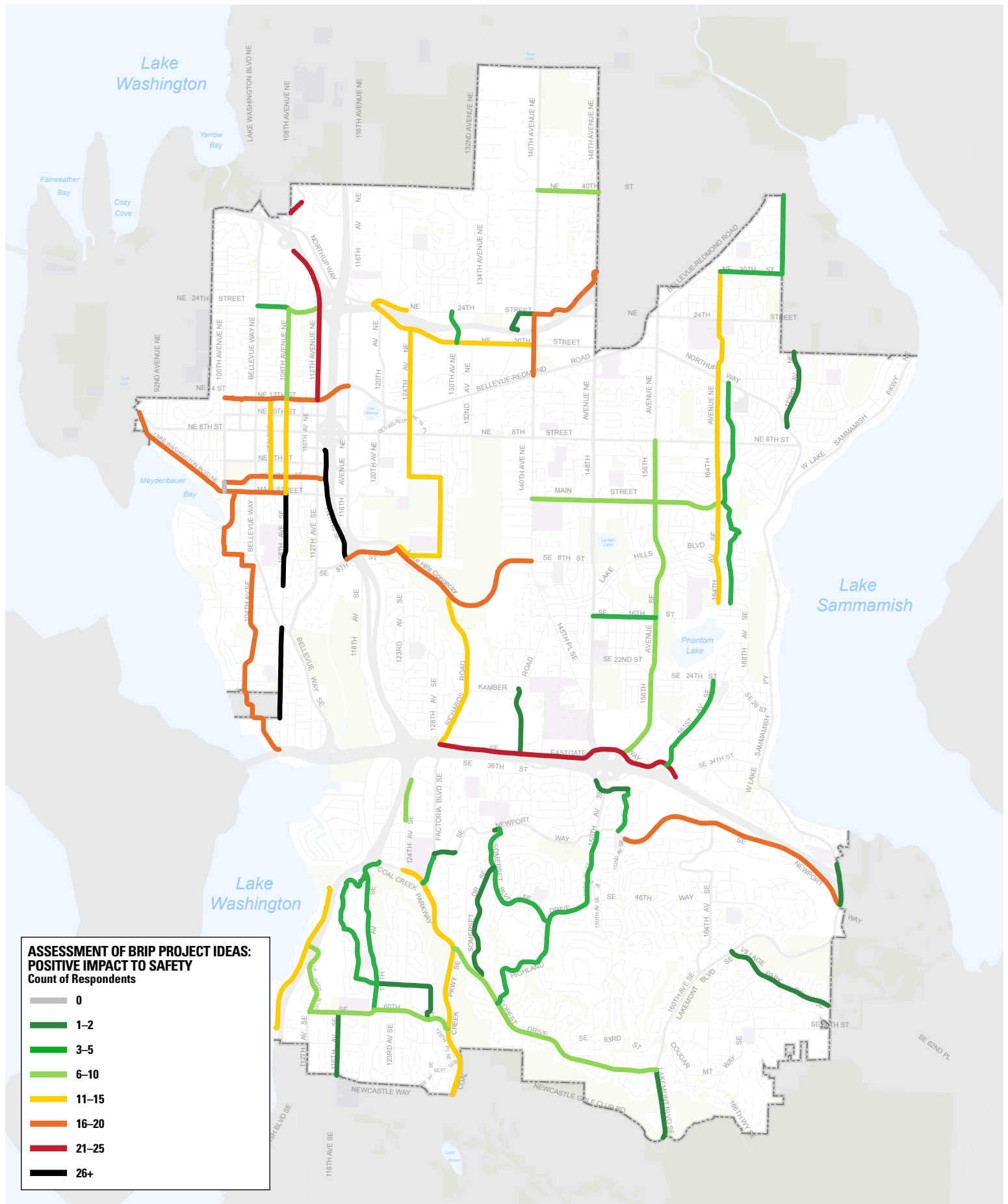
The first question asked: "Do you think that this facility would make it feel safer to bicycle here?" One of the primary emphases of the Bicycle Rapid Implementation Program (BRIP) is to implement facilities that offer greater protection to people on bicycles from motor vehicle traffic, thereby improving safety for those who already bicycle in Bellevue and making bicycling feel like a safer transportation option for those who might self-identify as "interested but concerned." This question sought to determine whether respondents believed the BRIP project ideas being considered would achieve that purpose.

Table 79 depicts the aggregate responses of Wikimap 2 respondents for all BRIP project ideas. The categories "Positive" and "Negative" have been added (i.e., they were not shown in the survey) to generalize the more specific multiple choice responses. In general, respondents' impressions of the BRIP project ideas were favorable, with 74 percent replying "Yes" and about 89 percent responding positively (including "Yes" and "Maybe").

Figure 170 depicts the number of respondents who indicated they believe that the BRIP project ideas they commented on will have a positive impact on safety along their respective corridors. Each project idea received a different number of survey responses, so Figure 171 on page 218 depicts the percentage of "Positive" responses about safety for each project idea to provide context.

Several project ideas stand out for having both a high count and percentage of respondents expressing positive impressions of the projects' likely benefits to safety.

- **PBC-5: 114th Ave** – 29 respondents, 97 percent "Positive" (23 "Yes" / 6 "Maybe")
- **PBC-6: 112th/108th Ave NE** – 23 respondents, 96 percent "Positive" (20 "Yes" / 3 "Maybe")
- **BN-25: SE Eastgate Way** – 21 respondents, 100 percent "Positive" (17 "Yes" / 4 "Maybe")



"I rode this section once and it was nerve-racking for someone who is fairly adventurous. I applaud you for adding bicycle facilities to this stretch of road."

– *Comment on BN-23, Richards Rd*

"I work at 8th and 108th so this is probably one of the more important parts for me. I walk or bike thru here daily. Bellevue has great bike infrastructure but it seems not a lot of bike awareness. Sharrows would help with that."

– *Comment on PBC-2, 108th Ave NE (Downtown)*

"I use the bike lanes on Coal Creek on occasion, but because of the heavy traffic flows and the speed of the traffic this is a very intimidating stretch of road, particularly biking uphill. Having the additional buffer separating the traffic would be a definite improvement. Currently on the curves cars often cut the corners and move into the bike lane. Having the barriers in place would keep that from happening and make it safer for bikes."

– *Comment on BN-14, Coal Creek Pkwy SE*

"This looks like just sharrows... not very effective and the parking area that we travel through to get to the 520 trail isn't bike friendly."

– *Comment on BN-9, 136th PI NE/NE 24th St*

"There should be limited parking on this street if it is to be apart of the bicycle initiative. There should also be stop signs and no bike lane sharing with cars. There should be a separate pathway for cars and pedestrians for safety and use sake."

– *Comment on BN-13, 173rd Ave NE*

Figure 171. (opposite) Percent of respondents for each BRIP project idea who believe that the project would have a positive impact on safety for people bicycling.

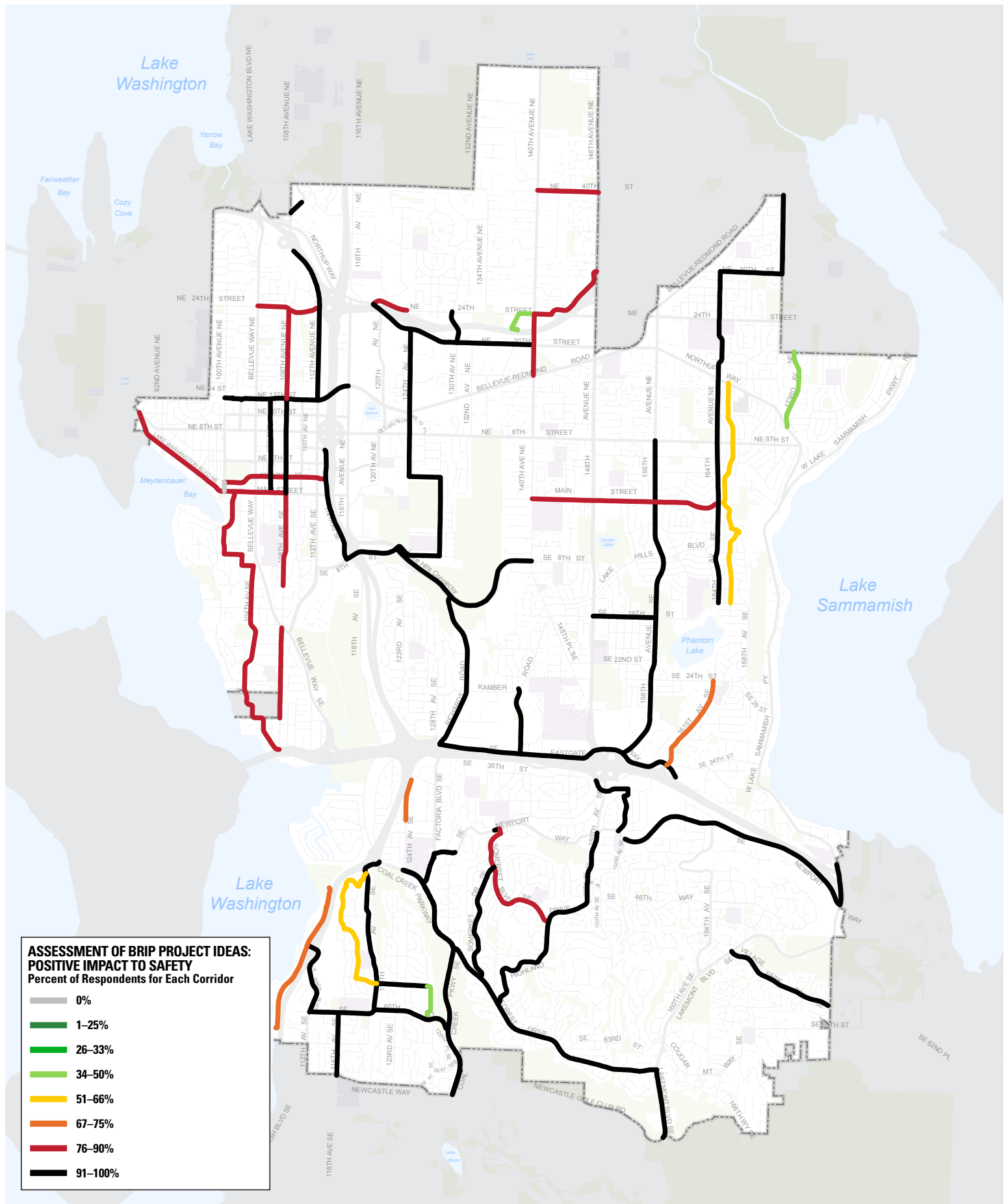
- **PBC-12: NE 12th St** – 18 respondents, 95 percent "Positive" (15 "Yes" / 3 "Maybe")
- **PBC-10: 164th Ave** – 15 respondents, 100 percent "Positive" (12 "Yes" / 3 "Maybe")
- **BN-23: Richards Rd** – 14 respondents, 100 percent "Positive" (12 "Yes" / 2 "Maybe")
- **PBC-2: 108th Ave NE (Downtown)** – 13 respondents, 100 percent "Positive" (10 "Yes" / 3 "Maybe")
- **BN-6: 124th/128th Ave NE** – 11 respondents, 100 percent "Positive" (9 "Yes" / 2 "Maybe")
- **BN-14: Coal Creek Pkwy SE** – 12 respondents, 100 percent "Positive" (11 "Yes" / 1 "Maybe")

One of the notable similarities between these project ideas is that for all but two of them, the BRIP proposed separated bike lanes along all or most of each corridor. One of other two project ideas—124th/128th Ave NE in Wilburton—identified the potential to install conventional bike lanes along much of the corridor, with green-backed sharrows along several segments. The other, 108th Ave NE in Downtown, would install green-backed sharrows from Main St to NE 8th St and conventional bike lanes from NE 8th St to NE 12th St.

At the time of this report's publication in September 2016, existing programs (e.g. Pavement Overlay) and grant funding are already helping the City pursue implementing bicycle improvements along several of the above corridors over the coming years, including SE Eastgate Way, Richards Rd, and 108th Ave NE.

Only three project ideas received more negative responses than positive:

- **BN-9: 136th PI NE, NE 24th St** – 6 respondents, 67 percent "Negative" (1 "Not At All" / 3 "Probably Not" / 2 "Yes")
- **BN-7: 128th/129th Ave SE** – 3 respondents, 67 percent "Negative" (2 "Probably Not" / 1 "Yes")
- **BN-13: 173rd Ave NE** – 6 respondents, 50 percent "Negative" (2 "No" / 2 "Yes")



Do you think this facility would help connect people on bicycles to the places they want to go?	Respondents	% of Total
Positive	463	91.3%
Yes	389	76.7%
Maybe	74	14.6%
Negative	44	8.7%
Probably Not	27	5.3%
Not At All	17	3.4%
Total	507	

"This is great. When taking the Mountains to Sound Greenway trail along I-90, I've often just stayed on Eastgate Way, crossing to the other trailhead at Richards Road. This area seems less busy than the south side of I-90 and having the bike lanes marked will be great."

– Comment on BN-25, SE Eastgate Way

"I love the off-street path! ...Also consider the connections to the path. Since it's only on one side of the street, it can be awkward to get to it. An all-ages-and-abilities facility like this needs connections to other AAA facilities to truly be transformative."

– Comment on PBC-12, NE 12th St

Table 80. (above) Respondents' perspectives on whether or not BRIP project ideas would help improve bicycle network connectivity.

Figure 172. (opposite) Number of respondents who indicated they believe that BRIP projects ideas would provide useful connections for people on bicycles.

Useful Connections

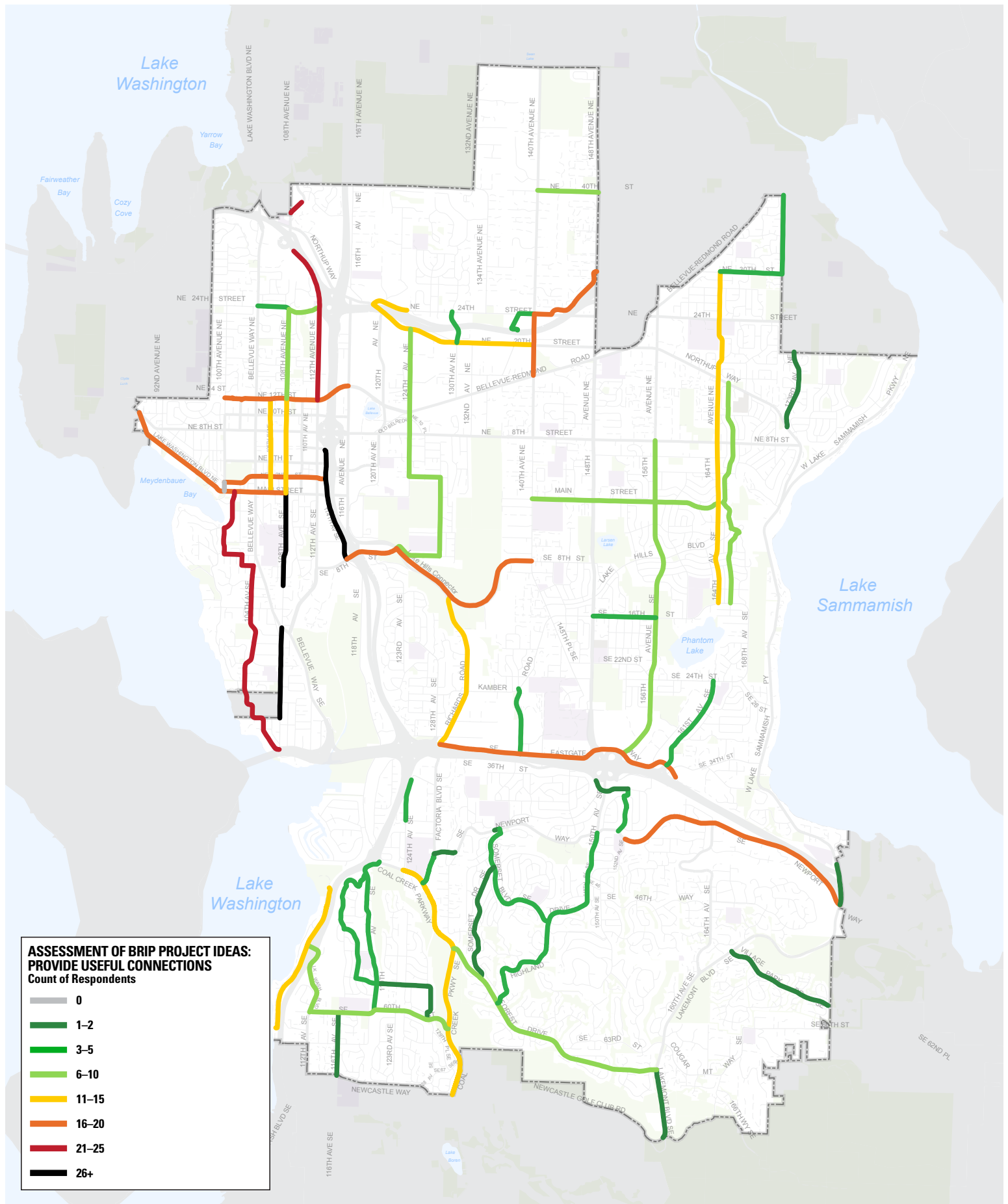
The second Wikimap 2 question asked: "Do you think that this facility would help connect people on bicycles to the places they want to go?" Transportation networks are more than the sum of their parts. The Bicycle Rapid Implementation Program (BRIP) prioritizes a connected bicycle network that "fills the gaps" in lieu of piecemeal implementation. To make bicycling a more useful transportation option for those who might consider it, the City strives to provide safe, continuous connections for people on bicycles to the places they want to go. This survey question sought to determine whether respondents believed the BRIP project ideas being considered would achieve that purpose.

Table 80 depicts the aggregate responses of Wikimap 2 respondents for all BRIP project ideas. The categories "Positive" and "Negative" have been added (i.e., they were not shown in the survey) to generalize the more specific multiple choice responses. In general, respondents' impressions of the BRIP project ideas were very favorable, with more than 76 percent replying "Yes" and 91 percent responding positively (including "Yes" and "Maybe").

Figure 172 depicts the number of respondents who indicated they believe that the BRIP project ideas they commented on will have a positive impact on connectivity. Figure 171 on page 218 depicts the percentage of "Positive" responses about bicycle connectivity for each project idea to provide context.

Several project ideas stand out for having both a high count and percentage of respondents expressing positive impressions of the projects' likely benefits to safety.

- **PBC-5: 114th Ave** – 29 respondents, 97 percent "Positive" (24 "Yes" / 5 "Maybe")
- **PBC-6: 112th/108th Ave NE** – 21 respondents, 95 percent "Positive" (18 "Yes" / 3 "Maybe")
- **BN-25: SE Eastgate Way** – 19 respondents, 95 percent "Positive" (16 "Yes" / 3 "Maybe")
- **BN-18: NE 1st St, NE 2nd St** – 19 respondents,



"A safe North-South route that will get one closer to Microsoft is a fabulous idea and one that I support."

– Comment on PBC-10, 164th Ave

"There must be continuous bike lanes on at least one east-west street in Downtown Bellevue, all the way from 100th Ave to 114th Ave. Instead of marked shared lanes on both Main and NE 2nd St, pick one for bike lanes (probably 2nd) and leave the other one alone."

– Comment on BN-18, NE 1st St/NE 2nd St

"This is a good idea--there are very few safe options for traveling South-North through downtown Bellevue."

– Comment on BN-2, 106th Ave NE

"Great project to make Downtown Bellevue more accessible from Lake Hills."

"The lower (western) part of this would be great to connect to Richards road, providing a reasonable flat north/south route. The steep Eastern section will probably not get much use."

– Comments on PBC-14, SE 8th St/Lake Hills Connector

"Right now there is not a safe way to ride eastbound on Newport Way... This project will significantly increase the connection between the Lakemont neighborhood and Bellevue. In addition, it will allow for easy and safe commute to the Eastgate Park-and-Ride."

– Comment on BN-27, SE Newport Way

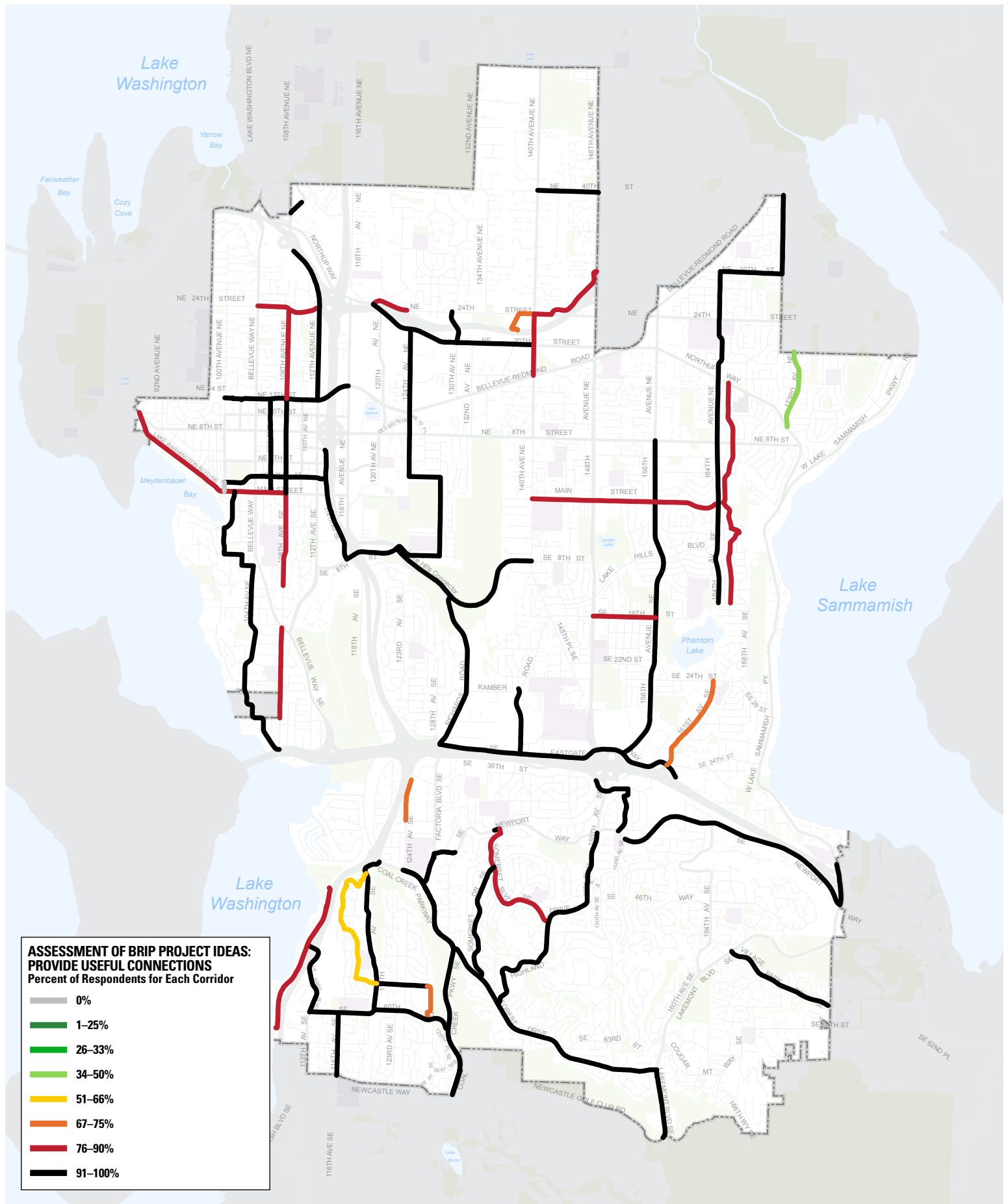
95 percent "Positive" (16 "Yes" / 3 "Maybe")

- **PBC-12: NE 12th St** – 19 respondents, 95 percent "Positive" (15 "Yes" / 4 "Maybe")
- **PBC-10: 164th Ave** – 15 respondents, 100 percent "Positive" (13 "Yes" / 2 "Maybe")
- **BN-23: Richards Rd** – 13 respondents, 100 percent "Positive", all "Yes"
- **PBC-2: 108th Ave NE (Downtown)** – 13 respondents, 100 percent "Positive" (9 "Yes" / 4 "Maybe")
- **BN-6: 124th/128th Ave NE** – 12 respondents, 100 percent "Positive" (10 "Yes" / 2 "Maybe")
- **BN-14: Coal Creek Pkwy SE** – 12 respondents, 100 percent "Positive" (11 "Yes" / 1 "Maybe")

These are all of the same project ideas rated highly by respondents with regards to improving safety, plus the addition of BN-18. Among the several project ideas rated more positively for connectivity than they were for safety are NB-4 (Southwest Bellevue Bikeway), BN-18 (NE 1st/2nd St), and NB-1 (East Bellevue Bikeway).

Only one project idea received as many negative responses as positive: BN-13 (173rd Ave NE) with 2 "No" and 2 "Yes" responses.

Figure 173. (opposite) Percent of respondents who indicated they believe that BRIP projects ideas would provide useful connections for people on bicycles.



How likely are you to bicycle here if this bicycle facility is NOT implemented?	Respondents	% of Total
Positive	321	62.9%
Definitely	157	30.8%
Possibly	164	32.2%
Negative	189	37.1%
Unlikely	151	29.6%
No Way	38	7.5%
Total	510	

"In my experience, most drivers do not pay any attention to "sharrows". I ride every day on 114th St where there are sharrows and I don't see many drivers making any extra allowances for bicycles there, not even giving space on the curb side where the lane is clearly wide enough to do so."

– Comment on PBC-4, Lake Washington Blvd SE

"As it is now, Coal Creek Parkway is downright scary on a bike!!!"

– Comment on BN-14, Coal Creek Pkwy SE

Table 81. (above) Respondents' likelihood to bicycle in BRIP locations without bicycle facility improvements along their respective corridors.

Figure 174. (opposite) Number of respondents who indicated they will "Definitely" or "Possibly" bicycle without BRIP improvements for each project idea.

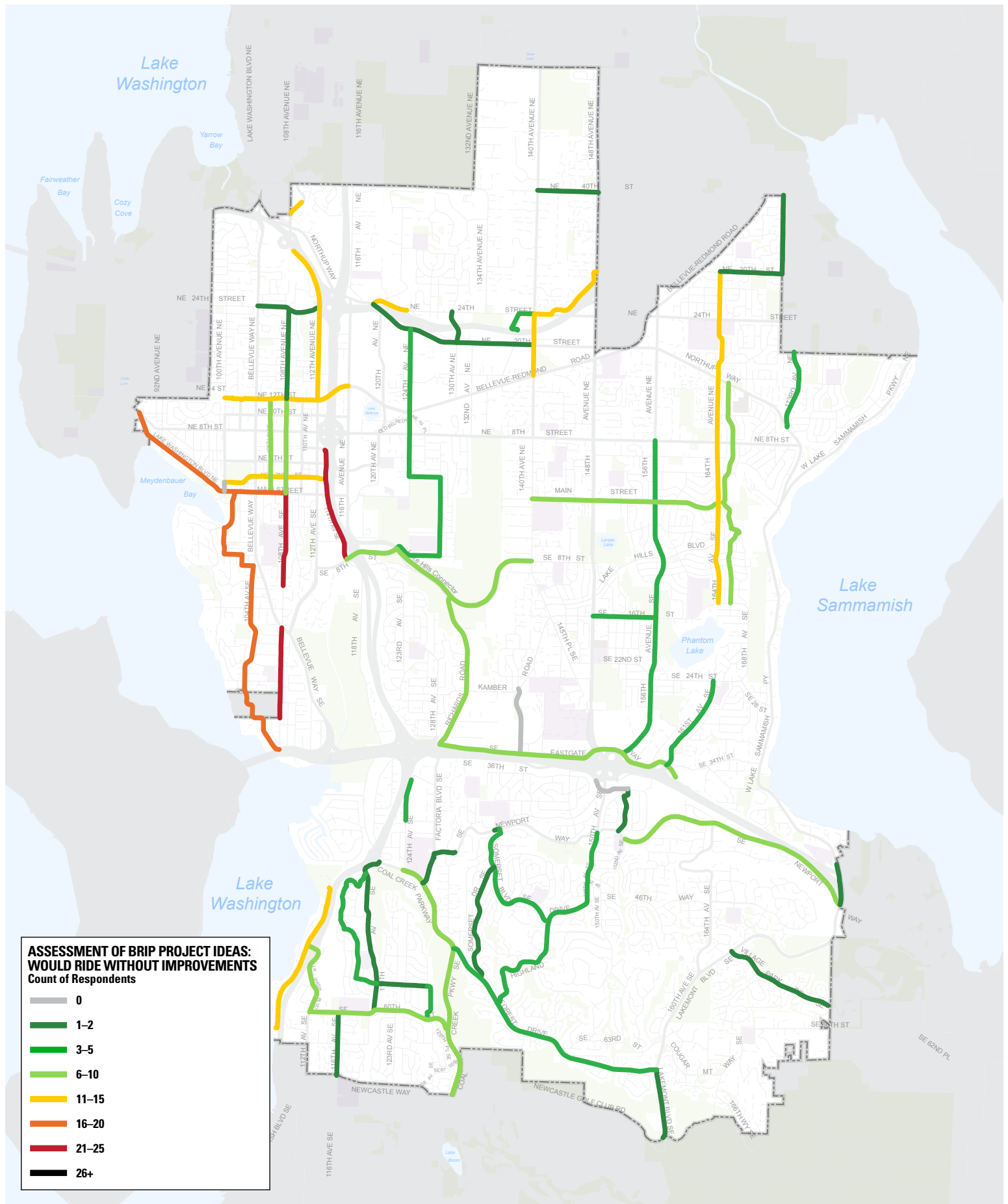
Bikeability of Existing Conditions

The third question asked: "How likely are you to bicycle here if this bicycle facility is NOT implemented?" The Bicycle Rapid Implementation Program (BRIP) strives to provide a safe bicycle environment that better serves the mobility needs of people of all ages and abilities. Although the city has 107 miles of facilities comprising the Bicycle Network, 65 of those are merely wide outside lanes and shoulders shared with motor vehicles, most unmarked for use by people on bicycles. The 57 miles of bicycle improvements that the BRIP has identified, including 28 miles of bike lanes, separated bike lanes and off-street paths, aim to make non-motorized travel a viable, attractive option in Bellevue. This question sought to determine how likely respondents are to bicycle in locations where BRIP project ideas are being considered if those bicycle facilities are *not* implemented.

Table 81 depicts the aggregate responses of Wikimap 2 respondents for all BRIP project ideas. The categories "Positive" and "Negative" have been added (i.e., they were not shown in the survey) to generalize the more specific multiple choice responses. Responses indicate that a nearly equal share (30–32 percent) of Wikimap 2 respondents "Definitely" will, "Possibly" will, or are "Unlikely" to bicycle in the locations they responded to. For two-thirds of all project ideas, more than half of respondents indicated they will "Definitely" or "Possibly" bicycle in those locations if BRIP improvements are not implemented.

Figure 174 depicts the number of respondents who indicated they "Definitely" or "Possibly" will bicycle in these locations without facility improvements. Figure 175 on page 226 depicts the percentage of "Positive" responses about bicycling likelihood for each project idea corridor to provide context. Corridors where respondents are most likely to ride without improvements include:

- **PBC-4: Lake Washington Blvd SE** – 15 respondents, 94 percent "Positive" (11 "Definitely" / 4 "Possibly")
- **PBC-5: 114th Ave** – 23 respondents, 77 percent



"Very important high traffic bike corridor. Currently extremely dangerous with no room for bikes and bad sight lines for cars to pass."

"This would be a great improvement! This road is already frequented by bicyclists, including myself, and this change would increase safety and make route even more desirable."

– *Comments on BN-27, SE Newport Way*

"Vehicles speed on this stretch of 24th Street near the 520 Bike Access Trail. The speed limit is 30mph but there is only 1 sign. We need speed mitigation, a "slow" sign or a reminder of speed limit especially coming down the hill towards Northup."

– *Comment on BN-20, NE 24th St (520 Trail Connection)*

"Northup is too busy for me to be comfortable riding it with an unprotected bike lane. Also the connections to the north are incomplete and/or circuitous. Bellevue would need to work with Kirkland and the state (Bridle Trails) to make the connections work."

– *Comment on BN-22, Northup Way*

"I bike this section of road daily already. There is not much traffic so it is reasonably safe. Adding sharrows would make it more apparent that this is a bike route which may be helpful in that cars going to/from Newcastle Beach Park often go faster than the speed limit."

– *Comments on PBC-4, Lake Washington Blvd SE*

"Positive" (13 "Definitely" / 10 "Possibly")

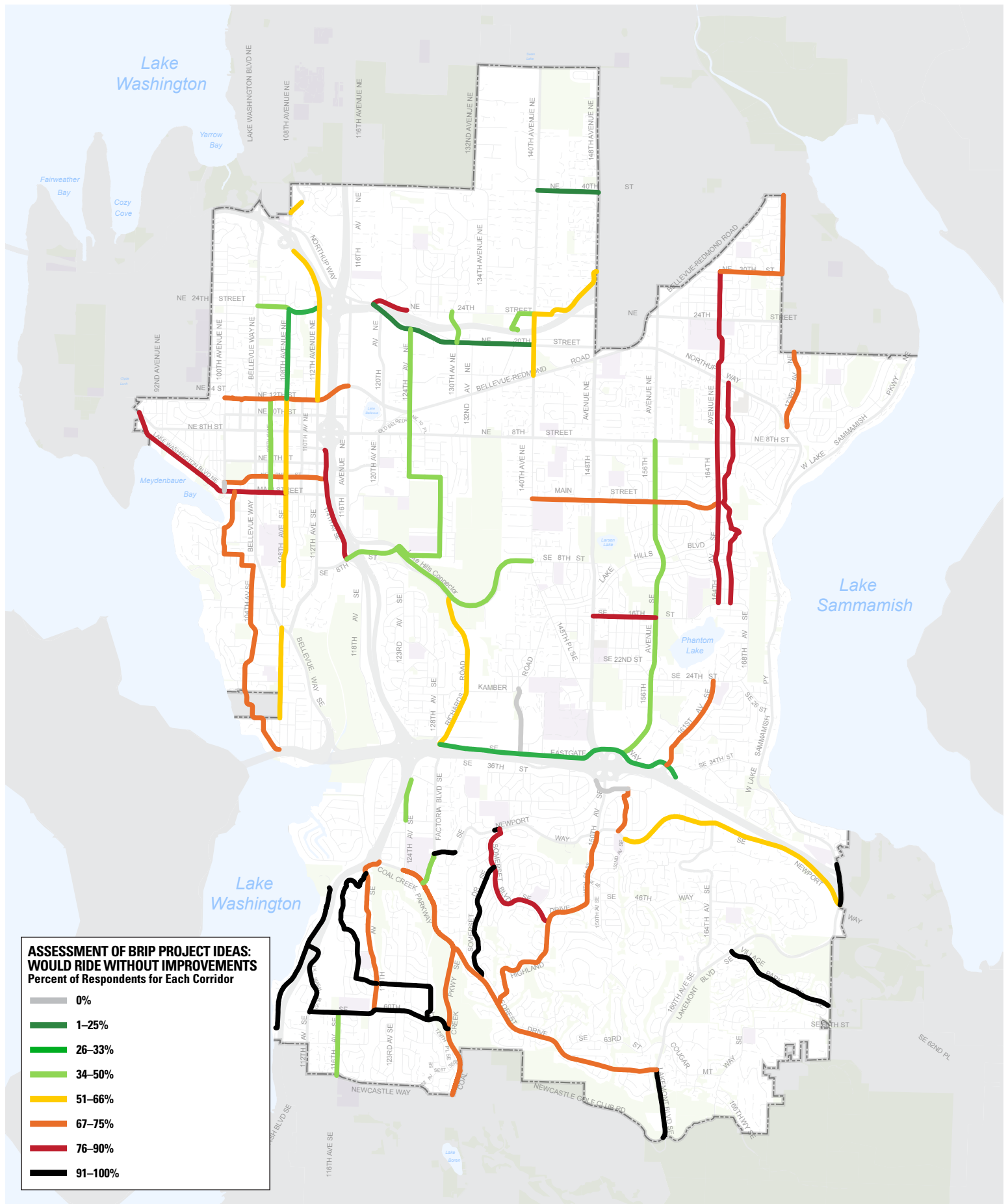
- **PBC-10: 164th Ave** – 12 respondents, 80 percent "Positive" (8 "Definitely" / 4 "Possibly")
- **PBC-13: Lake Wash. Blvd NE, Main St** – 16 respondents, 89 percent "Positive" (8 "Definitely" / 8 "Possibly")
- **PBC-12: NE 12th St** – 15 respondents, 75 percent "Positive" (6 "Definitely" / 9 "Possibly")
- **BN-18: NE 1st St, NE 2nd St** – 15 respondents, 75 percent "Positive" (5 "Definitely" / 10 "Possibly")
- **BN-20: NE 24th St (520 Trail Connection)** – 12 respondents, 86 percent "Positive" (6 "Definitely" / 6 "Possibly")

Some of the locations where respondents suggested they are least likely to ride if bicycle facility improvements are not implemented include:

- **BN-22: Northup Way** – 13 respondents, 85 percent "Negative" (7 "Unlikely" / 4 "No Way")
- **BN-25: SE Eastgate Way** – 20 respondents, 70 percent "Negative" (12 "Unlikely" / 2 "No Way")
- **PBC-14: SE 8th St, Lake Hills Connector** – 22 respondents, 59 percent "Negative" (11 "Unlikely" / 2 "No Way")
- **BN-6: 124th Ave, 128th Ave** – 11 respondents, 55 percent "Negative" (6 "Unlikely" / 5 "Possibly")
- **BN-21: NE 40th St** – 12 respondents, 50 percent "Positive" (2 "Definitely" / 4 "Possibly" / 5 "Unlikely")

The one project idea with the highest percentage indicating there is "No Way" they would bicycle there without improvements is PBC-8 (130th Ave NE). Yet 11 of the 20 respondents to that Project Idea Survey (55 percent) indicated that they would "Definitely" or "Possibly" bike there anyway.

Figure 175. (opposite) Percent of respondents who indicated they will "Definitely" or "Possibly" bicycle without BRIP improvements for each project idea.



How often would you bicycle here if the candidate project is implemented?	Respondents	% of Total
Regularly	254	49.4%
Daily	66	12.8%
Several times per week	119	23.2%
About once per week	69	13.4%
Occasionally	180	35.0%
Infrequently	62	12.1%
Never	18	3.5%
Total	514	

"This road is part of my daily commute to Bellevue transit center area. Proposed changes would make it definitely safer."

– Comment on PBC-5, 114th Ave

"Excellent idea and design for the main bike lane from I-90 area into Downtown Bellevue! Great idea. Yes, I believe more High School students would use this way to school too and commuters into and out of Downtown. Hope this gets funded and done. Our Bellecrest Neighborhood is in support too."

– Comment on PBC-1, 108th Ave SE (South of Main St)

Table 82. (above) Frequency with which respondents would bicycle along BRIP project idea corridors if improvements are implemented.

Figure 176. (opposite) Number of respondents who would ride "About once per week" or more often if BRIP project ideas are implemented.

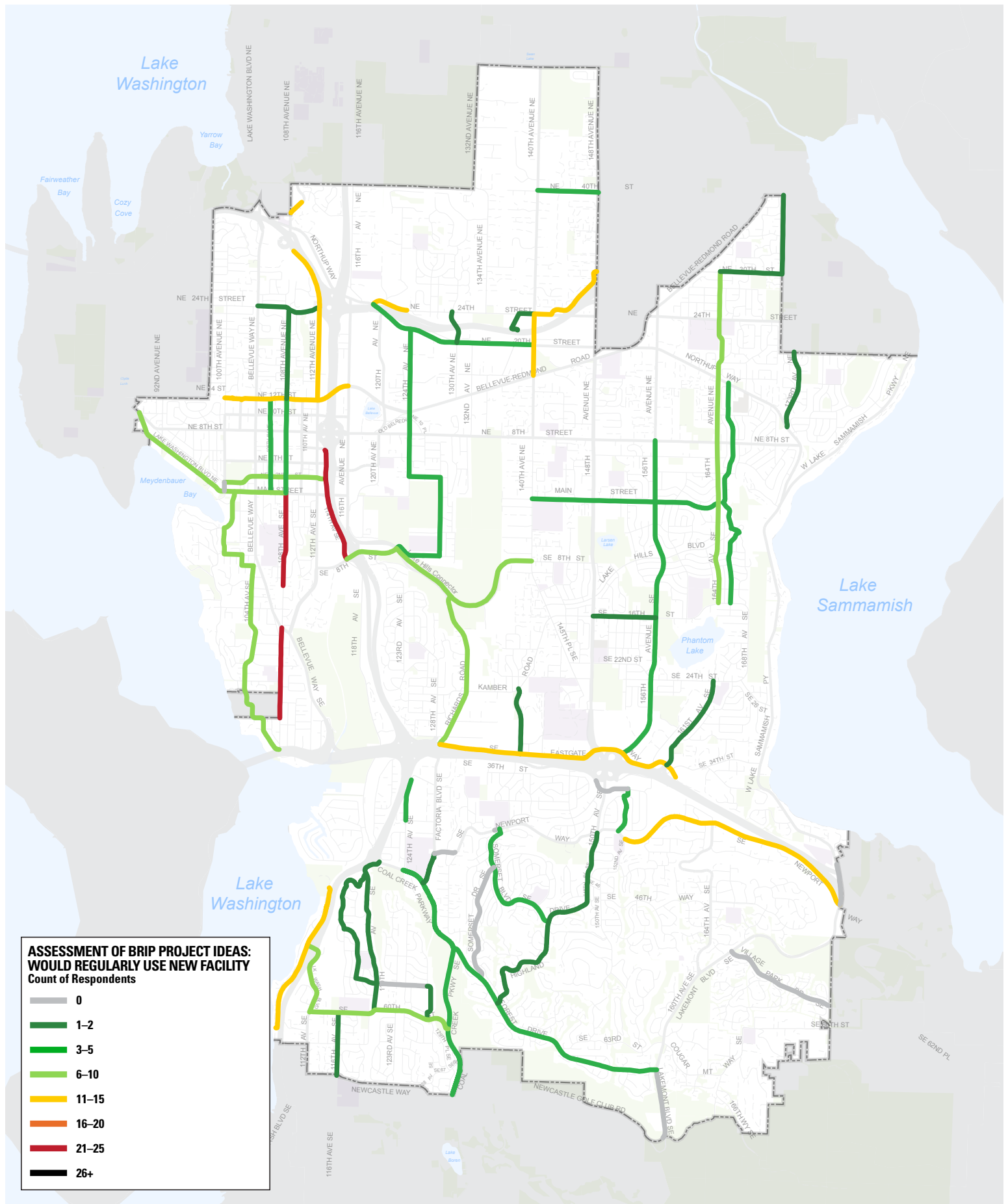
Use of Proposed Bicycle Facilities

The fourth question asked: "How often would you bicycle here if the candidate project is implemented?" The Bicycle Rapid Implementation Program (BRIP) strives to provide a safe bicycle environment that better serves the mobility needs of people of all ages and abilities. This includes being able to utilize a bicycle as a practical and common mode of transportation for a variety of trips—daily cross-town commute trips, regular trips to school or parks, or occasional recreational riding. This question sought to determine how often respondents would use BRIP bicycle facilities if candidate project ideas are implemented.

Table 82 depicts the aggregate responses of Wikimap 2 respondents for all BRIP project ideas. The category "Regularly" has been added (i.e., it was not shown in the survey) to generalize the more specific multiple choice responses. The most commonly selected response was "Occasionally" (35 percent), with "Several times per week" following (23 percent). About half (49 percent) of all Wikimap 2 respondents indicated they would use BRIP facilities regularly ("About once per week" or more).

Figure 176 depicts the number of respondents who indicated they would ride "About once per week" or more often if bicycle improvements are implemented. Figure 177 on page 230 depicts the percentage of respondents who will ride "Regularly" along each project idea corridor. Corridors where respondents indicated they would ride most often include:

- **PBC-4: Lake Washington Blvd SE** – 16 respondents, 88 percent "Regularly" (3 "Daily" / 7 "Several times" / 4 "About once")
- **BN-20: 114th Ave** – 14 respondents, 79 percent "Regularly" (3 "Daily" / 3 "Several times" / 5 "About once")
- **PBC-5: 114th Ave** – 30 respondents, 70 percent "Regularly" (8 "Daily" / 7 "Several times" / 6 "About once")



"This location is on my work commute route, so I ride it several times a week. Sharrows might increase motorists' awareness of cyclists. A longer term solution would be to convert the existing sidewalk on the east side of the street to a 2-way multi-purpose path."

– *Comment on BN-5, 124th Ave SE*

"I take a weekly trip to Crossroads with my kids, and while I can bike it, the route is pretty stressful, and I was threatened and bullied by a person driving a few weeks ago. These days we mostly take the bus. With this project, I'd go back to biking it more regularly, and it would be much less stressful."

– *Comment on PBC-10, 164th Ave*

"The section of this route south of SE 10th St is fine, but the northern portion has such steep hills that very few cyclists will ride this way. The real problem is the lack of a connection that's even close to flat between the 104th Ave/SE 10th intersection by the garden center up to the 102nd Ave/SE 6th intersection. North/south biking on the west side of Bellevue will never be practical until there is a bike route along Bellevue Way which runs along the only geographically flat route through the area."

– *Comment on NB-4, Southwest Bellevue Bikeway*

"I've experimented with this route and personally find 164th to be superior. Some might prefer this as a lower traffic alternative. I find the needless grades and stops to be a disincentive."

– *Comments on NB-1, East Bellevue Bikeway*

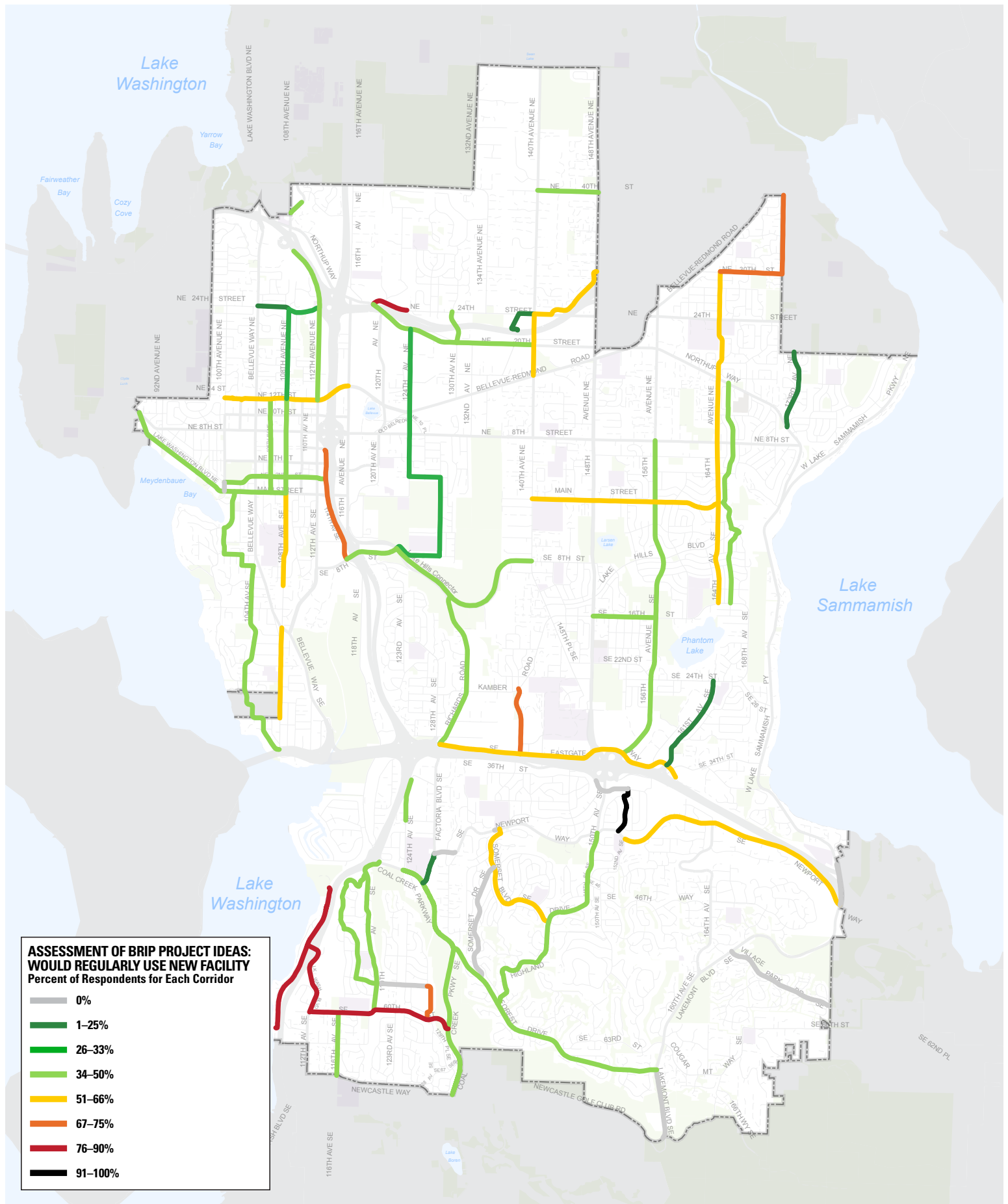
Figure 177. (opposite) Percent of respondents who would ride "About once per week" or more often if BRIP project ideas are implemented.

Other project idea corridors that may attract regular use among survey respondents include:

- **PBC-10: 164th Ave** – 15 respondents, 60 percent "Regularly" (3 "Daily" / 4 "Several times" / 2 "About once")
- **PBC-1: 108th Ave SE** (South of Main St) – 41 respondents, 54 percent "Regularly" (4 "Daily" / 14 "Several times" / 4 "About once")
- **BN-25: SE Eastgate Way** – 21 respondents, 57 percent "Regularly" (9 "Several times" / 3 "About once")
- **PBC-8: 140th Ave NE, NE 24th St, NE 29th Pl** – 20 respondents, 55 percent "Regularly" (3 "Daily" / 6 "Several times" / 2 "About once")
- **PBC-12: NE 12th St** – 20 respondents, 55 percent "Regularly" (4 "Daily" / 5 "Several times" / 2 "About once")
- **PBC-17: Lake Wash. Blvd SE, SE 60th St** – 9 respondents, 78 percent "Regularly" (3 "Daily" / 3 "Several times" / 1 "About once")

Some of the locations where respondents suggested they are least likely to ride if bicycle facility improvements are not implemented include:

- **NB-4: Southwest Bellevue Bikeway** – 25 respondents, 33 percent "Regularly" (11 "Occasionally" / 4 "Infrequently" / 1 "Never")
- **PBC-13: Lake Wash. Blvd NE, Main St** – 19 respondents, 32 percent "Regularly" (10 "Occasionally" / 3 "Infrequently")
- **BN-22: Northup Way** – 13 respondents, 31 percent "Regularly" (6 "Occasionally" / 1 "Infrequently" / 2 "Never")
- **BN-2: 106th Ave NE** – 12 respondents, 33 percent "Regularly" (4 "Occasionally" / 4 "Infrequently")
- **BN-6: 124th Ave, 128th Ave** – 11 respondents, 27 percent "Regularly" (5 "Occasionally" / 3 "Infrequently")



How important is the on-street parking along the portions of this street impacted by this candidate project to you?	Respondents	% of Total
Affirmative	25	14.1%
Very Important	13	7.3%
Somewhat Important	12	6.8%
Neutral	17	9.6%
Negative	135	76.3%
Not That Important	85	48.0%
Very Unimportant	50	28.2%
Total	177	

"This is our only area for guest parking."

– Comment on PBC-1, 108th Ave SE

"I'd like to see even less parking on this street. Riding next to parked cars where someone could open a door at any moment does not feel safe."

– Comment on BN-12, 156th Ave

Table 83. (above) Respondents' perspectives on the importance of on-street parking that would be impacted by BRIP project ideas.

Figure 178. (opposite) Number of respondents who indicated they believe that existing on-street parking is "Very Important" or "Somewhat Important."

Importance of On-Street Parking

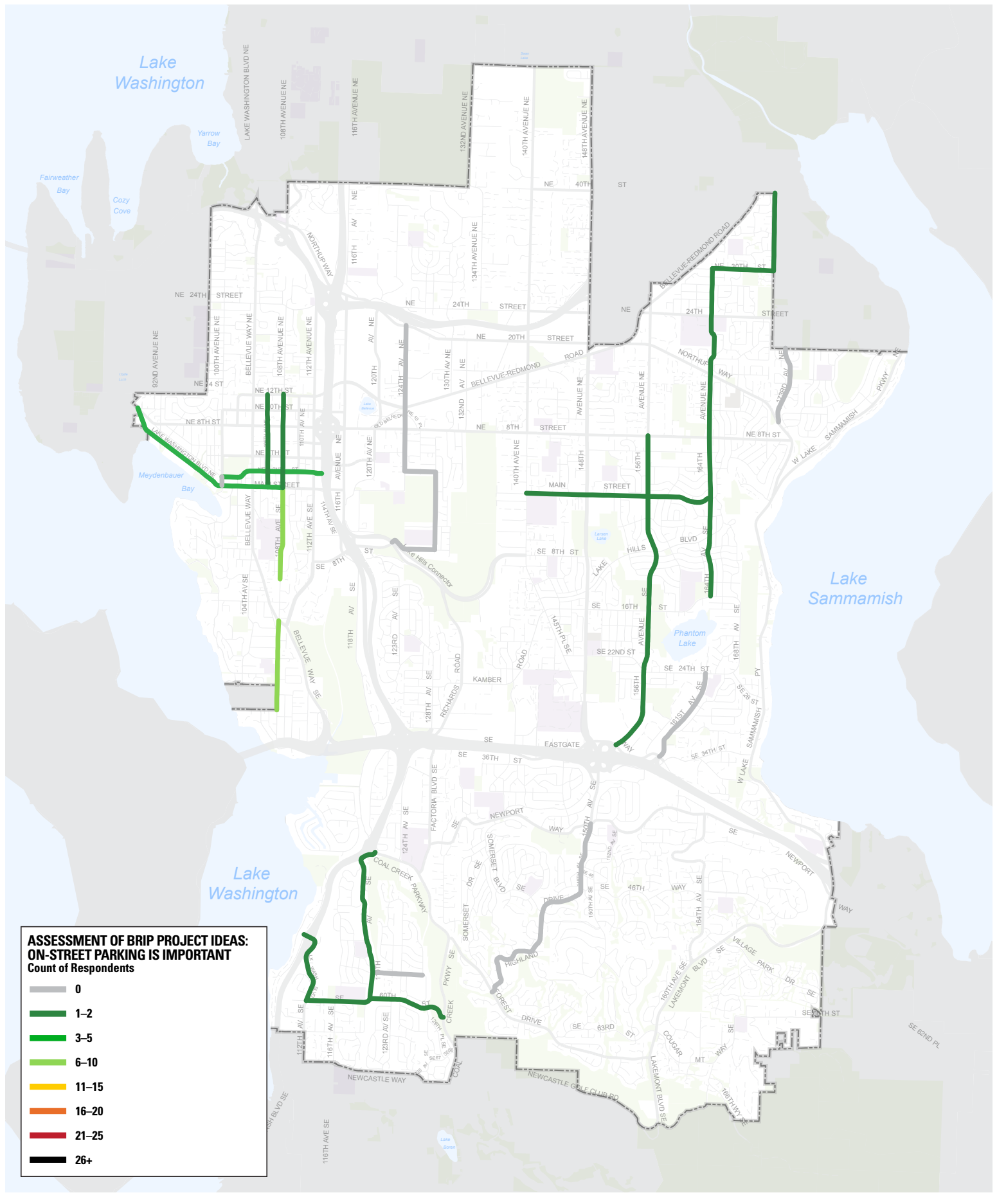
For BRIP project ideas that would impact existing on-street parking, two additional questions were included on the associated surveys. The fifth question asked: "How important is the on-street parking along the portions of the street impacted by this candidate project to you?" The Bicycle Rapid Implementation Program (BRIP) strives to leverage early-win opportunities to quickly advance project delivery. To do so generally means living within the existing pavement footprint, and in some cases, bicycle improvements can only be achieved if some on-street parking is displaced. This question sought to determine how important the impacted parking is to survey respondents.

Table 83 depicts the aggregate responses of Wikimap 2 respondents for all BRIP project ideas. The categories "Affirmative" and "Negative" have been added (i.e., these were not shown in the survey) to generalize the more specific multiple choice responses. The two most common responses were that impacted on-street parking is "Not That Important" (48 percent) and "Very Unimportant" (28 percent).

Only 14 percent of respondents indicated that the parking is important to them. Figure 178 depicts the number of respondents and Figure 179 on page 234 depicts the percentage of respondents who indicated that the impacted parking is either "Somewhat Important" or "Very Important" to them. The three corridors where respondents indicated that impacted on-street parking is most important are:

- **PBC-13: Lake Washington Blvd NE** – 19 respondents, 26 percent "Affirmative" (2 "Very" / 3 "Somewhat")
- **PBC-1: 108th Ave SE** – 41 respondents, 17 percent "Affirmative" (5 "Very" / 2 "Somewhat")
- **BN-18: NE 1st St, NE 2nd St** – 20 respondents, 15 percent "Affirmative" (1 "Very" / 2 "Somewhat")

Five project ideas had no respondents indicate that the impacted parking was important to them. Four of these



"I don't think removing street parking here is justified. Street is low enough traffic that I've never had issues with it."

– *Comment on BN-18, NE 1st St/NE 2nd St*

"I expect losing on-street parking will be a big impact to people who live in this area. Even driving on 164th in places is concerning because of parked cars. You may want to consider parking on one side of the street only."

– *Comment on PBC-10, 164th Ave*

"I live in downtown Bellevue so I wouldn't use the parking. But one reason no one walks in Bellevue is that no one can park and walk to streetside businesses. You park in the mall, you stay at the mall. You park in a business' lot, there are no walkoffs. Compare Bellevue downtown to Redmond downtown. How did they become Little Ballard? On-street parking."

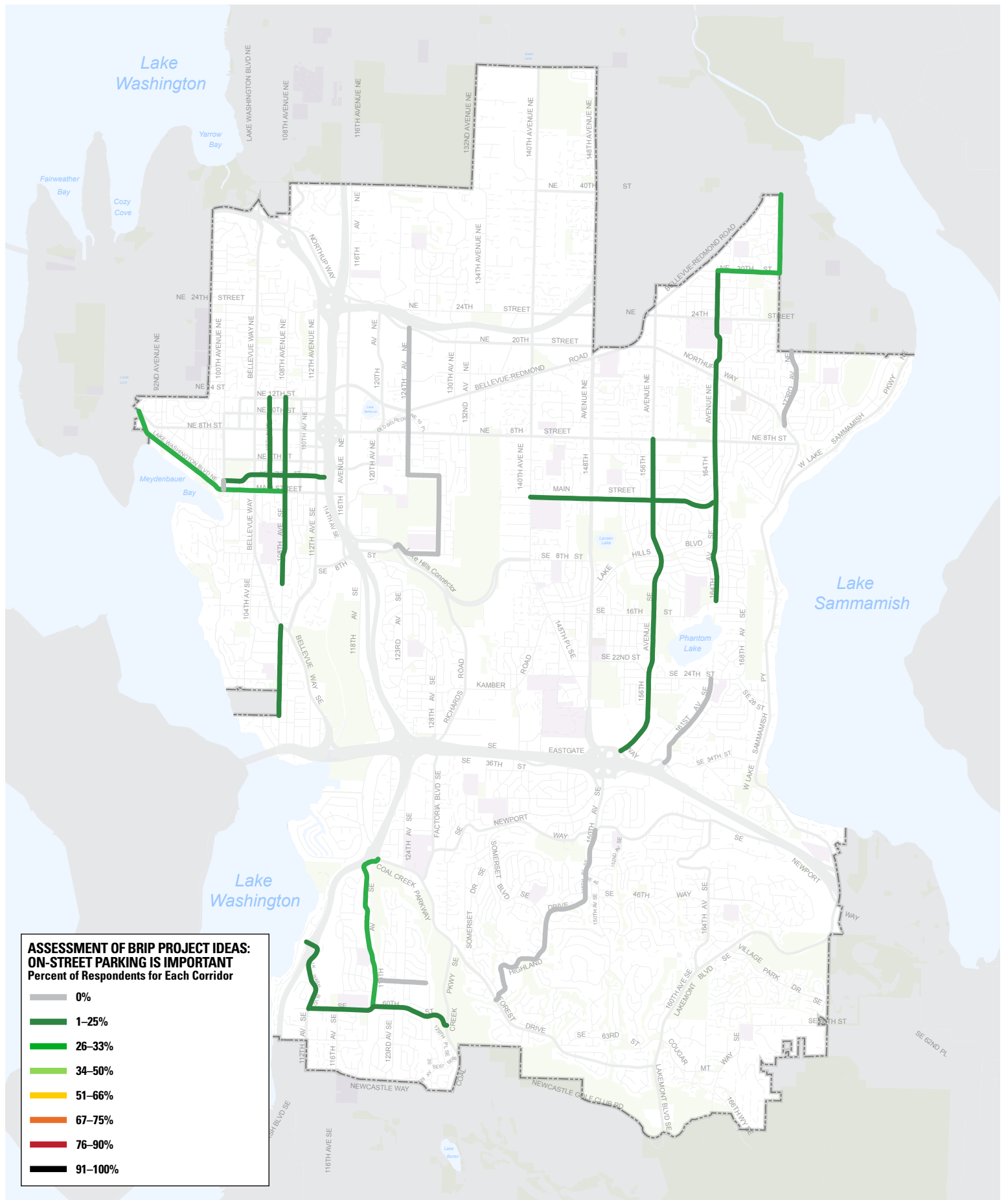
– *Comment on BN-2, 106th Ave NE*

project ideas had less than five survey respondents each: PBC-7 (Highland Dr, 148th Ave SE), PBC-9 (161st Ave SE), BN-13 (173rd Ave NE), and BN-24 (SE 56th St). The three project ideas most notable for the low level of parking importance to respondents are:

- **BN-6: 124th Ave, 128th Ave** – 11 respondents, 0 percent "Affirmative" (1 "Neutral" / 7 "Not That Important" / 3 "Very Unimportant")
- **PBC-10: 164th Ave** – 15 respondents, 7 percent "Affirmative" (1 "Somewhat" / 1 "Neutral" / 8 "Not That Important" / 5 "Very Unimportant")
- **BN-12: 156th Ave** – 10 respondents, 10 percent "Affirmative" (1 "Very Important" / 6 "Not That Important" / 3 "Very Unimportant")

It is important to exercise caution when interpreting these results. As a survey primarily related to bicycle facility investments, one might reasonably expect that people interested in such investments might outnumber respondents for whom parking is more important. However, these results still offer some insight into the relative importance of on-street parking across the corridors where bicycle improvements are being considered. It may be appropriate to infer that Wikimap 2 respondents regard parking along Lake Washington Blvd NE and 108th Ave SE as more important than parking along 124th/128th Ave and 164th Ave, but one cannot conclude from this information that this parking is unimportant to the public at large.

Figure 179. (opposite) Percent of respondents who indicated they believe that existing on-street parking is "Very Important" or "Somewhat Important."



How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Respondents	% of Total
Regularly	4	2.3%
Every Day	1	0.6%
Several times per week	2	1.1%
About once per week	1	0.6%
Occasionally	11	6.2%
Infrequently	31	17.5%
Never	131	74.0%
Total	177	

"On-street parking is vital to encouraging pedestrian traffic. Business parking has a "no walk-off" policy. That's why Bellevue is a mall-focused city: there's no pedestrian traffic outside."

– Comment on BN-18, NE 1st St/NE 2nd St

Table 84. (above) Frequency with which respondents use on-street parking that would be impacted by BRIP project ideas.

Figure 180. (opposite) Number of respondents who indicated they use existing on-street parking regularly along BRIP project idea corridors.

Use of On-Street Parking

The sixth question, included only for BRIP project ideas that would impact existing on-street parking, asked: "How often do you use the on-street parking along the portions of this street impacted by this candidate project?" Similar to the previous question, this one sought to determine how significantly the displacement of on-street parking to accommodate bicycle improvements would impact respondents.

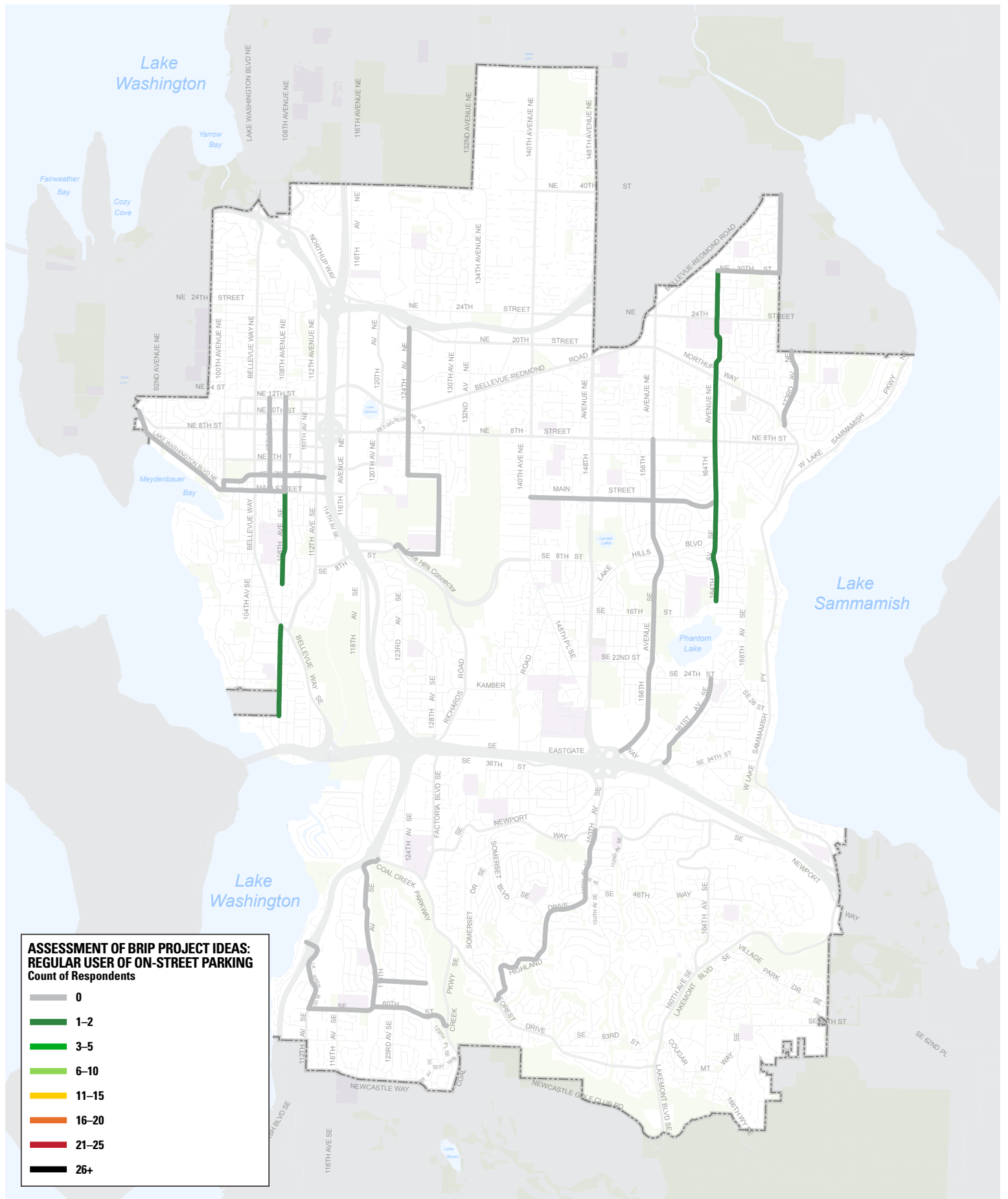
Table 84 depicts the aggregate responses of Wikimap 2 respondents for all BRIP project ideas. The category "Regularly" has been added (i.e., it was not shown in the survey) to generalize the more specific multiple choice responses. About three-quarters (74 percent) of respondents "Never" use the impacted on-street parking. Out of 177 respondents, only 4 use the parking "About once per week" or more. Most respondents who do use the parking do so only infrequently (18 percent).

Figure 180 depicts the number of respondents and Figure 181 on page 238 depicts the percentage of respondents who indicated that they use the impacted parking regularly ("About once per week" or more). The following are the only two corridors where any respondents indicated regular use of on-street parking:

- **PBC-1: 108th Ave SE** – 41 respondents, 5 percent "Regularly" (1 "Several times per week" / 1 "About once per week"); 76 percent "Never"
- **PBC-10: 164th Ave** – 15 respondents, 13 percent "Regularly" (1 "Daily" / 1 "Several times per week"); 80 percent "Never"

Although regular use of on-street parking that would be impacted by bicycle improvements was rare among Wikimap 2 respondents, respondents did indicate at least irregular use of that parking along most project idea corridors. The BRIP corridors where respondents indicated the most use of on-street parking on an irregular basis ("Infrequently" or "Occasionally") are:

- **BN-18: NE 1st St, NE 2nd St** – 20 respondents,



**ASSESSMENT OF BRIP PROJECT IDEAS:
REGULAR USER OF ON-STREET PARKING**
Count of Respondents

- 0
- 1-2
- 3-5
- 6-10
- 11-15
- 16-20
- 21-25
- 26+

"As a cyclist I really like this plan to remove parking and add a real uphill bike lane and partial down hill bike lane (not really needed since the hill is so steep you can easily go 20+mph on a bike).

But, I do feel bad for the residents on this street. A quick Google drive down the street shows a lot of houses have extra long driveways or other parking areas, so maybe it's not a big deal. But it does seem to make it hard for them to have more than a few people over for a party or that type of thing.

That being said, they are on the major arterial into the neighborhood and should know that the city right of way could take away much of their front yard at anytime, so they should already be prepared for this kind of change."

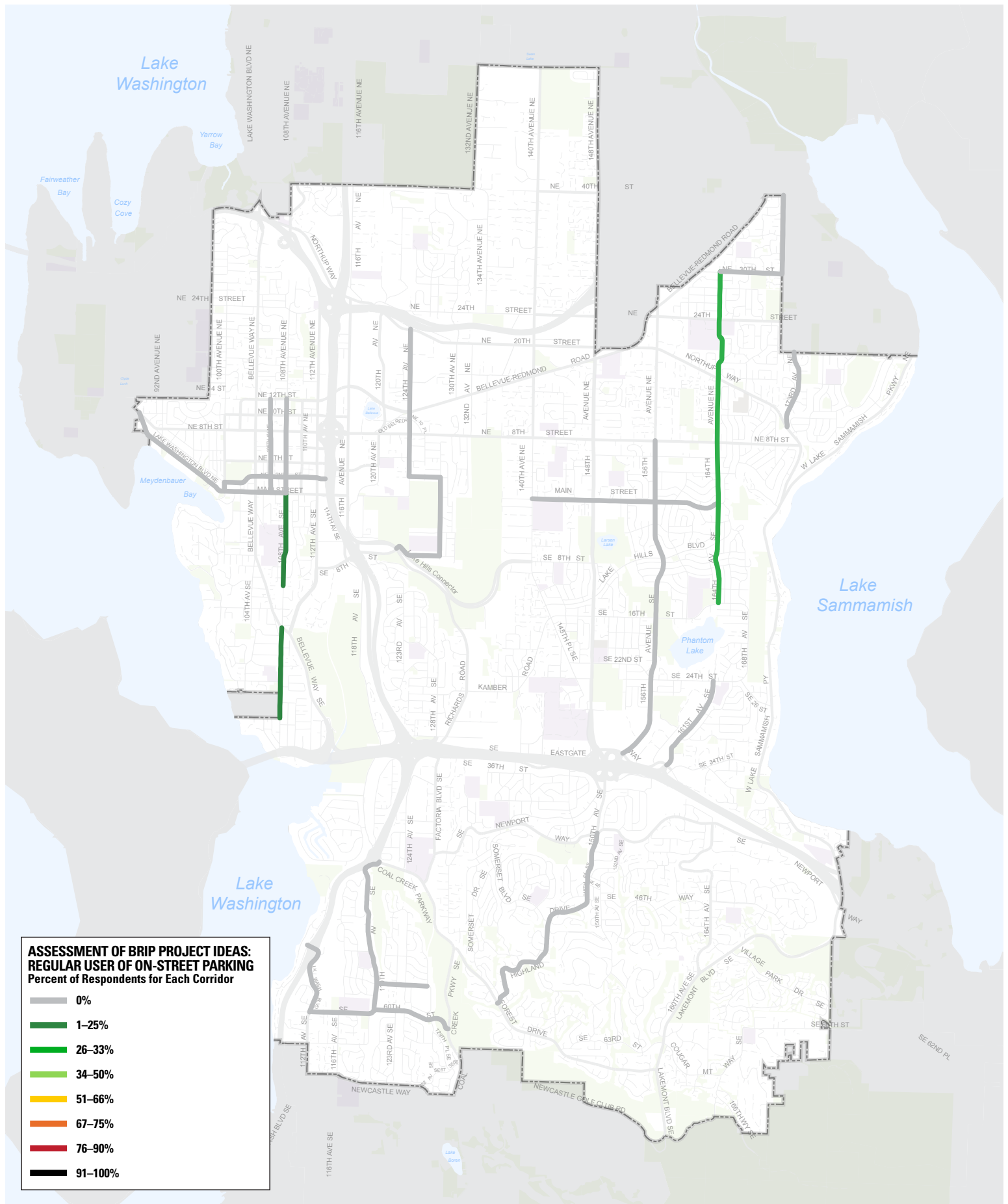
– *Comment on BN-4, 119th Ave SE*

55 percent "Irregularly" (4 "Occasionally" / 7 "Infrequently"); 45 percent "Never"

- **PBC-2: 108th Ave NE** (Downtown) – 13 respondents, 38 percent "Irregularly" (1 "Occasionally" / 4 "Infrequently"); 62 percent "Never"
- **PBC-13: Lake Wash. Blvd NE** – 19 respondents, 37 percent "Irregularly" (1 "Occasionally" / 6 "Infrequently"); 63 percent "Never"

It is important to exercise caution when interpreting these results. As a survey primarily related to bicycle facility investments, one might reasonably expect that people interested in such investments might outnumber respondents who regularly use on-street parking along bicycle corridors. However, these results still offer some insight into the relative use of on-street parking across the corridors where bicycle improvements are being considered. For example, regular use of on-street parking may be most common along corridors through residential areas, whereas irregular use of parking is more common in and around Downtown.

Figure 181. (opposite) Percent of respondents who indicated they use existing on-street parking regularly along BRIP project idea corridors.



General Categories of Write-In Comments	Respondents	% of Total
Accessibility	180	58.3%
Infrastructure	164	53.1%
Safety Concerns	148	47.9%
Demographic Use	23	7.4%
Other Comments	63	20.4%
All Write-In Comments	309	59.9%
Total Respondents	516	

Table 85. (above) General categories of write-in comments submitted by Wikimap 2 respondents.

Figure 182. (opposite) Number of respondents who submitted write-in comments for each BRIP project idea.

Write-In Comments

In addition to the multiple-choice questions, Wikimap 2 also provided respondents with an opportunity to submit write-in comments to provide additional context or elaborate on their perception of the BRIP project ideas under consideration. Of the 516 surveys completed, respondents submitted write-in comments with about 60 percent of them. Figure 182 depicts the number of write-in comments submitted for each of the BRIP project ideas.

These comments were reviewed and grouped into general categories and specific themes to summarize the ideas expressed. Table 85 summarizes the number of comments related to each of the general categories, and Table 86 on page 242 highlights the twelve most common specific themes expressed by respondents. Write-in comments were counted toward multiple categories and themes as appropriate, so rows do not sum to the total. See Table 284 on page 610 in the Appendices for the full thematic summary of write-in comments. All write-in comments for each project idea are presented in the Appendices with other Wikimap 2 survey results beginning on page 539.

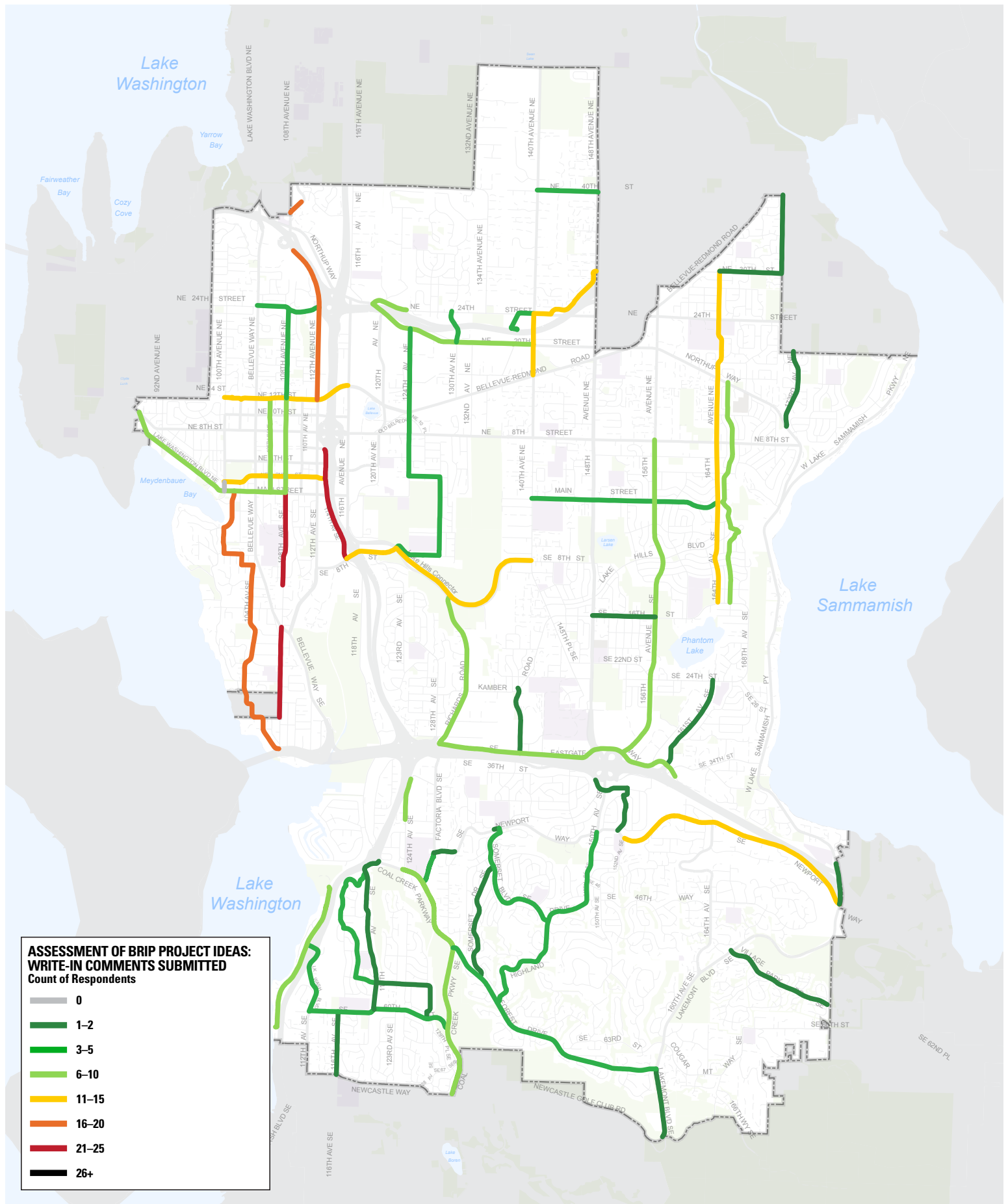
Accessibility

Comments in this category relate to themes like access to Downtown Bellevue and regional trails, the impact on access of a street without bike lanes, and the impact of terrain and elevation change. The following are a few examples of such write-in comments:

"Downtown Bellevue is infamous for not having proper bicycle lanes/trails and infrastructure. A north/south connection is needed that is safe and reliable. The same way Seattle has 2nd Avenue protected bike lane." – Comment on PBC-1

"With the 520 bridge bike/pedestrian lane about to open, it will become increasingly important to have safe access to points north from Downtown." – Comment on PBC-6

"This [SE Newport Way] is the safest way currently to get to lake Sammamish/Issaquah from Factoria/Eastgate and there are several sections that are very dangerous with no bike shoulder at all." – Comment on BN-27



Most Common Specific Themes from Write-In Comments	Respondents	% of Total
Absence of bike lanes	56	18.1%
Concern about sharrows	42	13.6%
Elevation change or terrain	39	12.6%
Bike lanes feel unsafe	35	11.3%
Generally positive and supportive of project ideas	31	10.0%
Concern about speed and volume of motor vehicle traffic	29	9.4%
Concern about cars driving in bike lanes	29	9.4%
Access to Downtown Bellevue	27	8.7%
Increased signage	25	8.1%
Bike lanes are too narrow	23	7.4%
Painting/stripping pavement	21	6.8%
Connections to regional trails	20	6.5%
Physical barriers between street and bike lanes	19	6.1%
All Write-In Comments	309	59.9%
Total Respondents	516	

Table 86. (above) The twelve most common specific themes expressed in write-in comments by Wikimap 2 respondents.

"Just painting sharrows on the road [along 108th Ave NE] from 38th to the Eastside Rail Corridor is NOT going to help... That is a very steep hill, and cyclists can only go a couple miles per hour up the hill to the corridor. And cars pile up behind them... This area must have a bike lane. At least uphill. Downhill is fine since bicyclists can keep up with car traffic."
– Comment on PBC-6

Infrastructure

Comments in this category relate to themes like specific types of bicycle facilities (e.g. sharrows, multi-use paths), physical separation between bicycles and motor vehicle traffic, signals, wayfinding, and pavement markings, pavement conditions and maintenance, and on-street parking. The following are a few examples of such write-in comments:

"The key to bicycle and pedestrian safety in Bellevue this close to I-405 is lane separation. Car drivers this close to an Interstate are focused on speed and traffic... The ONLY way to remedy this is to physically separate bicycle traffic from auto traffic, with physical barriers... The City of Bellevue needs to convert 114th from its current purpose as I-405 traffic feeder/alternate route to local-access, restricted speed, bicycle-priority with sufficient physical barriers between auto and bicycle lanes." – Comment on PBC-5

"The section [of Main St] between 164th and 160th is residential and the people will balk at removing on street parking there. The section between 160th and 156th is also residential, but is also a steep hill so on-street parking is used less and a separated bike lane would be good. Between 156th and 148th, separate bike lanes are necessary, I've lost count of the number of times I have to tap on car windows while cycling to tell them to keep out of the bicycle lane." – Comment on BN-17

"Thank you for looking into continue the path started on the I-405 overpass into the downtown area [along NE 12th St]. When crossing the intersection with 112th Ave N while on the path located on the north side, turn on the OK to walk symbol automatically with every east/west bound green light--don't force users to stop to hit the signal button." – Comment on PBC-12

Safety Concerns

Comments in this category relate to themes like the width, continuity, and perception of safety in existing bike lanes, concerns about the speed and volume of motor vehicle traffic, obstructions in bike lanes, and riding around buses. The following are a few examples of such write-in comments:

"The bike lanes [along 164th Ave] are an improvement, but the sections that merge bikes with traffic undermine the effectiveness. This is an area where I ride with my kids, and I will never merge into traffic with children - I will have them ride on the sidewalk." – Comment on PBC-10

"The new pedestrian crossings [along 140th Ave NE] make this more dangerous for bikers as the road is now narrower...and cars try to pass where the islands are making it more dangerous than before when they used the center lane to pass." – Comment on PBC-8

"Cars travel much faster than the posted speed limit on this road [Lake Wash. Blvd SE, SE 60th St]. Reducing the lane width to 10 feet may help slow traffic and having the buffer between the bike lane and the traffic lane would definitely make it safer for biking. On the downhill bikes can better match the speed of the cars, but on the uphill there is a big differential between how fast the cars are going and how fast the bikes can go." – Comment on PBC-17

"I do not like the idea of sharing a lane with buses [along 124th/128th Ave] as they frequently take liberties with cars and bikes. They OWN the road in a very scary aggressive way. If you put us close to buses, there must be signage... Something is better than nothing, but clear signage and probably better to have a protected bike lane that the bus stays out of vs a road sharing." – Comment on BN-6

Demographic Use

Comments in this category relate to one of three different user groups: high school students, younger children, and commuters. The following are a few examples of such write-in comments:

"Marked shared lanes are a bad idea. We need dedicated bike lanes in order for it to be safe to commute to work or even go for a recreational ride with kids." – Comment on PBC-1

"Bike lanes on 164th are overdue. There are 2 major schools on this road so adding the lanes will provide for healthier ways to get to school. It also provides for a low-traffic N/S route in East Bellevue. I use this route daily in commuting to work and I strongly encourage Bellevue to proceed with this project." – Comment on PBC-10

"Adding these new bike lanes, as well as including the hashed lines would be a huge improvement. With this improvement I could easily bicycle to the Library and shopping in Newcastle with my children. Currently I have them ride on the sidewalks here which is not much safer than riding in the street due to vehicles coming in and out of driveways." – Comment on PBC-17

Other Comments

Comments in this catch-all category relate to one of four themes: general support for project ideas, general critique of project ideas, a belief that there are no issues on the corridor that require improvement, and the perspective that bicycle improvements are a low priority. The following are a few examples of such comments:

"Though a bicycle facility would be nice here, traffic is so low that it would not increase my perception of safety. I would rather see the focus on higher traffic areas without low traffic alternatives such as the Downtown core." – Comment on PBC-4

"This is the most important project in the proposal. If built, this will be the safest East-West route in Downtown Bellevue." – Comment on PBC-12

"It is not a good expenditure of our scarce resources to invest in bike lanes for a small percentage of the population that rides bikes when we have higher priorities that benefit more people." – Comment on BN-21

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» APPENDICES: ADDITIONAL FIGURES & TABLES

Complete Results of **Wikimap 1**

- Welcome Survey Results
- Walking Accommodation Issues by Corridor
- Walking Accommodation Issues by Intersection/Crossing
- Bicycle Accommodation Issues by Corridor
- Write-In Results

Complete Results of **Wikimap 2**

- Welcome Survey Results
- BRIP Project Idea Survey Results
- Themes of Write-In Comments

WIKIMAP 1: COMPLETE RESULTS TABLES

	Respondents	% of Total
Respondent Age		
18 and younger	3	0.4%
19-24	11	1.6%
25-34	83	11.9%
35-44	219	31.3%
45-54	205	29.3%
55-64	112	16.0%
65 and Older	40	5.7%
Sub-Total	673	96.3%
Respondent Gender		
Male	389	55.7%
Female	275	39.3%
Trans*	1	0.1%
Prefer Not To Disclose	20	2.9%
Sub-Total	685	98.0%
Total	699	

Table 87. Age and gender of Wikimap 1 respondents.

Welcome Survey Results

There were 1,618 issue points located by 699 unique respondents. Based on their responses to the Welcome Survey, the following can be said about the people who identified issues using the PBII Wikimap:

- Nearly two-thirds of respondents were between the ages 35–44 (33 percent) and 45–54 (31 percent).
- Only 13 percent of respondents were age 34 or younger, and less than one-half of one percent were 18 and younger.
- About 57 percent of respondents identify as male and 40 percent as female.
- More than two-thirds (69 percent) of respondents reside in Bellevue zip codes. The most common is 98004 (Downtown, Northwest, and West Bellevue and Clyde Hill), accounting for 26 percent of all respondents.
- Seattle is the city of residence for the greatest number of respondents (64 respondents / 9 percent) living outside Bellevue, followed by Kirkland (31 respondents / 4 percent).
- The vast majority (94 percent) of respondents had walked in Bellevue within 90 days of taking the survey, compared to 60 percent who had biked.

These tables reflect the Welcome Survey responses from the 694 Wikimap 1 respondents who completed both the Welcome Survey and identified one or more issue points on the map. The group of nearly 500 other people who completed the Welcome Survey but did not identify any issue points are not included.

Respondent Home Zip Code	Respondents	% of Total
Bellevue	484	69%
98004 - Downtown, Northwest, West	180	26%
98005 - Bridle Trails, BelRed, Wilburton, Woodridge	72	10%
98006 - Newport, Factoria, Eastgate, Somerset, Lakemont	107	15%
98007 - BelRed, Crossroads, Lake Hills, Eastgate	49	7%
98008 - Northeast, West Lake Sammamish	76	11%
Issaquah (98027, 98029)	7	1%
Kirkland (98033, 98034)	31	4%
Mercer Island (98040)	4	0.6%
Redmond (98052)	12	2%
Renton (98056, 98059)	9	1%
Sammamish (98074, 98075)	7	1%
Seattle (20 zip codes, 98102–98178)	64	9%
North King Co. / Snohomish Co.	34	5%
South King Co.	13	2%
Other	2	0.3%
Sub-Total	667	95%
Total	699	

	Respondents	% of Total
Have you walked somewhere in Bellevue in the past 90 days?		
Yes	660	94.4%
No	34	4.9%
Sub-Total	694	99.3%
Have you biked somewhere in Bellevue in the past 90 days?		
Yes	417	59.7%
No	277	39.6%
Sub-Total	694	99.3%
Total	699	

Table 88. (left) Home zip codes identified by Wikimap 1 respondents.

Table 89. (above) Recent walking and bicycling in Bellevue by Wikimap 1 respondents.

Corridor Segments	Corridors	% of Total*
All Projects Sub-Total	81	10.9%
Neighborhood Sidewalk Projects	33	10.9%
2009 Ped-Bike Plan Projects	48	15.9%
All Corridors Sub-Total	173	57.3%
Arterial Streets	92	30.5%
Major Arterials	18	6.0%
Minor Arterials	30	9.9%
Collector Arterials	43	14.2%
Local Streets	75	24.8%
Off-Street Paths	6	2.0%
Walking Facility Locations Total*	302	

Note: The Total represented here reflects all locations analyzed including Corridors (173 segments) and Points (129 intersections, crossings, etc.).

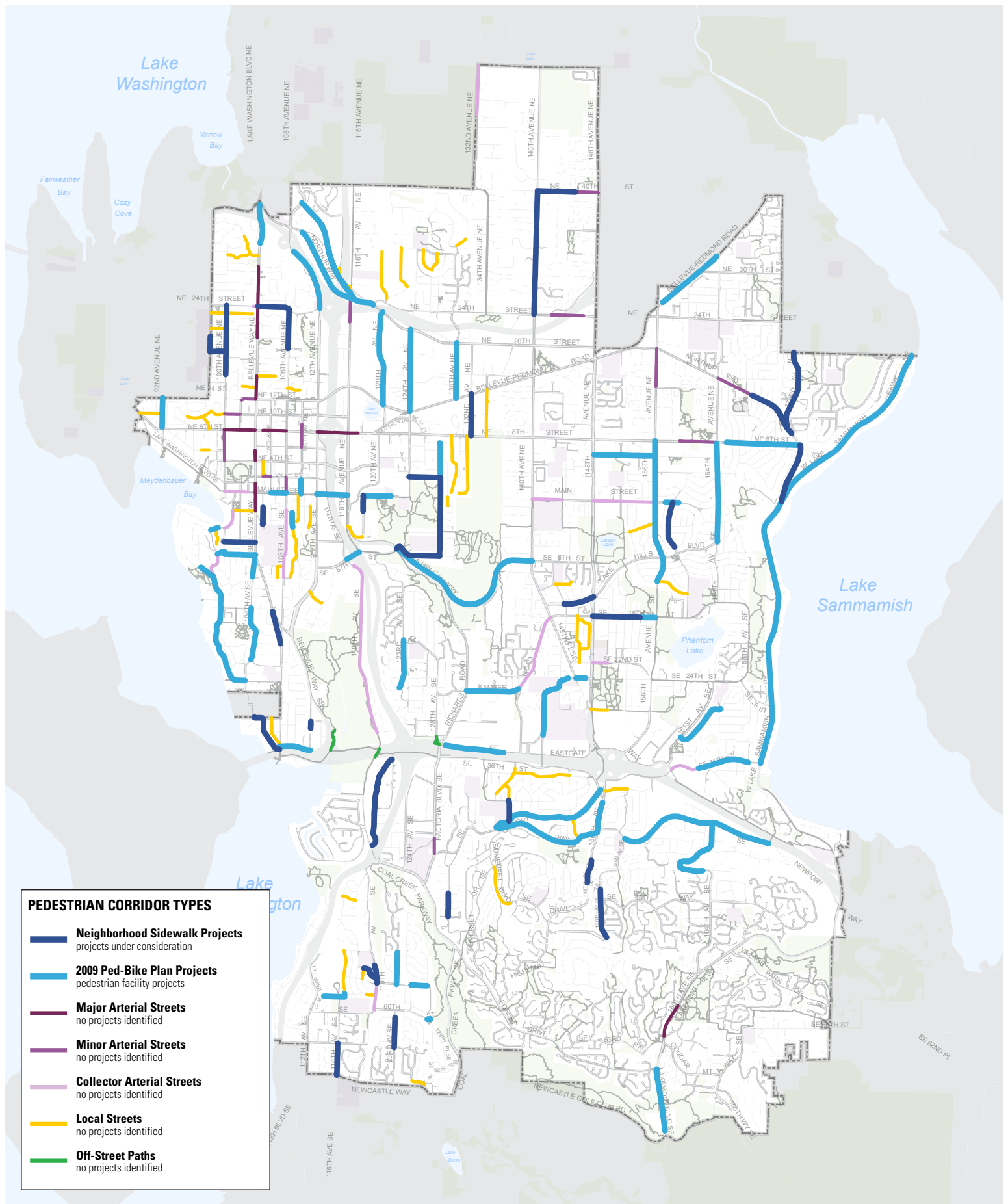
Table 90. (above) Number of corridors where walking accommodation issue points were located by respondents segmented by street corridor types.

Figure 183. (opposite) Corridors identified by the types defined for analysis of Wikimap 1 data points for walking accommodation issues.

Walking Accommodation Issues by Corridor

The points located by PBII Wikimap respondents were aggregated at intersections and along corridors to better understand the walking accommodation issues identified. This also facilitates the relating of issues identified to Neighborhood Sidewalk Program projects, projects defined in the 2009 Pedestrian and Bicycle Transportation Plan, and the functional classification of streets (e.g. major arterial, collector arterial, local) where issues are most prevalent. This aggregation of respondent-submitted points resulted in 173 corridor segments with issues along streets or off-street paths (see Table 90), which account for about 88 percent of all walking accommodation issues identified (see Table 91 on page 250), and 129 point-specific issues (see Table 139 on page 340) at locations like intersections or street crossings, accounting for about 36 percent of all walking accommodation issues. Note that where intersection or crossing locations overlap with corridors, those points were counted toward both categories, so figures do not sum to 100 percent.

Tables on the following pages depict percentages relative to the column totals on the bottom of each page. Column totals are the sum of all walking accommodation issue points for which respondents selected a given multiple choice option, not just those shown for a certain corridor type (e.g. "Neighborhood Sidewalk Projects", "Collector Arterials" – see Table 90).



PEDESTRIAN CORRIDOR TYPES

- Neighborhood Sidewalk Projects**
projects under consideration
- 2009 Ped-Bike Plan Projects**
pedestrian facility projects
- Major Arterial Streets**
no projects identified
- Minor Arterial Streets**
no projects identified
- Collector Arterial Streets**
no projects identified
- Local Streets**
no projects identified
- Off-Street Paths**
no projects identified

Corridor Segments	Issue Points	% of Total
All Projects Sub-Total	223	43.4%
Neighborhood Sidewalk Projects	73	14.2%
2009 Ped-Bike Plan Projects	150	29.2%
All Corridors Sub-Total	451	87.7%
Arterial Streets	305	59.3%
Major Arterials	71	13.8%
Minor Arterials	133	25.9%
Collector Arterials	101	19.5%
Local Streets	139	27.0%
Off-Street Paths	7	1.4%
Walking Facility Issues Total	514	

Table 91. (above) Number of walking accommodation issue points located by respondents, segmented by street corridors. Note that points located at the intersection of two corridors count toward both corridors' totals.

Figure 184. (opposite) Corridors with Neighborhood Sidewalk Program projects identified.

Neighborhood Sidewalk Program Projects

The corridors on the following pages depicted as Neighborhood Sidewalk Program projects reflect project names and limits from City of Bellevue GIS data obtained in summer 2016.

Table 92. All Walking Accommodation Issues – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Corridor Limits	Respondents	% of Total
BT-1	NE 40th St	140th Ave NE to 14500 block	14	2.7%
E/CM-3	Tyee Middle School Path	Allen Rd to SE 40th St	1	0.2%
FT-1	130th Ave SE	SE 47th PI to SE 46th St	0	0.0%
N-108 (WT-4)	128th Ave SE	SE 7th PI to NE 2nd St	13	2.5%
N-110 (S/ELH-1)	158th PI SE	SE 6th St to Main St	2	0.4%
N-111 (E/CM-1)	150th Ave SE	SE 48th Dr to SE 46th Way	4	0.8%
N-113 (WB-2)	107th Ave SE	SE 20th St to Bellevue Way SE	0	0.0%
N-114 (WB-3)	106th Ave SE	SE 34th St to SE 30th St	2	0.4%
N-115 (WT-1)	132nd Ave NE	NE 8th St to Bel-Red Rd	2	0.4%
N-116 (NW-3)	108th Ave NE	NE 19th PI SE to NE 24th St	1	0.2%
N-117 (NP-3)	120th Ave SE	Lake Washington Blvd SE to 122nd Ave SE	1	0.2%
N-118 (WB-4)	112th Ave SE	SE 31st St to SE 30th St	1	0.2%
N-119 (WT-2)	NE 2nd St	124th Ave NE to 128th Ave NE	2	0.4%
N-122 (NW-1)	100th Ave NE	NE 14th St to NE 24th St	5	1.0%
N-123 (BT-2)	140th Ave NE	NE 24th St to NE 40th St	1	0.2%
N-124 (NE-1)	Northup Way	168th Ave NE to NE 10th St	3	0.6%
N-125 (WT-3)	118th Ave SE	Botanical Garden to Main St	1	0.2%
N-126 (NW-2)	NE 24th St	Bellevue Way NE to 108th Ave NE	1	0.2%
N-128 (NE-2)	173rd Ave NE	Northup Way to north city limits	6	1.2%
N-129 (WT-5)	SE 7th PI	Lake Hills Connector to 128th Ave SE	1	0.2%
N-131 (SO-2)	148th PI SE	SE 46th St to SE 44th St	1	0.2%
N-134 (NP-2)	123rd Ave SE	SE 64th PI to SE 60th PI	2	0.4%
N-135 (NP-1)	116th Ave SE	Newcastle Way to SE 64th St	1	0.2%
N-137 (WB-6)	SE 6th St	100th Ave SE to Bellevue Way SE	0	0.0%
N-138 (NE-3)	Northup Way	West Lake Sammamish Pkwy to NE 8th St	1	0.2%
N-140 (WB-5)	105th Ave SE	SE Wolverine Way to Cliff PI	4	0.8%
NP-4	119th Ave SE	SE 56th St to Newport Heights Elementary School	0	0.0%
NP-5	SE 54th PI	118th Ave SE to 119th Ave SE	0	0.0%
NW-4	NE 18th St	98th Ave NE to 100th Ave NE	0	0.0%
NW-5	98th Ave NE	NE 20th St to NE 18th St	0	0.0%
WB-7	SE 30th St	105th Ave SE to 106th Ave SE	1	0.2%
WLH-1	Lake Hills Blvd	143rd Ave SE to 148th Avenue SE	0	0.0%
WLH-2	SE 16th St	148th Ave SE to 154th Ave SE	2	0.4%
Neighborhood Sidewalk Program Projects Sub-Total			73	14.2%
All Wikimap Walking Accommodation Issues Total			514	

Table 93. Space & Protection Issues – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
BT-1	NE 40th St	14	5.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
E/CM-3	Tyee Middle School Path	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
FT-1	130th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-108 (WT-4)	128th Ave SE	8	3.2%	4	11.1%	0	0.0%	1	5.9%	0	0.0%
N-110 (S/ELH-1)	158th PI SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-111 (E/CM-1)	150th Ave SE	3	1.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-113 (WB-2)	107th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-114 (WB-3)	106th Ave SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-115 (WT-1)	132nd Ave NE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-116 (NW-3)	108th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-117 (NP-3)	120th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-118 (WB-4)	112th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-119 (WT-2)	NE 2nd St	1	0.4%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
N-122 (NW-1)	100th Ave NE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-123 (BT-2)	140th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-124 (NE-1)	Northup Way	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-125 (WT-3)	118th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-126 (NW-2)	NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-128 (NE-2)	173rd Ave NE	5	2.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-129 (WT-5)	SE 7th PI	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-131 (SO-2)	148th PI SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-134 (NP-2)	123rd Ave SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-135 (NP-1)	116th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-137 (WB-6)	SE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-138 (NE-3)	Northup Way	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-140 (WB-5)	105th Ave SE	4	1.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NP-4	119th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NP-5	SE 54th PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NW-4	NE 18th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NW-5	98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WB-7	SE 30th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WLH-1	Lake Hills Blvd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WLH-2	SE 16th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Neighborhood Sidewalk Program Projects Sub-Total		58	23.4%	5	13.9%	0	0.0%	1	5.9%	0	0.0%
All Wikimap Walking Accommodation Issues Total		248		36		6		17		3	

Table 94. Maintenance Issues – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
BT-1	NE 40th St	0	0.0%	0	0.0%	0	0.0%	1	8.3%
E/CM-3	Tyee Middle School Path	0	0.0%	0	0.0%	0	0.0%	0	0.0%
FT-1	130th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-108 (WT-4)	128th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	8.3%
N-110 (S/ELH-1)	158th PI SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-111 (E/CM-1)	150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-113 (WB-2)	107th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-114 (WB-3)	106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-115 (WT-1)	132nd Ave NE	1	5.9%	0	0.0%	0	0.0%	0	0.0%
N-116 (NW-3)	108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-117 (NP-3)	120th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-118 (WB-4)	112th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-119 (WT-2)	NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-122 (NW-1)	100th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-123 (BT-2)	140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-124 (NE-1)	Northup Way	1	5.9%	0	0.0%	0	0.0%	0	0.0%
N-125 (WT-3)	118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-126 (NW-2)	NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-128 (NE-2)	173rd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-129 (WT-5)	SE 7th PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-131 (SO-2)	148th PI SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-134 (NP-2)	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-135 (NP-1)	116th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-137 (WB-6)	SE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-138 (NE-3)	Northup Way	0	0.0%	0	0.0%	0	0.0%	1	8.3%
N-140 (WB-5)	105th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NP-4	119th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NP-5	SE 54th PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NW-4	NE 18th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NW-5	98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WB-7	SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WLH-1	Lake Hills Blvd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WLH-2	SE 16th St	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Neighborhood Sidewalk Program Projects Sub-Total		3	17.6%	0	0.0%	0	0.0%	3	25.0%
All Wikimap Walking Accommodation Issues Total		17		8		4		12	

Table 95. Street Crossing Issues – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
BT-1	NE 40th St	3	3.1%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
E/CM-3	Tyee Middle School Path	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
FT-1	130th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-108 (WT-4)	128th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-110 (S/ELH-1)	158th PI SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-111 (E/CM-1)	150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-113 (WB-2)	107th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-114 (WB-3)	106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-115 (WT-1)	132nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-116 (NW-3)	108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-117 (NP-3)	120th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-118 (WB-4)	112th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-119 (WT-2)	NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-122 (NW-1)	100th Ave NE	3	3.1%	0	0.0%	0	0.0%	2	8.3%	0	0.0%	0	0.0%	0	0.0%
N-123 (BT-2)	140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
N-124 (NE-1)	Northup Way	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-125 (WT-3)	118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-126 (NW-2)	NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
N-128 (NE-2)	173rd Ave NE	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-129 (WT-5)	SE 7th PI	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-131 (SO-2)	148th PI SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-134 (NP-2)	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
N-135 (NP-1)	116th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-137 (WB-6)	SE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-138 (NE-3)	Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-140 (WB-5)	105th Ave SE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NP-4	119th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NP-5	SE 54th PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NW-4	NE 18th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NW-5	98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WB-7	SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WLH-1	Lake Hills Blvd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WLH-2	SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Neighborhood Sidewalk Program Projects Sub-Total		12	12.5%	1	50.0%	0	0.0%	2	8.3%	1	11.1%	0	0.0%	3	11.5%
All Wikimap Walking Accommodation Issues Total		96		2		6		24		9		33		26	

Table 96. Connectivity Issues – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Sidewalks end abruptly		Existing sidewalks do not connect to nearby bus stops		Existing sidewalks do not connect to nearby destinations		Sidewalks/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
BT-1	NE 40th St	3	6.4%	0	0.0%	1	3.7%	0	0.0%	0	0.0%
E/CM-3	Tyee Middle School Path	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
FT-1	130th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-108 (WT-4)	128th Ave SE	1	2.1%	0	0.0%	3	11.1%	0	0.0%	0	0.0%
N-110 (S/ELH-1)	158th Pl SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-111 (E/CM-1)	150th Ave SE	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-113 (WB-2)	107th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-114 (WB-3)	106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-115 (WT-1)	132nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-116 (NW-3)	108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-117 (NP-3)	120th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-118 (WB-4)	112th Ave SE	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%
N-119 (WT-2)	NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-122 (NW-1)	100th Ave NE	0	0.0%	0	0.0%	1	3.7%	0	0.0%	0	0.0%
N-123 (BT-2)	140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-124 (NE-1)	Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-125 (WT-3)	118th Ave SE	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-126 (NW-2)	NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-128 (NE-2)	173rd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-129 (WT-5)	SE 7th Pl	0	0.0%	0	0.0%	1	3.7%	0	0.0%	0	0.0%
N-131 (SO-2)	148th Pl SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-134 (NP-2)	123rd Ave SE	1	2.1%	1	7.7%	0	0.0%	0	0.0%	0	0.0%
N-135 (NP-1)	116th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-137 (WB-6)	SE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-138 (NE-3)	Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N-140 (WB-5)	105th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NP-4	119th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NP-5	SE 54th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NW-4	NE 18th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NW-5	98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WB-7	SE 30th St	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WLH-1	Lake Hills Blvd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
WLH-2	SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Neighborhood Sidewalk Program Projects Sub-Total		8	17.0%	2	15.4%	6	22.2%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total		47		13		27		9		1	

Table 97. Visibility and Wayfinding Issues – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
BT-1	NE 40th St	0	0.0%	2	4.3%	0	0.0%	0	0.0%	0	0.0%	0	–
E/CM-3	Tyee Middle School Path	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
FT-1	130th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-108 (WT-4)	128th Ave SE	2	3.7%	1	2.2%	2	3.4%	0	0.0%	0	0.0%	0	–
N-110 (S/ELH-1)	158th PI SE	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
N-111 (E/CM-1)	150th Ave SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-113 (WB-2)	107th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-114 (WB-3)	106th Ave SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-115 (WT-1)	132nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-116 (NW-3)	108th Ave NE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
N-117 (NP-3)	120th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-118 (WB-4)	112th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-119 (WT-2)	NE 2nd St	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
N-122 (NW-1)	100th Ave NE	0	0.0%	1	2.2%	2	3.4%	0	0.0%	2	6.5%	0	–
N-123 (BT-2)	140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-124 (NE-1)	Northup Way	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
N-125 (WT-3)	118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-126 (NW-2)	NE 24th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-128 (NE-2)	173rd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-129 (WT-5)	SE 7th PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-131 (SO-2)	148th PI SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-134 (NP-2)	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-135 (NP-1)	116th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-137 (WB-6)	SE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-138 (NE-3)	Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
N-140 (WB-5)	105th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
NP-4	119th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
NP-5	SE 54th PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
NW-4	NE 18th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
NW-5	98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
WB-7	SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
WLH-1	Lake Hills Blvd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
WLH-2	SE 16th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Neighborhood Sidewalk Program Projects Sub-Total		7	13.0%	4	8.7%	7	11.9%	0	0.0%	4	12.9%	0	–
All Wikimap Walking Accommodation Issues Total		54		46		59		2		31		0	

Table 98. Sidewalk Blockage and Other Issues – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
BT-1	NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	2.3%
E/CM-3	Tyee Middle School Path	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
FT-1	130th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-108 (WT-4)	128th Ave SE	1	8.3%	0	0.0%	0	0.0%	2	9.5%	6	2.8%
N-110 (S/ELH-1)	158th PI SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-111 (E/CM-1)	150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
N-113 (WB-2)	107th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-114 (WB-3)	106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
N-115 (WT-1)	132nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
N-116 (NW-3)	108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-117 (NP-3)	120th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
N-118 (WB-4)	112th Ave SE	0	0.0%	0	0.0%	1	25.0%	0	0.0%		0.0%
N-119 (WT-2)	NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
N-122 (NW-1)	100th Ave NE	1	8.3%	0	0.0%	0	0.0%	0	0.0%	3	1.4%
N-123 (BT-2)	140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-124 (NE-1)	Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
N-125 (WT-3)	118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-126 (NW-2)	NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-128 (NE-2)	173rd Ave NE	1	8.3%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
N-129 (WT-5)	SE 7th PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-131 (SO-2)	148th PI SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-134 (NP-2)	123rd Ave SE	1	8.3%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
N-135 (NP-1)	116th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-137 (WB-6)	SE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-138 (NE-3)	Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
N-140 (WB-5)	105th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
NP-4	119th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
NP-5	SE 54th PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
NW-4	NE 18th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
NW-5	98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
WB-7	SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
WLH-1	Lake Hills Blvd	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
WLH-2	SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Neighborhood Sidewalk Program Projects Sub-Total		4	33.3%	0	0.0%	1	25.0%	2	9.5%	24	11.3%
All Wikimap Walking Accommodation Issues Total		12		2		4		21		213	

Table 99. Location Priority and Safety Scores – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Location Priority Scores		Location Safety Scores		Respondents
		Average	Relative to Total Average	Average	Relative to Total Average	
BT-1	NE 40th St	0.98	0.11	-1.29	-0.34	14
E/CM-3	Tyee Middle School Path	1.00	0.13	-2.00	-1.05	1
FT-1	130th Ave SE	0.00	-0.87	0.00	0.95	0
N-108 (WT-4)	128th Ave SE	0.97	0.10	-1.54	-0.59	13
N-110 (S/ELH-1)	158th PI SE	1.00	0.13	-1.50	-0.55	2
N-111 (E/CM-1)	150th Ave SE	1.00	0.13	-1.00	-0.05	4
N-113 (WB-2)	107th Ave SE	0.00	-0.87	0.00	0.95	0
N-114 (WB-3)	106th Ave SE	1.00	0.13	-2.00	-1.05	2
N-115 (WT-1)	132nd Ave NE	0.83	-0.04	-0.50	0.45	2
N-116 (NW-3)	108th Ave NE	0.66	-0.21	-1.00	-0.05	1
N-117 (NP-3)	120th Ave SE	1.00	0.13	-1.00	-0.05	1
N-118 (WB-4)	112th Ave SE	0.66	-0.21	1.00	1.95	1
N-119 (WT-2)	NE 2nd St	1.00	0.13	-2.00	-1.05	2
N-122 (NW-1)	100th Ave NE	0.93	0.06	-1.60	-0.65	5
N-123 (BT-2)	140th Ave NE	0.66	-0.21	1.00	1.95	1
N-124 (NE-1)	Northup Way	0.66	-0.21	0.33	1.28	3
N-125 (WT-3)	118th Ave SE	1.00	0.13	-2.00	-1.05	1
N-126 (NW-2)	NE 24th St	1.00	0.13	-1.00	-0.05	1
N-128 (NE-2)	173rd Ave NE	0.94	0.07	-1.00	-0.05	6
N-129 (WT-5)	SE 7th PI	1.00	0.13	-2.00	-1.05	1
N-131 (SO-2)	148th PI SE	1.00	0.13	-2.00	-1.05	1
N-134 (NP-2)	123rd Ave SE	0.83	-0.04	-1.50	-0.55	2
N-135 (NP-1)	116th Ave SE	1.00	0.13	-1.00	-0.05	1
N-137 (WB-6)	SE 6th St	0.00	-0.87	0.00	0.95	0
N-138 (NE-3)	Northup Way	0.66	-0.21	1.00	1.95	1
N-140 (WB-5)	105th Ave SE	1.00	0.13	-0.75	0.20	4
NP-4	119th Ave SE	0.00	-0.87	0.00	0.95	0
NP-5	SE 54th PI	0.00	-0.87	0.00	0.95	0
NW-4	NE 18th St	0.00	-0.87	0.00	0.95	0
NW-5	98th Ave NE	0.00	-0.87	0.00	0.95	0
WB-7	SE 30th St	0.66	-0.21	-2.00	-1.05	1
WLH-1	Lake Hills Blvd	0.00	-0.87	0.00	0.95	0
WLH-2	SE 16th St	1.00	0.13	-1.50	-0.55	2
Neighborhood Sidewalk Program Projects Sub-Total		0.68	-0.19	-0.81	0.13	73
All Wikimap Walking Accommodation Issues Total		0.87		-0.95		514

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Figure 185. Near Misses Experienced and Witnessed – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
		Count	Percentage	Count	Percentage	Count	Percentage	
BT-1	NE 40th St	5	2.3%	6	2.7%	5	3.4%	14
E/CM-3	Tyee Middle School Path	1	0.5%	1	0.4%		0.0%	1
FT-1	130th Ave SE		0.0%		0.0%		0.0%	0
N-108 (WT-4)	128th Ave SE	8	3.6%	4	1.8%	3	2.0%	13
N-110 (S/ELH-1)	158th PI SE		0.0%		0.0%	2	1.4%	2
N-111 (E/CM-1)	150th Ave SE	2	0.9%	2	0.9%		0.0%	4
N-113 (WB-2)	107th Ave SE		0.0%		0.0%		0.0%	0
N-114 (WB-3)	106th Ave SE	2	0.9%	2	0.9%		0.0%	2
N-115 (WT-1)	132nd Ave NE		0.0%		0.0%		0.0%	2
N-116 (NW-3)	108th Ave NE	1	0.5%		0.0%		0.0%	1
N-117 (NP-3)	120th Ave SE		0.0%		0.0%	1	0.7%	1
N-118 (WB-4)	112th Ave SE	1	0.5%		0.0%		0.0%	1
N-119 (WT-2)	NE 2nd St	1	0.5%	1	0.4%		0.0%	2
N-122 (NW-1)	100th Ave NE	2	0.9%	3	1.3%	1	0.7%	5
N-123 (BT-2)	140th Ave NE		0.0%		0.0%	1	0.7%	1
N-124 (NE-1)	Northup Way		0.0%		0.0%	3	2.0%	3
N-125 (WT-3)	118th Ave SE		0.0%		0.0%		0.0%	1
N-126 (NW-2)	NE 24th St		0.0%	1	0.4%		0.0%	1
N-128 (NE-2)	173rd Ave NE	2	0.9%	3	1.3%	2	1.4%	6
N-129 (WT-5)	SE 7th PI		0.0%		0.0%	1	0.7%	1
N-131 (SO-2)	148th PI SE		0.0%	1	0.4%		0.0%	1
N-134 (NP-2)	123rd Ave SE		0.0%	1	0.4%	1	0.7%	2
N-135 (NP-1)	116th Ave SE		0.0%	1	0.4%		0.0%	1
N-137 (WB-6)	SE 6th St		0.0%		0.0%		0.0%	0
N-138 (NE-3)	Northup Way		0.0%		0.0%	1	0.7%	1
N-140 (WB-5)	105th Ave SE	4	1.8%	2	0.9%		0.0%	4
NP-4	119th Ave SE		0.0%		0.0%		0.0%	0
NP-5	SE 54th PI		0.0%		0.0%		0.0%	0
NW-4	NE 18th St		0.0%		0.0%		0.0%	0
NW-5	98th Ave NE		0.0%		0.0%		0.0%	0
WB-7	SE 30th St		0.0%		0.0%	1	0.7%	1
WLH-1	Lake Hills Blvd		0.0%		0.0%		0.0%	0
WLH-2	SE 16th St		0.0%	1	0.4%	1	0.7%	2
Neighborhood Sidewalk Program Projects Sub-Total		29	13.1%	29	12.9%	23	15.6%	73
All Wikimap Walking Accommodation Issues Total		222		224		147		514

Table 100. Recommended Potential Solutions: Sidewalks and Intersection Improvements – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
BT-1	NE 40th St	12	4.3%	1	1.6%	4	3.1%	1	4.8%		0.0%		0.0%
E/CM-3	Tyee Middle School Path		0.0%		0.0%	1	0.8%	1	4.8%		0.0%		0.0%
FT-1	130th Ave SE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
N-108 (WT-4)	128th Ave SE	9	3.2%	6	9.8%	3	2.3%	1	4.8%		0.0%	1	2.6%
N-110 (S/ELH-1)	158th PI SE	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
N-111 (E/CM-1)	150th Ave SE	4	1.4%		0.0%		0.0%	1	4.8%		0.0%		0.0%
N-113 (WB-2)	107th Ave SE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
N-114 (WB-3)	106th Ave SE	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
N-115 (WT-1)	132nd Ave NE	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
N-116 (NW-3)	108th Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
N-117 (NP-3)	120th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
N-118 (WB-4)	112th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
N-119 (WT-2)	NE 2nd St	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
N-122 (NW-1)	100th Ave NE	3	1.1%		0.0%	3	2.3%		0.0%	2	8.7%	1	2.6%
N-123 (BT-2)	140th Ave NE	1	0.4%	1	1.6%	1	0.8%		0.0%		0.0%		0.0%
N-124 (NE-1)	Northup Way	2	0.7%		0.0%	1	0.8%		0.0%	1	4.3%		0.0%
N-125 (WT-3)	118th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
N-126 (NW-2)	NE 24th St		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
N-128 (NE-2)	173rd Ave NE	5	1.8%	1	1.6%		0.0%		0.0%		0.0%		0.0%
N-129 (WT-5)	SE 7th PI	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
N-131 (SO-2)	148th PI SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
N-134 (NP-2)	123rd Ave SE	2	0.7%	1	1.6%		0.0%	1	4.8%	1	4.3%		0.0%
N-135 (NP-1)	116th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
N-137 (WB-6)	SE 6th St		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
N-138 (NE-3)	Northup Way	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
N-140 (WB-5)	105th Ave SE	4	1.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
NP-4	119th Ave SE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
NP-5	SE 54th PI		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
NW-4	NE 18th St		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
NW-5	98th Ave NE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
WB-7	SE 30th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
WLH-1	Lake Hills Blvd		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
WLH-2	SE 16th St	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
Neighborhood Sidewalk Program Projects Sub-Total		61	21.9%	10	16.4%	15	11.5%	5	23.8%	4	17.4%	2	5.3%
All Wikimap Walking Accommodation Issues Total		278		61		130		21		23		38	

Table 101. Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Mid-block crosswalks		Signalized mid-block crosswalk		Mid-block safety island		Leading pedestrian signal		Longer “Walk” signal time		Protected pedestrian signal (red arrow)	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
BT-1	NE 40th St	3	5.3%	1	1.6%		0.0%		0.0%	–			0.0%
E/CM-3	Tyee Middle School Path		0.0%		0.0%		0.0%		0.0%	–			0.0%
FT-1	130th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-108 (WT-4)	128th Ave SE	3	5.3%	1	1.6%		0.0%	1	1.9%	–			0.0%
N-110 (S/ELH-1)	158th Pl SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-111 (E/CM-1)	150th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-113 (WB-2)	107th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-114 (WB-3)	106th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-115 (WT-1)	132nd Ave NE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-116 (NW-3)	108th Ave NE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-117 (NP-3)	120th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-118 (WB-4)	112th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-119 (WT-2)	NE 2nd St		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-122 (NW-1)	100th Ave NE	2	3.5%	3	4.9%		0.0%		0.0%	–			0.0%
N-123 (BT-2)	140th Ave NE	1	1.8%	1	1.6%	1	2.9%	1	1.9%	–			0.0%
N-124 (NE-1)	Northrup Way	1	1.8%		0.0%		0.0%		0.0%	–			0.0%
N-125 (WT-3)	118th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-126 (NW-2)	NE 24th St		0.0%		0.0%		0.0%		0.0%	–	1	2.3%	
N-128 (NE-2)	173rd Ave NE	2	3.5%		0.0%		0.0%		0.0%	–			0.0%
N-129 (WT-5)	SE 7th Pl	1	1.8%		0.0%		0.0%		0.0%	–			0.0%
N-131 (SO-2)	148th Pl SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-134 (NP-2)	123rd Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-135 (NP-1)	116th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-137 (WB-6)	SE 6th St		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-138 (NE-3)	Northrup Way		0.0%		0.0%		0.0%		0.0%	–			0.0%
N-140 (WB-5)	105th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
NP-4	119th Ave SE		0.0%		0.0%		0.0%		0.0%	–			0.0%
NP-5	SE 54th Pl		0.0%		0.0%		0.0%		0.0%	–			0.0%
NW-4	NE 18th St		0.0%		0.0%		0.0%		0.0%	–			0.0%
NW-5	98th Ave NE		0.0%		0.0%		0.0%		0.0%	–			0.0%
WB-7	SE 30th St		0.0%		0.0%		0.0%		0.0%	–			0.0%
WLH-1	Lake Hills Blvd		0.0%		0.0%		0.0%		0.0%	–			0.0%
WLH-2	SE 16th St		0.0%		0.0%		0.0%		0.0%	–			0.0%
Neighborhood Sidewalk Program Projects Sub-Total		13	22.8%	6	9.8%	1	2.9%	2	3.8%	0	–	1	2.3%
All Wikimap Walking Accommodation Issues Total		57		61		35		53		0		44	

Table 102. Recommended Potential Solutions: Traffic Calming – Neighborhood Sidewalk Program project corridors

Project ID Number	Corridor Name	Reduce speed limit		Red light cameras		Speed humps		Traffic circles	
BT-1	NE 40th St	4	5.9%		0.0%	4	5.9%	1	6.3%
E/CM-3	Tyee Middle School Path		0.0%		0.0%		0.0%	1	6.3%
FT-1	130th Ave SE		0.0%		0.0%		0.0%		0.0%
N-108 (WT-4)	128th Ave SE	3	4.4%	2	10.0%	4	5.9%		0.0%
N-110 (S/ELH-1)	158th Pl SE		0.0%		0.0%		0.0%		0.0%
N-111 (E/CM-1)	150th Ave SE		0.0%		0.0%	1	1.5%		0.0%
N-113 (WB-2)	107th Ave SE		0.0%		0.0%		0.0%		0.0%
N-114 (WB-3)	106th Ave SE	1	1.5%		0.0%	1	1.5%		0.0%
N-115 (WT-1)	132nd Ave NE		0.0%		0.0%		0.0%		0.0%
N-116 (NW-3)	108th Ave NE		0.0%		0.0%		0.0%		0.0%
N-117 (NP-3)	120th Ave SE	1	1.5%		0.0%	1	1.5%		0.0%
N-118 (WB-4)	112th Ave SE		0.0%		0.0%		0.0%		0.0%
N-119 (WT-2)	NE 2nd St		0.0%		0.0%		0.0%		0.0%
N-122 (NW-1)	100th Ave NE		0.0%		0.0%	2	2.9%		0.0%
N-123 (BT-2)	140th Ave NE		0.0%		0.0%		0.0%		0.0%
N-124 (NE-1)	Northup Way		0.0%		0.0%		0.0%		0.0%
N-125 (WT-3)	118th Ave SE		0.0%		0.0%		0.0%		0.0%
N-126 (NW-2)	NE 24th St	1	1.5%		0.0%		0.0%		0.0%
N-128 (NE-2)	173rd Ave NE		0.0%		0.0%	4	5.9%	1	6.3%
N-129 (WT-5)	SE 7th Pl		0.0%		0.0%		0.0%		0.0%
N-131 (SO-2)	148th Pl SE	1	1.5%		0.0%	1	1.5%		0.0%
N-134 (NP-2)	123rd Ave SE		0.0%		0.0%	1	1.5%		0.0%
N-135 (NP-1)	116th Ave SE		0.0%		0.0%		0.0%		0.0%
N-137 (WB-6)	SE 6th St		0.0%		0.0%		0.0%		0.0%
N-138 (NE-3)	Northup Way		0.0%		0.0%		0.0%		0.0%
N-140 (WB-5)	105th Ave SE		0.0%		0.0%	1	1.5%		0.0%
NP-4	119th Ave SE		0.0%		0.0%		0.0%		0.0%
NP-5	SE 54th Pl		0.0%		0.0%		0.0%		0.0%
NW-4	NE 18th St		0.0%		0.0%		0.0%		0.0%
NW-5	98th Ave NE		0.0%		0.0%		0.0%		0.0%
WB-7	SE 30th St		0.0%		0.0%		0.0%		0.0%
WLH-1	Lake Hills Blvd		0.0%		0.0%		0.0%		0.0%
WLH-2	SE 16th St		0.0%		0.0%	1	1.5%		0.0%
Neighborhood Sidewalk Program Projects Sub-Total		11	16.2%	2	10.0%	21	30.9%	3	18.8%
All Wikimap Walking Accommodation Issues Total		68		20		68		16	

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2009 Ped-Bike Plan Projects

The corridors included on the following pages reflect projects identified in the [2009 Pedestrian and Bicycle Transportation Plan](#). Some of these projects have been or are being advanced with other names and programs. For example, 120th Ave NE between NE 12th St and Northup Way is known as PW-R-168 in the [2013–2019 Capital Investment Program](#).

Figure 186. (opposite) Corridors with projects identified in the 2009 Ped-Bike Plan where Wikimap respondents located one or more issue points.

Table 103. All Walking Accommodation Issues – 2009 Ped-Bike Plan project corridors, pt. 1

Project ID Number	Corridor Name	Corridor Limits	Respondents	% of Total
O-102	Bellevue Way NE	103rd Ave NE to Northup Way	2	0.4%
O-104	Eastside Rail Corridor Trail	Northup Way to 108th Ave NE	1	0.2%
O-107	W Lake Sammamish Pkwy	SE 34th St to north city limits	8	1.6%
O-123	Lake Hills Connector	SE 8th St to 140th Ave SE	8	1.6%
S-200	124th Ave NE	North of Bel-Red Rd to south of Northup Way	3	0.6%
S-201	130th Ave NE	Bel-Red Rd to NE 20th St	1	0.2%
S-203	Bel-Red Rd	East of 156th Ave NE to NE 32nd St	4	0.8%
S-211	110th Ave NE	Main St to south of NE 2nd St	7	1.4%
S-213	Main St	106th Ave NE to 108th Ave NE	13	2.5%
S-213, O-121	Main St	112th Ave NE to 116th Ave NE	1	0.2%
S-214	120th Ave NE	NE 12th St to Northup Way	1	0.2%
S-217	150th Ave SE	SE Newport Way to south of SE 38th St	1	0.2%
S-301	Northup Way	NE 33rd Pl to NE 24th St	5	1.0%
S-303	112th Ave NE	NE 24th St to SR-520 EB on-ramp	6	1.2%
S-317	NE 8th St	165th Ave NE to Northup Way	1	0.2%
S-319, S-415	128th Ave NE	NE 2nd St to NE 7th St	1	0.2%
S-322	156th Ave	SE 11th St to NE 8th St	6	1.2%
S-324	164th Ave NE	Lake Hills Blvd to NE 8th St	1	0.2%
S-326, O-125	Main St	118th Ave SE to Botanical Garden	2	0.4%
S-330	SE 8th St	114th Ave SE to I-405 NB ramps	2	0.4%
S-336	97th Pl SE, Killarney Way	SE 25th St to SE 11th St	7	1.4%
S-337	104th Ave SE	SE 11th St to Bellevue Way SE	1	0.2%
S-337	104th Ave SE	SE 23rd St to SE 16th St	1	0.2%
S-341	SE 34th St	108th Ave SE to 112th Ave SE	3	0.6%
2009 Ped-Bike Plan Projects Sub-Total			150	29.2%
All Wikimap Walking Accommodation Issues Total			514	

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All Walking Accommodation Issues – 2009 Ped-Bike Plan project corridors, pt 2

Project ID Number	Corridor Name	Corridor Limits	Respondents	% of Total
S-342	SE 26th St	Richards Rd to 139th Ave SE	1	0.2%
S-345	SE 24th St	145th PI SE to approx. 147th Ave SE	1	0.2%
S-346	SE 16th St	154th Ave SE to 156th Ave SE	2	0.4%
S-348	SE 35th PI	162nd API SE to 168th PI SE	2	0.4%
S-354	SE Allen Rd	135th Ave SE to SE 38th St	2	0.4%
S-355	SE NEwport Way	Somerset Blvd SE to 150th Ave SE	21	4.1%
S-355	SE NEwport Way	152nd Ave SE to Sunset Ped/Bike Bridge	4	0.8%
S-360	164th Ave SE	SE 44th Way to SE Newport Way	0	0.0%
S-371	Lakemont Blvd SE	Coal Creek Trail to Forest Dr SE	0	0.0%
S-378	SE Eastgate Way	East of Richards Rd to west of 139th Ave SE	2	0.4%
S-410	92nd Ave NE	NE 8th St to Clyde Hill city limits	7	1.4%
S-418, S-321	NE 6th St	156th Ave NE to 164th Ave NE	3	0.6%
S-421	Main St	157th Ave SE to 159th Ave SE	1	0.2%
S-426	109th Ave SE	SE 4th St to SE 2nd St	3	0.6%
S-434	SE 8th St	98th Ave SE to Bellevue Way SE	4	0.8%
S-438 (2016)	123rd Ave SE	SE 27th St to SE 20th St	1	0.2%
S-441	162nd Ave SE	161st Ave SE to 166th Ave SE	1	0.2%
S-452	123rd Ave SE	SE 56th St to north of SE 52nd St	1	0.2%
S-454	SE 56th St	126th Ave SE to 128th Ave SE	1	0.2%
S-459	SE 60th St	128th Ave SE to 129th Ave SE	1	0.2%
S-464	Snoqualmie River Rd SE	SE 32nd St to SE 24th St	2	0.4%
T-412	SE 11th St	98th Ave SE to Chism Beach Park	1	0.2%
T-412	98th Ave SE	SE 5th St to SE Shoreland Dr	2	0.4%
T-422	Tyler Property Park Trail	Tyler Property Park to SE 116th St	1	0.2%
2009 Ped-Bike Plan Projects Sub-Total			150	29.2%
All Wikimap Walking Accommodation Issues Total			514	

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Table 104. Space & Protection Issues – 2009 Ped-Bike Plan project corridors, pt. 1

Project ID Number	Corridor Name	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
O-102	Bellevue Way NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
O-104	Eastside Rail Corridor Trail	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
O-107	W Lake Sammamish Pkwy	3	1.2%	2	5.6%	1	16.7%	0	0.0%	0	0.0%
O-123	Lake Hills Connector	5	2.0%	2	5.6%	0	0.0%	0	0.0%	0	0.0%
S-200	124th Ave NE	1	0.4%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
S-201	130th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-203	Bel-Red Rd	0	0.0%	1	2.8%	0	0.0%	1	5.9%	0	0.0%
S-211	110th Ave NE	4	1.6%	0	0.0%	0	0.0%	0	0.0%	1	33.3%
S-213	Main St	3	1.2%	5	13.9%	0	0.0%	2	11.8%	0	0.0%
S-213, O-121	Main St	0	0.0%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
S-214	120th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-217	150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-301	Northup Way	5	2.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-303	112th Ave NE	6	2.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-317	NE 8th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-319, S-415	128th Ave NE	0	0.0%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
S-322	156th Ave	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-324	164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-326, O-125	Main St	0	0.0%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
S-330	SE 8th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-336	97th Pl SE, Killarney Way	6	2.4%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
S-341	SE 34th St	3	1.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2009 Ped-Bike Plan Projects Sub-Total		93	37.5%	17	47.2%	1	16.7%	5	29.4%	1	33.3%
All Wikimap Walking Accommodation Issues Total		248		36		6		17		3	

Space & Protection Issues – 2009 Ped-Bike Plan project corridors, pt 2

Project ID Number	Corridor Name	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
S-342	SE 26th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-345	SE 24th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-346	SE 16th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-348	SE 35th Pl	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-354	SE Allen Rd	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-355	SE NEwport Way	21	8.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-355	SE NEwport Way	3	1.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-360	164th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-371	Lakemont Blvd SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-378	SE Eastgate Way	1	0.4%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
S-410	92nd Ave NE	4	1.6%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
S-418, S-321	NE 6th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-421	Main St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-426	109th Ave SE	3	1.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-434	SE 8th St	3	1.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-438 (2016)	123rd Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-441	162nd Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-452	123rd Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-454	SE 56th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-459	SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-464	Snoqualmie River Rd SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-412	SE 11th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-412	98th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-422	Tyler Property Park Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2009 Ped-Bike Plan Projects Sub-Total		93	37.5%	17	47.2%	1	16.7%	5	29.4%	1	33.3%
All Wikimap Walking Accommodation Issues Total		248		36		6		17		3	

Table 105. Maintenance Issues – 2009 Ped-Bike Plan project corridors, pt. 1

Project ID Number	Corridor Name	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
O-102	Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
O-104	Eastside Rail Corridor Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%
O-107	W Lake Sammamish Pkwy	1	5.9%	0	0.0%	0	0.0%	0	0.0%
O-123	Lake Hills Connector	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-200	124th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-201	130th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-203	Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	1	8.3%
S-211	110th Ave NE	1	5.9%	1	12.5%	0	0.0%	0	0.0%
S-213	Main St	2	11.8%	0	0.0%	0	0.0%	0	0.0%
S-213, O-121	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-214	120th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-217	150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-301	Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-303	112th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-317	NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-319, S-415	128th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-322	156th Ave	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-324	164th Ave NE	1	5.9%	0	0.0%	0	0.0%	0	0.0%
S-326, O-125	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-330	SE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-336	97th Pl SE, Killarney Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	8.3%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-341	SE 34th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2009 Ped-Bike Plan Projects Sub-Total		6	35.3%	2	25.0%	0	0.0%	3	25.0%
All Wikimap Walking Accommodation Issues Total		17		8		4		12	

Maintenance Issues – 2009 Ped-Bike Plan project corridors, pt. 2

Project ID Number	Corridor Name	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
S-342	SE 26th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-345	SE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-346	SE 16th St	1	5.9%	0	0.0%	0	0.0%	0	0.0%
S-348	SE 35th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-354	SE Allen Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-355	SE NEwport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-355	SE NEwport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-360	164th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-371	Lakemont Blvd SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-378	SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-410	92nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-418, S-321	NE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-421	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-426	109th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-434	SE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-438 (2016)	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-441	162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-452	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-454	SE 56th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-459	SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-464	Snoqualmie River Rd SE	0	0.0%	0	0.0%	0	0.0%	1	8.3%
T-412	SE 11th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-412	98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-422	Tyler Property Park Trail	0	0.0%	1	12.5%	0	0.0%	0	0.0%
2009 Ped-Bike Plan Projects Sub-Total		6	35.3%	2	25.0%	0	0.0%	3	25.0%
All Wikimap Walking Accommodation Issues Total		17		8		4		12	

Table 106. Street Crossing Issues – 2009 Ped-Bike Plan project corridors, pt. 1

Project ID Number	Corridor Name	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
O-102	Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
O-104	Eastside Rail Corridor Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
O-107	W Lake Sammamish Pkwy	1	1.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	2	7.7%
O-123	Lake Hills Connector	0	0.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
S-200	124th Ave NE	0	0.0%	0	0.0%	1	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-201	130th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-203	Bel-Red Rd	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-211	110th Ave NE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
S-213	Main St	2	2.1%	0	0.0%	0	0.0%	0	0.0%	2	22.2%	0	0.0%	0	0.0%
S-213, O-121	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-214	120th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-217	150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-301	Northup Way	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.0%	1	3.8%
S-303	112th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-317	NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-319, S-415	128th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-322	156th Ave	1	1.0%	0	0.0%	0	0.0%	2	8.3%	0	0.0%	0	0.0%	0	0.0%
S-324	164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-326, O-125	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-330	SE 8th St	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-336	97th Pl SE, Killarney Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-341	SE 34th St	1	1.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2009 Ped-Bike Plan Projects Sub-Total		25	26.0%	1	50.0%	1	16.7%	8	33.3%	2	22.2%	1	3.0%	12	46.2%
All Wikimap Walking Accommodation Issues Total		96		2		6		24		9		33		26	

Street Crossing Issues – 2009 Ped-Bike Plan project corridors, pt. 2

Project ID Number	Corridor Name	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
S-342	SE 26th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
S-345	SE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-346	SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-348	SE 35th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-354	SE Allen Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
S-355	SE NEwport Way	5	5.2%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	4	15.4%
S-355	SE NEwport Way	1	1.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	1	3.8%
S-360	164th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-371	Lakemont Blvd SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-378	SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-410	92nd Ave NE	6	6.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-418, S-321	NE 6th St	0	0.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
S-421	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-426	109th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-434	SE 8th St	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
S-438 (2016)	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-441	162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-452	123rd Ave SE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-454	SE 56th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-459	SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-464	Snoqualmie River Rd SE	0	0.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
T-412	SE 11th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-412	98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-422	Tyler Property Park Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2009 Ped-Bike Plan Projects Sub-Total		25	26.0%	1	50.0%	1	16.7%	8	33.3%	2	22.2%	1	3.0%	12	46.2%
All Wikimap Walking Accommodation Issues Total		96		2		6		24		9		33		26	

Table 107. Connectivity Issues – 2009 Ped-Bike Plan project corridors, pt 1

Project ID Number	Corridor Name	Sidewalks end abruptly	Existing sidewalks do not connect to nearby bus stops	Existing sidewalks do not connect to nearby destinations	Sidewalks/off-street paths are indirect	Dead-end streets make it difficult to get where I want to go	
O-102	Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%
O-104	Eastside Rail Corridor Trail	0	0.0%	0	0.0%	0	0.0%
O-107	W Lake Sammamish Pkwy	0	0.0%	0	0.0%	1	3.7%
O-123	Lake Hills Connector	1	2.1%	1	7.7%	0	0.0%
S-200	124th Ave NE	1	2.1%	0	0.0%	0	0.0%
S-201	130th Ave NE	0	0.0%	1	7.7%	0	0.0%
S-203	Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%
S-211	110th Ave NE	0	0.0%	0	0.0%	0	0.0%
S-213	Main St	3	6.4%	0	0.0%	0	0.0%
S-213, O-121	Main St	0	0.0%	0	0.0%	0	0.0%
S-214	120th Ave NE	1	2.1%	0	0.0%	0	0.0%
S-217	150th Ave SE	0	0.0%	0	0.0%	0	0.0%
S-301	Northup Way	0	0.0%	2	15.4%	0	0.0%
S-303	112th Ave NE	1	2.1%	0	0.0%	0	0.0%
S-317	NE 8th St	0	0.0%	0	0.0%	0	0.0%
S-319, S-415	128th Ave NE	0	0.0%	0	0.0%	0	0.0%
S-322	156th Ave	1	2.1%	0	0.0%	0	0.0%
S-324	164th Ave NE	0	0.0%	0	0.0%	0	0.0%
S-326, O-125	Main St	0	0.0%	0	0.0%	0	0.0%
S-330	SE 8th St	1	2.1%	0	0.0%	0	0.0%
S-336	97th Pl SE, Killarney Way	0	0.0%	0	0.0%	0	0.0%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%
S-341	SE 34th St	0	0.0%	0	0.0%	1	3.7%
2009 Ped-Bike Plan Projects Sub-Total		17	36.2%	7	53.8%	8	29.6%
All Wikimap Walking Accommodation Issues Total		47		13		27	

Connectivity Issues – 2009 Ped-Bike Plan project corridors, pt 2

Project ID Number	Corridor Name	Sidewalks end abruptly	Existing sidewalks do not connect to nearby bus stops	Existing sidewalks do not connect to nearby destinations	Sidewalks/off-street paths are indirect	Dead-end streets make it difficult to get where I want to go					
S-342	SE 26th St	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-345	SE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-346	SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-348	SE 35th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-354	SE Allen Rd	0	0.0%	0	0.0%	1	3.7%	0	0.0%	0	0.0%
S-355	SE NEwport Way	2	4.3%	1	7.7%	4	14.8%	0	0.0%	0	0.0%
S-355	SE NEwport Way	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-360	164th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-371	Lakemont Blvd SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-378	SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-410	92nd Ave NE	0	0.0%	1	7.7%	1	3.7%	0	0.0%	0	0.0%
S-418, S-321	NE 6th St	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%
S-421	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-426	109th Ave SE	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-434	SE 8th St	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-438 (2016)	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-441	162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-452	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-454	SE 56th St	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-459	SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
S-464	Snoqualmie River Rd SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-412	SE 11th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-412	98th Ave SE	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
T-422	Tyler Property Park Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2009 Ped-Bike Plan Projects Sub-Total		17	36.2%	7	53.8%	8	29.6%	2	22.2%	0	0.0%
All Wikimap Walking Accommodation Issues Total		47		13		27		9		1	

Table 108. Visibility and Wayfinding Issues – 2009 Ped-Bike Plan project corridors, pt 1

Project ID Number	Corridor Name	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
O-102	Bellevue Way NE	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
O-104	Eastside Rail Corridor Trail	1	1.9%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
O-107	W Lake Sammamish Pkwy	0	0.0%	2	4.3%	1	1.7%	0	0.0%	0	0.0%	0	–
O-123	Lake Hills Connector	0	0.0%	2	4.3%	0	0.0%	0	0.0%	3	9.7%	0	–
S-200	124th Ave NE	0	0.0%	1	2.2%	0	0.0%	0	0.0%	0	0.0%	0	–
S-201	130th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-203	Bel-Red Rd	1	1.9%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
S-211	110th Ave NE	1	1.9%	0	0.0%	1	1.7%	0	0.0%	1	3.2%	0	–
S-213	Main St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-213, O-121	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-214	120th Ave NE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-217	150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-301	Northup Way	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-303	112th Ave NE	2	3.7%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
S-317	NE 8th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-319, S-415	128th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-322	156th Ave	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
S-324	164th Ave NE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-326, O-125	Main St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-330	SE 8th St	0	0.0%	1	2.2%	0	0.0%	0	0.0%	0	0.0%	0	–
S-336	97th Pl SE, Killarney Way	0	0.0%	0	0.0%	2	3.4%	0	0.0%	0	0.0%	0	–
S-337	104th Ave SE	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-341	SE 34th St	0	0.0%	0	0.0%	2	3.4%	0	0.0%	1	3.2%	0	–
2009 Ped-Bike Plan Projects Sub-Total		22	40.7%	12	26.1%	22	37.3%	1	50.0%	12	38.7%	0	–
All Wikimap Walking Accommodation Issues Total		54		46		59		2		31		0	

Visibility and Wayfinding Issues – 2009 Ped-Bike Plan project corridors, pt 2

Project ID Number	Corridor Name	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
S-342	SE 26th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-345	SE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-346	SE 16th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-348	SE 35th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-354	SE Allen Rd	0	0.0%	0	0.0%	1	1.7%	0	0.0%	1	3.2%	0	–
S-355	SE NEwport Way	6	11.1%	2	4.3%	2	3.4%	0	0.0%	3	9.7%	0	–
S-355	SE NEwport Way	0	0.0%	1	2.2%	2	3.4%	0	0.0%	0	0.0%	0	–
S-360	164th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-371	Lakemont Blvd SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-378	SE Eastgate Way	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-410	92nd Ave NE	0	0.0%	0	0.0%	4	6.8%	0	0.0%	0	0.0%	0	–
S-418, S-321	NE 6th St	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
S-421	Main St	0	0.0%	1	2.2%	0	0.0%	0	0.0%	0	0.0%	0	–
S-426	109th Ave SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
S-434	SE 8th St	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
S-438 (2016)	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-441	162nd Ave SE	0	0.0%	1	2.2%	0	0.0%	0	0.0%	0	0.0%	0	–
S-452	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-454	SE 56th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
S-459	SE 60th St	0	0.0%	1	2.2%	0	0.0%	0	0.0%	0	0.0%	0	–
S-464	Snoqualmie River Rd SE	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	–
T-412	SE 11th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
T-412	98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
T-422	Tyler Property Park Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
2009 Ped-Bike Plan Projects Sub-Total		22	40.7%	12	26.1%	22	37.3%	1	50.0%	12	38.7%	0	–
All Wikimap Walking Accommodation Issues Total		54		46		59		2		31		0	

Table 109. Sidewalk Blockage and Other Issues – 2009 Ped-Bike Plan project corridors, pt. 1

Project ID Number	Corridor Name	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
O-102	Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
O-104	Eastside Rail Corridor Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
O-107	W Lake Sammamish Pkwy	0	0.0%	0	0.0%	1	25.0%	1	4.8%	1	0.5%
O-123	Lake Hills Connector	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	1.4%
S-200	124th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
S-201	130th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-203	Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	1	4.8%	1	0.5%
S-211	110th Ave NE	0	0.0%	0	0.0%	1	25.0%	1	4.8%	2	0.9%
S-213	Main St	0	0.0%	1	50.0%	0	0.0%	0	0.0%	4	1.9%
S-213, O-121	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-214	120th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-217	150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-301	Northup Way	0	0.0%	0	0.0%	0	0.0%	1	4.8%	2	0.9%
S-303	112th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-317	NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-319, S-415	128th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-322	156th Ave	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
S-324	164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-326, O-125	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-330	SE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
S-336	97th Pl SE, Killarney Way	0	0.0%	0	0.0%	0	0.0%	1	4.8%	4	1.9%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	4.8%	1	0.5%
S-337	104th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	4.8%		0.0%
S-341	SE 34th St	1	8.3%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
2009 Ped-Bike Plan Projects Sub-Total		4	33.3%	1	50.0%	2	50.0%	9	42.9%	56	26.3%
All Wikimap Walking Accommodation Issues Total		12		2		4		21		213	

Sidewalk Blockage and Other Issues – 2009 Ped-Bike Plan project corridors, pt. 2

Project ID Number	Corridor Name	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
S-342	SE 26th St	0	0.0%	0	0.0%	0	0.0%	1	4.8%	1	0.5%
S-345	SE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-346	SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-348	SE 35th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-354	SE Allen Rd	1	8.3%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-355	SE NEwport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	8	3.8%
S-355	SE NEwport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
S-360	164th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-371	Lakemont Blvd SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-378	SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-410	92nd Ave NE	1	8.3%	0	0.0%	0	0.0%	0	0.0%	6	2.8%
S-418, S-321	NE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-421	Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-426	109th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-434	SE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-438 (2016)	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	1	4.8%		0.0%
S-441	162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-452	123rd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-454	SE 56th St	1	8.3%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
S-459	SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
S-464	Snoqualmie River Rd SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
T-412	SE 11th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
T-412	98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
T-422	Tyler Property Park Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
2009 Ped-Bike Plan Projects Sub-Total		4	33.3%	1	50.0%	2	50.0%	9	42.9%	56	26.3%
All Wikimap Walking Accommodation Issues Total		12		2		4		21		213	

Table 110. Location Priority and Safety Scores – 2009 Ped-Bike Plan project corridors, pt. 1

Corridor ID Number	Corridor Name	Location Priority Scores		Location Safety Scores		Respondents
		Average	Relative to Total Average	Average	Relative to Total Average	
O-102	Bellevue Way NE	1.00	0.13	-2.00	-1.05	2
O-104	Eastside Rail Corridor Trail	1.00	0.13	1.00	1.95	1
O-107	W Lake Sammamish Pkwy	0.92	0.05	-1.25	-0.30	8
O-123	Lake Hills Connector	0.79	-0.08	-1.50	-0.55	8
S-200	124th Ave NE	0.66	-0.21	-0.67	0.28	3
S-201	130th Ave NE	0.66	-0.21	-1.00	-0.05	1
S-203	Bel-Red Rd	0.75	-0.12	-1.75	-0.80	4
S-211	110th Ave NE	0.81	-0.06	0.00	0.95	7
S-213	Main St	0.79	-0.08	-1.31	-0.36	13
S-213, O-121	Main St	0.66	-0.21	-1.00	-0.05	1
S-214	120th Ave NE	0.66	-0.21	-1.00	-0.05	1
S-217	150th Ave SE	1.00	0.13	-1.00	-0.05	1
S-301	Northup Way	0.80	-0.07	-1.40	-0.45	5
S-303	112th Ave NE	0.78	-0.09	-1.33	-0.39	6
S-317	NE 8th St	1.00	0.13	-2.00	-1.05	1
S-319, S-415	128th Ave NE	1.00	0.13	-2.00	-1.05	1
S-322	156th Ave	0.66	-0.21	-0.50	0.45	6
S-324	164th Ave NE	1.00	0.13	-1.00	-0.05	1
S-326, O-125	Main St	0.66	-0.21	-1.50	-0.55	2
S-330	SE 8th St	1.00	0.13	-1.50	-0.55	2
S-336	97th Pl SE, Killarney Way	0.90	0.03	-1.57	-0.62	7
S-337	104th Ave SE	1.00	0.13	-1.00	-0.05	1
S-337	104th Ave SE	1.00	0.13	-1.00	-0.05	1
S-341	SE 34th St	1.00	0.13	-1.67	-0.72	3
2009 Ped-Bike Plan Projects Sub-Total		0.80	-0.07	-1.13	-0.18	150
All Wikimap Walking Accommodation Issues Total		0.87		-0.95		514

Location Priority and Safety Scores – 2009 Ped-Bike Plan project corridors, pt. 2

Corridor ID Number	Corridor Name	Location Priority Scores		Location Safety Scores		Respondents
		Average	Relative to Total Average	Average	Relative to Total Average	
S-342	SE 26th St	0.66	-0.21	-1.00	-0.05	1
S-345	SE 24th St	1.00	0.13	-2.00	-1.05	1
S-346	SE 16th St	1.00	0.13	-1.50	-0.55	2
S-348	SE 35th Pl	0.83	-0.04	-1.50	-0.55	2
S-354	SE Allen Rd	0.83	-0.04	-0.50	0.45	2
S-355	SE NEwport Way	0.97	0.10	-1.86	-0.91	21
S-355	SE NEwport Way	0.83	-0.04	-1.75	-0.80	4
S-360	164th Ave SE	0.00	-0.87	0.00	0.95	0
S-371	Lakemont Blvd SE	0.00	-0.87	0.00	0.95	0
S-378	SE Eastgate Way	1.00	0.13	-1.50	-0.55	2
S-410	92nd Ave NE	0.90	0.03	-1.29	-0.34	7
S-418, S-321	NE 6th St	0.55	-0.32	-1.33	-0.39	3
S-421	Main St	0.66	-0.21	-1.00	-0.05	1
S-426	109th Ave SE	1.00	0.13	-1.33	-0.39	3
S-434	SE 8th St	0.67	-0.20	-1.25	-0.30	4
S-438 (2016)	123rd Ave SE	1.00	0.13	-1.00	-0.05	1
S-441	162nd Ave SE	0.66	-0.21	-1.00	-0.05	1
S-452	123rd Ave SE	1.00	0.13	-2.00	-1.05	1
S-454	SE 56th St	1.00	0.13	-2.00	-1.05	1
S-459	SE 60th St	1.00	0.13	-2.00	-1.05	1
S-464	Snoqualmie River Rd SE	0.66	-0.21	1.00	1.95	2
T-412	SE 11th St	0.66	-0.21	-1.00	-0.05	1
T-412	98th Ave SE	0.66	-0.21	-1.50	-0.55	2
T-422	Tyler Property Park Trail	0.33	-0.54	1.00	1.95	1
2009 Ped-Bike Plan Projects Sub-Total		0.80	-0.07	-1.13	-0.18	150
All Wikimap Walking Accommodation Issues Total		0.87		-0.95		514

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 111. Near Misses Experienced and Witnessed – 2009 Ped-Bike Plan project corridors, pt. 1

Corridor ID Number	Corridor Name	Near Miss Experienced	Near Miss Witnessed	No Near Misses Experienced or Witnessed	Respondents			
O-102	Bellevue Way NE	0.0%	2	0.9%	2			
O-104	Eastside Rail Corridor Trail	0.0%		1	0.7%	1		
O-107	W Lake Sammamish Pkwy	5	2.3%	5	2.2%	2	1.4%	8
O-123	Lake Hills Connector	1	0.5%	1	0.4%	6	4.1%	8
S-200	124th Ave NE	2	0.9%	1	0.4%	1	0.7%	3
S-201	130th Ave NE				0.0%	1	0.7%	1
S-203	Bel-Red Rd			3	1.3%	1	0.7%	4
S-211	110th Ave NE			1	0.4%	5	3.4%	7
S-213	Main St	6	2.7%	8	3.6%	4	2.7%	13
S-213, O-121	Main St				0.0%		0.0%	1
S-214	120th Ave NE				0.0%		0.0%	1
S-217	150th Ave SE				0.0%		0.0%	1
S-301	Northup Way	2	0.9%	2	0.9%	2	1.4%	5
S-303	112th Ave NE			3	1.3%	3	2.0%	6
S-317	NE 8th St				0.0%		0.0%	1
S-319, S-415	128th Ave NE				0.0%		0.0%	1
S-322	156th Ave	2	0.9%	2	0.9%	2	1.4%	6
S-324	164th Ave NE			1	0.4%		0.0%	1
S-326, O-125	Main St			1	0.4%	1	0.7%	2
S-330	SE 8th St	2	0.9%	2	0.9%		0.0%	2
S-336	97th Pl SE, Killarney Way	4	1.8%	4	1.8%	2	1.4%	7
S-337	104th Ave SE	1	0.5%		0.0%		0.0%	1
S-337	104th Ave SE	1	0.5%		0.0%		0.0%	1
S-341	SE 34th St			3	1.3%		0.0%	3
Neighborhood Sidewalk Program Projects Sub-Total		63	28.4%	64	28.6%	0.0%		150
All Wikimap Walking Accommodation Issues Total		222		224		147		514

Near Misses Experienced and Witnessed – 2009 Ped-Bike Plan project corridors, pt. 2

Corridor ID Number	Corridor Name	Near Miss Experienced	Near Miss Witnessed	No Near Misses Experienced or Witnessed	Respondents					
S-342	SE 26th St	1	0.5%		0.0%		0.0%	1		
S-345	SE 24th St	1	0.5%		0.0%		0.0%	1		
S-346	SE 16th St				0.0%	1	0.4%	1	0.7%	2
S-348	SE 35th Pl	1	0.5%		0.0%	1	0.7%	2		
S-354	SE Allen Rd	1	0.5%		0.0%	1	0.7%	2		
S-355	SE NEwport Way	14	6.3%	7	3.1%	3	2.0%	21		
S-355	SE NEwport Way	1	0.5%	2	0.9%	1	0.7%	4		
S-360	164th Ave SE				0.0%		0.0%	0		
S-371	Lakemont Blvd SE				0.0%		0.0%	0		
S-378	SE Eastgate Way				0.0%	1	0.4%	1	0.7%	2
S-410	92nd Ave NE	4	1.8%	2	0.9%	2	1.4%	7		
S-418, S-321	NE 6th St	2	0.9%	1	0.4%	1	0.7%	3		
S-421	Main St	1	0.5%	1	0.4%		0.0%	1		
S-426	109th Ave SE	2	0.9%	2	0.9%		0.0%	3		
S-434	SE 8th St	2	0.9%	2	0.9%	1	0.7%	4		
S-438 (2016)	123rd Ave SE				0.0%	1	0.4%	0.0%	1	
S-441	162nd Ave SE	1	0.5%		0.0%		0.0%	1		
S-452	123rd Ave SE	1	0.5%		0.0%		0.0%	1		
S-454	SE 56th St	1	0.5%		0.0%		0.0%	1		
S-459	SE 60th St	1	0.5%	1	0.4%		0.0%	1		
S-464	Snoqualmie River Rd SE	2	0.9%	2	0.9%		0.0%	2		
T-412	SE 11th St				0.0%	1	0.4%	0.0%	1	
T-412	98th Ave SE	1	0.5%	1	0.4%		0.0%	2		
T-422	Tyler Property Park Trail				0.0%		0.0%	1	0.7%	1
Neighborhood Sidewalk Program Projects Sub-Total		63	28.4%	64	28.6%	0.0%		150		
All Wikimap Walking Accommodation Issues Total		222		224		147		514		

Table 112. Recommended Potential Solutions: Sidewalks and Intersection Improvements – 2009 Ped-Bike Plan project corridors, pt. 1

Project ID Number	Corridor Name	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
O-102	Bellevue Way NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
O-104	Eastside Rail Corridor Trail	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
O-107	W Lake Sammamish Pkwy	4	1.4%	3	4.9%	2	1.5%		0.0%		0.0%		0.0%
O-123	Lake Hills Connector	5	1.8%	1	1.6%	1	0.8%		0.0%		0.0%		0.0%
S-200	124th Ave NE	1	0.4%	1	1.6%		0.0%		0.0%		0.0%	1	2.6%
S-201	130th Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-203	Bel-Red Rd	1	0.4%	1	1.6%		0.0%		0.0%		0.0%		0.0%
S-211	110th Ave NE	4	1.4%	2	3.3%	2	1.5%		0.0%	1	4.3%	1	2.6%
S-213	Main St	7	2.5%	4	6.6%	2	1.5%	2	9.5%		0.0%		0.0%
S-213, O-121	Main St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-214	120th Ave NE	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
S-217	150th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-301	Northup Way	4	1.4%	2	3.3%	2	1.5%	1	4.8%		0.0%	1	2.6%
S-303	112th Ave NE	6	2.2%		0.0%	1	0.8%		0.0%		0.0%		0.0%
S-317	NE 8th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-319, S-415	128th Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-322	156th Ave	2	0.7%		0.0%	3	2.3%		0.0%		0.0%	2	5.3%
S-324	164th Ave NE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
S-326, O-125	Main St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-330	SE 8th St	1	0.4%		0.0%	1	0.8%		0.0%	1	4.3%		0.0%
S-336	97th Pl SE, Killarney Way	6	2.2%		0.0%		0.0%		0.0%		0.0%		0.0%
S-337	104th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-337	104th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-341	SE 34th St	2	0.7%	1	1.6%	2	1.5%		0.0%		0.0%		0.0%
2009 Ped-Bike Plan Projects Sub-Total		107	38.5%	22	36.1%	44	33.8%	7	33.3%	2	8.7%	10	26.3%
All Wikimap Walking Accommodation Issues Total		278		61		130		21		23		38	

Recommended Potential Solutions: Sidewalks and Intersection Improvements – 2009 Ped-Bike Plan project corridors, pt. 2

Project ID Number	Corridor Name	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
S-342	SE 26th St		0.0%	1	1.6%	1	0.8%		0.0%		0.0%		0.0%
S-345	SE 24th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-346	SE 16th St	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
S-348	SE 35th Pl	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
S-354	SE Allen Rd	1	0.4%	1	1.6%	1	0.8%		0.0%		0.0%		0.0%
S-355	SE NEwport Way	18	6.5%	3	4.9%	9	6.9%	1	4.8%		0.0%	3	7.9%
S-355	SE NEwport Way	4	1.4%		0.0%	2	1.5%	1	4.8%		0.0%		0.0%
S-360	164th Ave SE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
S-371	Lakemont Blvd SE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
S-378	SE Eastgate Way	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
S-410	92nd Ave NE	6	2.2%		0.0%	6	4.6%	1	4.8%		0.0%	1	2.6%
S-418, S-321	NE 6th St	2	0.7%		0.0%	1	0.8%		0.0%		0.0%	1	2.6%
S-421	Main St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-426	109th Ave SE	3	1.1%		0.0%	2	1.5%	1	4.8%		0.0%		0.0%
S-434	SE 8th St	3	1.1%		0.0%	3	2.3%		0.0%		0.0%		0.0%
S-438 (2016)	123rd Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-441	162nd Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-452	123rd Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
S-454	SE 56th St		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
S-459	SE 60th St		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
S-464	Snoqualmie River Rd SE	2	0.7%	1	1.6%	1	0.8%		0.0%		0.0%		0.0%
T-412	SE 11th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
T-412	98th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
T-422	Tyler Property Park Trail	1	0.4%	1	1.6%		0.0%		0.0%		0.0%		0.0%
2009 Ped-Bike Plan Projects Sub-Total		107	38.5%	22	36.1%	44	33.8%	7	33.3%	2	8.7%	10	26.3%
All Wikimap Walking Accommodation Issues Total		278		61		130		21		23		38	

Table 113. Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – 2009 Ped-Bike Plan project corridors, pt. 1

Project ID Number	Corridor Name	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer "Walk" signal time	Protected pedestrian signal (red arrow)						
O-102	Bellevue Way NE	0.0%	0.0%	0.0%	0.0%	–	0.0%						
O-104	Eastside Rail Corridor Trail	0.0%	0.0%	0.0%	0.0%	–	0.0%						
O-107	W Lake Sammamish Pkwy	0.0%	0.0%	0.0%	2	3.8%	1	2.3%					
O-123	Lake Hills Connector	0.0%	1	1.6%	0.0%	–	0.0%						
S-200	124th Ave NE	0.0%	0.0%	0.0%	1	1.9%	2	4.5%					
S-201	130th Ave NE	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-203	Bel-Red Rd	2	3.5%	1	1.6%	1	2.9%	0.0%					
S-211	110th Ave NE	0.0%	1	1.6%	0.0%	–	0.0%						
S-213	Main St	0.0%	1	1.6%	1	2.9%	2	3.8%	3	6.8%			
S-213, O-121	Main St	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-214	120th Ave NE	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-217	150th Ave SE	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-301	Northup Way	1	1.8%	1	1.6%	1	2.9%	0.0%					
S-303	112th Ave NE	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-317	NE 8th St	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-319, S-415	128th Ave NE	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-322	156th Ave	1	1.8%	2	3.3%	2	5.7%	1	1.9%	–	0.0%		
S-324	164th Ave NE	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-326, O-125	Main St	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-330	SE 8th St	0.0%	0.0%	0.0%	0.0%	–	1	2.3%					
S-336	97th Pl SE, Killarney Way	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-337	104th Ave SE	0.0%	1	1.6%	0.0%	–	0.0%						
S-337	104th Ave SE	0.0%	0.0%	0.0%	0.0%	–	0.0%						
S-341	SE 34th St	0.0%	0.0%	0.0%	0.0%	–	0.0%						
2009 Ped-Bike Plan Projects Sub-Total		13	22.8%	20	32.8%	11	31.4%	12	22.6%	0	–	10	22.7%
All Wikimap Walking Accommodation Issues Total		57		61		35		53		0		44	

Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – 2009 Ped-Bike Plan project corridors, pt. 2

Project ID Number	Corridor Name	Mid-block crosswalks		Signalized mid-block crosswalk		Mid-block safety island		Leading pedestrian signal		Longer “Walk” signal time		Protected pedestrian signal (red arrow)	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
S-342	SE 26th St	1	1.8%		0.0%	1	2.9%		0.0%		–		0.0%
S-345	SE 24th St		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-346	SE 16th St		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-348	SE 35th Pl		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-354	SE Allen Rd	1	1.8%		0.0%		0.0%	1	1.9%		–		0.0%
S-355	SE NEwport Way	3	5.3%	8	13.1%	3	8.6%	2	3.8%		–	2	4.5%
S-355	SE NEwport Way	1	1.8%	2	3.3%	1	2.9%		0.0%		–		0.0%
S-360	164th Ave SE		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-371	Lakemont Blvd SE		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-378	SE Eastgate Way		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-410	92nd Ave NE	1	1.8%	1	1.6%		0.0%	1	1.9%		–		0.0%
S-418, S-321	NE 6th St	1	1.8%	1	1.6%	1	2.9%		0.0%		–		0.0%
S-421	Main St		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-426	109th Ave SE		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-434	SE 8th St	1	1.8%		0.0%		0.0%		0.0%		–		0.0%
S-438 (2016)	123rd Ave SE		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-441	162nd Ave SE		0.0%		0.0%		0.0%	1	1.9%		–		0.0%
S-452	123rd Ave SE		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-454	SE 56th St		0.0%		0.0%		0.0%		0.0%		–		0.0%
S-459	SE 60th St		0.0%		0.0%		0.0%		0.0%		–	1	2.3%
S-464	Snoqualmie River Rd SE		0.0%		0.0%		0.0%	1	1.9%		–		0.0%
T-412	SE 11th St		0.0%		0.0%		0.0%		0.0%		–		0.0%
T-412	98th Ave SE		0.0%		0.0%		0.0%		0.0%		–		0.0%
T-422	Tyler Property Park Trail		0.0%		0.0%		0.0%		0.0%		–		0.0%
2009 Ped-Bike Plan Projects Sub-Total		13	22.8%	20	32.8%	11	31.4%	12	22.6%	0	–	10	22.7%
All Wikimap Walking Accommodation Issues Total		57		61		35		53		0		44	

Table 114. Recommended Potential Solutions: Traffic Calming – 2009 Ped-Bike Plan project corridors, pt. 1

Project ID Number	Corridor Name	Reduce speed limit		Red light cameras		Speed humps		Traffic circles	
O-102	Bellevue Way NE		0.0%		0.0%		0.0%		0.0%
O-104	Eastside Rail Corridor Trail		0.0%		0.0%		0.0%		0.0%
O-107	W Lake Sammamish Pkwy	1	1.5%	1	5.0%	3	4.4%		0.0%
O-123	Lake Hills Connector	3	4.4%		0.0%		0.0%		0.0%
S-200	124th Ave NE		0.0%		0.0%		0.0%		0.0%
S-201	130th Ave NE		0.0%		0.0%		0.0%		0.0%
S-203	Bel-Red Rd		0.0%		0.0%		0.0%		0.0%
S-211	110th Ave NE	1	1.5%		0.0%		0.0%		0.0%
S-213	Main St	2	2.9%		0.0%		0.0%		0.0%
S-213, O-121	Main St		0.0%		0.0%		0.0%		0.0%
S-214	120th Ave NE		0.0%		0.0%		0.0%		0.0%
S-217	150th Ave SE		0.0%		0.0%		0.0%		0.0%
S-301	Northup Way	1	1.5%		0.0%	1	1.5%		0.0%
S-303	112th Ave NE		0.0%		0.0%		0.0%		0.0%
S-317	NE 8th St		0.0%		0.0%		0.0%		0.0%
S-319, S-415	128th Ave NE		0.0%		0.0%		0.0%		0.0%
S-322	156th Ave	1	1.5%		0.0%		0.0%		0.0%
S-324	164th Ave NE		0.0%		0.0%	1	1.5%		0.0%
S-326, O-125	Main St		0.0%		0.0%		0.0%		0.0%
S-330	SE 8th St		0.0%	1	5.0%		0.0%		0.0%
S-336	97th Pl SE, Killarney Way		0.0%		0.0%		0.0%		0.0%
S-337	104th Ave SE		0.0%		0.0%	1	1.5%		0.0%
S-337	104th Ave SE		0.0%		0.0%		0.0%		0.0%
S-341	SE 34th St		0.0%		0.0%		0.0%		0.0%
2009 Ped-Bike Plan Projects Sub-Total		17	25.0%	3	15.0%	15	22.1%	2	12.5%
All Wikimap Walking Accommodation Issues Total		68		20		68		16	

Recommended Potential Solutions: Traffic Calming – 2009 Ped-Bike Plan project corridors, pt. 2

Project ID Number	Corridor Name	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
S-342	SE 26th St	0.0%	0.0%	0.0%	0.0%				
S-345	SE 24th St	0.0%	0.0%	0.0%	0.0%				
S-346	SE 16th St	0.0%	0.0%	1	1.5%	0.0%			
S-348	SE 35th Pl	0.0%	0.0%	0.0%	0.0%				
S-354	SE Allen Rd	0.0%	0.0%	1	1.5%	0.0%			
S-355	SE NEwport Way	4	5.9%	1	5.0%	1	1.5%	6.3%	
S-355	SE NEwport Way	1	1.5%	2	2.9%	0.0%	0.0%		
S-360	164th Ave SE	0.0%	0.0%	0.0%	0.0%				
S-371	Lakemont Blvd SE	0.0%	0.0%	0.0%	0.0%				
S-378	SE Eastgate Way	0.0%	0.0%	0.0%	0.0%				
S-410	92nd Ave NE	1	1.5%	2	2.9%	0.0%	0.0%		
S-418, S-321	NE 6th St	0.0%	0.0%	0.0%	0.0%				
S-421	Main St	0.0%	0.0%	0.0%	0.0%				
S-426	109th Ave SE	2	2.9%	0.0%	0.0%	0.0%			
S-434	SE 8th St	0.0%	0.0%	1	1.5%	1	6.3%		
S-438 (2016)	123rd Ave SE	0.0%	0.0%	0.0%	0.0%				
S-441	162nd Ave SE	0.0%	0.0%	0.0%	0.0%				
S-452	123rd Ave SE	0.0%	0.0%	0.0%	0.0%				
S-454	SE 56th St	0.0%	0.0%	0.0%	0.0%				
S-459	SE 60th St	0.0%	0.0%	1	1.5%	0.0%			
S-464	Snoqualmie River Rd SE	0.0%	0.0%	0.0%	0.0%				
T-412	SE 11th St	0.0%	0.0%	0.0%	0.0%				
T-412	98th Ave SE	0.0%	0.0%	0.0%	0.0%				
T-422	Tyler Property Park Trail	0.0%	0.0%	0.0%	0.0%				
2009 Ped-Bike Plan Projects Sub-Total		17	25.0%	3	15.0%	15	22.1%	2	12.5%
All Wikimap Walking Accommodation Issues Total		68		20		68		16	

Major, Minor, Collector Arterial Corridors

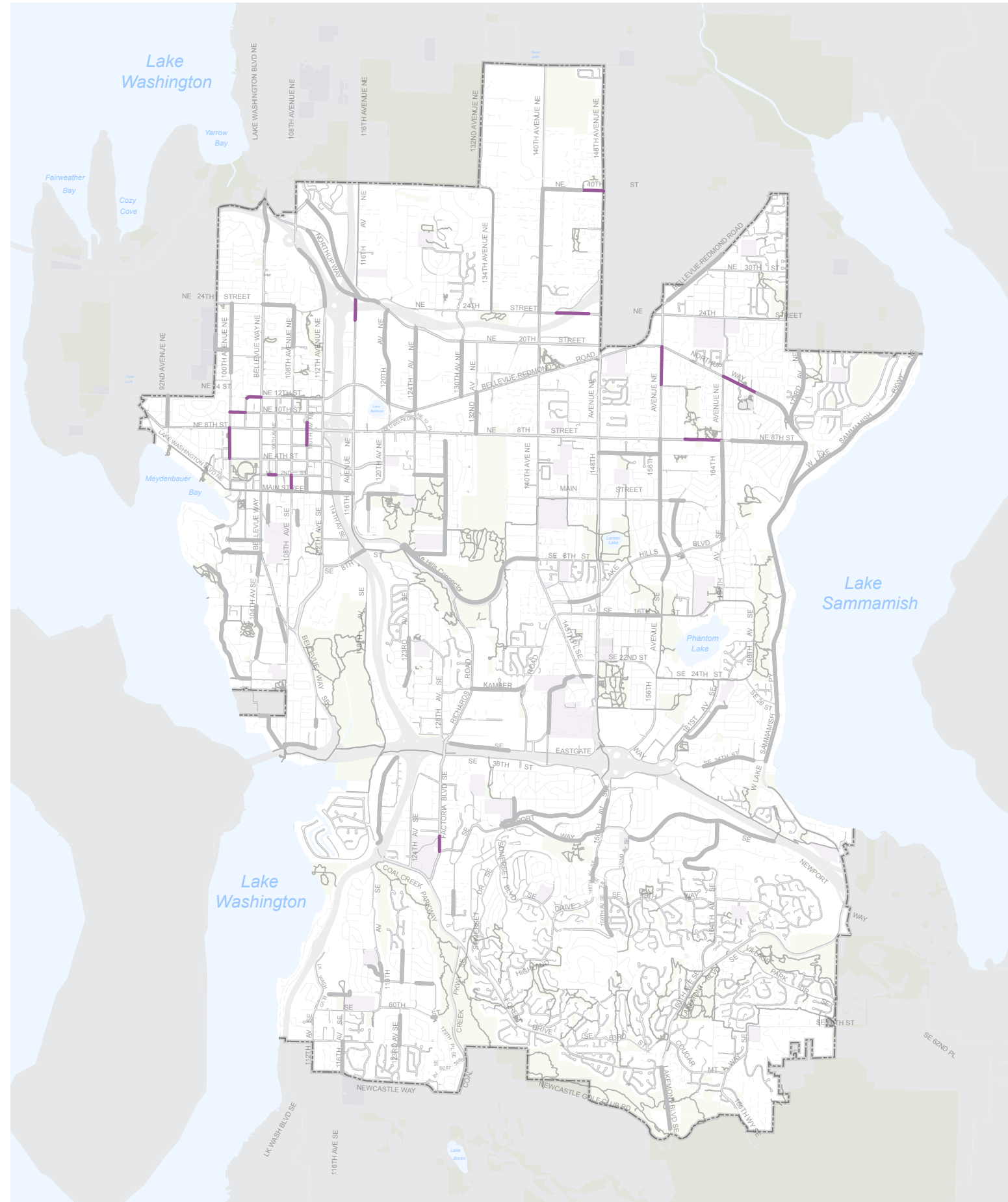
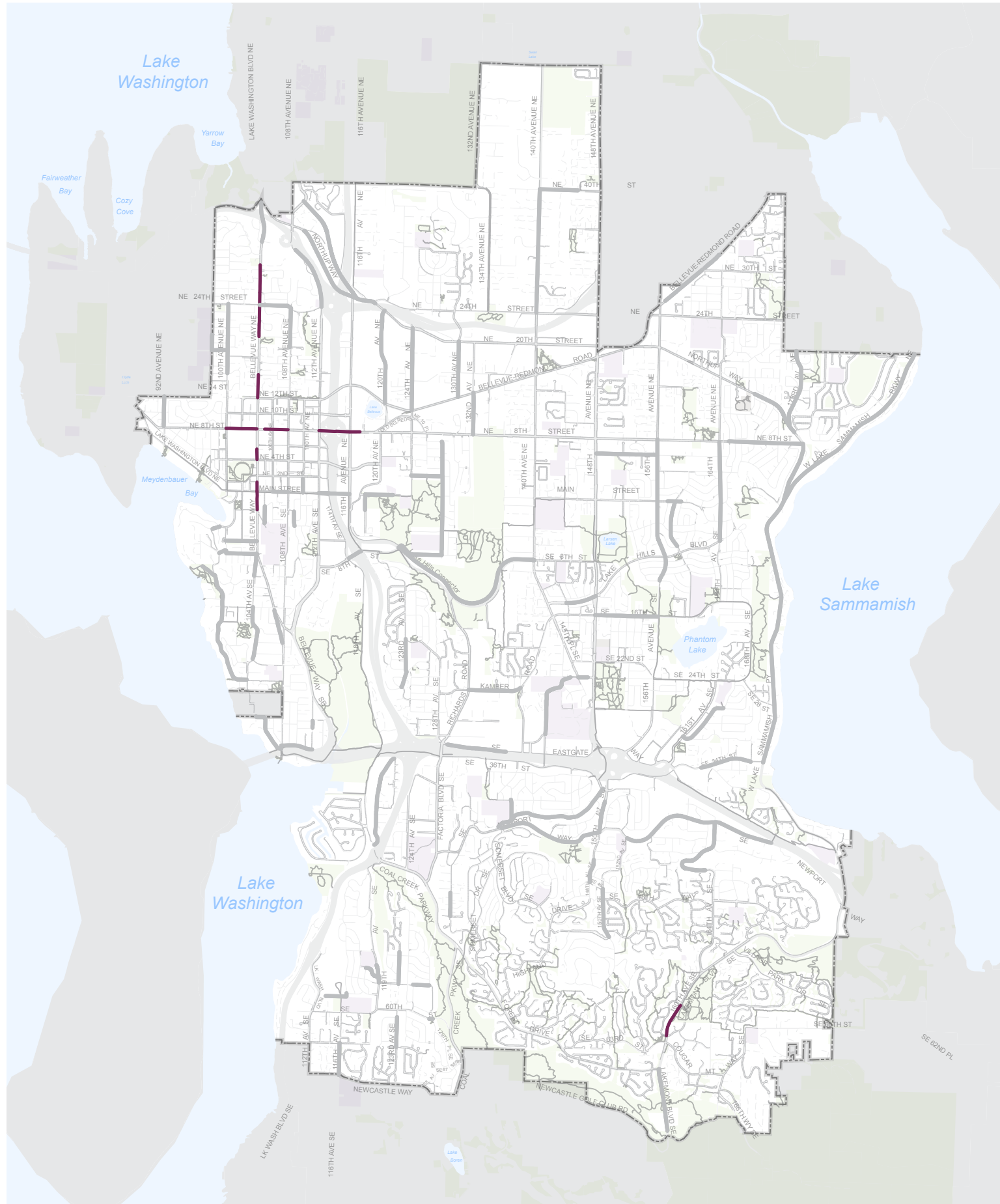
The corridor segments included on the following pages are along streets classified as major, minor, or collector arterials where no projects are identified by the Neighborhood Sidewalk Program or in the [2009 Pedestrian and Bicycle Transportation Plan](#). Only corridors where PBII Wikimap respondents located one or more issue points are included.

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Figure 187. (opposite, left) Major arterials where Wikimap respondents located one or more issue points.

Figure 188. (opposite, right) Minor arterials where Wikimap respondents located one or more issue points.

Figure 189. (reverse, left) Collector arterials where Wikimap respondents located one or more issue points.



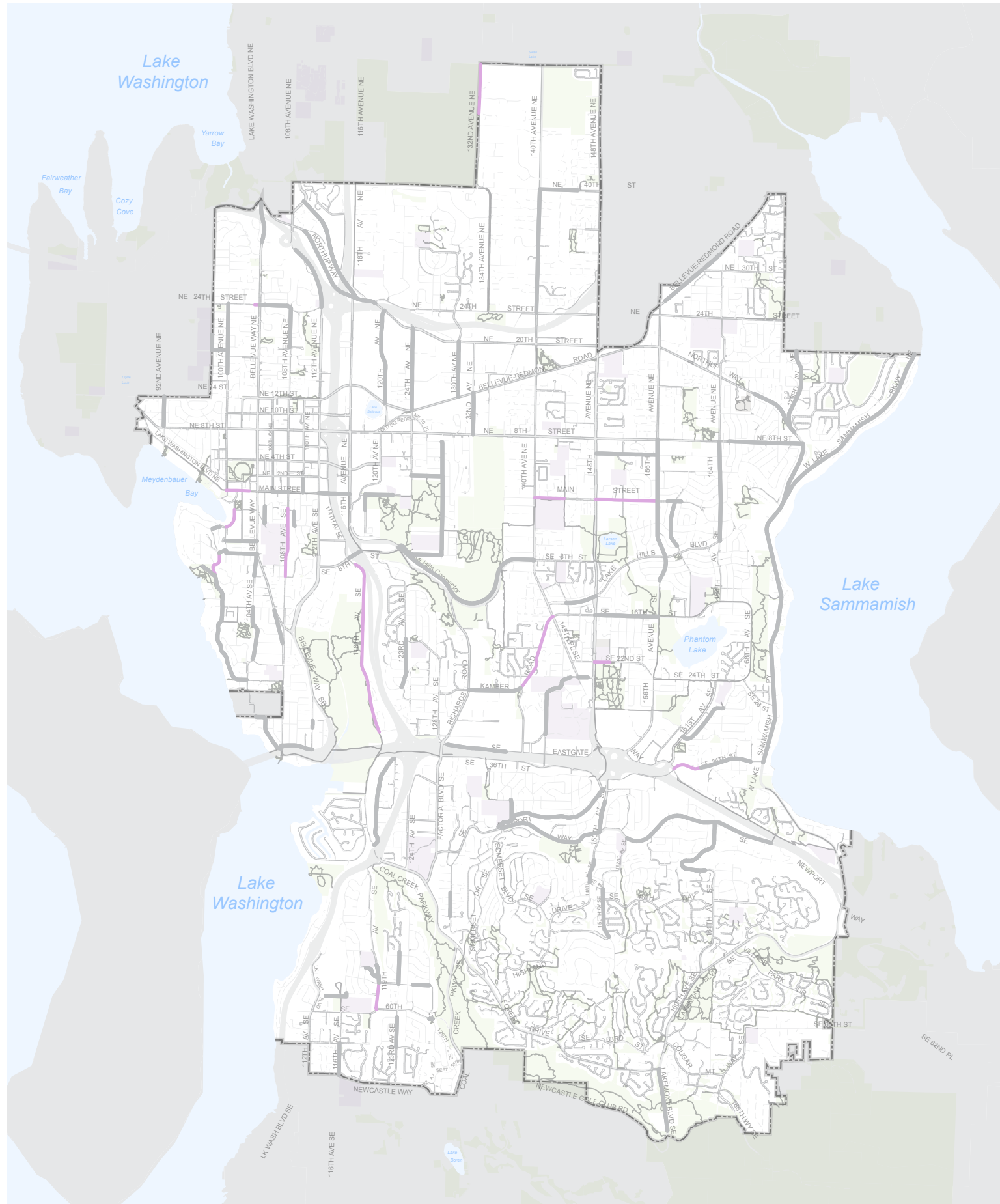


Table 115. All Walking Accommodation Issues – Arterial Street corridors without projects, pt. 1

Corridor Classification	Corridor Name	Corridor Limits	Respondents	% of Total
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	2	0.4%
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	3	0.6%
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	3	0.6%
Major Arterial	Bellevue Way NE	NE 4th St to BAM	2	0.4%
Major Arterial	Bellevue Way NE	Main St to NE 1st St	1	0.2%
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	3	0.6%
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	1	0.2%
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	5	1.0%
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	5	1.0%
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	22	4.3%
Major Arterial	NE 8th St	116th Ave NE to ERC	5	1.0%
Major Arterial Corridors Sub-Totals			52	10.1%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	1	0.2%
Minor Arterial	108th Ave NE	Main St to NE 2nd St	5	1.0%
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	5	1.0%
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	8	1.6%
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way	1	0.2%
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	3	0.6%
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	2	0.4%
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	2	0.4%
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	2	0.4%
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	1	0.2%
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	2	0.4%
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	8	1.6%
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	1	0.2%
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	3	0.6%
Minor Arterial Corridors Sub-Totals			44	8.6%
Arterial Street Corridors (without projects) Sub-Totals			132	25.7%
All Wikimap Walking Accommodation Issues Totals			514	

All Walking Accommodation Issues – Arterial Street corridors without projects, pt. 2

Corridor Classification	Corridor Name	Corridor Limits	Respondents	% of Total
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	1	0.2%
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	4	0.8%
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	2	0.4%
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	2	0.4%
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	1	0.2%
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	3	0.6%
Collector Arterial	Main St	148th Ave to 156th Ave	8	1.6%
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	1	0.2%
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	2	0.4%
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	1	0.2%
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	1	0.2%
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	2	0.4%
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	2	0.4%
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	6	1.2%
Collector Arterial Corridors Sub-Totals			36	7.0%
Arterial Street Corridors (without projects) Sub-Totals			132	25.7%
All Wikimap Walking Accommodation Issues Totals			514	

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Table 116. Space & Protection Issues – Arterial Street corridors without projects, pt. 1

Corridor Classification	Corridor Name	Corridor Limits	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	1	0.4%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 4th St to BAM	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	Main St to NE 1st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	2	11.8%	0	0.0%
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	2	0.8%	1	2.8%	3	50.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	116th Ave NE to ERC	1	0.4%	2	5.6%	0	0.0%	0	0.0%	0	0.0%
Major Arterial Corridors Sub-Totals			6	2.4%	4	11.1%	3	50.0%	2	11.8%	0	0.0%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0	0.0%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE	Main St to NE 2nd St	0	0.0%	0	0.0%	1	16.7%	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	1	0.4%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	0	0.0%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	33.3%
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	0	0.0%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	7	2.8%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial Corridors Sub-Totals			10	4.0%	5	13.9%	1	16.7%	1	5.9%	1	33.3%
Arterial Street Corridors (without projects) Sub-Totals			28	11.3%	11	30.6%	4	66.7%	5	29.4%	2	66.7%
All Wikimap Walking Accommodation Issues Total			248		36		6		17		3	

Space & Protection Issues – Arterial Street corridors without projects, pt. 2

Corridor Classification	Corridor Name	Corridor Limits	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	1	0.4%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	0	0.0%	1	2.8%	0	0.0%	0	0.0%	1	33.3%
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
Collector Arterial	Main St	148th Ave to 156th Ave	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	4	1.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial Corridors Sub-Totals			12	4.8%	2	5.6%	0	0.0%	2	11.8%	1	33.3%
Arterial Street Corridors (without projects) Sub-Totals			28	11.3%	11	30.6%	4	66.7%	5	29.4%	2	66.7%
All Wikimap Walking Accommodation Issues Total			248		36		6		17		3	

Table 117. Maintenance Issues – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	0	0.0%	2	25.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 4th St to BAM	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	Main St to NE 1st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	0	0.0%	1	12.5%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	116th Ave NE to ERC	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial Corridors Sub-Totals			0	0.0%	3	37.5%	0	0.0%	0	0.0%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE	Main St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	116th Ave NE	NE 22nd PI to Northup Way	0	0.0%	0	0.0%	0	0.0%	1	8.3%
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St	NE 29th PI to 148th Ave NE	0	0.0%	0	0.0%	0	0.0%	1	8.3%
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	1	25.0%	0	0.0%
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial Corridors Sub-Totals			3	17.6%	0	0.0%	1	25.0%	2	16.7%
Arterial Street Corridors (without projects) Sub-Totals			5	29.4%	3	37.5%	1	25.0%	3	25.0%
All Wikimap Walking Accommodation Issues Total			17		8		4		12	

Maintenance Issues – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	0	0.0%	0	0.0%	0	0.0%	1	8.3%
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	148th Ave to 156th Ave	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial Corridors Sub-Totals			2	11.8%	0	0.0%	0	0.0%	1	8.3%
Arterial Street Corridors (without projects) Sub-Totals			5	29.4%	3	37.5%	1	25.0%	3	25.0%
All Wikimap Walking Accommodation Issues Total			17		8		4		12	

Table 118. Street Crossing Issues – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 4th St to BAM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.0%	0	0.0%
Major Arterial	Bellevue Way NE	Main St to NE 1st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	0	0.0%	0	0.0%	1	16.7%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	1	1.0%	0	0.0%	0	0.0%	0	0.0%	2	22.2%	2	6.1%	0	0.0%
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	1	3.0%	0	0.0%
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	6	6.3%	0	0.0%	0	0.0%	6	25.0%	0	0.0%	2	6.1%	0	0.0%
Major Arterial	NE 8th St	116th Ave NE to ERC	0	0.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	1	3.0%	0	0.0%
Major Arterial Corridors Sub-Totals			7	7.3%	0	0.0%	1	16.7%	7	29.2%	5	55.6%	7	21.2%	2	7.7%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE	Main St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	22.2%	1	3.0%	0	0.0%
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	12.1%	0	0.0%
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	15.2%	0	0.0%
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.0%	0	0.0%
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	0	0.0%	0	0.0%	1	16.7%	0	0.0%	0	0.0%	1	3.0%	0	0.0%
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	0	0.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	1	1.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial Corridors Sub-Totals			2	2.1%	1	50.0%	1	16.7%	1	4.2%	3	33.3%	12	36.4%	1	3.8%
Arterial Street Corridors (without projects) Sub-Totals			24	25.0%	1	50.0%	3	50.0%	9	37.5%	9	100.0%	19	57.6%	7	26.9%
All Wikimap Walking Accommodation Issues Total			96		2		6		24		9		33		26	

Street Crossing Issues – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	1	1.0%	0	0.0%	1	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	0	0.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	148th Ave to 156th Ave	8	8.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.8%
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	7.7%
Collector Arterial Corridors Sub-Totals			15	15.6%	0	0.0%	1	16.7%	1	4.2%	1	11.1%	0	0.0%	4	15.4%
Arterial Street Corridors (without projects) Sub-Totals			24	25.0%	1	50.0%	3	50.0%	9	37.5%	9	100.0%	19	57.6%	7	26.9%
All Wikimap Walking Accommodation Issues Total			96		2		6		24		9		33		26	

Table 119. Connectivity Issues – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Sidewalks end abruptly	Existing sidewalks do not connect to nearby bus stops	Existing sidewalks do not connect to nearby destinations	Sidewalks/off-street paths are indirect	Dead-end streets make it difficult to get where I want to go	
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	NE 4th St to BAM	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE	Main St to NE 1st St	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	0	0.0%	0	0.0%	1	3.7%
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	2	4.3%	0	0.0%	1	3.7%
Major Arterial	NE 8th St	116th Ave NE to ERC	1	2.1%	0	0.0%	0	0.0%
Major Arterial Corridors Sub-Totals			3	6.4%	0	0.0%	2	7.4%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE	Main St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	0	0.0%	0	0.0%	1	11.1%
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	0	0.0%	0	0.0%	2	22.2%
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	1	2.1%	0	0.0%	0	0.0%
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	3	6.4%	0	0.0%	0	0.0%
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	0	0.0%	0	0.0%	0	0.0%
Minor Arterial Corridors Sub-Totals			4	8.5%	0	0.0%	3	33.3%
Arterial Street Corridors (without projects) Sub-Totals			15	31.9%	0	0.0%	4	14.8%
All Wikimap Walking Accommodation Issues Total			47		13		27	

Connectivity Issues – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Sidewalks end abruptly		Existing sidewalks do not connect to nearby bus stops		Existing sidewalks do not connect to nearby destinations		Sidewalks/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	0	0.0%	0	0.0%	1	3.7%	0	0.0%	0	0.0%
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	148th Ave to 156th Ave	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	0	0.0%	0	0.0%	1	3.7%	0	0.0%	0	0.0%
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	1	2.1%	0	0.0%	0	0.0%	1	11.1%	0	0.0%
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	3	6.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial Corridors Sub-Totals			8	17.0%	0	0.0%	2	7.4%	1	11.1%	0	0.0%
Arterial Street Corridors (without projects) Sub-Totals			15	31.9%	0	0.0%	4	14.8%	4	44.4%	0	0.0%
All Wikimap Walking Accommodation Issues Total			47		13		27		9		1	

Table 120. Visibility and Wayfinding Issues – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE	NE 4th St to BAM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE	Main St to NE 1st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	0	0.0%	7	15.2%	4	6.8%	1	50.0%	2	6.5%	0	–
Major Arterial	NE 8th St	116th Ave NE to ERC	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
Major Arterial Corridors Sub-Totals			1	1.9%	7	15.2%	4	6.8%	1	50.0%	3	9.7%	0	–
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE	Main St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	0	0.0%	1	2.2%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Minor Arterial Corridors Sub-Totals			1	1.9%	1	2.2%	2	3.4%	0	0.0%	1	3.2%	0	–
Arterial Street Corridors (without projects) Sub-Totals			7	13.0%	9	19.6%	7	11.9%	1	50.0%	6	19.4%	0	–
All Wikimap Walking Accommodation Issues Total			54		46		59		2		31		0	

Visibility and Wayfinding Issues – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	0	0.0%	1	2.2%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St	148th Ave to 156th Ave	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	1	1.9%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial Corridors Sub-Totals			5	9.3%	1	2.2%	1	1.7%	0	0.0%	2	6.5%	0	–
Arterial Street Corridors (without projects) Sub-Totals			7	13.0%	9	19.6%	7	11.9%	1	50.0%	6	19.4%	0	–
All Wikimap Walking Accommodation Issues Total			54		46		59		2		31		0	

Table 121. Sidewalk Blockage and Other Issues – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	0	0.0%	0	0.0%	0	0.0%	1	4.8%	1	0.5%
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
Major Arterial	Bellevue Way NE	NE 4th St to BAM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Major Arterial	Bellevue Way NE	Main St to NE 1st St	1	8.3%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	1.4%
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	1	4.8%	4	1.9%
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%	1	4.8%	13	6.1%
Major Arterial	NE 8th St	116th Ave NE to ERC	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	1.9%
Major Arterial Corridors Sub-Totals			1	8.3%	0	0.0%	0	0.0%	3	14.3%	30	14.1%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Minor Arterial	108th Ave NE	Main St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	1.4%
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	1.9%
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	1.4%
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
Minor Arterial Corridors Sub-Totals			0	0.0%	0	0.0%	0	0.0%	0	0.0%	18	8.5%
Arterial Street Corridors (without projects) Sub-Totals			1	8.3%	0	0.0%	0	0.0%	5	23.8%	61	28.6%
All Wikimap Walking Accommodation Issues Total			12		2		4		21		213	

Sidewalk Blockage and Other Issues – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	1.4%
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
Collector Arterial	Main St	148th Ave to 156th Ave	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	4.8%	1	0.5%
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	0	0.0%	0	0.0%	0	0.0%	1	4.8%	1	0.5%
Collector Arterial Corridors Sub-Totals			0	0.0%	0	0.0%	0	0.0%	2	9.5%	13	6.1%
Arterial Street Corridors (without projects) Sub-Totals			1	8.3%	0	0.0%	0	0.0%	5	23.8%	61	28.6%
All Wikimap Walking Accommodation Issues Total			12		2		4		21		213	

Table 122. Location Priority and Safety Scores – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	1.00	0.13	-0.50	0.45	2
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	0.77	-0.10	-1.33	-0.39	3
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	1.00	0.13	-1.67	-0.72	3
Major Arterial	Bellevue Way NE	NE 4th St to BAM	1.00	0.13	0.00	0.95	2
Major Arterial	Bellevue Way NE	Main St to NE 1st St	1.00	0.13	-1.00	-0.05	1
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	1.00	0.13	-1.00	-0.05	3
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	1.00	0.13	-2.00	-1.05	1
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	0.80	-0.07	0.40	1.35	5
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0.80	-0.07	0.60	1.55	5
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	0.92	0.05	-1.36	-0.42	22
Major Arterial	NE 8th St	116th Ave NE to ERC	0.93	0.06	-1.20	-0.25	5
Major Arterial Corridors Sub-Totals			0.93	0.06	-0.82	0.12	52
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0.66	-0.21	-1.00	-0.05	1
Minor Arterial	108th Ave NE	Main St to NE 2nd St	0.87	0.00	-0.80	0.15	5
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	0.93	0.06	-0.20	0.75	5
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	0.96	0.09	-0.25	0.70	8
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way	0.66	-0.21	1.00	1.95	1
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	1.00	0.13	-1.67	-0.72	3
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	1.00	0.13	0.00	0.95	2
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	0.66	-0.21	1.00	1.95	2
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	1.00	0.13	-0.50	0.45	2
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	0.66	-0.21	-2.00	-1.05	1
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	0.66	-0.21	1.00	1.95	2
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	1.00	0.13	-1.38	-0.43	8
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	1.00	0.13	1.00	1.95	1
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	0.77	-0.10	0.33	1.28	3
Minor Arterial Corridors Sub-Totals			0.84	-0.03	-0.25	0.70	44
Arterial Street Corridors (without projects) Sub-Totals			0.89	0.02	-0.67	-1.54	132
All Wikimap Walking Accommodation Issues Total			0.87		-0.95		514

Location Priority and Safety Scores – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	1.00	0.13	-1.00	-0.05	1
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	1.00	0.13	-0.75	0.20	4
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	0.83	-0.04	-1.50	-0.55	2
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	1.00	0.13	-0.50	0.45	2
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	0.33	-0.54	-1.00	-0.05	1
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	1.00	0.13	-0.33	0.61	3
Collector Arterial	Main St	148th Ave to 156th Ave	0.83	-0.04	0.25	1.20	8
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	1.00	0.13	-2.00	-1.05	1
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	1.00	0.13	-1.50	-0.55	2
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	1.00	0.13	1.00	1.95	1
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	0.66	-0.21	-1.00	-0.05	1
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	0.83	-0.04	-1.50	-0.55	2
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	1.00	0.13	-2.00	-1.05	2
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	0.89	0.02	-1.17	-0.22	6
Collector Arterial Corridors Sub-Totals			0.88	0.01	-0.93	0.02	36
Arterial Street Corridors (without projects) Sub-Totals			0.89	0.02	-0.67	-1.54	132
All Wikimap Walking Accommodation Issues Total			0.87		-0.95		514

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 123. Near Misses Experienced and Witnessed – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	1	0.5%		0.0%	1	0.7%	2
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St		0.0%	1	0.4%	2	1.4%	3
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St		0.0%	1	0.4%	1	0.7%	3
Major Arterial	Bellevue Way NE	NE 4th St to BAM	1	0.5%	2	0.9%		0.0%	2
Major Arterial	Bellevue Way NE	Main St to NE 1st St	1	0.5%		0.0%		0.0%	1
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	3	1.4%	2	0.9%		0.0%	3
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	1	0.5%		0.0%		0.0%	1
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	2	0.9%		0.0%	1	0.7%	5
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	4	1.8%	3	1.3%	1	0.7%	5
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	10	4.5%	12	5.4%	5	3.4%	22
Major Arterial	NE 8th St	116th Ave NE to ERC	3	1.4%	3	1.3%		0.0%	5
Major Arterial Corridors Sub-Totals			26	11.7%	24	10.7%	11	7.5%	52
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St		0.0%		0.0%		0.0%	1
Minor Arterial	108th Ave NE	Main St to NE 2nd St	4	1.8%	3	1.3%	1	0.7%	5
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	4	1.8%	1	0.4%	1	0.7%	5
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	4	1.8%	2	0.9%	2	1.4%	8
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way		0.0%		0.0%	1	0.7%	1
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	1	0.5%	2	0.9%	1	0.7%	3
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	2	0.9%	1	0.4%		0.0%	2
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	1	0.5%		0.0%	1	0.7%	2
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE		0.0%	1	0.4%	1	0.7%	2
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE		0.0%	1	0.4%		0.0%	1
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	1	0.5%	1	0.4%	1	0.7%	2
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	3	1.4%	5	2.2%	3	2.0%	8
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	1	0.5%		0.0%		0.0%	1
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE		0.0%		0.0%	2	1.4%	3
Minor Arterial Corridors Sub-Totals			21	9.5%	17	7.6%	14	9.5%	44
Arterial Street Corridors (without projects) Sub-Totals			64	28.8%	57	25.4%	32	21.8%	73
All Wikimap Walking Accommodation Issues Total			222		224		147		514

Near Misses Experienced and Witnessed – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Near Miss Experienced	Near Miss Witnessed	No Near Misses Experienced or Witnessed	Respondents			
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	0.0%	1	0.4%	0.0%	1		
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	4	1.8%	4	1.8%	0.0%	4	
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	1	0.5%	1	0.4%	0.0%	2	
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	0.0%	1	0.4%	1	0.7%	2	
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	0.0%		0.0%	1	0.7%	1	
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	1	0.5%	1	0.4%	2	1.4%	3
Collector Arterial	Main St	148th Ave to 156th Ave	4	1.8%	2	0.9%	2	1.4%	8
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	1	0.5%		0.0%		0.0%	1
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	0.0%	2	0.9%			0.0%	2
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	0.0%	1	0.4%			0.0%	1
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	1	0.5%		0.0%		0.0%	1
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	1	0.5%		0.0%	1	0.7%	2
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	2	0.9%	1	0.4%		0.0%	2
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	2	0.9%	2	0.9%		0.0%	6
Collector Arterial Corridors Sub-Totals			17	7.7%	16	7.1%	7	4.8%	36
Arterial Street Corridors (without projects) Sub-Totals			64	28.8%	57	25.4%	32	21.8%	73
All Wikimap Walking Accommodation Issues Total			222		224		147		514

Table 124. Recommended Potential Solutions: Sidewalks and Intersection Improvements – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	1	0.4%		0.0%	1	0.8%		0.0%		0.0%	1	2.6%
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	1	0.4%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE	NE 4th St to BAM		0.0%		0.0%		0.0%		0.0%	1	4.3%		0.0%
Major Arterial	Bellevue Way NE	Main St to NE 1st St	1	0.4%		0.0%		0.0%		0.0%		0.0%	1	2.6%
Major Arterial	Bellevue Way SE	SE 3rd St to Main St		0.0%	1	1.6%		0.0%		0.0%		0.0%	2	5.3%
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way		0.0%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	2	0.7%	2	3.3%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	2	0.7%	1	1.6%	12	9.2%		0.0%	2	8.7%	1	2.6%
Major Arterial	NE 8th St	116th Ave NE to ERC	1	0.4%	2	3.3%	2	1.5%		0.0%		0.0%	1	2.6%
Major Arterial Corridors Sub-Totals			9	3.2%	8	13.1%	15	11.5%	0	0.0%	3	13.0%	6	15.8%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St		0.0%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	108th Ave NE	Main St to NE 2nd St		0.0%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	1	0.4%		0.0%		0.0%	1	4.8%		0.0%	2	5.3%
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	2	0.7%		0.0%		0.0%		0.0%		0.0%	2	5.3%
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	156th Ave NE	NE 15th St to Northup Way		0.0%	2	3.3%	1	0.8%		0.0%	2	8.7%	1	2.6%
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St		0.0%	1	1.6%	1	0.8%		0.0%	1	4.3%	2	5.3%
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE		0.0%	2	3.3%	1	0.8%	1	4.8%	1	4.3%		0.0%
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	7	2.5%	1	1.6%	1	0.8%		0.0%	1	4.3%		0.0%
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	2	0.7%		0.0%	1	0.8%		0.0%	1	4.3%		0.0%
Minor Arterial Corridors Sub-Totals			15	5.4%	7	11.5%	7	5.4%	2	9.5%	6	26.1%	7	18.4%
Arterial Street Corridors (without projects) Sub-Totals			37	13.3%	18	29.5%	36	27.7%	4	19.0%	10	43.5%	16	42.1%
All Wikimap Walking Accommodation Issues Total			278		61		130		21		23		38	

Recommended Potential Solutions: Sidewalks and Intersection Improvements – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St		0.0%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	2	0.7%	1	1.6%	1	0.8%		0.0%		0.0%	2	5.3%
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St		0.0%		0.0%	1	0.8%		0.0%	1	4.3%		0.0%
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	1	0.4%		0.0%		0.0%	1	4.8%		0.0%		0.0%
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St		0.0%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE		0.0%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	Main St	148th Ave to 156th Ave		0.0%		0.0%	5	3.8%		0.0%		0.0%		0.0%
Collector Arterial	Main St	140th Ave to Sammamish HS Trail		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	1	0.4%		0.0%	1	0.8%		0.0%		0.0%	1	2.6%
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE		0.0%	1	1.6%	1	0.8%		0.0%		0.0%		0.0%
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	2	0.7%		0.0%	2	1.5%	1	4.8%		0.0%		0.0%
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	4	1.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial Corridors Sub-Totals			13	4.7%	3	4.9%	14	10.8%	2	9.5%	1	4.3%	3	7.9%
Arterial Street Corridors (without projects) Sub-Totals			37	13.3%	18	29.5%	36	27.7%	4	19.0%	10	43.5%	16	42.1%
All Wikimap Walking Accommodation Issues Total			278		61		130		21		23		38	

Table 125. Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer “Walk” signal time	Protected pedestrian signal (red arrow)						
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	0.0%	1	1.6%	1	2.9%	0.0%	–	0.0%				
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	0.0%		0.0%		0.0%	0.0%	–	1	2.3%			
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	0.0%		0.0%		0.0%	0.0%	–	1	2.3%			
Major Arterial	Bellevue Way NE	NE 4th St to BAM	0.0%		0.0%		0.0%	0.0%	–		0.0%			
Major Arterial	Bellevue Way NE	Main St to NE 1st St	0.0%	1	1.6%		0.0%	0.0%	–		0.0%			
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	1	1.8%	3	4.9%	2	5.7%	0.0%	–	0.0%			
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	0.0%		0.0%		0.0%	0.0%	–		0.0%			
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	0.0%	1	1.6%	1	2.9%	2	3.8%	–	2	4.5%		
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0.0%		0.0%		0.0%	1	1.9%	–		0.0%		
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	2	3.5%	5	8.2%	2	5.7%	6	11.3%	–	9	20.5%	
Major Arterial	NE 8th St	116th Ave NE to ERC	0.0%	1	1.6%	1	2.9%	2	3.8%	–	2	4.5%		
Major Arterial Corridors Sub-Totals			3	5.3%	12	19.7%	7	20.0%	11	20.8%	0	–	15	34.1%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0.0%		0.0%		0.0%	0.0%	–		0.0%			
Minor Arterial	108th Ave NE	Main St to NE 2nd St	0.0%	1	1.6%	1	2.9%	3	5.7%	–	3	6.8%		
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	0.0%		0.0%		0.0%	1	1.9%	–	1	2.3%		
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	0.0%		0.0%		0.0%	2	3.8%	–	1	2.3%		
Minor Arterial	116th Ave NE	NE 22nd Pl to Northup Way	0.0%		0.0%		0.0%	0.0%	–		0.0%			
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	0.0%		0.0%		0.0%	1	1.9%	–		0.0%		
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	0.0%	1	1.6%	2	5.7%	0.0%	–	1	2.3%			
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	0.0%		0.0%		0.0%	1	1.9%	–		0.0%		
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	0.0%		0.0%		0.0%	0.0%	–	1	2.3%			
Minor Arterial	NE 24th St	NE 29th Pl to 148th Ave NE	0.0%		0.0%		0.0%	0.0%	–		0.0%			
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	0.0%		0.0%	1	2.9%	0.0%	–		0.0%			
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	0.0%	2	3.3%		0.0%	0.0%	–	1	2.3%			
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	0.0%		0.0%		0.0%	0.0%	–		0.0%			
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	0.0%		0.0%		0.0%	0.0%	–		0.0%			
Minor Arterial Corridors Sub-Totals			0	0.0%	4	6.6%	4	11.4%	8	15.1%	0	–	8	18.2%
Arterial Street Corridors (without projects) Sub-Totals			12	21.1%	22	36.1%	12	34.3%	19	35.8%	0	–	25	56.8%
All Wikimap Walking Accommodation Issues Total			57		61		35		53		0		44	

Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer "Walk" signal time	Protected pedestrian signal (red arrow)						
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	1	1.8%	0.0%	0.0%	–	0.0%						
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St		0.0%	1	1.6%	0.0%	0.0%						
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St		0.0%		0.0%	–	0.0%						
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St		0.0%		0.0%	–	0.0%						
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St		0.0%		0.0%	–	0.0%						
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE		0.0%		0.0%	–	1 2.3%						
Collector Arterial	Main St	148th Ave to 156th Ave	3	5.3%	2	3.3%	–	0.0%						
Collector Arterial	Main St	140th Ave to Sammamish HS Trail		0.0%		0.0%	–	0.0%						
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE		0.0%		0.0%	–	1 2.3%						
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE		0.0%	1	1.6%	–	0.0%						
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	1	1.8%		1 2.9%	–	0.0%						
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE		0.0%		0.0%	–	0.0%						
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	2	3.5%	1	1.6%	–	0.0%						
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	2	3.5%	1	1.6%	–	0.0%						
Collector Arterial Corridors Sub-Totals			9	15.8%	6	9.8%	1	2.9%	0	0.0%	0	–	2	4.5%
Arterial Street Corridors (without projects) Sub-Totals			12	21.1%	22	36.1%	12	34.3%	19	35.8%	0	–	25	56.8%
All Wikimap Walking Accommodation Issues Total			57		61		35		53		0		44	

Table 126. Recommended Potential Solutions: Traffic Calming – Arterial Street corridors without projects, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
Major Arterial	Bellevue Way NE	NE 26th St to NE 29th St	0.0%	0.0%	0.0%	0.0%				
Major Arterial	Bellevue Way NE	NE 20th St to NE 26th St	1	1.5%	0.0%	0.0%				
Major Arterial	Bellevue Way NE	NE 12th St to NE 15th St	0.0%	1	5.0%	0.0%				
Major Arterial	Bellevue Way NE	NE 4th St to BAM	0.0%	0.0%	0.0%	0.0%				
Major Arterial	Bellevue Way NE	Main St to NE 1st St	0.0%	0.0%	0.0%	0.0%				
Major Arterial	Bellevue Way SE	SE 3rd St to Main St	0.0%	0.0%	0.0%	0.0%				
Major Arterial	Lakemont Blvd SE	SE 62nd St to SE 58th St	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St	100th Ave NE to Bellevue Way	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St	105th Ave NE to 108th Ave NE	0.0%	1	5.0%	0.0%				
Major Arterial	NE 8th St	112th Ave NE to 116th Ave NE	4	5.9%	0.0%	1				
Major Arterial	NE 8th St	116th Ave NE to ERC	0.0%	0.0%	1	1.5%				
Major Arterial Corridors Sub-Totals			5	7.4%	2	10.0%	2	2.9%	0	0.0%
Minor Arterial	100th Ave NE	NE 4th St to NE 8th St	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	108th Ave NE	Main St to NE 2nd St	2	2.9%	0.0%	0.0%				
Minor Arterial	110th Ave NE	NE 8th St to NE 9th St	0.0%	1	5.0%	0.0%				
Minor Arterial	110th Ave NE	NE 6th St to NE 8th St	0.0%	1	5.0%	0.0%				
Minor Arterial	116th Ave NE	NE 22nd PI to Northup Way	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	156th Ave NE	NE 15th St to Northup Way	1	1.5%	1	5.0%	1	1.5%	0.0%	
Minor Arterial	Factoria Blvd SE	SE Newport Way to SE 44th St	1	1.5%	0.0%	0.0%				
Minor Arterial	NE 10th St	100th Ave NE to 102nd Ave NE	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	NE 12th St	102nd Ave NE to Bellevue Way NE	0.0%	1	5.0%	0.0%				
Minor Arterial	NE 24th St	NE 29th PI to 148th Ave NE	1	1.5%	1	5.0%	0.0%			
Minor Arterial	NE 2nd St	105th Ave NE to 106th Ave NE	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	NE 40th St	145th Ave NE to 148th Ave NE	2	2.9%	0.0%	5	7.4%	1	6.3%	
Minor Arterial	NE 8th St	160th Ave NE to 164th Ave NE	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	Northup Way	164th Ave NE to 168th Ave NE	0.0%	0.0%	0.0%	0.0%				
Minor Arterial Corridors Sub-Totals			7	10.3%	5	25.0%	6	8.8%	1	6.3%
Arterial Street Corridors (without projects) Sub-Totals			18	26.5%	8	40.0%	14	20.6%	1	6.3%
All Wikimap Walking Accommodation Issues Total			68		20		68		16	

Recommended Potential Solutions: Traffic Calming – Arterial Street corridors without projects, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
Collector Arterial	101st Ave SE	100th Ave SE to SE 3rd St	0.0%	0.0%	1	1.5%	0.0%			
Collector Arterial	108th Ave SE	SE 11th St to SE 2nd St	2	2.9%	1	5.0%	0.0%	0.0%		
Collector Arterial	119th Ave SE	SE 60th St to SE 56th St	0.0%	0.0%	0.0%	0.0%	0.0%			
Collector Arterial	132nd Ave NE	NE 51st Pl to NE 60th St	0.0%	0.0%	1	1.5%	0.0%			
Collector Arterial	99th Ave SE	SE 11th St to SE 7th St	0.0%	0.0%	1	1.5%	0.0%			
Collector Arterial	Main St	100th Ave NE to 103rd Ave NE	0.0%	0.0%	0.0%	0.0%	0.0%			
Collector Arterial	Main St	148th Ave to 156th Ave	1	1.5%	0.0%	2	2.9%	0.0%		
Collector Arterial	Main St	140th Ave to Sammamish HS Trail	0.0%	0.0%	0.0%	0.0%	0.0%			
Collector Arterial	NE 24th St	103rd Ave NE to Bellevue Way NE	1	1.5%	0.0%	0.0%	0.0%			
Collector Arterial	SE 22nd St	148th Ave SE to 150th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Collector Arterial	SE 26th St	139th Ave SE to 140th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Collector Arterial	SE 35th Pl	SE Eastgate Way to 162nd Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Collector Arterial	118th Ave SE	SE 32nd St to Bellefields Trailheads	0.0%	0.0%	0.0%	0.0%	0.0%			
Collector Arterial	118th Ave SE	Bellefields Trailheads to south of SE 8th St	2	2.9%	0.0%	1	1.5%	0.0%		
Collector Arterial Corridors Sub-Totals			6	8.8%	1	5.0%	6	8.8%	0	0.0%
Arterial Street Corridors (without projects) Sub-Totals			18	26.5%	8	40.0%	14	20.6%	1	6.3%
All Wikimap Walking Accommodation Issues Total			68		20		68		16	

Local Streets & Off-Street Paths

The corridor segments included on the following pages are along roads classified as local streets or off-street paths where no projects are identified by the Neighborhood Sidewalk Program or in the [2009 Pedestrian and Bicycle Transportation Plan](#). Only corridors where PBI Wikimap respondents located one or more issue points are included.

Figure 190. (opposite) Local streets and off-street paths where Wikimap respondents located one or more issue points.

Table 127. All Walking Accommodation Issues – Local Street and Off-Street Path corridors without projects, pt. 1

Corridor Classification	Corridor Name	Corridor Limits	Respondents	% of Total
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	3	0.6%
Local	105th Ave NE	NE 2nd St to NE 4th St	2	0.4%
Local	107th Ave SE	SE 11th St to SE 10th St	1	0.2%
Local	107th Pl SE	108th Ave SE to SE 30th St	1	0.2%
Local	109th Ave SE	SE 11th St to SE 4th St	2	0.4%
Local	110th Ave SE	109th Ave SE to Main St	3	0.6%
Local	111th Ave SE	SE 4th St to SE 2nd St	1	0.2%
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	2	0.4%
Local	116th Ave SE	SE 58th St to SE 52nd St	1	0.2%
Local	118th Ave SE	SE 54th Pl to SE 52nd St	1	0.2%
Local	120th Ave NE	NE 26th Pl to cul-de-sac	2	0.4%
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	2	0.4%
Local	125th Ave NE	NE 32nd St to 127th Ave NE	1	0.2%
Local	127th Ave NE	NE 30th St to NE 32nd St	0	0.0%
Local	129th Ave SE	SE 1st St to Main St	1	0.2%
Local	130th Ave NE	NE 1st St to NE 8th St	2	0.4%
Local	131st Ave NE	Cul-de-sac to NE 8th St	1	0.2%
Local	134th Ave NE	NE 8th St to Bel-Red Rd	3	0.6%
Local	136th Pl SE	North of SE 40th St to south of SE 36th St	1	0.2%
Local	138th Ave SE	SE 40th St to 136th Pl SE	2	0.4%
Local	146th Ave SE	147th Ave SE to SE Allen Rd	1	0.2%
Local	146th Ave SE	SE 22nd St to SE 16th St	1	0.2%
Local	147th Pl SE	SE 20th St to SE 16th Pl	1	0.2%
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0	0.0%
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	2	0.4%
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	10	1.9%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	1	0.2%
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	1	0.2%
Local	NE 21st St	98th Ave NE to 100th Ave NE	4	0.8%
All Wikimap Walking Accommodation Issues Totals			514	

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All Walking Accommodation Issues – Local Street and Off-Street Path corridors without projects, pt. 2

Corridor Classification	Corridor Name	Corridor Limits	Respondents	% of Total
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	7	1.4%
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	3	0.6%
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	1	0.2%
Local	NE 5th St	97th Ave NE to 98th Ave NE	2	0.4%
Local	Park Rd	NE 8th St to Vineyard Crest	1	0.2%
Local	SE 10th St	107th Ave SE to 108th Ave SE	1	0.2%
Local	SE 11th St	156th Ave SE to 160th Ave SE	1	0.2%
Local	SE 12th St	143rd Ave SE to 144th Pl SE	1	0.2%
Local	SE 15th St	112th Ave SE to 114th Ave SE	2	0.4%
Local	SE 28th St	SE 28th St to cul-de-sac	2	0.4%
Local	SE 37th St	136th Pl SE to 146th Ave SE	2	0.4%
Local	SE 38th St	150th Ave SE to 154th Ave SE	1	0.2%
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	3	0.6%
Local	SE 47th St	116th Ave SE to 118th Ave SE	1	0.2%
Local	SE 4th St	152nd Pl SE to 156th Ave SE	1	0.2%
Local	SE 58th St	118th Ave SE to 119th Ave SE	2	0.4%
Local	SE 5th St	116th Ave SE to 118th Ave SE	1	0.2%
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	2	0.4%
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	2	0.4%
Local	Unnamed	108th Ave NE to cul-de-sac	1	0.2%
Local	Vineyard Crst	Sunset Way to Belfair Ln	2	0.4%
Local Street Corridors (without projects) Sub-Totals			92	17.9%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	1	0.2%
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	2	0.4%
Off-Street Path	SE 32nd St / Richard Rd Trail	I-90 EB ramp to Richards Rd	1	0.2%
Off-Street Path Corridors (without projects) Sub-Totals			4	0.8%
All Wikimap Walking Accommodation Issues Totals			514	

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Table 128. Space & Protection Issues – Local Street and Off-Street Path corridors, pt. 1

Corridor Classification	Corridor Name	Corridor Limits	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	105th Ave NE	NE 2nd St to NE 4th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	107th Ave SE	SE 11th St to SE 10th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	107th Pl SE	108th Ave SE to SE 30th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	109th Ave SE	SE 11th St to SE 4th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	110th Ave SE	109th Ave SE to Main St	3	1.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	111th Ave SE	SE 4th St to SE 2nd St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	116th Ave SE	SE 58th St to SE 52nd St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	118th Ave SE	SE 54th Pl to SE 52nd St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	120th Ave NE	NE 26th Pl to cul-de-sac	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	125th Ave NE	NE 32nd St to 127th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	127th Ave NE	NE 30th St to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	129th Ave SE	SE 1st St to Main St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	130th Ave NE	NE 1st St to NE 8th St	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	131st Ave NE	Cul-de-sac to NE 8th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	134th Ave NE	NE 8th St to Bel-Red Rd	3	1.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	136th Pl SE	North of SE 40th St to south of SE 36th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	138th Ave SE	SE 40th St to 136th Pl SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	146th Ave SE	147th Ave SE to SE Allen Rd	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	146th Ave SE	SE 22nd St to SE 16th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	147th Pl SE	SE 20th St to SE 16th Pl	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	8	3.2%	1	2.8%	0	0.0%	0	0.0%	0	0.0%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 21st St	98th Ave NE to 100th Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			248		36		6		17		3	

Space & Protection Issues – Local Street and Off-Street Path corridors, pt. 2

Corridor Classification	Corridor Name	Corridor Limits	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	5	2.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	3	1.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 5th St	97th Ave NE to 98th Ave NE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Park Rd	NE 8th St to Vineyard Crest	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 10th St	107th Ave SE to 108th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 11th St	156th Ave SE to 160th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 12th St	143rd Ave SE to 144th Pl SE	0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
Local	SE 15th St	112th Ave SE to 114th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
Local	SE 28th St	SE 28th St to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 37th St	136th Pl SE to 146th Ave SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 38th St	150th Ave SE to 154th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 47th St	116th Ave SE to 118th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 4th St	152nd Pl SE to 156th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 58th St	118th Ave SE to 119th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 5th St	116th Ave SE to 118th Ave SE	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Unnamed	108th Ave NE to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Vineyard Crst	Sunset Way to Belfair Ln	2	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local Street Corridors (without projects) Sub-Totals			69	27.8%	1	2.8%	0	0.0%	2	11.8%	0	0.0%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path Corridors (without projects) Sub-Totals			0	0.0%	0	0.0%	0	0.0%	1	5.9%	0	0.0%
All Wikimap Walking Accommodation Issues Total			248		36		6		17		3	

Table 129. Maintenance Issues – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	105th Ave NE	NE 2nd St to NE 4th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	107th Ave SE	SE 11th St to SE 10th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	107th Pl SE	108th Ave SE to SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	109th Ave SE	SE 11th St to SE 4th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	110th Ave SE	109th Ave SE to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	111th Ave SE	SE 4th St to SE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	116th Ave SE	SE 58th St to SE 52nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	118th Ave SE	SE 54th Pl to SE 52nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	120th Ave NE	NE 26th Pl to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	125th Ave NE	NE 32nd St to 127th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	127th Ave NE	NE 30th St to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	129th Ave SE	SE 1st St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	130th Ave NE	NE 1st St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	131st Ave NE	Cul-de-sac to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	134th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	136th Pl SE	North of SE 40th St to south of SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	138th Ave SE	SE 40th St to 136th Pl SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	146th Ave SE	147th Ave SE to SE Allen Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	146th Ave SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	147th Pl SE	SE 20th St to SE 16th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 21st St	98th Ave NE to 100th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			17		8		4		12	

Maintenance Issues – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 5th St	97th Ave NE to 98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Park Rd	NE 8th St to Vineyard Crest	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 10th St	107th Ave SE to 108th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 11th St	156th Ave SE to 160th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 12th St	143rd Ave SE to 144th Pl SE	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Local	SE 15th St	112th Ave SE to 114th Ave SE	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Local	SE 28th St	SE 28th St to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 37th St	136th Pl SE to 146th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 38th St	150th Ave SE to 154th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	1	5.9%	0	0.0%	0	0.0%	1	8.3%
Local	SE 47th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 4th St	152nd Pl SE to 156th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 58th St	118th Ave SE to 119th Ave SE	0	0.0%	1	12.5%	0	0.0%	0	0.0%
Local	SE 5th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Unnamed	108th Ave NE to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Vineyard Crst	Sunset Way to Belfair Ln	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local Street Corridors (without projects) Sub-Totals			3	17.6%	1	12.5%	0	0.0%	1	8.3%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	0	0.0%	2	25.0%	0	0.0%	0	0.0%
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd	0	0.0%	0	0.0%	0	0.0%	1	8.3%
Off-Street Path Corridors (without projects) Sub-Totals			0	0.0%	2	25.0%	0	0.0%	1	8.3%
All Wikimap Walking Accommodation Issues Total			17		8		4		12	

Table 130. Street Crossing Issues – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	105th Ave NE	NE 2nd St to NE 4th St	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	107th Ave SE	SE 11th St to SE 10th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	107th Pl SE	108th Ave SE to SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	109th Ave SE	SE 11th St to SE 4th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	110th Ave SE	109th Ave SE to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	111th Ave SE	SE 4th St to SE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	116th Ave SE	SE 58th St to SE 52nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	118th Ave SE	SE 54th Pl to SE 52nd St	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	120th Ave NE	NE 26th Pl to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	125th Ave NE	NE 32nd St to 127th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	127th Ave NE	NE 30th St to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	129th Ave SE	SE 1st St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	130th Ave NE	NE 1st St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	131st Ave NE	Cul-de-sac to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	134th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	136th Pl SE	North of SE 40th St to south of SE 36th	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	138th Ave SE	SE 40th St to 136th Pl SE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	146th Ave SE	147th Ave SE to SE Allen Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	146th Ave SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	147th Pl SE	SE 20th St to SE 16th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	0	0.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave	6	6.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 21st St	98th Ave NE to 100th Ave NE	2	2.1%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			96		2		6		24		9		33		26	

Street Crossing Issues – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	4	4.2%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 5th St	97th Ave NE to 98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Park Rd	NE 8th St to Vineyard Crest	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 10th St	107th Ave SE to 108th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 11th St	156th Ave SE to 160th Ave SE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 12th St	143rd Ave SE to 144th Pl SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 15th St	112th Ave SE to 114th Ave SE	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 28th St	SE 28th St to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.0%	0	0.0%
Local	SE 37th St	136th Pl SE to 146th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 38th St	150th Ave SE to 154th Ave SE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 47th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 4th St	152nd Pl SE to 156th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 58th St	118th Ave SE to 119th Ave SE	1	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 5th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	1	1.0%	0	0.0%	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%
Local	Unnamed	108th Ave NE to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Vineyard Crst	Sunset Way to Belfair Ln	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local Street Corridors (without projects) Sub-Totals			22	22.9%	0	0.0%	0	0.0%	4	16.7%	0	0.0%	1	3.0%	0	0.0%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path Corridors (without projects) Sub-Totals			0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			96		2		6		24		9		33		26	

Table 131. Connectivity Issues – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Sidewalks end abruptly		Existing sidewalks do not connect to nearby bus stops		Existing sidewalks do not connect to nearby destinations		Sidewalks/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	105th Ave NE	NE 2nd St to NE 4th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	107th Ave SE	SE 11th St to SE 10th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	107th Pl SE	108th Ave SE to SE 30th St	0	0.0%	0	0.0%	1	3.7%	0	0.0%	0	0.0%
Local	109th Ave SE	SE 11th St to SE 4th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	110th Ave SE	109th Ave SE to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	111th Ave SE	SE 4th St to SE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	116th Ave SE	SE 58th St to SE 52nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	118th Ave SE	SE 54th Pl to SE 52nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	120th Ave NE	NE 26th Pl to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	125th Ave NE	NE 32nd St to 127th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	127th Ave NE	NE 30th St to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	129th Ave SE	SE 1st St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	130th Ave NE	NE 1st St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	131st Ave NE	Cul-de-sac to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	134th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	136th Pl SE	North of SE 40th St to south of SE 36th St	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	138th Ave SE	SE 40th St to 136th Pl SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	146th Ave SE	147th Ave SE to SE Allen Rd	0	0.0%	0	0.0%	1	3.7%	0	0.0%	0	0.0%
Local	146th Ave SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	147th Pl SE	SE 20th St to SE 16th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	1	2.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 21st St	98th Ave NE to 100th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			47		13		27		9		1	

Connectivity Issues – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Sidewalks end abruptly	Existing sidewalks do not connect to nearby bus stops	Existing sidewalks do not connect to nearby destinations	Sidewalks/off-street paths are indirect	Dead-end streets make it difficult to get where I want to go					
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	0	0.0%	1	3.7%	0	0.0%				
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%				
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	0	0.0%	0	0.0%	0	0.0%				
Local	NE 5th St	97th Ave NE to 98th Ave NE	0	0.0%	0	0.0%	0	0.0%				
Local	Park Rd	NE 8th St to Vineyard Crest	0	0.0%	0	0.0%	0	0.0%				
Local	SE 10th St	107th Ave SE to 108th Ave SE	1	2.1%	0	0.0%	0	0.0%				
Local	SE 11th St	156th Ave SE to 160th Ave SE	0	0.0%	0	0.0%	0	0.0%				
Local	SE 12th St	143rd Ave SE to 144th Pl SE	0	0.0%	0	0.0%	0	0.0%				
Local	SE 15th St	112th Ave SE to 114th Ave SE	0	0.0%	1	3.7%	0	0.0%				
Local	SE 28th St	SE 28th St to cul-de-sac	0	0.0%	0	0.0%	0	0.0%				
Local	SE 37th St	136th Pl SE to 146th Ave SE	0	0.0%	0	0.0%	0	0.0%				
Local	SE 38th St	150th Ave SE to 154th Ave SE	0	0.0%	1	3.7%	0	0.0%				
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	1	2.1%	0	0.0%	1	11.1%				
Local	SE 47th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%				
Local	SE 4th St	152nd Pl SE to 156th Ave SE	0	0.0%	0	0.0%	0	0.0%				
Local	SE 58th St	118th Ave SE to 119th Ave SE	1	2.1%	0	0.0%	0	0.0%				
Local	SE 5th St	116th Ave SE to 118th Ave SE	1	2.1%	0	0.0%	0	0.0%				
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	0	0.0%	0	0.0%	0	0.0%				
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	0	0.0%	0	0.0%	0	0.0%				
Local	Unnamed	108th Ave NE to cul-de-sac	0	0.0%	0	0.0%	0	0.0%				
Local	Vineyard Crst	Sunset Way to Belfair Ln	0	0.0%	0	0.0%	0	0.0%	1	100.0%		
Local Street Corridors (without projects) Sub-Totals			7	14.9%	1	7.7%	5	18.5%	1	11.1%	1	100.0%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Off-Street Path Corridors (without projects) Sub-Totals			0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			47		13		27		9		1	

Table 132. Visibility and Wayfinding Issues – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	0	0.0%	0	0.0%	3	5.1%	0	0.0%	0	0.0%	0	–
Local	105th Ave NE	NE 2nd St to NE 4th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	107th Ave SE	SE 11th St to SE 10th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	107th Pl SE	108th Ave SE to SE 30th St	0	0.0%	0	0.0%	1	1.7%	0	0.0%	1	3.2%	0	–
Local	109th Ave SE	SE 11th St to SE 4th St	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Local	110th Ave SE	109th Ave SE to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	111th Ave SE	SE 4th St to SE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	116th Ave SE	SE 58th St to SE 52nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	118th Ave SE	SE 54th Pl to SE 52nd St	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Local	120th Ave NE	NE 26th Pl to cul-de-sac	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	125th Ave NE	NE 32nd St to 127th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	127th Ave NE	NE 30th St to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	129th Ave SE	SE 1st St to Main St	0	0.0%	1	2.2%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	130th Ave NE	NE 1st St to NE 8th St	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	131st Ave NE	Cul-de-sac to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	134th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	136th Pl SE	North of SE 40th St to south of SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	138th Ave SE	SE 40th St to 136th Pl SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
Local	146th Ave SE	147th Ave SE to SE Allen Rd	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	146th Ave SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	147th Pl SE	SE 20th St to SE 16th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	0	0.0%	0	0.0%	3	5.1%	0	0.0%	1	3.2%	0	–
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 21st St	98th Ave NE to 100th Ave NE	0	0.0%	0	0.0%	2	3.4%	0	0.0%	0	0.0%	0	–
All Wikimap Walking Accommodation Issues Total			54		46		59		2		31		0	

Visibility and Wayfinding Issues – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	0	0.0%	1	2.2%	1	1.7%	0	0.0%	2	6.5%	0	–
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	0	0.0%	2	4.3%	1	1.7%	0	0.0%	2	6.5%	0	–
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 5th St	97th Ave NE to 98th Ave NE	0	0.0%	2	4.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Park Rd	NE 8th St to Vineyard Crest	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 10th St	107th Ave SE to 108th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 11th St	156th Ave SE to 160th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 12th St	143rd Ave SE to 144th Pl SE	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Local	SE 15th St	112th Ave SE to 114th Ave SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 28th St	SE 28th St to cul-de-sac	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 37th St	136th Pl SE to 146th Ave SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
Local	SE 38th St	150th Ave SE to 154th Ave SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	–
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 47th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 4th St	152nd Pl SE to 156th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 58th St	118th Ave SE to 119th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 5th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	0	0.0%	1	2.2%	1	1.7%	0	0.0%	0	0.0%	0	–
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Unnamed	108th Ave NE to cul-de-sac	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Vineyard Crst	Sunset Way to Belfair Ln	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Local Street Corridors (without projects) Sub-Totals			10	18.5%	7	15.2%	17	28.8%	0	0.0%	9	29.0%	0	–
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	0	0.0%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	2	3.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd	1	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Off-Street Path Corridors (without projects) Sub-Totals			3	5.6%	0	0.0%	1	1.7%	0	0.0%	0	0.0%	0	–
All Wikimap Walking Accommodation Issues Total			54		46		59		2		31		0	

Table 133. Sidewalk Blockage and Other Issues – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	105th Ave NE	NE 2nd St to NE 4th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	107th Ave SE	SE 11th St to SE 10th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	107th Pl SE	108th Ave SE to SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	109th Ave SE	SE 11th St to SE 4th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	110th Ave SE	109th Ave SE to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	111th Ave SE	SE 4th St to SE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	116th Ave SE	SE 58th St to SE 52nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	118th Ave SE	SE 54th Pl to SE 52nd St	1	8.3%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	120th Ave NE	NE 26th Pl to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	125th Ave NE	NE 32nd St to 127th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	127th Ave NE	NE 30th St to NE 32nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	129th Ave SE	SE 1st St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	130th Ave NE	NE 1st St to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	131st Ave NE	Cul-de-sac to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	134th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	136th Pl SE	North of SE 40th St to south of SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	138th Ave SE	SE 40th St to 136th Pl SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	146th Ave SE	147th Ave SE to SE Allen Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	146th Ave SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	147th Pl SE	SE 20th St to SE 16th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	1	8.3%	0	0.0%	0	0.0%	0	0.0%	8	3.8%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	NE 21st St	98th Ave NE to 100th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	1.4%
All Wikimap Walking Accommodation Issues Total			12		2		4		21		213	

Sidewalk Blockage and Other Issues – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	2	16.7%	0	0.0%	0	0.0%	0	0.0%	4	1.9%
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	0	0.0%	0	0.0%	0	0.0%	1	4.8%	3	1.4%
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	NE 5th St	97th Ave NE to 98th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	Park Rd	NE 8th St to Vineyard Crest	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	SE 10th St	107th Ave SE to 108th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	SE 11th St	156th Ave SE to 160th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	SE 12th St	143rd Ave SE to 144th Pl SE	0	0.0%	0	0.0%	0	0.0%	1	4.8%		0.0%
Local	SE 15th St	112th Ave SE to 114th Ave SE	1	8.3%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	SE 28th St	SE 28th St to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	SE 37th St	136th Pl SE to 146th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	SE 38th St	150th Ave SE to 154th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	SE 47th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	SE 4th St	152nd Pl SE to 156th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	SE 58th St	118th Ave SE to 119th Ave SE	0	0.0%	0	0.0%	0	0.0%	1	4.8%	2	0.9%
Local	SE 5th St	116th Ave SE to 118th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Local	Unnamed	108th Ave NE to cul-de-sac	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local	Vineyard Crst	Sunset Way to Belfair Ln	0	0.0%	0	0.0%	0	0.0%	0	0.0%		0.0%
Local Street Corridors (without projects) Sub-Totals			5	41.7%	0	0.0%	0	0.0%	3	14.3%	42	19.7%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	0	0.0%	1	50.0%	0	0.0%	0	0.0%	1	0.5%
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.9%
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Off-Street Path Corridors (without projects) Sub-Totals			0	0.0%	1	50.0%	0	0.0%	0	0.0%	4	1.9%
All Wikimap Walking Accommodation Issues Total			12		2		4		21		213	

Table 134. Location Priority and Safety Scores – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	1.00	0.13	-2.00	-1.05	3
Local	105th Ave NE	NE 2nd St to NE 4th St	0.83	-0.04	-0.50	0.45	2
Local	107th Ave SE	SE 11th St to SE 10th St	1.00	0.13	-2.00	-1.05	1
Local	107th Pl SE	108th Ave SE to SE 30th St	1.00	0.13	-2.00	-1.05	1
Local	109th Ave SE	SE 11th St to SE 4th St	0.83	-0.04	-1.50	-0.55	2
Local	110th Ave SE	109th Ave SE to Main St	1.00	0.13	-0.67	0.28	3
Local	111th Ave SE	SE 4th St to SE 2nd St	1.00	0.13	1.00	1.95	1
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	0.83	-0.04	-0.50	0.45	2
Local	116th Ave SE	SE 58th St to SE 52nd St	0.66	-0.21	1.00	1.95	1
Local	118th Ave SE	SE 54th Pl to SE 52nd St	1.00	0.13	-1.00	-0.05	1
Local	120th Ave NE	NE 26th Pl to cul-de-sac	0.83	-0.04	-0.50	0.45	2
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	0.66	-0.21	0.00	0.95	2
Local	125th Ave NE	NE 32nd St to 127th Ave NE	1.00	0.13	-1.00	-0.05	1
Local	127th Ave NE	NE 30th St to NE 32nd St	0.00	-0.87	0.00	0.95	0
Local	129th Ave SE	SE 1st St to Main St	0.66	-0.21	1.00	1.95	1
Local	130th Ave NE	NE 1st St to NE 8th St	1.00	0.13	-1.50	-0.55	2
Local	131st Ave NE	Cul-de-sac to NE 8th St	1.00	0.13	-1.00	-0.05	1
Local	134th Ave NE	NE 8th St to Bel-Red Rd	0.89	0.02	-1.00	-0.05	3
Local	136th Pl SE	North of SE 40th St to south of SE 36th St	0.66	-0.21	-1.00	-0.05	1
Local	138th Ave SE	SE 40th St to 136th Pl SE	0.83	-0.04	-1.50	-0.55	2
Local	146th Ave SE	147th Ave SE to SE Allen Rd	1.00	0.13	-2.00	-1.05	1
Local	146th Ave SE	SE 22nd St to SE 16th St	0.66	-0.21	1.00	1.95	1
Local	147th Pl SE	SE 20th St to SE 16th Pl	0.66	-0.21	1.00	1.95	1
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0.00	-0.87	0.00	0.95	0
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	0.66	-0.21	0.00	0.95	2
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	0.93	0.06	-1.50	-0.55	10
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	0.33	-0.54	-1.00	-0.05	1
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	0.66	-0.21	1.00	1.95	1
Local	NE 21st St	98th Ave NE to 100th Ave NE	1.00	0.13	-1.25	-0.30	4
All Wikimap Walking Accommodation Issues Total			0.87		-0.95		514

Location Priority and Safety Scores – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	0.95	0.08	-1.57	-0.62	7
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	0.89	0.02	-1.67	-0.72	3
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	0.66	-0.21	1.00	1.95	1
Local	NE 5th St	97th Ave NE to 98th Ave NE	0.66	-0.21	-2.00	-1.05	2
Local	Park Rd	NE 8th St to Vineyard Crest	1.00	0.13	-1.00	-0.05	1
Local	SE 10th St	107th Ave SE to 108th Ave SE	1.00	0.13	-2.00	-1.05	1
Local	SE 11th St	156th Ave SE to 160th Ave SE	0.66	-0.21	-1.00	-0.05	1
Local	SE 12th St	143rd Ave SE to 144th Pl SE	1.00	0.13	1.00	1.95	1
Local	SE 15th St	112th Ave SE to 114th Ave SE	0.66	-0.21	-1.50	-0.55	2
Local	SE 28th St	SE 28th St to cul-de-sac	0.50	-0.37	0.00	0.95	2
Local	SE 37th St	136th Pl SE to 146th Ave SE	0.66	-0.21	0.00	0.95	2
Local	SE 38th St	150th Ave SE to 154th Ave SE	1.00	0.13	-2.00	-1.05	1
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	0.89	0.02	-1.00	-0.05	3
Local	SE 47th St	116th Ave SE to 118th Ave SE	0.66	-0.21	1.00	1.95	1
Local	SE 4th St	152nd Pl SE to 156th Ave SE	1.00	0.13	1.00	1.95	1
Local	SE 58th St	118th Ave SE to 119th Ave SE	0.83	-0.04	-1.50	-0.55	2
Local	SE 5th St	116th Ave SE to 118th Ave SE	0.66	-0.21	-1.00	-0.05	1
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	0.83	-0.04	-1.00	-0.05	2
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	1.00	0.13	-1.00	-0.05	2
Local	Unnamed	108th Ave NE to cul-de-sac	0.66	-0.21	1.00	1.95	1
Local	Vineyard Crst	Sunset Way to Belfair Ln	1.00	0.13	1.00	1.95	2
Local Street Corridors (without projects) Sub-Totals			0.79	-0.08	-0.59	0.35	92
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	0.66	-0.21	1.00	1.95	1
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	0.66	-0.21	-1.00	-0.05	2
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd	0.66	-0.21	-1.00	-0.05	1
Off-Street Path Corridors (without projects) Sub-Totals			0.66	-0.21	-0.33	0.61	4
All Wikimap Walking Accommodation Issues Total			0.87		-0.95		514

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 135. Near Misses Experienced and Witnessed – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	1	0.5%	3	1.3%	0.0%		3
Local	105th Ave NE	NE 2nd St to NE 4th St	1	0.5%	1	0.4%	1	0.7%	2
Local	107th Ave SE	SE 11th St to SE 10th St	1	0.5%		0.0%	0.0%		1
Local	107th Pl SE	108th Ave SE to SE 30th St	1	0.5%	1	0.4%	0.0%		1
Local	109th Ave SE	SE 11th St to SE 4th St	1	0.5%	2	0.9%	0.0%		2
Local	110th Ave SE	109th Ave SE to Main St	1	0.5%	1	0.4%	2	1.4%	3
Local	111th Ave SE	SE 4th St to SE 2nd St		0.0%		0.0%	1	0.7%	1
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	1	0.5%	1	0.4%	1	0.7%	2
Local	116th Ave SE	SE 58th St to SE 52nd St		0.0%		0.0%	1	0.7%	1
Local	118th Ave SE	SE 54th Pl to SE 52nd St	1	0.5%	1	0.4%	0.0%		1
Local	120th Ave NE	NE 26th Pl to cul-de-sac	1	0.5%	1	0.4%	1	0.7%	2
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	2	0.9%	1	0.4%	0.0%		2
Local	125th Ave NE	NE 32nd St to 127th Ave NE	1	0.5%		0.0%	0.0%		1
Local	127th Ave NE	NE 30th St to NE 32nd St		0.0%		0.0%	0.0%		0
Local	129th Ave SE	SE 1st St to Main St		0.0%		0.0%	1	0.7%	1
Local	130th Ave NE	NE 1st St to NE 8th St		0.0%	1	0.4%	0.0%		2
Local	131st Ave NE	Cul-de-sac to NE 8th St		0.0%		0.0%	1	0.7%	1
Local	134th Ave NE	NE 8th St to Bel-Red Rd		0.0%	1	0.4%	1	0.7%	3
Local	136th Pl SE	North of SE 40th St to south of SE 36th St		0.0%		0.0%	1	0.7%	1
Local	138th Ave SE	SE 40th St to 136th Pl SE	1	0.5%	1	0.4%	1	0.7%	2
Local	146th Ave SE	147th Ave SE to SE Allen Rd	1	0.5%		0.0%	0.0%		1
Local	146th Ave SE	SE 22nd St to SE 16th St	1	0.5%	1	0.4%	0.0%		1
Local	147th Pl SE	SE 20th St to SE 16th Pl	1	0.5%	1	0.4%	0.0%		1
Local	99th Ave SE	Cul-de-sac to 98th Ave SE		0.0%		0.0%	0.0%		0
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	1	0.5%	1	0.4%	0.0%		2
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	6	2.7%	6	2.7%	1	0.7%	10
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE		0.0%		0.0%	0.0%		1
Local	NE 15th St	Bellevue Way NE to 106th Ave NE		0.0%	1	0.4%	0.0%		1
Local	NE 21st St	98th Ave NE to 100th Ave NE	4	1.8%		0.0%	0.0%		4
All Wikimap Walking Accommodation Issues Total			222		224		147		514

Near Misses Experienced and Witnessed – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	4	1.8%	5	2.2%	1	0.7%	7
Local	NE 30th PI	100th Ave NE to Bellevue Way NE	2	0.9%	2	0.9%	1	0.7%	3
Local	NE 32nd PI	130th Ave NE to 131st Ave NE		0.0%		0.0%	1	0.7%	1
Local	NE 5th St	97th Ave NE to 98th Ave NE	2	0.9%	2	0.9%		0.0%	2
Local	Park Rd	NE 8th St to Vineyard Crest	1	0.5%		0.0%		0.0%	1
Local	SE 10th St	107th Ave SE to 108th Ave SE		0.0%	1	0.4%		0.0%	1
Local	SE 11th St	156th Ave SE to 160th Ave SE	1	0.5%		0.0%		0.0%	1
Local	SE 12th St	143rd Ave SE to 144th PI SE	1	0.5%		0.0%		0.0%	1
Local	SE 15th St	112th Ave SE to 114th Ave SE		0.0%		0.0%	2	1.4%	2
Local	SE 28th St	SE 28th St to cul-de-sac		0.0%		0.0%	2	1.4%	2
Local	SE 37th St	136th PI SE to 146th Ave SE	2	0.9%	1	0.4%		0.0%	2
Local	SE 38th St	150th Ave SE to 154th Ave SE	1	0.5%	1	0.4%		0.0%	1
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	1	0.5%	1	0.4%	1	0.7%	3
Local	SE 47th St	116th Ave SE to 118th Ave SE		0.0%		0.0%	1	0.7%	1
Local	SE 4th St	152nd PI SE to 156th Ave SE	1	0.5%	1	0.4%		0.0%	1
Local	SE 58th St	118th Ave SE to 119th Ave SE	2	0.9%	2	0.9%		0.0%	2
Local	SE 5th St	116th Ave SE to 118th Ave SE		0.0%	1	0.4%		0.0%	1
Local	SE 68th PI	127th Ave SE to 128th Ave SE		0.0%	1	0.4%	1	0.7%	2
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	2	0.9%	2	0.9%		0.0%	2
Local	Unnamed	108th Ave NE to cul-de-sac		0.0%		0.0%	1	0.7%	1
Local	Vineyard Crst	Sunset Way to Belfair Ln	1	0.5%		0.0%	1	0.7%	2
Local Street Corridors (without projects) Sub-Totals			48	21.6%	45	20.1%	0.0%	0.0%	92
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	1	0.5%		0.0%		0.0%	1
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch		0.0%		0.0%	1	0.7%	2
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd		0.0%	1	0.4%		0.0%	1
Off-Street Path Corridors (without projects) Sub-Totals			1	0.5%	1	0.4%	0.0%	0.0%	4
All Wikimap Walking Accommodation Issues Total			222		224		147		514

Table 136. Recommended Potential Solutions: Sidewalks and Intersection Improvements – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
Local	102nd Ave NE	NE 33rd St to NE 30th PI	3	1.1%		0.0%	2	1.5%		0.0%		0.0%		0.0%
Local	105th Ave NE	NE 2nd St to NE 4th St	1	0.4%	1	1.6%	1	0.8%	1	4.8%	1	4.3%		0.0%
Local	107th Ave SE	SE 11th St to SE 10th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	107th PI SE	108th Ave SE to SE 30th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	109th Ave SE	SE 11th St to SE 4th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	110th Ave SE	109th Ave SE to Main St	3	1.1%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Local	111th Ave SE	SE 4th St to SE 2nd St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	116th Ave SE	SE 58th St to SE 52nd St		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	118th Ave SE	SE 54th PI to SE 52nd St	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Local	120th Ave NE	NE 26th PI to cul-de-sac	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	122nd PI NE	NE 26th PI to NE 32nd St	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	125th Ave NE	NE 32nd St to 127th Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	127th Ave NE	NE 30th St to NE 32nd St		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	129th Ave SE	SE 1st St to Main St	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Local	130th Ave NE	NE 1st St to NE 8th St	2	0.7%		0.0%		0.0%		0.0%	1	4.3%		0.0%
Local	131st Ave NE	Cul-de-sac to NE 8th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	134th Ave NE	NE 8th St to Bel-Red Rd	3	1.1%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Local	136th PI SE	North of SE 40th St to south of SE 36th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	138th Ave SE	SE 40th St to 136th PI SE	1	0.4%		0.0%	1	0.8%	1	4.8%		0.0%		0.0%
Local	146th Ave SE	147th Ave SE to SE Allen Rd		0.0%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Local	146th Ave SE	SE 22nd St to SE 16th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	147th PI SE	SE 20th St to SE 16th PI	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	99th Ave SE	Cul-de-sac to 98th Ave SE		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	9	3.2%		0.0%	7	5.4%	1	4.8%		0.0%	1	2.6%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	1	0.4%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	NE 21st St	98th Ave NE to 100th Ave NE	1	0.4%		0.0%	2	1.5%	1	4.8%	2	8.7%	1	2.6%
All Wikimap Walking Accommodation Issues Total			278		61		130		21		23		38	

Recommended Potential Solutions: Sidewalks and Intersection Improvements – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	6	2.2%		0.0%	3	2.3%		0.0%	1	4.3%	1	2.6%
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	3	1.1%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	NE 5th St	97th Ave NE to 98th Ave NE	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	Park Rd	NE 8th St to Vineyard Crest	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	SE 10th St	107th Ave SE to 108th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	SE 11th St	156th Ave SE to 160th Ave SE	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Local	SE 12th St	143rd Ave SE to 144th Pl SE		0.0%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Local	SE 15th St	112th Ave SE to 114th Ave SE	1	0.4%		0.0%	1	0.8%		0.0%		0.0%		0.0%
Local	SE 28th St	SE 28th St to cul-de-sac	1	0.4%		0.0%		0.0%		0.0%		0.0%	1	2.6%
Local	SE 37th St	136th Pl SE to 146th Ave SE	2	0.7%		0.0%		0.0%	1	4.8%		0.0%		0.0%
Local	SE 38th St	150th Ave SE to 154th Ave SE	1	0.4%		0.0%	1	0.8%		0.0%		0.0%	1	2.6%
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	3	1.1%		0.0%	1	0.8%	1	4.8%		0.0%		0.0%
Local	SE 47th St	116th Ave SE to 118th Ave SE	1	0.4%		0.0%		0.0%	1	4.8%		0.0%		0.0%
Local	SE 4th St	152nd Pl SE to 156th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	SE 58th St	118th Ave SE to 119th Ave SE	1	0.4%		0.0%	1	0.8%		0.0%	1	4.3%		0.0%
Local	SE 5th St	116th Ave SE to 118th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	1	0.4%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	Unnamed	108th Ave NE to cul-de-sac		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	Vineyard Crst	Sunset Way to Belfair Ln	2	0.7%		0.0%		0.0%		0.0%		0.0%		0.0%
Local Street Corridors (without projects) Sub-Totals			73	26.3%	7	11.5%	23	17.7%	7	33.3%	6	26.1%	5	13.2%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE		0.0%	1	1.6%		0.0%		0.0%		0.0%		0.0%
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Off-Street Path Corridors (without projects) Sub-Totals			0	0.0%	1	1.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			278		61		130		21		23		38	

Table 137. Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer “Walk” signal time	Protected pedestrian signal (red arrow)			
Local	102nd Ave NE	NE 33rd St to NE 30th PI	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	105th Ave NE	NE 2nd St to NE 4th St	0.0%	0.0%	1	2.9%	–	0.0%			
Local	107th Ave SE	SE 11th St to SE 10th St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	107th PI SE	108th Ave SE to SE 30th St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	109th Ave SE	SE 11th St to SE 4th St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	110th Ave SE	109th Ave SE to Main St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	111th Ave SE	SE 4th St to SE 2nd St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	115th Ave NE	116th Ave NE to Bellevue Service Center	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	116th Ave SE	SE 58th St to SE 52nd St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	118th Ave SE	SE 54th PI to SE 52nd St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	120th Ave NE	NE 26th PI to cul-de-sac	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	122nd PI NE	NE 26th PI to NE 32nd St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	125th Ave NE	NE 32nd St to 127th Ave NE	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	127th Ave NE	NE 30th St to NE 32nd St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	129th Ave SE	SE 1st St to Main St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	130th Ave NE	NE 1st St to NE 8th St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	131st Ave NE	Cul-de-sac to NE 8th St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	134th Ave NE	NE 8th St to Bel-Red Rd	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	136th PI SE	North of SE 40th St to south of SE 36th St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	138th Ave SE	SE 40th St to 136th PI SE	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	146th Ave SE	147th Ave SE to SE Allen Rd	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	146th Ave SE	SE 22nd St to SE 16th St	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	147th PI SE	SE 20th St to SE 16th PI	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	99th Ave SE	Cul-de-sac to 98th Ave SE	0.0%	0.0%	0.0%	0.0%	–	0.0%			
Local	Belfair Ln	Vineyard Crest to 100th Ave NE	0.0%	0.0%	0.0%	1	1.9%	–	0.0%		
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	1	1.8%	2	3.3%	0.0%	1	1.9%	–	0.0%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%		
Local	NE 15th St	Bellevue Way NE to 106th Ave NE	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%		
Local	NE 21st St	98th Ave NE to 100th Ave NE	0.0%	2	3.3%	0.0%	0.0%	–	0.0%		
All Wikimap Walking Accommodation Issues Total			57	61	35	53	0	44			

Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Mid-block crosswalks		Signalized mid-block crosswalk		Mid-block safety island	Leading pedestrian signal		Longer "Walk" signal time		Protected pedestrian signal (red arrow)		
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	2	3.5%	2	3.3%	0.0%	0.0%	–	0.0%		0.0%		
Local	NE 30th PI	100th Ave NE to Bellevue Way NE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	NE 32nd PI	130th Ave NE to 131st Ave NE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	NE 5th St	97th Ave NE to 98th Ave NE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	Park Rd	NE 8th St to Vineyard Crest		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 10th St	107th Ave SE to 108th Ave SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 11th St	156th Ave SE to 160th Ave SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 12th St	143rd Ave SE to 144th PI SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 15th St	112th Ave SE to 114th Ave SE	1	1.8%		0.0%	1	2.9%	0.0%	–		0.0%		
Local	SE 28th St	SE 28th St to cul-de-sac		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 37th St	136th PI SE to 146th Ave SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 38th St	150th Ave SE to 154th Ave SE	1	1.8%		0.0%	1	2.9%	0.0%	–		0.0%		
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	1	1.8%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 47th St	116th Ave SE to 118th Ave SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 4th St	152nd PI SE to 156th Ave SE		0.0%		0.0%	1	2.9%	0.0%	–		0.0%		
Local	SE 58th St	118th Ave SE to 119th Ave SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 5th St	116th Ave SE to 118th Ave SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	SE 68th PI	127th Ave SE to 128th Ave SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	1	1.8%	1	1.6%	0.0%	1	1.9%	–		0.0%		
Local	Unnamed	108th Ave NE to cul-de-sac		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local	Vineyard Crst	Sunset Way to Belfair Ln		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Local Street Corridors (without projects) Sub-Totals			7	12.3%	7	11.5%	4	11.4%	3	5.7%	0	–	0	0.0%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd		0.0%		0.0%	0.0%	0.0%	–	0.0%		0.0%		
Off-Street Path Corridors (without projects) Sub-Totals			0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–	0	0.0%
All Wikimap Walking Accommodation Issues Total			57		61		35		53	0		44		

Table 138. Recommended Potential Solutions: Traffic Calming – Local Street and Off-Street Path corridors, pt 1

Corridor Classification	Corridor Name	Corridor Limits	Reduce speed limit	Red light cameras	Speed humps	Traffic circles			
Local	102nd Ave NE	NE 33rd St to NE 30th Pl	0.0%	0.0%	2	2.9%	2	12.5%	
Local	105th Ave NE	NE 2nd St to NE 4th St	0.0%	0.0%		0.0%		0.0%	
Local	107th Ave SE	SE 11th St to SE 10th St	0.0%	0.0%		0.0%		0.0%	
Local	107th Pl SE	108th Ave SE to SE 30th St	1	1.5%	0.0%	1	1.5%	0.0%	
Local	109th Ave SE	SE 11th St to SE 4th St	1	1.5%	0.0%	1	1.5%	1	6.3%
Local	110th Ave SE	109th Ave SE to Main St	1	1.5%	0.0%	1	1.5%		0.0%
Local	111th Ave SE	SE 4th St to SE 2nd St		0.0%	0.0%		0.0%		0.0%
Local	115th Ave NE	116th Ave NE to Bellevue Service Center		0.0%	0.0%		0.0%		0.0%
Local	116th Ave SE	SE 58th St to SE 52nd St		0.0%	0.0%		0.0%		0.0%
Local	118th Ave SE	SE 54th Pl to SE 52nd St		0.0%	0.0%	1	1.5%		0.0%
Local	120th Ave NE	NE 26th Pl to cul-de-sac	1	1.5%	0.0%	1	1.5%		0.0%
Local	122nd Pl NE	NE 26th Pl to NE 32nd St	1	1.5%	0.0%		0.0%	1	6.3%
Local	125th Ave NE	NE 32nd St to 127th Ave NE	1	1.5%	0.0%	1	1.5%		0.0%
Local	127th Ave NE	NE 30th St to NE 32nd St		0.0%	0.0%		0.0%		0.0%
Local	129th Ave SE	SE 1st St to Main St		0.0%	0.0%		0.0%		0.0%
Local	130th Ave NE	NE 1st St to NE 8th St		0.0%	0.0%		0.0%		0.0%
Local	131st Ave NE	Cul-de-sac to NE 8th St		0.0%	0.0%		0.0%		0.0%
Local	134th Ave NE	NE 8th St to Bel-Red Rd		0.0%	0.0%		0.0%		0.0%
Local	136th Pl SE	North of SE 40th St to south of SE 36th St		0.0%	0.0%		0.0%		0.0%
Local	138th Ave SE	SE 40th St to 136th Pl SE		0.0%	0.0%		0.0%	1	6.3%
Local	146th Ave SE	147th Ave SE to SE Allen Rd		0.0%	0.0%		0.0%		0.0%
Local	146th Ave SE	SE 22nd St to SE 16th St		0.0%	0.0%		0.0%		0.0%
Local	147th Pl SE	SE 20th St to SE 16th Pl		0.0%	0.0%		0.0%		0.0%
Local	99th Ave SE	Cul-de-sac to 98th Ave SE		0.0%	0.0%		0.0%		0.0%
Local	Belfair Ln	Vineyard Crest to 100th Ave NE		0.0%	0.0%		0.0%		0.0%
Local	NE 10th St	Lake Washington Blvd NE to 92nd Ave NE	3	4.4%	0.0%	3	4.4%		0.0%
Local	NE 14th St (Private)	Park in Bellevue west of Bellevue Way NE		0.0%	0.0%		0.0%		0.0%
Local	NE 15th St	Bellevue Way NE to 106th Ave NE		0.0%	0.0%		0.0%		0.0%
Local	NE 21st St	98th Ave NE to 100th Ave NE		0.0%	0.0%	2	2.9%		0.0%
All Wikimap Walking Accommodation Issues Total			68	20	68	16			

Recommended Potential Solutions: Traffic Calming – Local Street and Off-Street Path corridors, pt 2

Corridor Classification	Corridor Name	Corridor Limits	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
Local	NE 23rd St	98th Ave NE to 103rd Ave NE	0.0%	0.0%	1	1.5%	0.0%			
Local	NE 30th Pl	100th Ave NE to Bellevue Way NE	2	2.9%	1	5.0%	2	2.9%	1	6.3%
Local	NE 32nd Pl	130th Ave NE to 131st Ave NE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	NE 5th St	97th Ave NE to 98th Ave NE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	Park Rd	NE 8th St to Vineyard Crest	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	SE 10th St	107th Ave SE to 108th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	SE 11th St	156th Ave SE to 160th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	SE 12th St	143rd Ave SE to 144th Pl SE	1	1.5%	0.0%	0.0%	0.0%			
Local	SE 15th St	112th Ave SE to 114th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	SE 28th St	SE 28th St to cul-de-sac	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	SE 37th St	136th Pl SE to 146th Ave SE	1	1.5%	0.0%	0.0%	0.0%			
Local	SE 38th St	150th Ave SE to 154th Ave SE	1	1.5%	0.0%	1	1.5%	0.0%		
Local	SE 3rd St	101st Ave SE to Bellevue Way SE	1	1.5%	0.0%	0.0%	0.0%			
Local	SE 47th St	116th Ave SE to 118th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	SE 4th St	152nd Pl SE to 156th Ave SE	0.0%	0.0%	1	1.5%	1	6.3%		
Local	SE 58th St	118th Ave SE to 119th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	SE 5th St	116th Ave SE to 118th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	SE 68th Pl	127th Ave SE to 128th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	Somerset Blvd SE	Somerset Ln SE to SE 44th St	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	Unnamed	108th Ave NE to cul-de-sac	0.0%	0.0%	0.0%	0.0%	0.0%			
Local	Vineyard Crst	Sunset Way to Belfair Ln	1	1.5%	0.0%	0.0%	1	6.3%		
Local Street Corridors (without projects) Sub-Totals			16	23.5%	1	5.0%	18	26.5%	8	50.0%
Off-Street Path	I-90 Trail	I-90 Trail at 118th Ave SE	0.0%	0.0%	0.0%	0.0%	0.0%			
Off-Street Path	Mercer Slough Trail	I-90 Trail to Swaylocken Boat Launch	0.0%	0.0%	0.0%	0.0%	0.0%			
Off-Street Path	SE 32nd St / Richard	I-90 EB ramp to Richards Rd	0.0%	0.0%	0.0%	0.0%	0.0%			
Off-Street Path Corridors (without projects) Sub-Totals			0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			68		20		68		16	

Intersections and Crossings	Issue Points	% of Total
All Corridors Sub-Total	184	35.8%
Arterial Streets	162	31.5%
Major Arterials	79	15.4%
Minor Arterials	49	9.5%
Collector Arterials	34	6.6%
Local Streets	19	3.7%
Other	3	0.6%
Walking Facility Issues Total	514	

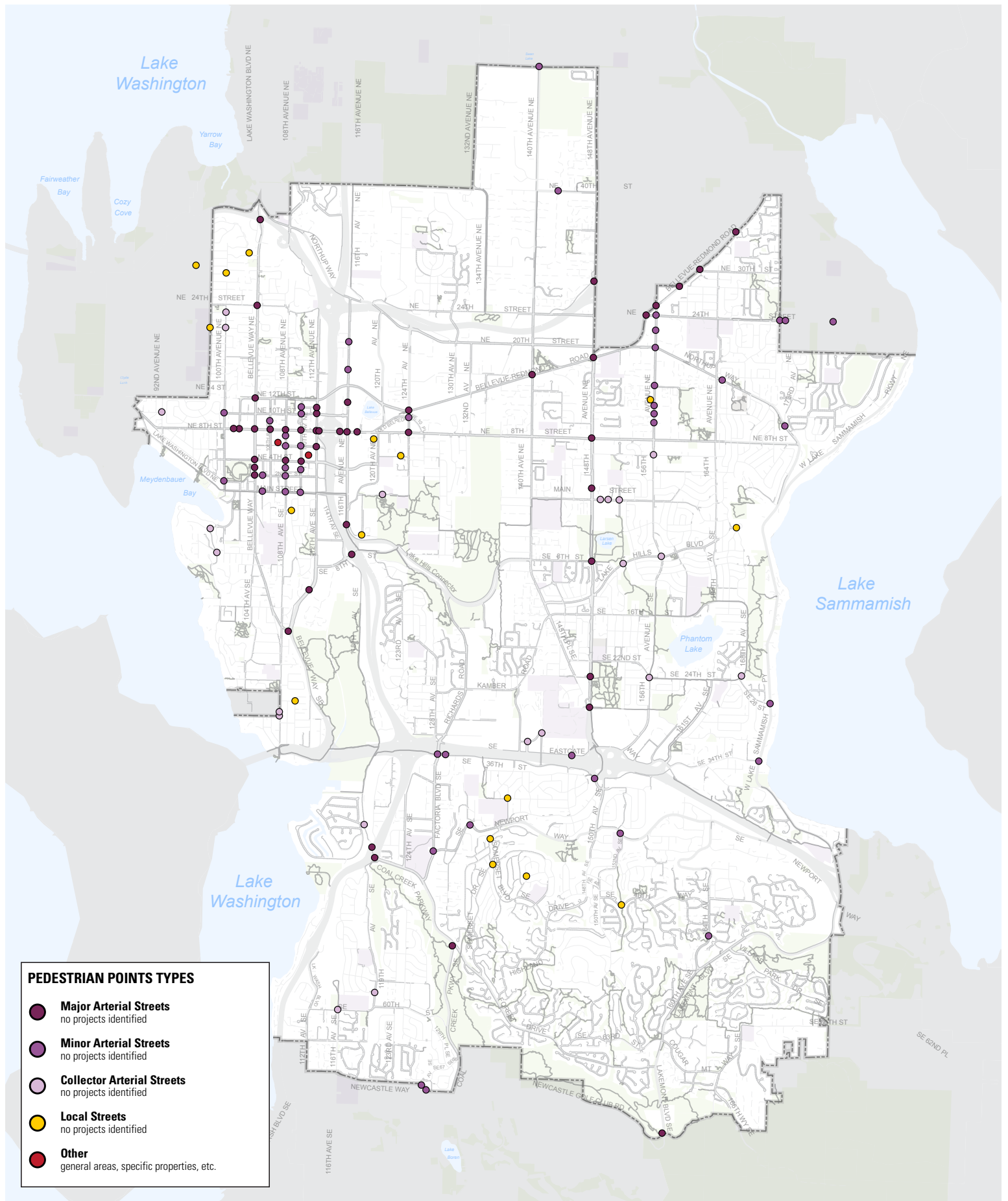
Table 139. (above) Number of points located by respondents, segmented by street corridors. Note that points located at the intersection of two corridors count toward both corridors' totals.

Figure 191. (opposite) Corridors identified by the types defined for analysis of Wikimap 1 data points submitted by survey respondents.

Walking Accommodation Issues by Intersection/Crossing

The points located by PBII Wikimap respondents were aggregated at intersections and along corridors to better understand the walking accommodation issues identified. This also facilitates the relating of issues identified to the functional classification of streets (e.g. major arterial, collector arterial, local) where issues are most prevalent. This aggregation of respondent-submitted points resulted in 173 corridor segments with issues along streets or off-street paths, which account for about 88 percent of all walking accommodation issues (see Table 90 on page 248), and 129 point-specific issues (see Table 139) at locations like intersections or street crossings, accounting for about 36 percent of all walking accommodation issues. Note that where intersection or crossing locations overlap with corridors, those points were counted toward both categories, so figures do not sum to 100 percent.

Tables on the following pages depict percentages relative to the column totals on the bottom of each page. Column totals are the sum of all walking accommodation issue points for which respondents selected a given multiple choice option, not just those shown for a certain corridor type (e.g. "Major Arterials", "Local Streets" – see Table 139).



Major Arterial Intersections/Crossings

The point-specific locations included on the following pages are at intersections where at least one of the streets is classified as a major arterial or at mid-block crossings along a major arterial street. Only intersections and crossings where PBII Wikimap respondents located one or more issue points are included.

Figure 192. (opposite) Intersections and crossings of major arterial streets where Wikimap respondents located one or more issue points.

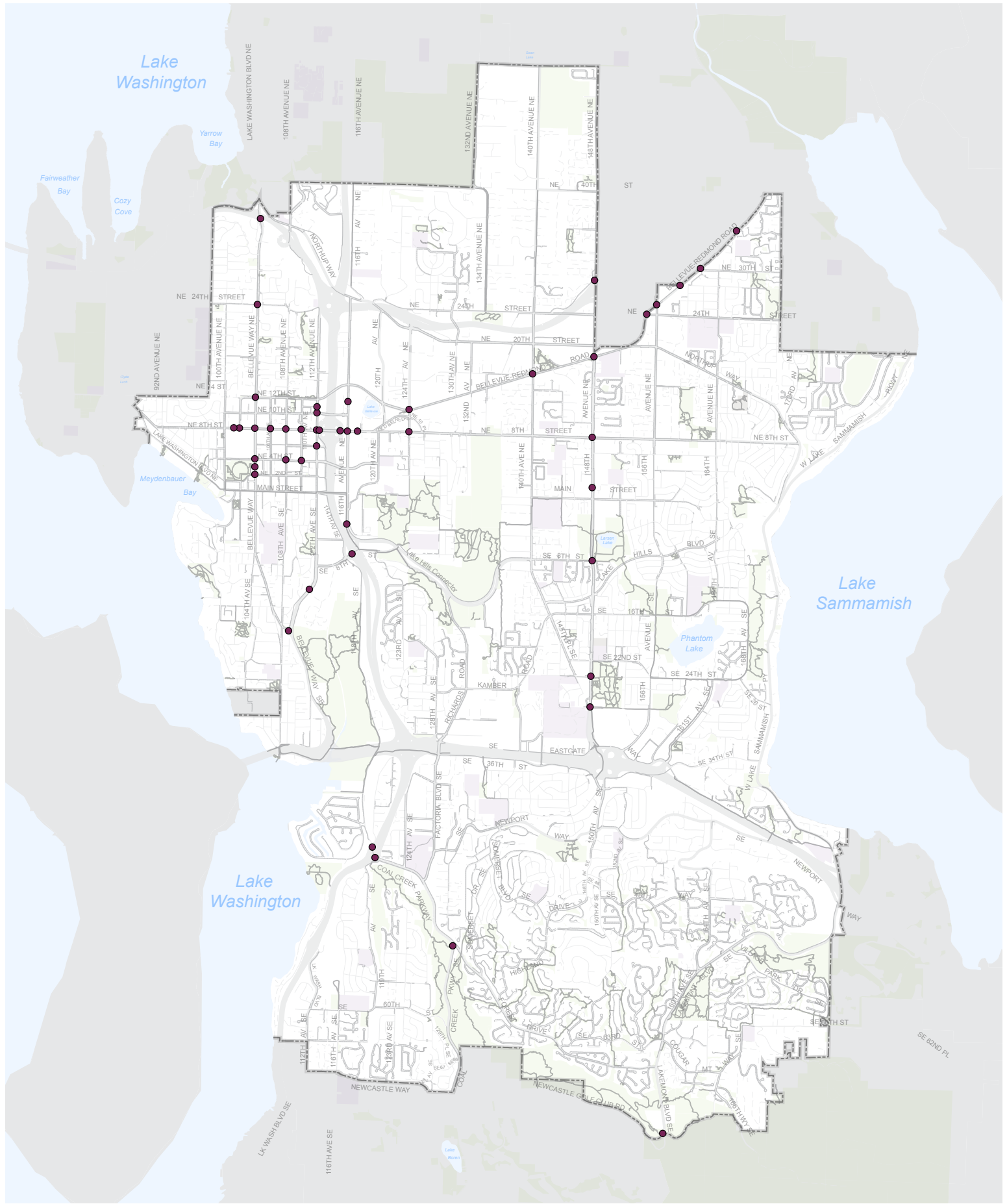


Table 140. All Walking Accommodation Issues – Major Arterial Street intersections/crossings, pt. 1

Arterial Classification	Network Classification	Location Name	Location Point Type	Respondents	% of Total
Major Arterial	Ped Network	112th Ave NE and NE 10th St	Intersection	2	0.4%
Major Arterial	Ped Network	112th Ave NE and NE 11th St	Intersection	1	0.2%
Major Arterial	Ped Network	112th Ave NE and NE 6th St	Intersection	1	0.2%
Major Arterial	Ped Network	112th Ave SE and SE 15th St	Intersection	1	0.2%
Major Arterial	Ped Network	116th Ave NE at 1051 Building	Street Crossing	1	0.2%
Major Arterial	Ped Network	116th Ave SE and SE 5th St	Intersection	1	0.2%
Major Arterial	Ped Network	148th Ave NE and NE 1st Pl	Intersection	1	0.2%
Major Arterial	Ped Network	148th Ave NE and SR-520 WB on-ramp	Intersection	1	0.2%
Major Arterial	Ped Network	148th Ave SE and SE 24th St	Intersection	1	0.2%
Major Arterial	Ped Network	148th Ave SE and SE 28th St	Intersection	1	0.2%
Major Arterial	Ped Network	148th Ave SE and SE 8th St	Intersection	2	0.4%
Major Arterial	Ped Network	Bellevue Way NE and NE 12th St	Intersection	1	0.2%
Major Arterial	Ped Network	Bellevue Way NE and NE 24th St	Intersection	1	0.2%
Major Arterial	Ped Network	Bellevue Way NE and NE 2nd St	Intersection	4	0.8%
Major Arterial	Ped Network	Bellevue Way NE and NE 4th St	Intersection	1	0.2%
Major Arterial	Ped Network	Bellevue Way NE at SR-520 EB ramp	Intersection	1	0.2%
Major Arterial	Ped Network	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	2	0.4%
Major Arterial	Ped Network	Bellevue Way SE and 112th Ave SE	Intersection	2	0.4%
Major Arterial	Ped Network	Bel-Red Rd and 148th Ave NE	Intersection	1	0.2%
Major Arterial	Ped Network	Coal Creek Pkwy SE and Forest Dr SE	Intersection	1	0.2%
Major Arterial	Ped Network	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	1	0.2%
Major Arterial	Ped Network	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	1	0.2%
Major Arterial	Ped Network	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	1	0.2%
Major Arterial	Ped Network	NE 4th St and 108th Ave NE	Intersection	2	0.4%
Major Arterial	Ped Network	NE 4th St and 110th Ave NE	Intersection	3	0.6%
Major Arterial Point Locations Sub-Total				79	42.9%
Arterial Street Point Locations Sub-Total				162	88.0%
All Wikimap Walking Accommodation Issues Totals				514	

All Walking Accommodation Issues – Major Arterial Street intersections/crossings, pt. 2

Arterial Classification	Network Classification	Location Name	Location Point Type	Respondents	% of Total
Major Arterial	Ped Network	NE 8th St and 102nd Ave NE	Intersection	1	0.2%
Major Arterial	Ped Network	NE 8th St and 108th Ave NE	Intersection	2	0.4%
Major Arterial	Ped Network	NE 8th St and 110th Ave NE	Intersection	4	0.8%
Major Arterial	Ped Network	NE 8th St and 112th Ave NE	Intersection	4	0.8%
Major Arterial	Ped Network	NE 8th St and 116th Ave NE	Intersection	3	0.6%
Major Arterial	Ped Network	NE 8th St and 124th Ave NE	Intersection	1	0.2%
Major Arterial	Ped Network	NE 8th St and 148th Ave NE	Intersection	1	0.2%
Major Arterial	Ped Network	NE 8th St and Bellevue Way NE	Intersection	2	0.4%
Major Arterial	Ped Network	NE 8th St and I-405 NB ramps	Intersection	3	0.6%
Major Arterial	Ped Network	NE 8th St and I-405 SB ramps	Intersection	9	1.8%
Major Arterial	Ped Network	NE 8th St at 106th Ave NE	Intersection	1	0.2%
Major Arterial	Ped Network	NE 8th St at Bellevue Square driveway	Intersection	2	0.4%
Major Arterial	Ped Network	NE 8th St at Eastside Rail Corridor	Intersection	1	0.2%
Major Arterial	Ped Network	NE Bel-Red Rd and 124th Ave NE	Intersection	2	0.4%
Major Arterial	Ped Network	NE Bel-Red Rd and 140th Ave NE	Intersection	1	0.2%
Major Arterial	Ped Network	NE Bel-Red Rd and 156th Ave NE	Intersection	1	0.2%
Major Arterial	Ped Network	NE Bel-Red Rd and NE 24th St	Intersection	1	0.2%
Major Arterial	Ped Network	NE Bel-Red Rd and NE 30th St	Intersection	1	0.2%
Major Arterial	Ped Network	NE Bel-Red Rd at Ardmore Trail	Street Crossing	1	0.2%
Major Arterial	Ped Network	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	2	0.4%
Major Arterial	Ped Network	SE 8th St at I-405 SB ramps	Intersection	1	0.2%
Major Arterial Point Locations Sub-Total				79	42.9%
Arterial Street Point Locations Sub-Total				162	88.0%
All Wikimap Walking Accommodation Issues Totals				514	

Table 141. Space & Protection Issues – Major Arterial Street intersections/crossings, pt. 1

Arterial Classification	Location Name	Location Point Type	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Major Arterial	112th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave NE and NE 11th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave SE and SE 15th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	116th Ave SE and SE 5th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave NE and NE 1st Pl	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 28th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 8th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 12th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 4th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	–
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 4th St and 108th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 4th St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial Point Locations Sub-Totals			3	15.8%	4	50.0%	1	50.0%	0	0.0%	0	–
Arterial Street Point Locations Sub-Totals			13	68.4%	8	100.0%	2	100.0%	1	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			19		8		2		1		0	

Space & Protection Issues – Major Arterial Street intersections/crossings, pt. 2

Arterial Classification	Location Name	Location Point Type	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 112th Ave NE	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 116th Ave NE	Intersection	1	5.3%	1	12.5%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 148th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	–
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at 106th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial Point Locations Sub-Totals			3	15.8%	4	50.0%	1	50.0%	0	0.0%	0	–
Arterial Street Point Locations Sub-Totals			13	68.4%	8	100.0%	2	100.0%	1	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			19		8		2		1		0	

Table 142. Maintenance Issues – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Major Arterial	112th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	112th Ave NE and NE 11th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	112th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	112th Ave SE and SE 15th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	1	50.0%	0	–	0	0.0%	0	0.0%
Major Arterial	116th Ave SE and SE 5th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	148th Ave NE and NE 1st Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	148th Ave SE and SE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	148th Ave SE and SE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	148th Ave SE and SE 8th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE and NE 12th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE and NE 4th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 4th St and 108th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 4th St and 110th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial Point Locations Sub-Totals			1	50.0%	0	–	0	0.0%	0	0.0%
Arterial Street Point Locations Sub-Totals			2	100.0%	0	–	1	100.0%	1	100.0%
All Wikimap Walking Accommodation Issues Total			2		0		1		1	

Maintenance Issues – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and 110th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and 112th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and 116th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and 148th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St at 106th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Major Arterial Point Locations Sub-Totals			1	50.0%	0	–	0	0.0%	0	0.0%
Arterial Street Point Locations Sub-Totals			2	100.0%	0	–	1	100.0%	1	100.0%
All Wikimap Walking Accommodation Issues Total			2		0		1		1	

Table 143. Street Crossing Issues – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Major Arterial	112th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	2	6.5%	0	0.0%
Major Arterial	112th Ave NE and NE 11th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	112th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	112th Ave SE and SE 15th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%
Major Arterial	116th Ave SE and SE 5th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	148th Ave NE and NE 1st Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	148th Ave SE and SE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	148th Ave SE and SE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	148th Ave SE and SE 8th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	Bellevue Way NE and NE 12th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	3	9.7%	0	0.0%
Major Arterial	Bellevue Way NE and NE 4th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	0	0.0%	0	–	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 4th St and 108th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	NE 4th St and 110th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial Point Locations Sub-Totals			14	21.9%	0	–	3	75.0%	6	35.3%	6	66.7%	24	77.4%	1	25.0%
Arterial Street Point Locations Sub-Totals			57	89.1%	0	–	4	100.0%	14	82.4%	9	100.0%	31	100.0%	4	100.0%
All Wikimap Walking Accommodation Issues Total			64		0		4		17		9		31		4	

Street Crossing Issues – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	NE 8th St and 110th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	4	12.9%	0	0.0%
Major Arterial	NE 8th St and 112th Ave NE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	NE 8th St and 116th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Major Arterial	NE 8th St and 148th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	11.1%	1	3.2%	0	0.0%
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	2	3.1%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	3	4.7%	0	–	0	0.0%	2	11.8%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE 8th St at 106th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0	0.0%	0	–	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	0	0.0%	0	–	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	2	3.1%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Major Arterial Point Locations Sub-Totals			14	21.9%	0	–	3	75.0%	6	35.3%	6	66.7%	24	77.4%	1	25.0%
Arterial Street Point Locations Sub-Totals			57	89.1%	0	–	4	100.0%	14	82.4%	9	100.0%	31	100.0%	4	100.0%
All Wikimap Walking Accommodation Issues Total			64		0		4		17		9		31		4	

Table 144. Connectivity Issues – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Sidewalks end abruptly		Existing sidewalks do not connect to nearby bus stops		Existing sidewalks do not connect to nearby destinations		Sidewalks/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
Major Arterial	112th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave NE and NE 11th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave SE and SE 15th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	116th Ave SE and SE 5th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave NE and NE 1st Pl	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 28th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 8th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 12th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 4th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	0	0.0%	0	0.0%	1	12.5%	0	0.0%	0	–
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 4th St and 108th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 4th St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial Point Locations Sub-Totals			2	40.0%	0	0.0%	2	25.0%	1	50.0%	0	–
Arterial Street Point Locations Sub-Totals			4	80.0%	2	40.0%	7	87.5%	2	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			5		5		8		2		0	

Connectivity Issues – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Sidewalks end abruptly	Existing sidewalks do not connect to nearby bus stops	Existing sidewalks do not connect to nearby destinations	Sidewalks/off-street paths are indirect	Dead-end streets make it difficult to get where I want to go					
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	–	
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Major Arterial	NE 8th St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Major Arterial	NE 8th St and 112th Ave NE	Intersection	1	20.0%	0	0.0%	1	12.5%	0	0.0%	0	–
Major Arterial	NE 8th St and 116th Ave NE	Intersection	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 148th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at 106th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	–
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial Point Locations Sub-Totals			2	40.0%	0	0.0%	2	25.0%	1	50.0%	0	–
Arterial Street Point Locations Sub-Totals			4	80.0%	2	40.0%	7	87.5%	2	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			5		5		8		2		0	

Table 145. Visibility and Wayfinding Issues – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
Major Arterial	112th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave NE and NE 11th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	112th Ave SE and SE 15th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	116th Ave SE and SE 5th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave NE and NE 1st Pl	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 28th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	148th Ave SE and SE 8th St	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 12th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE and NE 4th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 4th St and 108th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 4th St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial Point Locations Sub-Totals			1	25.0%	9	36.0%	6	24.0%	0	0.0%	1	11.1%	0	–
Arterial Street Point Locations Sub-Totals			3	75.0%	22	88.0%	17	68.0%	1	100.0%	6	66.7%	0	–
All Wikimap Walking Accommodation Issues Total			54		46		59		2		31		0	

Visibility and Wayfinding Issues – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 112th Ave NE	Intersection	0	0.0%	2	8.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 116th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	–
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and 148th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	0	0.0%	1	4.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	0	0.0%	3	12.0%	2	8.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at 106th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Major Arterial Point Locations Sub-Totals			1	25.0%	9	36.0%	6	24.0%	0	0.0%	1	11.1%	0	–
Arterial Street Point Locations Sub-Totals			3	75.0%	22	88.0%	17	68.0%	1	100.0%	6	66.7%	0	–
All Wikimap Walking Accommodation Issues Total			54		46		59		2		31		0	

Table 146. Sidewalk Blockage and Other Issues – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Major Arterial	112th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	112th Ave NE and NE 11th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	112th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	112th Ave SE and SE 15th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	116th Ave SE and SE 5th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	148th Ave NE and NE 1st Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	148th Ave SE and SE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	148th Ave SE and SE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	148th Ave SE and SE 8th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 12th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Major Arterial	Bellevue Way NE and NE 4th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	NE 4th St and 108th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Major Arterial	NE 4th St and 110th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	3	3.3%
Major Arterial Point Locations Sub-Totals			0	0.0%	0	–	0	0.0%	1	50.0%	35	38.5%
Arterial Street Point Locations Sub-Totals			1	100.0%	0	–	1	100.0%	2	100.0%	76	83.5%
All Wikimap Walking Accommodation Issues Total			1		0		1		2		91	

Sidewalk Blockage and Other Issues – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Major Arterial	NE 8th St and 110th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Major Arterial	NE 8th St and 112th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	NE 8th St and 116th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	3	3.3%
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE 8th St and 148th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	6	6.6%
Major Arterial	NE 8th St at 106th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	1	50.0%	1	1.1%
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Major Arterial Point Locations Sub-Totals			0	0.0%	0	–	0	0.0%	1	50.0%	35	38.5%
Arterial Street Point Locations Sub-Totals			1	100.0%	0	–	1	100.0%	2	100.0%	76	83.5%
All Wikimap Walking Accommodation Issues Total			1		0		1		2		91	

Table 147. Location Priority and Safety Scores – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Major Arterial	112th Ave NE and NE 10th St	Intersection	0.66	-0.20	1.00	1.64	2
Major Arterial	112th Ave NE and NE 11th St	Intersection	0.66	-0.20	-1.00	-0.36	1
Major Arterial	112th Ave NE and NE 6th St	Intersection	1.00	0.14	-1.00	-0.36	1
Major Arterial	112th Ave SE and SE 15th St	Intersection	0.66	-0.20	-1.00	-0.36	1
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	1.00	0.14	-2.00	-1.36	1
Major Arterial	116th Ave SE and SE 5th St	Intersection	0.66	-0.20	-2.00	-1.36	1
Major Arterial	148th Ave NE and NE 1st Pl	Intersection	0.66	-0.20	1.00	1.64	1
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection	0.66	-0.20	-1.00	-0.36	1
Major Arterial	148th Ave SE and SE 24th St	Intersection	0.66	-0.20	1.00	1.64	1
Major Arterial	148th Ave SE and SE 28th St	Intersection	0.33	-0.53	1.00	1.64	1
Major Arterial	148th Ave SE and SE 8th St	Intersection	1.00	0.14	0.00	0.64	2
Major Arterial	Bellevue Way NE and NE 12th St	Intersection	1.00	0.14	-2.00	-1.36	1
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	1.00	0.14	-1.00	-0.36	1
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	0.83	-0.03	0.50	1.14	4
Major Arterial	Bellevue Way NE and NE 4th St	Intersection	1.00	0.14	1.00	1.64	1
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection	1.00	0.14	-2.00	-1.36	1
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	0.83	-0.03	-2.00	-1.36	2
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	0.83	-0.03	-1.50	-0.86	2
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection	0.66	-0.20	1.00	1.64	1
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	0.33	-0.53	-1.00	-0.36	1
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	1.00	0.14	-1.00	-0.36	1
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	0.66	-0.20	-1.00	-0.36	1
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	1.00	0.14	-1.00	-0.36	1
Major Arterial	NE 4th St and 108th Ave NE	Intersection	1.00	0.14	0.00	0.64	2
Major Arterial	NE 4th St and 110th Ave NE	Intersection	1.00	0.14	-0.67	-0.02	3
Major Arterial Point Locations Sub-Totals			0.85	-0.01	-0.59	0.06	79
Arterial Street Point Locations Sub-Totals			0.85	-0.01	-0.56	0.08	162
All Wikimap Walking Accommodation Issues Total			0.86		-0.64		184

Location Priority and Safety Scores – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0.66	-0.20	-1.00	-0.36	1
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0.83	-0.03	0.00	0.64	2
Major Arterial	NE 8th St and 110th Ave NE	Intersection	1.00	0.14	-0.50	0.14	4
Major Arterial	NE 8th St and 112th Ave NE	Intersection	1.00	0.14	-0.75	-0.11	4
Major Arterial	NE 8th St and 116th Ave NE	Intersection	0.89	0.03	-1.00	-0.36	3
Major Arterial	NE 8th St and 124th Ave NE	Intersection	1.00	0.14	-1.00	-0.36	1
Major Arterial	NE 8th St and 148th Ave NE	Intersection	1.00	0.14	-1.00	-0.36	1
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	1.00	0.14	0.00	0.64	2
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	1.00	0.14	-1.33	-0.69	3
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	0.85	-0.01	-1.78	-1.13	9
Major Arterial	NE 8th St at 106th Ave NE	Intersection	1.00	0.14	1.00	1.64	1
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	0.66	-0.20	1.50	2.14	2
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	1.00	0.14	-2.00	-1.36	1
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0.83	-0.03	-0.50	0.14	2
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	1.00	0.14	-2.00	-1.36	1
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	1.00	0.14	1.00	1.64	1
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	1.00	0.14	1.00	1.64	1
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0.66	-0.20	1.00	1.64	1
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0.66	-0.20	-2.00	-1.36	1
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	0.83	-0.03	-2.00	-1.36	2
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	1.00	0.14	-1.00	-0.36	1
Major Arterial Point Locations Sub-Totals			0.85	-0.01	-0.59	0.06	79
Arterial Street Point Locations Sub-Totals			0.85	-0.01	-0.56	0.08	162
All Wikimap Walking Accommodation Issues Total			0.86		-0.64		184

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 148. Near Misses Experienced and Witnessed – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Major Arterial	112th Ave NE and NE 10th St	Intersection	1	1.1%		0.0%		0.0%	2
Major Arterial	112th Ave NE and NE 11th St	Intersection		0.0%		0.0%		0.0%	1
Major Arterial	112th Ave NE and NE 6th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Major Arterial	112th Ave SE and SE 15th St	Intersection		0.0%		0.0%	1	2.5%	1
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	1	1.1%		0.0%		0.0%	1
Major Arterial	116th Ave SE and SE 5th St	Intersection		0.0%	1	1.1%		0.0%	1
Major Arterial	148th Ave NE and NE 1st Pl	Intersection		0.0%	1	1.1%		0.0%	1
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection		0.0%	1	1.1%		0.0%	1
Major Arterial	148th Ave SE and SE 24th St	Intersection		0.0%		0.0%	1	2.5%	1
Major Arterial	148th Ave SE and SE 28th St	Intersection		0.0%		0.0%	1	2.5%	1
Major Arterial	148th Ave SE and SE 8th St	Intersection	2	2.2%	2	2.3%		0.0%	2
Major Arterial	Bellevue Way NE and NE 12th St	Intersection		0.0%	1	1.1%		0.0%	1
Major Arterial	Bellevue Way NE and NE 24th St	Intersection		0.0%	1	1.1%		0.0%	1
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	2	2.2%	1	1.1%	1	2.5%	4
Major Arterial	Bellevue Way NE and NE 4th St	Intersection		0.0%	1	1.1%		0.0%	1
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection		0.0%	1	1.1%		0.0%	1
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing		0.0%		0.0%	1	2.5%	2
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	1	1.1%	1	1.1%		0.0%	2
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection		0.0%		0.0%	1	2.5%	1
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	1	1.1%		0.0%		0.0%	1
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection		0.0%	1	1.1%		0.0%	1
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing		0.0%	1	1.1%		0.0%	1
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing		0.0%		0.0%	1	2.5%	1
Major Arterial	NE 4th St and 108th Ave NE	Intersection	1	1.1%		0.0%	1	2.5%	2
Major Arterial	NE 4th St and 110th Ave NE	Intersection		0.0%	1	1.1%	2	5.0%	3
Major Arterial Point Locations Sub-Totals			34	37.4%	37	42.5%	17	42.5%	79
Arterial Street Point Locations Sub-Totals			78	85.7%	74	85.1%	36	90.0%	162
All Wikimap Walking Accommodation Issues Total			91		87		40		184

Near Misses Experienced and Witnessed – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Near Miss Experienced	Near Miss Witnessed	No Near Misses Experienced or Witnessed	Respondents
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0.0%	0.0%	1 2.5%	1
Major Arterial	NE 8th St and 108th Ave NE	Intersection	2 2.2%	2 2.3%	0.0%	2
Major Arterial	NE 8th St and 110th Ave NE	Intersection	4 4.4%	1 1.1%	0.0%	4
Major Arterial	NE 8th St and 112th Ave NE	Intersection	2 2.2%	2 2.3%	1 2.5%	4
Major Arterial	NE 8th St and 116th Ave NE	Intersection	2 2.2%	2 2.3%	0.0%	3
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0.0%	0.0%	0.0%	1
Major Arterial	NE 8th St and 148th Ave NE	Intersection	1 1.1%	1 1.1%	0.0%	1
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	1 1.1%	0.0%	0.0%	2
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	2 2.2%	2 2.3%	0.0%	3
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	3 3.3%	6 6.9%	3 7.5%	9
Major Arterial	NE 8th St at 106th Ave NE	Intersection	1 1.1%	1 1.1%	0.0%	1
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	1 1.1%	0.0%	0.0%	2
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	1 1.1%	0.0%	0.0%	1
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	2 2.2%	1 1.1%	0.0%	2
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	0.0%	0.0%	0.0%	1
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	1 1.1%	0.0%	0.0%	1
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0.0%	0.0%	1 2.5%	1
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0.0%	0.0%	1 2.5%	1
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0.0%	1 1.1%	0.0%	1
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	0.0%	2 2.3%	0.0%	2
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	1 1.1%	1 1.1%	0.0%	1
Major Arterial Point Locations Sub-Totals			34 37.4%	37 42.5%	17 42.5%	79
Arterial Street Point Locations Sub-Totals			78 85.7%	74 85.1%	36 90.0%	162
All Wikimap Walking Accommodation Issues Total			91	87	40	184

Table 149. Recommended Potential Solutions: Sidewalks and Intersection Improvements – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
Major Arterial	112th Ave NE and NE 10th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	112th Ave NE and NE 11th St	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%	1	4.5%
Major Arterial	112th Ave NE and NE 6th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	112th Ave SE and SE 15th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	116th Ave NE at 1051 Building	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	116th Ave SE and SE 5th St	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%	1	4.5%
Major Arterial	148th Ave NE and NE 1st Pl	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	148th Ave SE and SE 24th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%	1	4.5%
Major Arterial	148th Ave SE and SE 28th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%	1	4.5%
Major Arterial	148th Ave SE and SE 8th St	Intersection		0.0%		0.0%		0.0%		0.0%	1	6.7%		0.0%
Major Arterial	Bellevue Way NE and NE 12th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 24th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	1	3.8%	1	9.1%	2	2.9%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 4th St	Intersection		0.0%		0.0%		0.0%		0.0%	1	6.7%		0.0%
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection		0.0%		0.0%	1	1.4%		0.0%	1	6.7%		0.0%
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	1	3.8%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 4th St and 108th Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 4th St and 110th Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%	1	6.7%		0.0%
Major Arterial Point Locations Sub-Totals			5	19.2%	6	54.5%	17	24.6%	0	0.0%	7	46.7%	9	40.9%
Arterial Street Point Locations Sub-Totals			18	69.2%	10	90.9%	59	85.5%	2	40.0%	13	86.7%	19	86.4%
All Wikimap Walking Accommodation Issues Total			26		11		69		5		15		22	

Recommended Potential Solutions: Sidewalks and Intersection Improvements – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
Major Arterial	NE 8th St and 102nd Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St and 108th Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St and 110th Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%	2	9.1%
Major Arterial	NE 8th St and 112th Ave NE	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St and 116th Ave NE	Intersection	1	3.8%	1	9.1%	2	2.9%		0.0%		0.0%	1	4.5%
Major Arterial	NE 8th St and 124th Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St and 148th Ave NE	Intersection		0.0%		0.0%	1	1.4%		0.0%	1	6.7%		0.0%
Major Arterial	NE 8th St and Bellevue Way NE	Intersection		0.0%	1	9.1%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St and I-405 NB ramps	Intersection		0.0%		0.0%	1	1.4%		0.0%	1	6.7%		0.0%
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	1	3.8%		0.0%	6	8.7%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St at 106th Ave NE	Intersection		0.0%	1	9.1%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection		0.0%	1	9.1%		0.0%		0.0%		0.0%	1	4.5%
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection		0.0%	1	9.1%		0.0%		0.0%		0.0%	1	4.5%
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	1	3.8%		0.0%		0.0%		0.0%		0.0%		0.0%
Major Arterial	SE 8th St at I-405 SB ramps	Intersection		0.0%		0.0%		0.0%		0.0%	1	6.7%		0.0%
Major Arterial Point Locations Sub-Totals			5	19.2%	6	54.5%	17	24.6%	0	0.0%	7	46.7%	9	40.9%
Arterial Street Point Locations Sub-Totals			18	69.2%	10	90.9%	59	85.5%	2	40.0%	13	86.7%	19	86.4%
All Wikimap Walking Accommodation Issues Total			26		11		69		5		15		22	

Table 150. Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer “Walk” signal time	Protected pedestrian signal (red arrow)						
Major Arterial	112th Ave NE and NE 10th St	Intersection	0.0%	0.0%	0.0%	2	4.5%	–	2	5.3%				
Major Arterial	112th Ave NE and NE 11th St	Intersection	1	3.4%	1	3.3%	1	5.0%	0.0%	–	0.0%			
Major Arterial	112th Ave NE and NE 6th St	Intersection	0.0%	0.0%	1	5.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	112th Ave SE and SE 15th St	Intersection	0.0%	0.0%	1	5.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	116th Ave NE at 1051 Building	Street Crossing	1	3.4%	1	3.3%	0.0%	–	0.0%	–	0.0%			
Major Arterial	116th Ave SE and SE 5th St	Intersection	0.0%	1	3.3%	1	5.0%	0.0%	–	–	0.0%			
Major Arterial	148th Ave NE and NE 1st Pl	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%			
Major Arterial	148th Ave SE and SE 24th St	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	148th Ave SE and SE 28th St	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	148th Ave SE and SE 8th St	Intersection	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%			
Major Arterial	Bellevue Way NE and NE 12th St	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	1	2.6%		
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	1	2.6%		
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection	0.0%	0.0%	1	5.0%	2	4.5%	–	2	5.3%			
Major Arterial	Bellevue Way NE and NE 4th St	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing	1	3.4%	2	6.7%	2	10.0%	0.0%	–	0.0%			
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	0.0%	1	3.3%	1	5.0%	1	2.3%	–	1	2.6%		
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	1	2.6%		
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	1	3.4%	0.0%	0.0%	0.0%	–	0.0%	–	0.0%			
Major Arterial	NE 4th St and 108th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%			
Major Arterial	NE 4th St and 110th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%	2	4.5%	–	–	0.0%			
Major Arterial Point Locations Sub-Totals			7	24.1%	14	46.7%	11	55.0%	21	47.7%	0	–	27	71.1%
Arterial Street Point Locations Sub-Totals			28	96.6%	28	93.3%	20	100.0%	41	93.2%	0	–	38	100.0%
All Wikimap Walking Accommodation Issues Total			29		30		20		44		0		38	

Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer "Walk" signal time	Protected pedestrian signal (red arrow)						
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%				
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0.0%	0.0%	0.0%	1	2.3%	–		0.0%				
Major Arterial	NE 8th St and 110th Ave NE	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%				
Major Arterial	NE 8th St and 112th Ave NE	Intersection	0.0%	1	3.3%	0.0%	1	2.3%	–	1	2.6%			
Major Arterial	NE 8th St and 116th Ave NE	Intersection	0.0%	1	3.3%	1	5.0%	2	4.5%	–	2	5.3%		
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0.0%	0.0%	0.0%		0.0%	–	1	2.6%				
Major Arterial	NE 8th St and 148th Ave NE	Intersection	0.0%	0.0%	0.0%		0.0%	–		0.0%				
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%				
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	0.0%	0.0%	0.0%		0.0%	–	1	2.6%				
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	1	3.4%	3	10.0%	0.0%	1	2.3%	–	4	10.5%		
Major Arterial	NE 8th St at 106th Ave NE	Intersection	0.0%	0.0%	0.0%		0.0%	–		0.0%				
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	0.0%	1	3.3%	1	5.0%		0.0%	–		0.0%		
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	0.0%	0.0%	0.0%		0.0%	–		0.0%				
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	2	5.3%				
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	0.0%	0.0%	0.0%		0.0%	–	1	2.6%				
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	0.0%	0.0%	0.0%	1	2.3%	–		0.0%				
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0.0%	0.0%	0.0%	1	2.3%	–		0.0%				
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0.0%	0.0%	0.0%		0.0%	–		0.0%				
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	0.0%	1	3.3%	0.0%	0.0%	–		0.0%				
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	2	6.9%	1	3.3%	1	5.0%		0.0%				
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	0.0%	0.0%	0.0%		0.0%	–	1	2.6%				
Major Arterial Point Locations Sub-Totals			7	24.1%	14	46.7%	11	55.0%	21	47.7%	0	–	27	71.1%
Arterial Street Point Locations Sub-Totals			28	96.6%	28	93.3%	20	100.0%	41	93.2%	0	–	38	100.0%
All Wikimap Walking Accommodation Issues Total			29		30		20		44		0		38	

Table 151. Recommended Potential Solutions: Traffic Calming – Major Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Reduce speed limit		Red light cameras		Speed humps		Traffic circles	
Major Arterial	112th Ave NE and NE 10th St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	112th Ave NE and NE 11th St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	112th Ave NE and NE 6th St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	112th Ave SE and SE 15th St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	116th Ave NE at 1051 Building	Street Crossing		0.0%		0.0%		0.0%		0.0%
Major Arterial	116th Ave SE and SE 5th St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	148th Ave NE and NE 1st Pl	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	148th Ave NE and SR-520 WB on-ramp	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	148th Ave SE and SE 24th St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	148th Ave SE and SE 28th St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	148th Ave SE and SE 8th St	Intersection	1	4.8%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 12th St	Intersection		0.0%	1	8.3%		0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 24th St	Intersection	1	4.8%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 2nd St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE and NE 4th St	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE at SR-520 EB ramp	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way NE between NE 2nd St and NE 4th St	Street Crossing		0.0%		0.0%		0.0%		0.0%
Major Arterial	Bellevue Way SE and 112th Ave SE	Intersection	1	4.8%	1	8.3%	1	4.8%	1	14.3%
Major Arterial	Bel-Red Rd and 148th Ave NE	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	Coal Creek Pkwy SE and Forest Dr SE	Intersection		0.0%	1	8.3%		0.0%		0.0%
Major Arterial	Coal Creek Pkwy SE and I-405 SB ramps	Intersection		0.0%		0.0%		0.0%		0.0%
Major Arterial	Coal Creek Pkwy SE at I-405 NB ramp	Street Crossing		0.0%		0.0%		0.0%		0.0%
Major Arterial	Lakemont Blvd SE at Coal Creek Trail	Street Crossing	1	4.8%		0.0%	1	4.8%		0.0%
Major Arterial	NE 4th St and 108th Ave NE	Intersection		0.0%	1	8.3%		0.0%		0.0%
Major Arterial	NE 4th St and 110th Ave NE	Intersection	1	4.8%	1	8.3%		0.0%		0.0%
Major Arterial Point Locations Sub-Totals			10	47.6%	8	66.7%	3	14.3%	1	14.3%
Arterial Street Point Locations Sub-Totals			19	90.5%	12	100.0%	16	76.2%	3	42.9%
All Wikimap Walking Accommodation Issues Total			21		12		21		7	

Recommended Potential Solutions: Traffic Calming – Major Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
Major Arterial	NE 8th St and 102nd Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St and 108th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St and 110th Ave NE	Intersection	0.0%	1	8.3%	0.0%				
Major Arterial	NE 8th St and 112th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St and 116th Ave NE	Intersection	0.0%	0.0%	1	4.8%				
Major Arterial	NE 8th St and 124th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St and 148th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St and Bellevue Way NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St and I-405 NB ramps	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St and I-405 SB ramps	Intersection	3	14.3%	0.0%	0.0%				
Major Arterial	NE 8th St at 106th Ave NE	Intersection	0.0%	1	8.3%	0.0%				
Major Arterial	NE 8th St at Bellevue Square driveway	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE 8th St at Eastside Rail Corridor	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE Bel-Red Rd and 124th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE Bel-Red Rd and 140th Ave NE	Intersection	1	4.8%	0.0%	0.0%				
Major Arterial	NE Bel-Red Rd and 156th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE Bel-Red Rd and NE 24th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE Bel-Red Rd and NE 30th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Major Arterial	NE Bel-Red Rd at Ardmore Trail	Street Crossing	1	4.8%	0.0%	0.0%				
Major Arterial	NE Bel-Red Rd at NE 28th St Trail	Street Crossing	0.0%	0.0%	0.0%	0.0%				
Major Arterial	SE 8th St at I-405 SB ramps	Intersection	0.0%	1	8.3%	0.0%				
Major Arterial Point Locations Sub-Totals			10	47.6%	8	66.7%	3	14.3%	1	14.3%
Arterial Street Point Locations Sub-Totals			19	90.5%	12	100.0%	16	76.2%	3	42.9%
All Wikimap Walking Accommodation Issues Total			21		12		21		7	

Minor Arterial Intersections/Crossings

The point-specific locations included on the following pages are at intersections where at least one of the streets is classified as a minor arterial or at mid-block crossings along a minor arterial street. Only intersections and crossings where PBII Wikimap respondents located one or more issue points are included.

Figure 193. (opposite) Intersections and crossings of minor arterial streets where Wikimap respondents located one or more issue points.

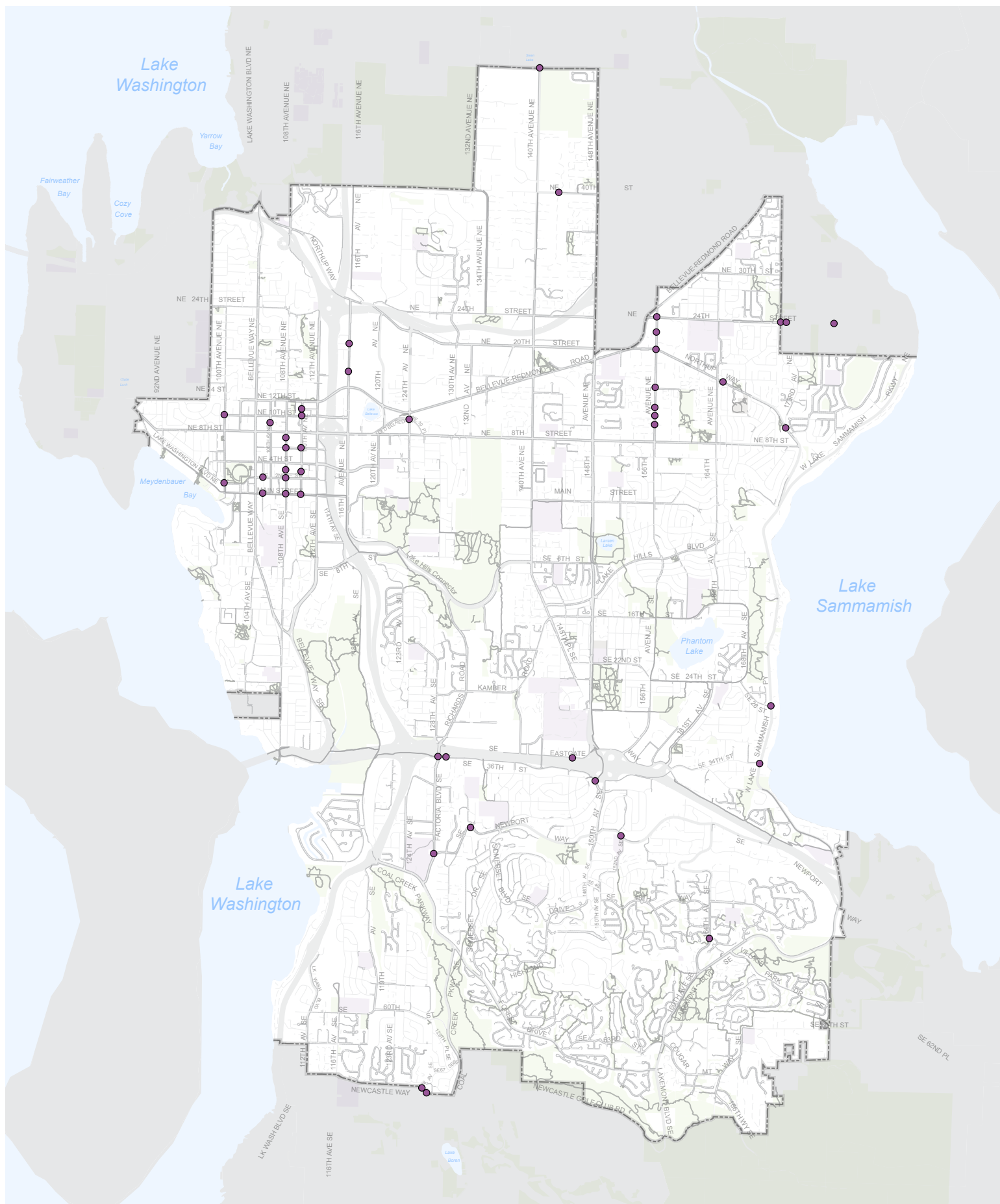


Table 152. All Walking Accommodation Issues – Minor Arterial Street intersections/crossings, pt. 1

Arterial Classification	Network Classification	Location Name	Location Point Type	Respondents	% of Total
Minor Arterial	Ped Network	100th Ave NE and NE 10th St	Intersection	1	0.2%
Minor Arterial	Ped Network	100th Ave NE and NE 1st St	Intersection	1	0.2%
Minor Arterial	Ped Network	106th Ave NE and NE 9th Pl	Intersection	2	0.4%
Minor Arterial	Ped Network	108th Ave NE and NE 2nd St	Intersection	1	0.2%
Minor Arterial	Ped Network	108th Ave NE and NE 6th St	Intersection	1	0.2%
Minor Arterial	Ped Network	108th Ave NE at BellCentre Apartments	Discrete Property	1	0.2%
Minor Arterial	Ped Network	108th Ave NE at Symetra Center driveway	Discrete Property	1	0.2%
Minor Arterial	Ped Network	110th Ave NE and NE 10th St	Intersection	1	0.2%
Minor Arterial	Ped Network	110th Ave NE and NE 11th St	Intersection	1	0.2%
Minor Arterial	Ped Network	110th Ave NE and NE 6th St	Intersection	1	0.2%
Minor Arterial	Ped Network	110th Ave NE at Marriott Hotel	Discrete Property	1	0.2%
Minor Arterial	Ped Network	116th Ave NE and NE 20th St	Intersection	1	0.2%
Minor Arterial	Ped Network	116th Ave NE at 1600 block bus stops	Street Crossing	1	0.2%
Minor Arterial	Ped Network	124th Ave NE and NE 10th Pl	Intersection	1	0.2%
Minor Arterial	Ped Network	128th Ave SE and Newcastle Way	Intersection	2	0.4%
Minor Arterial	Ped Network	140th Ave NE and NE 60th St	Intersection	1	0.2%
Minor Arterial	Ped Network	156th Ave NE and NE 10th St	Intersection	1	0.2%
Minor Arterial	Ped Network	156th Ave NE and NE 13th St	Intersection	1	0.2%
Minor Arterial	Ped Network	156th Ave NE and NE 15th St	Intersection	1	0.2%
Minor Arterial	Ped Network	156th Ave NE and NE 22nd Pl	Street Crossing	1	0.2%
Minor Arterial	Ped Network	156th Ave NE and NE 24th St	Intersection	1	0.2%
Minor Arterial	Ped Network	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	1	0.2%
Minor Arterial	Ped Network	164th Ave SE and SE 49th St	Intersection	1	0.2%
Minor Arterial	Ped Network	Factoria Blvd SE and SE 36th St	Intersection	1	0.2%
Minor Arterial	Ped Network	Factoria Blvd SE and SE Newport Way	Intersection	1	0.2%
Minor Arterial Point Locations Sub-Total				49	26.6%
Arterial Street Point Locations Sub-Total				162	88.0%
All Wikimap Walking Accommodation Issues Totals				184	

All Walking Accommodation Issues – Minor Arterial Street intersections/crossings, pt. 2

Arterial Classification	Network Classification	Location Name	Location Point Type	Respondents	% of Total
Minor Arterial	Ped Network	Main St and 105th Ave SE	Intersection	1	0.2%
Minor Arterial	Ped Network	Main St and 108th Ave	Intersection	3	0.6%
Minor Arterial	Ped Network	Main St and 110th Ave NE	Intersection	1	0.2%
Minor Arterial	Ped Network	NE 24th St and 172nd Ave NE	Intersection	1	0.2%
Minor Arterial	Ped Network	NE 24th St and 173rd Ave NE	Intersection	1	0.2%
Minor Arterial	Local	NE 24th St and 179th Ave NE	Intersection	1	0.2%
Minor Arterial	Ped Network	NE 2nd St and 105th Ave NE	Intersection	1	0.2%
Minor Arterial	Ped Network	NE 40th St and 142nd PI NE	Intersection	2	0.4%
Minor Arterial	Ped Network	Northup Way and 156th Ave NE	Intersection	1	0.2%
Minor Arterial	Ped Network	Northup Way and 173rd Ave NE	Intersection	1	0.2%
Minor Arterial	Ped Network	Northup Way, Private residence east of 164th Ave NE	Discrete Property	1	0.2%
Minor Arterial	Ped Network	Pipeline Trail at Newcastle Way	Street Crossing	1	0.2%
Minor Arterial	Ped Network	SE 36th St at Factoria Village driveway	Discrete Property	1	0.2%
Minor Arterial	Ped Network	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	1	0.2%
Minor Arterial	Ped Network	SE Eastgate Way at 146th PI SE	Street Crossing	1	0.2%
Minor Arterial	Ped Network	SE Newport Way and 133rd Ave SE	Intersection	1	0.2%
Minor Arterial	Ped Network	SE Newport Way at Eastgate Elementary School	Street Crossing	1	0.2%
Minor Arterial	Ped Network	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	1	0.2%
Minor Arterial	Ped Network	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	1	0.2%
Minor Arterial Point Locations Sub-Total				49	26.6%
Arterial Street Point Locations Sub-Total				162	88.0%
All Wikimap Walking Accommodation Issues Totals				184	

Table 153. Space & Protection Issues – Minor Arterial Street intersections/crossings, pt. 1

Arterial Classification	Location Name	Location Point Type	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	100th Ave NE and NE 1st St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 11th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	116th Ave NE and NE 20th St	Intersection	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	–
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	–
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 10th St	Intersection	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 13th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 15th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	164th Ave SE and SE 49th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			4	21.1%	2	25.0%	0	0.0%	1	100.0%	0	–
Arterial Street Point Locations Sub-Totals			13	68.4%	8	100.0%	2	100.0%	1	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			19		8		2		1		0	

Space & Protection Issues – Minor Arterial Street intersections/crossings, pt. 2

Arterial Classification	Location Name	Location Point Type	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Minor Arterial	Main St and 105th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Main St and 108th Ave	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Main St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	2	10.5%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			4	21.1%	2	25.0%	0	0.0%	1	100.0%	0	–
Arterial Street Point Locations Sub-Totals			13	68.4%	8	100.0%	2	100.0%	1	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			19		8		2		1		0	

Table 154. Maintenance Issues – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	100th Ave NE and NE 1st St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE and NE 11th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	116th Ave NE and NE 20th St	Intersection	1	50.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	0	0.0%	0	–	1	100.0%	0	0.0%
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE and NE 13th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE and NE 15th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	164th Ave SE and SE 49th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial Point Locations Sub-Totals			1	50.0%	0	–	1	100.0%	0	0.0%
Arterial Street Point Locations Sub-Totals			2	100.0%	0	–	1	100.0%	1	100.0%
All Wikimap Walking Accommodation Issues Total			2		0		1		1	

Maintenance Issues – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Minor Arterial	Main St and 105th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	Main St and 108th Ave	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	Main St and 110th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial Point Locations Sub-Totals			1	50.0%	0	–	1	100.0%	0	0.0%
Arterial Street Point Locations Sub-Totals			2	100.0%	0	–	1	100.0%	1	100.0%
All Wikimap Walking Accommodation Issues Total			2		0		1		1	

Table 155. Street Crossing Issues – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a “Walk” signal at this intersection		This block is very long and does not have a mid-block crossing	
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	100th Ave NE and NE 1st St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection	2	3.1%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Minor Arterial	108th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	11.1%	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE and NE 11th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	110th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	116th Ave NE and NE 20th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	2	3.1%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Minor Arterial	156th Ave NE and NE 13th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Minor Arterial	156th Ave NE and NE 15th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Minor Arterial	156th Ave NE and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%
Minor Arterial	164th Ave SE and SE 49th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	0	0.0%	0	–	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial Point Locations Sub-Totals			20	31.3%	0	–	1	25.0%	3	17.6%	3	33.3%	7	22.6%	2	50.0%
Arterial Street Point Locations Sub-Totals			57	89.1%	0	–	4	100.0%	14	82.4%	9	100.0%	31	100.0%	4	100.0%
All Wikimap Walking Accommodation Issues Total			64		0		4		17		9		31		4	

Street Crossing Issues – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Minor Arterial	Main St and 105th Ave SE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Main St and 108th Ave	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	22.2%	0	0.0%	0	0.0%
Minor Arterial	Main St and 110th Ave NE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	2	3.1%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	1	3.2%	0	0.0%
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial Point Locations Sub-Totals			20	31.3%	0	–	1	25.0%	3	17.6%	3	33.3%	7	22.6%	2	50.0%
Arterial Street Point Locations Sub-Totals			57	89.1%	0	–	4	100.0%	14	82.4%	9	100.0%	31	100.0%	4	100.0%
All Wikimap Walking Accommodation Issues Total			64		0		4		17		9		31		4	

Table 156. Connectivity Issues – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Sidewalks end abruptly		Existing sidewalks do not connect to nearby bus stops		Existing sidewalks do not connect to nearby destinations		Sidewalks/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	100th Ave NE and NE 1st St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	106th Ave NE and NE 9th PI	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 11th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	116th Ave NE and NE 20th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	124th Ave NE and NE 10th PI	Intersection	0	0.0%	1	20.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	2	40.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 13th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 15th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 22nd PI	Street Crossing	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	–
Minor Arterial	156th Ave NE and NE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	164th Ave SE and SE 49th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			2	40.0%	1	20.0%	2	25.0%	1	50.0%	0	–
Arterial Street Point Locations Sub-Totals			4	80.0%	2	40.0%	7	87.5%	2	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			5		5		8		2		0	

Connectivity Issues – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Sidewalks end abruptly	Existing sidewalks do not connect to nearby bus stops	Existing sidewalks do not connect to nearby destinations	Sidewalks/off-street paths are indirect	Dead-end streets make it difficult to get where I want to go					
Minor Arterial	Main St and 105th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	–	
Minor Arterial	Main St and 108th Ave	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	Main St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	0	0.0%	0	0.0%	1	12.5%	0	0.0%	0	–
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	0	0.0%	0	0.0%	1	12.5%	0	0.0%	0	–
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			2	40.0%	1	20.0%	2	25.0%	1	50.0%	0	–
Arterial Street Point Locations Sub-Totals			4	80.0%	2	40.0%	7	87.5%	2	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			5		5		8		2		0	

Table 157. Visibility and Wayfinding Issues – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	100th Ave NE and NE 1st St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 10th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 11th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	116th Ave NE and NE 20th St	Intersection	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	1	11.1%	0	–
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 10th St	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 13th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 15th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE and NE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	164th Ave SE and SE 49th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			1	25.0%	8	32.0%	2	8.0%	0	0.0%	2	22.2%	0	–
Arterial Street Point Locations Sub-Totals			3	75.0%	22	88.0%	17	68.0%	1	100.0%	6	66.7%	0	–
All Wikimap Walking Accommodation Issues Total			4		25		25		1		9		0	

Visibility and Wayfinding Issues – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
Minor Arterial	Main St and 105th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Main St and 108th Ave	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Main St and 110th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	–
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			1	25.0%	8	32.0%	2	8.0%	0	0.0%	2	22.2%	0	–
Arterial Street Point Locations Sub-Totals			3	75.0%	22	88.0%	17	68.0%	1	100.0%	6	66.7%	0	–
All Wikimap Walking Accommodation Issues Total			4		25		25		1		9		0	

Table 158. Sidewalk Blockage and Other Issues – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	100th Ave NE and NE 1st St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial	108th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0	0.0%	0	–	1	100.0%	0	0.0%		0.0%
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial	110th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial	110th Ave NE and NE 11th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	110th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	116th Ave NE and NE 20th St	Intersection	0	0.0%	0	–	0	0.0%	1	50.0%		0.0%
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	156th Ave NE and NE 10th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial	156th Ave NE and NE 13th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	156th Ave NE and NE 15th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	156th Ave NE and NE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	164th Ave SE and SE 49th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Minor Arterial Point Locations Sub-Totals			0	0.0%	0	–	1	100.0%	1	50.0%	25	27.5%
Arterial Street Point Locations Sub-Totals			1	100.0%	0	–	1	100.0%	2	100.0%	76	83.5%
All Wikimap Walking Accommodation Issues Total			1		0		1		2		91	

Sidewalk Blockage and Other Issues – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Minor Arterial	Main St and 105th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Main St and 108th Ave	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Minor Arterial	Main St and 110th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%
Minor Arterial Point Locations Sub-Totals			0	0.0%	0	–	1	100.0%	1	50.0%	25	27.5%
Arterial Street Point Locations Sub-Totals			1	100.0%	0	–	1	100.0%	2	100.0%	76	83.5%
All Wikimap Walking Accommodation Issues Total			1		0		1		2		91	

Table 159. Location Priority and Safety Scores – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0.66	-0.20	1.00	1.64	1
Minor Arterial	100th Ave NE and NE 1st St	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	106th Ave NE and NE 9th PI	Intersection	1.00	0.14	-1.50	-0.86	2
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0.33	-0.53	2.00	2.64	1
Minor Arterial	108th Ave NE and NE 6th St	Intersection	1.00	0.14	1.00	1.64	1
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0.66	-0.20	1.00	1.64	1
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	1.00	0.14	-1.00	-0.36	1
Minor Arterial	110th Ave NE and NE 10th St	Intersection	1.00	0.14	1.00	1.64	1
Minor Arterial	110th Ave NE and NE 11th St	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	110th Ave NE and NE 6th St	Intersection	1.00	0.14	1.00	1.64	1
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	0.33	-0.53	1.00	1.64	1
Minor Arterial	116th Ave NE and NE 20th St	Intersection	0.66	-0.20	-1.00	-0.36	1
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	0.66	-0.20	-1.00	-0.36	1
Minor Arterial	124th Ave NE and NE 10th PI	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	0.66	-0.20	-1.50	-0.86	2
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0.66	-0.20	-1.00	-0.36	1
Minor Arterial	156th Ave NE and NE 10th St	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	156th Ave NE and NE 13th St	Intersection	1.00	0.14	1.00	1.64	1
Minor Arterial	156th Ave NE and NE 15th St	Intersection	1.00	0.14	-2.00	-1.36	1
Minor Arterial	156th Ave NE and NE 22nd PI	Street Crossing	1.00	0.14	1.00	1.64	1
Minor Arterial	156th Ave NE and NE 24th St	Intersection	1.00	0.14	1.00	1.64	1
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	1.00	0.14	-1.00	-0.36	1
Minor Arterial	164th Ave SE and SE 49th St	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial Point Locations Sub-Totals			0.88	0.02	-0.47		49
Arterial Street Point Locations Sub-Totals			0.85	-0.01	-0.56	0.08	162
All Wikimap Walking Accommodation Issues Total			0.86		-0.64		184

Location Priority and Safety Scores – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Minor Arterial	Main St and 105th Ave SE	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	Main St and 108th Ave	Intersection	1.00	0.14	-1.67	-1.02	3
Minor Arterial	Main St and 110th Ave NE	Intersection	0.66	-0.20	1.00	1.64	1
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	0.66	-0.20	1.00	1.64	1
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0.66	-0.20	1.00	1.64	1
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	1.00	0.14	-2.00	-1.36	2
Minor Arterial	Northup Way and 156th Ave NE	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	0.66	-0.20	1.00	1.64	1
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	1.00	0.14	1.00	1.64	1
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	1.00	0.14	-1.00	-0.36	1
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	1.00	0.14	-2.00	-1.36	1
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	1.00	0.14	-1.00	-0.36	1
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0.66	-0.20	-2.00	-1.36	1
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	1.00	0.14	-2.00	-1.36	1
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	1.00	0.14	-2.00	-1.36	1
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	0.66	-0.20	-1.00	-0.36	1
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial Point Locations Sub-Totals			0.88	0.02	-0.47		49
Arterial Street Point Locations Sub-Totals			0.85	-0.01	-0.56	0.08	162
All Wikimap Walking Accommodation Issues Total			0.86		-0.64		184

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 160. Near Misses Experienced and Witnessed – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Minor Arterial	100th Ave NE and NE 10th St	Intersection	1	1.1%		0.0%		0.0%	1
Minor Arterial	100th Ave NE and NE 1st St	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection	1	1.1%	1	1.1%		0.0%	2
Minor Arterial	108th Ave NE and NE 2nd St	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	108th Ave NE and NE 6th St	Intersection		0.0%	1	1.1%		0.0%	1
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property		0.0%		0.0%	1	2.5%	1
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	110th Ave NE and NE 10th St	Intersection		0.0%	1	1.1%		0.0%	1
Minor Arterial	110th Ave NE and NE 11th St	Intersection	1	1.1%		0.0%		0.0%	1
Minor Arterial	110th Ave NE and NE 6th St	Intersection		0.0%		0.0%		0.0%	1
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	1	1.1%		0.0%		0.0%	1
Minor Arterial	116th Ave NE and NE 20th St	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing		0.0%	1	1.1%		0.0%	1
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	128th Ave SE and Newcastle Way	Intersection		0.0%	1	1.1%	1	2.5%	2
Minor Arterial	140th Ave NE and NE 60th St	Intersection		0.0%	1	1.1%		0.0%	1
Minor Arterial	156th Ave NE and NE 10th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	156th Ave NE and NE 13th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	156th Ave NE and NE 15th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing		0.0%	1	1.1%		0.0%	1
Minor Arterial	156th Ave NE and NE 24th St	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	1	1.1%		0.0%		0.0%	1
Minor Arterial	164th Ave SE and SE 49th St	Intersection	1	1.1%		0.0%		0.0%	1
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection		0.0%	1	1.1%		0.0%	1
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	1	1.1%	1	1.1%		0.0%	1
Minor Arterial Point Locations Sub-Totals			26	28.6%	24	27.6%	11	27.5%	49
Arterial Street Point Locations Sub-Totals			78	85.7%	74	85.1%	36	90.0%	162
All Wikimap Walking Accommodation Issues Total			91		87		40		184

Near Misses Experienced and Witnessed – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Near Miss Experienced	Near Miss Witnessed	No Near Misses Experienced or Witnessed	Respondents			
Minor Arterial	Main St and 105th Ave SE	Intersection	1	1.1%	0.0%	1			
Minor Arterial	Main St and 108th Ave	Intersection	3	3.3%	3	3.4%	0.0%	3	
Minor Arterial	Main St and 110th Ave NE	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection		0.0%	1	1.1%		0.0%	1
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	1	1.1%		0.0%		0.0%	1
Minor Arterial	NE 24th St and 179th Ave NE	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	2	2.2%		0.0%		0.0%	2
Minor Arterial	Northup Way and 156th Ave NE	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	Northup Way and 173rd Ave NE	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property		0.0%		0.0%		0.0%	1
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	1	1.1%		0.0%		0.0%	1
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	1	1.1%	1	1.1%		0.0%	1
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection		0.0%		0.0%	1	2.5%	1
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing		0.0%	1	1.1%		0.0%	1
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	1	1.1%		0.0%		0.0%	1
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Minor Arterial Point Locations Sub-Totals			26	28.6%	24	27.6%	11	27.5%	49
Arterial Street Point Locations Sub-Totals			78	85.7%	74	85.1%	36	90.0%	162
All Wikimap Walking Accommodation Issues Total			91		87		40		184

Table 161. Recommended Potential Solutions: Sidewalks and Intersection Improvements – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
Minor Arterial	100th Ave NE and NE 10th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	100th Ave NE and NE 1st St	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection		0.0%		0.0%	2	2.9%		0.0%		0.0%	1	4.5%
Minor Arterial	108th Ave NE and NE 2nd St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	108th Ave NE and NE 6th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	110th Ave NE and NE 10th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	110th Ave NE and NE 11th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%	1	4.5%
Minor Arterial	110th Ave NE and NE 6th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	116th Ave NE and NE 20th St	Intersection	1	3.8%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	1	3.8%	1	9.1%	1	1.4%		0.0%	1	6.7%		0.0%
Minor Arterial	128th Ave SE and Newcastle Way	Intersection		0.0%		0.0%	2	2.9%		0.0%		0.0%		0.0%
Minor Arterial	140th Ave NE and NE 60th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	156th Ave NE and NE 10th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	156th Ave NE and NE 13th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	156th Ave NE and NE 15th St	Intersection		0.0%	1	9.1%	1	1.4%		0.0%	1	6.7%		0.0%
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing		0.0%	1	9.1%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	156th Ave NE and NE 24th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	164th Ave SE and SE 49th St	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection		0.0%		0.0%	1	1.4%		0.0%	1	6.7%	1	4.5%
Minor Arterial Point Locations Sub-Totals			4	15.4%	4	36.4%	19	27.5%	1	20.0%	4	26.7%	6	27.3%
Arterial Street Point Locations Sub-Totals			18	69.2%	10	90.9%	59	85.5%	2	40.0%	13	86.7%	19	86.4%
All Wikimap Walking Accommodation Issues Total			26		11		69		5		15		22	

Recommended Potential Solutions: Sidewalks and Intersection Improvements – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
Minor Arterial	Main St and 105th Ave SE	Intersection	0.0%		0.0%		1	1.4%		0.0%		0.0%	1	4.5%
Minor Arterial	Main St and 108th Ave	Intersection	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial	Main St and 110th Ave NE	Intersection	0.0%		0.0%		1	1.4%		0.0%		0.0%		0.0%
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	0.0%		0.0%		1	1.4%		0.0%		0.0%		0.0%
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	0.0%		0.0%		1	1.4%		0.0%		0.0%		0.0%
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	0.0%		0.0%		1	1.4%		0.0%		0.0%	1	4.5%
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0.0%		0.0%	1	9.1%	1	1.4%	1	20.0%	1	6.7%	0.0%
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	1	3.8%	0.0%		2	2.9%		0.0%		0.0%		0.0%
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	0.0%		0.0%		1	1.4%		0.0%		0.0%		0.0%
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	0.0%		0.0%			0.0%		0.0%		0.0%	1	4.5%
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	1	3.8%	0.0%		1	1.4%		0.0%		0.0%		0.0%
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0.0%		0.0%			0.0%		0.0%		0.0%		0.0%
Minor Arterial Point Locations Sub-Totals			4	15.4%	4	36.4%	19	27.5%	1	20.0%	4	26.7%	6	27.3%
Arterial Street Point Locations Sub-Totals			18	69.2%	10	90.9%	59	85.5%	2	40.0%	13	86.7%	19	86.4%
All Wikimap Walking Accommodation Issues Total			26		11		69		5		15		22	

Table 162. Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer “Walk” signal time	Protected pedestrian signal (red arrow)						
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	0.0%					
Minor Arterial	100th Ave NE and NE 1st St	Intersection	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection	2	6.9%	1	3.3%	1	5.0%	0.0%	–	0.0%			
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	108th Ave NE and NE 6th St	Intersection	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	110th Ave NE and NE 10th St	Intersection	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	110th Ave NE and NE 11th St	Intersection	1	3.4%	0.0%	0.0%		–	0.0%					
Minor Arterial	110th Ave NE and NE 6th St	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	0.0%					
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	1	3.4%	0.0%	0.0%		–	0.0%					
Minor Arterial	116th Ave NE and NE 20th St	Intersection	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	1	3.4%	0.0%	0.0%		–	0.0%					
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	1	3.4%	1	3.3%	1	5.0%	1	2.6%				
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	1	3.4%	0.0%	0.0%		–	0.0%					
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	156th Ave NE and NE 10th St	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%				
Minor Arterial	156th Ave NE and NE 13th St	Intersection	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	156th Ave NE and NE 15th St	Intersection	0.0%	0.0%	0.0%		0.0%	–	0.0%					
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing	1	3.4%	0.0%	1	5.0%		0.0%					
Minor Arterial	156th Ave NE and NE 24th St	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	0.0%					
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	1	3.4%	0.0%	0.0%		–	1	2.6%				
Minor Arterial	164th Ave SE and SE 49th St	Intersection	1	3.4%	1	3.3%	1	5.0%		0.0%				
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%				
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	0.0%	0.0%	0.0%	1	5.0%		1	2.6%				
Minor Arterial Point Locations Sub-Totals			13	44.8%	6	20.0%	8	40.0%	15	34.1%	0	–	10	26.3%
Arterial Street Point Locations Sub-Totals			28	96.6%	28	93.3%	20	100.0%	41	93.2%	0	–	38	100.0%
All Wikimap Walking Accommodation Issues Total			29		30		20		44		0		38	

Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer "Walk" signal time	Protected pedestrian signal (red arrow)						
Minor Arterial	Main St and 105th Ave SE	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Minor Arterial	Main St and 108th Ave	Intersection	0.0%	1	3.3%	1	5.0%	2	4.5%	–	3	7.9%		
Minor Arterial	Main St and 110th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	0.0%	1	3.3%	0.0%	1	2.3%	–	0.0%				
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0.0%	0.0%	1	5.0%	0.0%	–	0.0%					
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	2	6.9%	0.0%	0.0%	0.0%	–	0.0%					
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	0.0%				
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	1	3.4%	0.0%	0.0%	0.0%	–	0.0%					
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%					
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%					
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%			
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	0.0%				
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%					
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	0.0%	1	3.3%	1	5.0%	0.0%	–	0.0%				
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	0.0%				
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	0.0%				
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0.0%	0.0%	0.0%	0.0%	1	2.3%	–	1	2.6%			
Minor Arterial Point Locations Sub-Totals			13	44.8%	6	20.0%	8	40.0%	15	34.1%	0	–	10	26.3%
Arterial Street Point Locations Sub-Totals			28	96.6%	28	93.3%	20	100.0%	41	93.2%	0	–	38	100.0%
All Wikimap Walking Accommodation Issues Total			29		30		20		44		0		38	

Table 163. Recommended Potential Solutions: Traffic Calming – Minor Arterial Street intersections/crossings, pt 1

Arterial Classification	Location Name	Location Point Type	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
Minor Arterial	100th Ave NE and NE 10th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	100th Ave NE and NE 1st St	Intersection	0.0%	0.0%	1	4.8%				
Minor Arterial	106th Ave NE and NE 9th Pl	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	108th Ave NE and NE 2nd St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	108th Ave NE and NE 6th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	108th Ave NE at BellCentre Apartments	Discrete Property	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	108th Ave NE at Symetra Center driveway	Discrete Property	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	110th Ave NE and NE 10th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	110th Ave NE and NE 11th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	110th Ave NE and NE 6th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	110th Ave NE at Marriott Hotel	Discrete Property	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	116th Ave NE and NE 20th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	116th Ave NE at 1600 block bus stops	Street Crossing	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	124th Ave NE and NE 10th Pl	Intersection	1	4.8%	1	8.3%				
Minor Arterial	128th Ave SE and Newcastle Way	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	140th Ave NE and NE 60th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	156th Ave NE and NE 10th St	Intersection	0.0%	1	8.3%	0.0%				
Minor Arterial	156th Ave NE and NE 13th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	156th Ave NE and NE 15th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	156th Ave NE and NE 22nd Pl	Street Crossing	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	156th Ave NE and NE 24th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	156th Ave NE between NE 11th St and NE 12th St	Street Crossing	1	4.8%	0.0%	0.0%				
Minor Arterial	164th Ave SE and SE 49th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	Factoria Blvd SE and SE 36th St	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	Factoria Blvd SE and SE Newport Way	Intersection	1	4.8%	0.0%	0.0%				
Minor Arterial Point Locations Sub-Totals			8	38.1%	4	33.3%	6	28.6%	1	14.3%
Arterial Street Point Locations Sub-Totals			19	90.5%	12	100.0%	16	76.2%	3	42.9%
All Wikimap Walking Accommodation Issues Total			21		12		21		7	

Recommended Potential Solutions: Traffic Calming – Minor Arterial Street intersections/crossings, pt 2

Arterial Classification	Location Name	Location Point Type	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
Minor Arterial	Main St and 105th Ave SE	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	Main St and 108th Ave	Intersection	2	9.5%	0.0%	0.0%				
Minor Arterial	Main St and 110th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	NE 24th St and 172nd Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	NE 24th St and 173rd Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	NE 24th St and 179th Ave NE	Intersection	1	4.8%	1	4.8%				
Minor Arterial	NE 2nd St and 105th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	NE 40th St and 142nd PI NE	Intersection	1	4.8%	0.0%	0.0%				
Minor Arterial	Northup Way and 156th Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	Northup Way and 173rd Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	Northup Way, Private residence east of 164th Ave NE	Discrete Property	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	Pipeline Trail at Newcastle Way	Street Crossing	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	SE 36th St at Factoria Village driveway	Discrete Property	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	SE 38th St at I-90 Ped/Bike Bridge	Street Crossing	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	SE Eastgate Way at 146th PI SE	Street Crossing	0.0%	0.0%	0.0%	0.0%				
Minor Arterial	SE Newport Way and 133rd Ave SE	Intersection	0.0%	1	8.3%	1	4.8%			
Minor Arterial	SE Newport Way at Eastgate Elementary School	Street Crossing	0.0%	0.0%	1	4.8%				
Minor Arterial	West Lake Sammamish Pkwy SE and SE 26th St	Intersection	1	4.8%	0.0%	1	4.8%			
Minor Arterial	West Lake Sammamish Pkwy SE and SE 34th St	Intersection	0.0%	1	8.3%	1	4.8%			
Minor Arterial Point Locations Sub-Totals			8	38.1%	4	33.3%	6	28.6%	1	14.3%
Arterial Street Point Locations Sub-Totals			19	90.5%	12	100.0%	16	76.2%	3	42.9%
All Wikimap Walking Accommodation Issues Total			21		12		21		7	

Collector Arterial and Local Street Intersections/Crossings and Other Points

The point-specific locations included on the following pages are (i) at intersections where at least one of the streets is classified as a collector arterial or at mid-block crossings along a collector arterial street, (ii) at intersections where both streets are local streets or at mid-block locations along local streets, or (iii) relate to more general geographies (e.g. Downtown Bellevue). Only intersections and crossings where PBII Wikimap respondents located one or more issue points are included.

Figure 194. (opposite) Intersections and crossings of collector arterial, local streets, and other locations where Wikimap respondents located one or more issue points.

Table 164. All Walking Accommodation Issues – Collector Arterial Street intersections/crossings

Arterial Classification	Network Classification	Location Name	Location Point Type	Respondents	% of Total
Collector Arterial	Ped Network	100th Ave NE and NE 21st St	Intersection	1	0.2%
Collector Arterial	Ped Network	100th Ave NE and NE 23rd St	Intersection	3	0.6%
Collector Arterial	Ped Network	108th Ave SE and SE 29th St	Intersection	1	0.2%
Collector Arterial	Ped Network	108th Ave SE and SE 30th St	Intersection	1	0.2%
Collector Arterial	Ped Network	119th Ave SE and SE 58th St	Intersection	1	0.2%
Collector Arterial	Ped Network	156th Ave NE and NE 6th St	Intersection	2	0.4%
Collector Arterial	Ped Network	156th Ave SE and SE 24th St	Intersection	1	0.2%
Collector Arterial	Ped Network	168th Ave SE and SE 23rd Pl	Intersection	1	0.2%
Collector Arterial	Ped Network	92nd Ave NE at Sunset Ln	Intersection	5	1.0%
Collector Arterial	Ped Network	98th Ave SE and SE 5th St	Intersection	1	0.2%
Collector Arterial	Ped Network	98th Ave SE and SE 7th St	Intersection	1	0.2%
Collector Arterial	Ped Network	Lake Hills Blvd and 156th Ave SE	Intersection	2	0.4%
Collector Arterial	Ped Network	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	1	0.2%
Collector Arterial	Ped Network	Lake Washington Blvd SE and Newport Key	Intersection	1	0.2%
Collector Arterial	Ped Network	Main St and 150th Ave NE	Intersection	3	0.6%
Collector Arterial	Ped Network	Main St and 151st Pl	Intersection	3	0.6%
Collector Arterial	Ped Network	Main St at Bellevue Botanical Garden	Street Crossing	1	0.2%
Collector Arterial	Ped Network	Main St at Kelsey Creek Center driveway	Discrete Property	1	0.2%
Collector Arterial	Ped Network	SE 32nd St and 140th Ave SE	Intersection	2	0.4%
Collector Arterial	Ped Network	SE 60th St and 116th Ave SE	Intersection	1	0.2%
Collector Arterial	Ped Network	Snoqualmie River Rd SE and SE 32nd St	Intersection	1	0.2%
Collector Arterial Point Locations Sub-Total				34	18.5%
Arterial Street Point Locations Sub-Total				162	88.0%
All Wikimap Walking Accommodation Issues Totals				184	

All Walking Accommodation Issues – Local Street intersections/crossings and other point locations

Arterial Classification	Network Classification	Location Name	Location Point Type	Respondents	% of Total
Local	Local	100th Ave NE and NE 28th St	Intersection	1	0.2%
Local	Local	110th Ave SE and SE 28th St	Intersection	1	0.2%
Local	Ped Network	118th Ave SE and SE 5th St	Intersection	1	0.2%
Local	Local	138th Ave SE and SE 40th St	Intersection	1	0.2%
Local	Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	1	0.2%
Local	Local	96th Ave NE and NE 29th St	Intersection	1	0.2%
Local	Ped Network	98th Ave NE and NE 21st St	Intersection	2	0.4%
Local	Local	Lake Hills east of 164th Ave SE	Area	1	0.2%
Local	Local	NE 13th Pl west of 156th Ave NE	Street Crossing	1	0.2%
Local	Local	NE 30th Pl and NE 31st Pl	Intersection	2	0.4%
Local	Ped Network	NE 5th St and 123rd Ave NE	Intersection	1	0.2%
Local	Local	NE 7th St at Uwajimaya driveway	Discrete Property	1	0.2%
Local	Ped Network	SE 2nd St and 109th Ave SE	Intersection	1	0.2%
Local	Ped Network	SE 46th Way at Squibbs Creek Trail	Street Crossing	2	0.4%
Local	Ped Network	Somerset Blvd SE and SE 43rd St	Intersection	1	0.2%
Local	Ped Network	Somerset Blvd SE and Somerset Dr SE	Intersection	1	0.2%
Local Street Point Locations Sub-Total				19	10.3%
Other	Ped Network	Bellevue City Hall	Discrete Property	1	0.2%
Other	Ped Network	Downtown Bellevue	Area	2	0.4%
Other Point Locations Sub-Total				3	1.6%
All Wikimap Walking Accommodation Issues Totals				184	

Table 165. Space & Protection Issues – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Collector Arterial	100th Ave NE and NE 21st St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	119th Ave SE and SE 58th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	156th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	156th Ave SE and SE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	3	15.8%	1	12.5%	0	0.0%	0	0.0%	0	–
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	98th Ave SE and SE 7th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St and 150th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St and 151st Pl	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	–
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial Point Locations Sub-Totals			6	31.6%	2	25.0%	1	50.0%	0	0.0%	0	–
Arterial Street Point Locations Sub-Totals			13	68.4%	8	100.0%	2	100.0%	1	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			19		8		2		1		0	

Space & Protection Issues – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	There are no sidewalks or off-street paths		There is not enough space separating the sidewalk from motor vehicles		Lots of driveways intersect this sidewalk		Sidewalks are not wide enough for people to pass one another		People on bicycles ride on the sidewalk	
Local	100th Ave NE and NE 28th St	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	110th Ave SE and SE 28th St	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	118th Ave SE and SE 5th St	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	138th Ave SE and SE 40th St	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	96th Ave NE and NE 29th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	98th Ave NE and NE 21st St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Lake Hills east of 164th Ave SE	Area	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 30th Pl and NE 31st Pl	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 5th St and 123rd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 7th St at Uwajimaya driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 2nd St and 109th Ave SE	Intersection	1	5.3%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Somerset Blvd SE and SE 43rd St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			6	31.6%	0	0.0%	0	0.0%	0	0.0%	0	–
Other	Bellevue City Hall	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Other	Downtown Bellevue	Area	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Other Point Locations Sub-Total			0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
All Wikimap Walking Accommodation Issues Total			19		8		2		1		0	

Table 166. Maintenance Issues – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Collector Arterial	100th Ave NE and NE 21st St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	119th Ave SE and SE 58th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	156th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	156th Ave SE and SE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	98th Ave SE and SE 7th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	Main St and 150th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	Main St and 151st Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	0	0.0%	0	–	0	0.0%	1	100.0%
Collector Arterial Point Locations Sub-Totals			0	0.0%	0	–	0	0.0%	1	100.0%
Arterial Street Point Locations Sub-Totals			2	100.0%	0	–	1	100.0%	1	100.0%
All Wikimap Walking Accommodation Issues Total			2		0		1		1	

Maintenance Issues – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	Sidewalk surfaces are uneven		Sidewalk surfaces are slippery when wet		Sidewalks are broken		Sidewalks are covered with debris	
Local	100th Ave NE and NE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	110th Ave SE and SE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	118th Ave SE and SE 5th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	138th Ave SE and SE 40th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Local	96th Ave NE and NE 29th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	98th Ave NE and NE 21st St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	Lake Hills east of 164th Ave SE	Area	0	0.0%	0	–	0	0.0%	0	0.0%
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Local	NE 30th Pl and NE 31st Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	NE 5th St and 123rd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	NE 7th St at Uwajimaya driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Local	SE 2nd St and 109th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%
Local	Somerset Blvd SE and SE 43rd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%
Minor Arterial Point Locations Sub-Totals			0	0.0%	0	–	0	0.0%	0	0.0%
Other	Bellevue City Hall	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%
Other	Downtown Bellevue	Area	0	0.0%	0	–	0	0.0%	0	0.0%
Other Point Locations Sub-Total			0	0.0%	0	–	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			2		0		1		1	

Table 167. Street Crossing Issues – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Collector Arterial	100th Ave NE and NE 21st St	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	3	4.7%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	119th Ave SE and SE 58th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	156th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	156th Ave SE and SE 24th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	5	7.8%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	98th Ave SE and SE 7th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St and 150th Ave NE	Intersection	3	4.7%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St and 151st Pl	Intersection	3	4.7%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	2	3.1%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Collector Arterial Point Locations Sub-Totals			23	35.9%	0	–	0	0.0%	5	29.4%	0	0.0%	0	0.0%	1	25.0%
Arterial Street Point Locations Sub-Totals			57	89.1%	0	–	4	100.0%	14	82.4%	9	100.0%	31	100.0%	4	100.0%
All Wikimap Walking Accommodation Issues Total			64		0		4		17		9		31		4	

Street Crossing Issues – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	This intersection does not have a crosswalk		This intersection does not have curb ramps		This intersection is very wide and there is no pedestrian safety island		This intersection does not have pedestrian signals		The signal at this intersection does not provide enough time to cross		It takes a long time to get a "Walk" signal at this intersection		This block is very long and does not have a mid-block crossing	
Local	100th Ave NE and NE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	110th Ave SE and SE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	118th Ave SE and SE 5th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	138th Ave SE and SE 40th St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	96th Ave NE and NE 29th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	98th Ave NE and NE 21st St	Intersection	2	3.1%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Lake Hills east of 164th Ave SE	Area	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 30th Pl and NE 31st Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 5th St and 123rd Ave NE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	NE 7th St at Uwajimaya driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 2nd St and 109th Ave SE	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0	0.0%	0	–	0	0.0%	2	11.8%	0	0.0%	0	0.0%	0	0.0%
Local	Somerset Blvd SE and SE 43rd St	Intersection	1	1.6%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	0	0.0%	0	–	0	0.0%	1	5.9%	0	0.0%	0	0.0%	0	0.0%
Minor Arterial Point Locations Sub-Totals			7	10.9%	0	–	0	0.0%	3	17.6%	0	0.0%	0	0.0%	0	0.0%
Other	Bellevue City Hall	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	Downtown Bellevue	Area	0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Point Locations Sub-Total			0	0.0%	0	–	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			64		0		4		17		9		31		4	

Table 168. Connectivity Issues – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	Sidewalks end abruptly		Existing sidewalks do not connect to nearby bus stops		Existing sidewalks do not connect to nearby destinations		Sidewalks/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
Collector Arterial	100th Ave NE and NE 21st St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	0	0.0%	0	0.0%	1	12.5%	0	0.0%	0	–
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	119th Ave SE and SE 58th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	156th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	156th Ave SE and SE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	0	0.0%	0	0.0%	1	12.5%	0	0.0%	0	–
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	0	0.0%	1	20.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	98th Ave SE and SE 7th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St and 150th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St and 151st Pl	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	0	0.0%	0	0.0%	1	12.5%	0	0.0%	0	–
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial Point Locations Sub-Totals			0	0.0%	1	20.0%	3	37.5%	0	0.0%	0	–
Arterial Street Point Locations Sub-Totals			4	80.0%	2	40.0%	7	87.5%	2	100.0%	0	–
All Wikimap Walking Accommodation Issues Total			5		5		8		2		0	

Connectivity Issues – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	Sidewalks end abruptly	Existing sidewalks do not connect to nearby bus stops	Existing sidewalks do not connect to nearby destinations	Sidewalks/off-street paths are indirect	Dead-end streets make it difficult to get where I want to go					
Local	100th Ave NE and NE 28th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	–	
Local	110th Ave SE and SE 28th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0	0	–
Local	118th Ave SE and SE 5th St	Intersection	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	138th Ave SE and SE 40th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	96th Ave NE and NE 29th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	98th Ave NE and NE 21st St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Lake Hills east of 164th Ave SE	Area	0	0.0%	1	20.0%	0	0.0%	0	0.0%	0	–
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 30th Pl and NE 31st Pl	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 5th St and 123rd Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 7th St at Uwajimaya driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	SE 2nd St and 109th Ave SE	Intersection	0	0.0%	1	20.0%	0	0.0%	0	0.0%	0	–
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Somerset Blvd SE and SE 43rd St	Intersection	0	0.0%	1	20.0%	0	0.0%	0	0.0%	0	–
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			1	20.0%	3	60.0%	0	0.0%	0	0.0%	0	–
Other	Bellevue City Hall	Discrete Property	0	0.0%	0	0.0%	1	12.5%	0	0.0%	0	–
Other	Downtown Bellevue	Area	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Other Point Locations Sub-Total			0	0.0%	0	0.0%	1	12.5%	0	0.0%	0	–
All Wikimap Walking Accommodation Issues Total			5		5		8		2		0	

Table 169. Visibility and Wayfinding Issues – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Collector Arterial	100th Ave NE and NE 21st St	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	0	0.0%	1	4.0%	1	4.0%	0	0.0%	2	22.2%	0	–
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	119th Ave SE and SE 58th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	156th Ave NE and NE 6th St	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	156th Ave SE and SE 24th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	0	0.0%	0	0.0%	3	12.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	–
Collector Arterial	98th Ave SE and SE 7th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St and 150th Ave NE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St and 151st Pl	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	–
Collector Arterial Point Locations Sub-Totals			1	25.0%	5	20.0%	9	36.0%	1	100.0%	3	33.3%	0	–
Arterial Street Point Locations Sub-Totals			3	75.0%	22	88.0%	17	68.0%	1	100.0%	6	66.7%	0	–
All Wikimap Walking Accommodation Issues Total			4		25		25		1		9		0	

Visibility and Wayfinding Issues – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	There is not enough lighting to walk here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)		There are not enough signs to help me find my destination easily		There are not enough signs to know where I can walk safely		There are not enough signs to navigate construction detours	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Local	100th Ave NE and NE 28th St	Intersection	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	110th Ave SE and SE 28th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	118th Ave SE and SE 5th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	138th Ave SE and SE 40th St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	0	–
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	96th Ave NE and NE 29th St	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Local	98th Ave NE and NE 21st St	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	Lake Hills east of 164th Ave SE	Area	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Local	NE 30th Pl and NE 31st Pl	Intersection	0	0.0%	0	0.0%	2	8.0%	0	0.0%	0	0.0%	0	–
Local	NE 5th St and 123rd Ave NE	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	1	11.1%	0	–
Local	NE 7th St at Uwajimaya driveway	Discrete Property	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Local	SE 2nd St and 109th Ave SE	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	1	11.1%	0	–
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0	0.0%	1	4.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Local	Somerset Blvd SE and SE 43rd St	Intersection	0	0.0%	0	0.0%	1	4.0%	0	0.0%	0	0.0%	0	–
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Minor Arterial Point Locations Sub-Totals			1	25.0%	3	12.0%	8	32.0%	0	0.0%	3	33.3%	0	–
Other	Bellevue City Hall	Discrete Property	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Other	Downtown Bellevue	Area	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
Other Point Locations Sub-Total			0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	–
All Wikimap Walking Accommodation Issues Total			4		25		25		1		9		0	

Table 170. Sidewalk Blockage and Other Issues – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Collector Arterial	100th Ave NE and NE 21st St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	1	100.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial	119th Ave SE and SE 58th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	156th Ave NE and NE 6th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial	156th Ave SE and SE 24th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	4	4.4%
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial	98th Ave SE and SE 7th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	Main St and 150th Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	Main St and 151st Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Collector Arterial Point Locations Sub-Totals			1	100.0%	0	–	0	0.0%	0	0.0%	16	17.6%
Arterial Street Point Locations Sub-Totals			1	100.0%	0	–	1	100.0%	2	100.0%	76	83.5%
All Wikimap Walking Accommodation Issues Total			1		0		1		2		91	

Sidewalk Blockage and Other Issues – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	Sidewalks are blocked by parked motor vehicles		Sidewalks are blocked by utility poles or fire hydrants		Sidewalks are blocked by benches or trash cans		Sidewalks are blocked by vegetation		Other Issues	
Local	100th Ave NE and NE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	110th Ave SE and SE 28th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Local	118th Ave SE and SE 5th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	138th Ave SE and SE 40th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	96th Ave NE and NE 29th St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	98th Ave NE and NE 21st St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	Lake Hills east of 164th Ave SE	Area	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	NE 30th Pl and NE 31st Pl	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	NE 5th St and 123rd Ave NE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	NE 7th St at Uwajimaya driveway	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	SE 2nd St and 109th Ave SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Local	Somerset Blvd SE and SE 43rd St	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	0	0.0%	0	–	0	0.0%	0	0.0%	1	1.1%
Minor Arterial Point Locations Sub-Totals			0	0.0%	0	–	0	0.0%	0	0.0%	13	14.3%
Other	Bellevue City Hall	Discrete Property	0	0.0%	0	–	0	0.0%	0	0.0%		0.0%
Other	Downtown Bellevue	Area	0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
Other Point Locations Sub-Total			0	0.0%	0	–	0	0.0%	0	0.0%	2	2.2%
All Wikimap Walking Accommodation Issues Total			1		0		1		2		91	

Table 171. Location Priority and Safety Scores – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Collector Arterial	100th Ave NE and NE 21st St	Intersection	1.00	0.14	-2.00	-1.36	1
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	0.89	0.03	-1.50	-0.86	3
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0.66	-0.20	1.00	1.64	1
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0.66	-0.20	1.00	1.64	1
Collector Arterial	119th Ave SE and SE 58th St	Intersection	1.00	0.14	-2.00	-1.36	1
Collector Arterial	156th Ave NE and NE 6th St	Intersection	0.50	-0.36	-1.00	-0.36	2
Collector Arterial	156th Ave SE and SE 24th St	Intersection	1.00	0.14	-2.00	-1.36	1
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	1.00	0.14	-2.00	-1.36	1
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	0.93	0.08	-1.33	-0.69	5
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0.66	-0.20	-2.00	-1.36	1
Collector Arterial	98th Ave SE and SE 7th St	Intersection	0.33	-0.53	-1.00	-0.36	1
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	1.00	0.14	-0.50	0.14	2
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	1.00	0.14	-1.00	-0.36	1
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	0.66	-0.20	-1.00	-0.36	1
Collector Arterial	Main St and 150th Ave NE	Intersection	0.89	0.03	-0.33	0.31	3
Collector Arterial	Main St and 151st Pl	Intersection	0.89	0.03	0.33	0.98	3
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	1.00	0.14	-1.00	-0.36	1
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	0.66	-0.20	1.00	1.64	1
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	0.83	-0.03	-1.00	-0.36	2
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	0.66	-0.20	1.00	1.64	1
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	0.66	-0.20	1.00	1.64	1
Collector Arterial Point Locations Sub-Totals			0.80	-0.05	-0.68		34
Arterial Street Point Locations Sub-Totals			0.85	-0.01	-0.56	0.08	162
All Wikimap Walking Accommodation Issues Total			0.86		-0.64		184

Location Priority and Safety Scores – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	Location Priority Scores		Location Safety Scores		Respondents
			Average	Relative to Total Average	Average	Relative to Total Average	
Local	100th Ave NE and NE 28th St	Intersection	1.00	0.14	-2.00	-1.36	1
Local	110th Ave SE and SE 28th St	Intersection	0.66	-0.20	-1.00	-0.36	1
Local	118th Ave SE and SE 5th St	Intersection	1.00	0.14	-1.50	-0.86	1
Local	138th Ave SE and SE 40th St	Intersection	1.00	0.14	-2.00	-1.36	1
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	1.00	0.14	-2.00	-1.36	1
Local	96th Ave NE and NE 29th St	Intersection	1.00	0.14	-1.00	-0.36	1
Local	98th Ave NE and NE 21st St	Intersection	1.00	0.14	-0.50	0.14	2
Local	Lake Hills east of 164th Ave SE	Area	0.66	-0.20	-1.00	-0.36	1
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	1.00	0.14	-1.00	-0.36	1
Local	NE 30th Pl and NE 31st Pl	Intersection	1.00	0.14	-2.00	-1.36	2
Local	NE 5th St and 123rd Ave NE	Intersection	0.66	-0.20	-1.00	-0.36	1
Local	NE 7th St at Uwajimaya driveway	Discrete Property	1.00	0.14	-2.00	-1.36	1
Local	SE 2nd St and 109th Ave SE	Intersection	1.00	0.14	-2.00	-1.36	1
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0.83	-0.03	0.00	0.64	2
Local	Somerset Blvd SE and SE 43rd St	Intersection	0.66	-0.20	-1.00	-0.36	1
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	1.00	0.14	-1.00	-0.36	1
Minor Arterial Point Locations Sub-Totals			0.90		-1.31		19
Other	Bellevue City Hall	Discrete Property	0.66	-0.20	0.00	0.64	1
Other	Downtown Bellevue	Area	1.00	0.14	0.00	0.64	2
Other Point Locations Sub-Total			0.83	-0.03	0.00		3
All Wikimap Walking Accommodation Issues Total			0.86		-0.64		184

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 172. Near Misses Experienced and Witnessed – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Collector Arterial	100th Ave NE and NE 21st St	Intersection	1	1.1%		0.0%		0.0%	1
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	1	1.1%	2	2.3%	1	2.5%	3
Collector Arterial	108th Ave SE and SE 29th St	Intersection		0.0%	1	1.1%		0.0%	1
Collector Arterial	108th Ave SE and SE 30th St	Intersection		0.0%	1	1.1%		0.0%	1
Collector Arterial	119th Ave SE and SE 58th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Collector Arterial	156th Ave NE and NE 6th St	Intersection	1	1.1%		0.0%	1	2.5%	2
Collector Arterial	156th Ave SE and SE 24th St	Intersection	1	1.1%		0.0%		0.0%	1
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection		0.0%	1	1.1%		0.0%	1
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	3	3.3%	2	2.3%	1	2.5%	5
Collector Arterial	98th Ave SE and SE 5th St	Intersection	1	1.1%		0.0%		0.0%	1
Collector Arterial	98th Ave SE and SE 7th St	Intersection		0.0%		0.0%	1	2.5%	1
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	1	1.1%	1	1.1%		0.0%	2
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	1	1.1%		0.0%		0.0%	1
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	1	1.1%	1	1.1%		0.0%	1
Collector Arterial	Main St and 150th Ave NE	Intersection	3	3.3%		0.0%		0.0%	3
Collector Arterial	Main St and 151st Pl	Intersection		0.0%	1	1.1%	2	5.0%	3
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	1	1.1%		0.0%		0.0%	1
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property		0.0%	1	1.1%		0.0%	1
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	1	1.1%		0.0%	1	2.5%	2
Collector Arterial	SE 60th St and 116th Ave SE	Intersection		0.0%		0.0%	1	2.5%	1
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	1	1.1%	1	1.1%		0.0%	1
Collector Arterial Point Locations Sub-Totals			18	19.8%	13	14.9%	8	20.0%	34
Arterial Street Point Locations Sub-Totals			78	85.7%	74	85.1%	36	90.0%	162
All Wikimap Walking Accommodation Issues Total			91		87		40		184

Near Misses Experienced and Witnessed – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Local	100th Ave NE and NE 28th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Local	110th Ave SE and SE 28th St	Intersection		0.0%		0.0%	1	2.5%	1
Local	118th Ave SE and SE 5th St	Intersection		0.0%	1	1.1%		0.0%	1
Local	138th Ave SE and SE 40th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	1	1.1%	1	1.1%		0.0%	1
Local	96th Ave NE and NE 29th St	Intersection	1	1.1%	1	1.1%		0.0%	1
Local	98th Ave NE and NE 21st St	Intersection	2	2.2%		0.0%		0.0%	2
Local	Lake Hills east of 164th Ave SE	Area	1	1.1%	1	1.1%		0.0%	1
Local	NE 13th Pl west of 156th Ave NE	Street Crossing		0.0%		0.0%	1	2.5%	1
Local	NE 30th Pl and NE 31st Pl	Intersection	1	1.1%	2	2.3%		0.0%	2
Local	NE 5th St and 123rd Ave NE	Intersection	1	1.1%	1	1.1%		0.0%	1
Local	NE 7th St at Uwajimaya driveway	Discrete Property		0.0%		0.0%		0.0%	1
Local	SE 2nd St and 109th Ave SE	Intersection	1	1.1%	1	1.1%		0.0%	1
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing		0.0%	1	1.1%	1	2.5%	2
Local	Somerset Blvd SE and SE 43rd St	Intersection	1	1.1%		0.0%		0.0%	1
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	1	1.1%	1	1.1%		0.0%	1
Minor Arterial Point Locations Sub-Totals			12	13.2%	12	13.8%	3	7.5%	19
Other	Bellevue City Hall	Discrete Property		0.0%		0.0%	1	2.5%	1
Other	Downtown Bellevue	Area	1	1.1%	1	1.1%		0.0%	2
Other Point Locations Sub-Total			1	1.1%	1	1.1%	1	2.5%	3
All Wikimap Walking Accommodation Issues Total			91		87		40		184

Table 173. Recommended Potential Solutions: Sidewalks and Intersection Improvements – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
Collector Arterial	100th Ave NE and NE 21st St	Intersection		0.0%		0.0%		0.0%		0.0%	1	6.7%		0.0%
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	2	7.7%		0.0%	3	4.3%		0.0%		0.0%	1	4.5%
Collector Arterial	108th Ave SE and SE 29th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	108th Ave SE and SE 30th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	119th Ave SE and SE 58th St	Intersection		0.0%		0.0%	1	1.4%		0.0%	1	6.7%		0.0%
Collector Arterial	156th Ave NE and NE 6th St	Intersection	1	3.8%		0.0%	1	1.4%		0.0%		0.0%	1	4.5%
Collector Arterial	156th Ave SE and SE 24th St	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	1	3.8%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	4	15.4%		0.0%	5	7.2%	1	20.0%		0.0%	1	4.5%
Collector Arterial	98th Ave SE and SE 5th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	98th Ave SE and SE 7th St	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%	1	4.5%
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Collector Arterial	Main St and 150th Ave NE	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Collector Arterial	Main St and 151st Pl	Intersection		0.0%		0.0%	3	4.3%		0.0%		0.0%		0.0%
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection		0.0%		0.0%	2	2.9%		0.0%		0.0%		0.0%
Collector Arterial	SE 60th St and 116th Ave SE	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	1	3.8%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Collector Arterial Point Locations Sub-Totals			9	34.6%	0	0.0%	23	33.3%	1	20.0%	2	13.3%	4	18.2%
Arterial Street Point Locations Sub-Totals			18	69.2%	10	90.9%	59	85.5%	2	40.0%	13	86.7%	19	86.4%
All Wikimap Walking Accommodation Issues Total			26		11		69		5		15		22	

Recommended Potential Solutions: Sidewalks and Intersection Improvements – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	Standard sidewalks (5-6 feet wide)		Wide sidewalks (8-12 feet wide) with planter strip		Marked crosswalks		Curb ramps		Curb extensions		Pedestrian safety island	
			Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Local	100th Ave NE and NE 28th St	Intersection	1	3.8%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	110th Ave SE and SE 28th St	Intersection	1	3.8%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	118th Ave SE and SE 5th St	Intersection	1	3.8%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	138th Ave SE and SE 40th St	Intersection		0.0%		0.0%	1	1.4%	1	20.0%		0.0%		0.0%
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	96th Ave NE and NE 29th St	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%	1	4.5%
Local	98th Ave NE and NE 21st St	Intersection		0.0%		0.0%	2	2.9%	1	20.0%	1	6.7%	1	4.5%
Local	Lake Hills east of 164th Ave SE	Area	1	3.8%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Local	NE 13th Pl west of 156th Ave NE	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	NE 30th Pl and NE 31st Pl	Intersection	2	7.7%		0.0%	2	2.9%		0.0%		0.0%		0.0%
Local	NE 5th St and 123rd Ave NE	Intersection		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Local	NE 7th St at Uwajimaya driveway	Discrete Property		0.0%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Local	SE 2nd St and 109th Ave SE	Intersection	1	3.8%		0.0%	1	1.4%		0.0%		0.0%		0.0%
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Local	Somerset Blvd SE and SE 43rd St	Intersection	1	3.8%		0.0%	1	1.4%	1	20.0%	1	6.7%		0.0%
Local	Somerset Blvd SE and Somerset Dr SE	Intersection		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Minor Arterial Point Locations Sub-Totals			8	30.8%	0	0.0%	10	14.5%	3	60.0%	2	13.3%	2	9.1%
Other	Bellevue City Hall	Discrete Property		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Other	Downtown Bellevue	Area		0.0%	1	9.1%		0.0%		0.0%		0.0%	1	4.5%
Other Point Locations Sub-Total			0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%	1	4.5%
All Wikimap Walking Accommodation Issues Total			26		11		69		5		15		22	

Table 174. Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer “Walk” signal time	Protected pedestrian signal (red arrow)						
Collector Arterial	100th Ave NE and NE 21st St	Intersection	0.0%	1	3.3%	0.0%	–	0.0%						
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	2	6.9%	1	3.3%	0.0%	0.0%						
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0.0%		0.0%	0.0%	–	0.0%						
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0.0%		0.0%	0.0%	–	0.0%						
Collector Arterial	119th Ave SE and SE 58th St	Intersection	0.0%		0.0%	0.0%	–	0.0%						
Collector Arterial	156th Ave NE and NE 6th St	Intersection	1	3.4%	1	3.3%	1	5.0%	0.0%					
Collector Arterial	156th Ave SE and SE 24th St	Intersection	0.0%		0.0%	0.0%	–	0.0%						
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	0.0%		0.0%	0.0%	1	2.3%	–	0.0%				
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	0.0%	1	3.3%	0.0%	1	2.3%	–	0.0%				
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0.0%		0.0%	0.0%	–	0.0%						
Collector Arterial	98th Ave SE and SE 7th St	Intersection	0.0%		0.0%	0.0%	–	0.0%						
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	0.0%		0.0%	0.0%	1	2.3%	–	0.0%				
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	0.0%		0.0%	0.0%	1	2.3%	–	1	2.6%			
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	0.0%		0.0%	0.0%	–	0.0%						
Collector Arterial	Main St and 150th Ave NE	Intersection	2	6.9%		0.0%	0.0%	–	0.0%					
Collector Arterial	Main St and 151st Pl	Intersection	0.0%	2	6.7%	0.0%	–	0.0%						
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	1	3.4%	1	3.3%	0.0%	–	0.0%					
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	1	3.4%		0.0%	0.0%	–	0.0%					
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	1	3.4%	1	3.3%	0.0%	–	0.0%					
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	0.0%		0.0%	0.0%	–	0.0%						
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	0.0%		0.0%	0.0%	1	2.3%	–	0.0%				
Collector Arterial Point Locations Sub-Totals			8	27.6%	8	26.7%	1	5.0%	5	11.4%	0	–	1	2.6%
Arterial Street Point Locations Sub-Totals			28	96.6%	28	93.3%	20	100.0%	41	93.2%	0	–	38	100.0%
All Wikimap Walking Accommodation Issues Total			29		30		20		44		0		38	

Recommended Potential Solutions: Mid-Block Improvements and Traffic Signals – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	Mid-block crosswalks	Signalized mid-block crosswalk	Mid-block safety island	Leading pedestrian signal	Longer "Walk" signal time	Protected pedestrian signal (red arrow)						
Local	100th Ave NE and NE 28th St	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	110th Ave SE and SE 28th St	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	118th Ave SE and SE 5th St	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	138th Ave SE and SE 40th St	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	96th Ave NE and NE 29th St	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	98th Ave NE and NE 21st St	Intersection	0.0%	1	3.3%	0.0%	–	0.0%						
Local	Lake Hills east of 164th Ave SE	Area	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	NE 30th Pl and NE 31st Pl	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	NE 5th St and 123rd Ave NE	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	NE 7th St at Uwajimaya driveway	Discrete Property	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	SE 2nd St and 109th Ave SE	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0.0%	0.0%	0.0%	1	2.3%	–	0.0%					
Local	Somerset Blvd SE and SE 43rd St	Intersection	0.0%	0.0%	0.0%	0.0%	–	0.0%						
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	1	3.4%	1	3.3%	0.0%	1	2.3%	–	0.0%			
Minor Arterial Point Locations Sub-Totals			1	3.4%	2	6.7%	0	0.0%	2	4.5%	0	–	0	0.0%
Other	Bellevue City Hall	Discrete Property	0.0%	0.0%	0.0%	0.0%	0.0%	–	0.0%					
Other	Downtown Bellevue	Area	0.0%	0.0%	0.0%	1	2.3%	–	0.0%					
Other Point Locations Sub-Total			0	0.0%	0	0.0%	0	0.0%	1	2.3%	0	–	0	0.0%
All Wikimap Walking Accommodation Issues Total			29	30	20	44	0	38						

Table 175. Recommended Potential Solutions: Traffic Calming – Collector Arterial Street intersections/crossings

Arterial Classification	Location Name	Location Point Type	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
Collector Arterial	100th Ave NE and NE 21st St	Intersection	0.0%	0.0%	1	4.8%	0.0%			
Collector Arterial	100th Ave NE and NE 23rd St	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	108th Ave SE and SE 29th St	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	108th Ave SE and SE 30th St	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	119th Ave SE and SE 58th St	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	156th Ave NE and NE 6th St	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	156th Ave SE and SE 24th St	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	168th Ave SE and SE 23rd Pl	Intersection	0.0%	0.0%	1	4.8%	0.0%			
Collector Arterial	92nd Ave NE at Sunset Ln	Intersection	0.0%	0.0%	2	9.5%	0.0%			
Collector Arterial	98th Ave SE and SE 5th St	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	98th Ave SE and SE 7th St	Intersection	0.0%	0.0%	1	4.8%	0.0%			
Collector Arterial	Lake Hills Blvd and 156th Ave SE	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	Lake Hills Blvd at Lake Hills Greenbelt Trail	Street Crossing	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	Lake Washington Blvd SE and Newport Key	Intersection	0.0%	0.0%	1	4.8%	0.0%			
Collector Arterial	Main St and 150th Ave NE	Intersection	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	Main St and 151st Pl	Intersection	1	4.8%	0.0%	1	4.8%	0.0%		
Collector Arterial	Main St at Bellevue Botanical Garden	Street Crossing	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	Main St at Kelsey Creek Center driveway	Discrete Property	0.0%	0.0%		0.0%	0.0%			
Collector Arterial	SE 32nd St and 140th Ave SE	Intersection	0.0%	0.0%		0.0%	1	14.3%		
Collector Arterial	SE 60th St and 116th Ave SE	Intersection	0.0%	0.0%		0.0%		0.0%		
Collector Arterial	Snoqualmie River Rd SE and SE 32nd St	Intersection	0.0%	0.0%		0.0%		0.0%		
Collector Arterial Point Locations Sub-Totals			1	4.8%	0	0.0%	7	33.3%	1	14.3%
Arterial Street Point Locations Sub-Totals			19	90.5%	12	100.0%	16	76.2%	3	42.9%
All Wikimap Walking Accommodation Issues Total			21		12		21		7	

Recommended Potential Solutions: Traffic Calming – Local Street intersections/crossings and other point locations

Arterial Classification	Location Name	Location Point Type	Reduce speed limit	Red light cameras	Speed humps	Traffic circles				
Local	100th Ave NE and NE 28th St	Intersection	0.0%	0.0%	1	4.8%	0.0%			
Local	110th Ave SE and SE 28th St	Intersection	0.0%	0.0%		0.0%	0.0%			
Local	118th Ave SE and SE 5th St	Intersection	0.0%	0.0%		0.0%	0.0%			
Local	138th Ave SE and SE 40th St	Intersection	0.0%	0.0%		0.0%	1	14.3%		
Local	141st Ave SE, Private residence north of SE 45th St	Discrete Property	0.0%	0.0%		0.0%		0.0%		
Local	96th Ave NE and NE 29th St	Intersection	0.0%	0.0%	1	4.8%	1	14.3%		
Local	98th Ave NE and NE 21st St	Intersection	0.0%	0.0%	1	4.8%		0.0%		
Local	Lake Hills east of 164th Ave SE	Area	0.0%	0.0%		0.0%		0.0%		
Local	NE 13th Pl west of 156th Ave NE	Street Crossing	0.0%	0.0%		0.0%		0.0%		
Local	NE 30th Pl and NE 31st Pl	Intersection	0.0%	0.0%	2	9.5%	2	28.6%		
Local	NE 5th St and 123rd Ave NE	Intersection	1	4.8%	0.0%	0.0%		0.0%		
Local	NE 7th St at Uwajimaya driveway	Discrete Property	0.0%	0.0%		0.0%		0.0%		
Local	SE 2nd St and 109th Ave SE	Intersection	1	4.8%	0.0%	0.0%		0.0%		
Local	SE 46th Way at Squibbs Creek Trail	Street Crossing	0.0%	0.0%		0.0%		0.0%		
Local	Somerset Blvd SE and SE 43rd St	Intersection	0.0%	0.0%		0.0%		0.0%		
Local	Somerset Blvd SE and Somerset Dr SE	Intersection	0.0%	0.0%		0.0%		0.0%		
Minor Arterial Point Locations Sub-Totals			2	9.5%	0	0.0%	5	23.8%	4	57.1%
Other	Bellevue City Hall	Discrete Property	0.0%	0.0%		0.0%		0.0%		
Other	Downtown Bellevue	Area	0.0%	0.0%		0.0%		0.0%		
Other Point Locations Sub-Total			0	0.0%	0	0.0%	0	0.0%	0	0.0%
All Wikimap Walking Accommodation Issues Total			21		12		21		7	

Corridor Type	Issue Points	% of Total
BRIP Project Ideas	193	33.7%
Priority Bicycle Corridor (PBC) Project Ideas	141	24.6%
Bicycle Network (BN) Project Ideas	49	8.6%
Neighborhood Bikeways (NB) Project Ideas	3	0.5%
Other Bicycle Network Corridors	335	58.5%
Funded Projects	77	13.4%
Long-Term Planning / Design Projects	29	5.1%
Non-Network Corridors	45	7.9%
Bicycle Facility Issues Total	573	

Table 176. (above) Number of points located by respondents, segmented by street corridors. Note that points located at the intersection of two corridors count toward both corridors' totals.

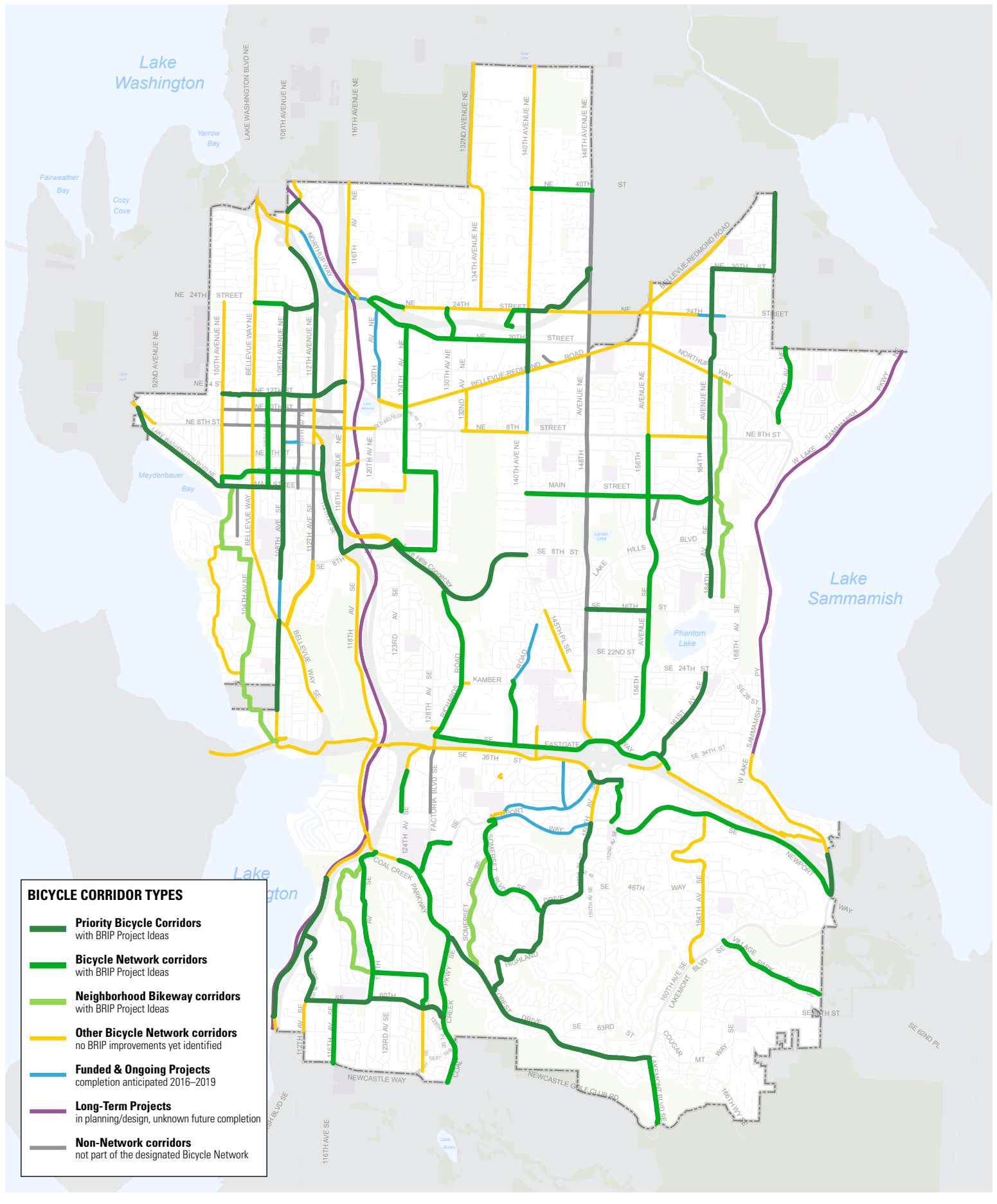
Figure 195. (opposite) Corridors identified by the types defined for analysis of Wikimap 1 data points submitted by survey respondents.

Bicycle Accommodation Issues by Corridor

The points located by PBII Wikimap respondents were aggregated along corridors to better understand the bicycling accommodation issues identified. This facilitates the relating of issues identified to project ideas developed for the Bicycle Rapid Implementation Program (BRIP) and other classifications of bicycle corridors, including Priority Bicycle Corridors and Bicycle Network corridors, as defined in the 2009 Pedestrian and Bicycle Transportation Plan, potential alternative bicycle routes referred to as Neighborhood Bikeways by the BRIP, already funded bicycle facility projects, and long-term planning and design projects. Wikimap respondents' points were tallied along 138 corridor segments, and the results presented in this section are organized like Table 176.

About one-third (33.7%) of all bicycle accommodation issues identified by Wikimap respondents were located along corridors where BRIP project ideas were later identified. The majority of these are along Priority Bicycle Corridors, accounting for 25 percent (141 points) of all bicycle accommodation issues. More than half (58.5%) of all bicycle accommodation issue points are located along other Bicycle Network corridors, including corridors with existing bicycle facilities, those with projects identified in the 2009 Pedestrian and Bicycle Transportation Plan, and those designated as part of the Bicycle Network by that plan but without any projects identified.

Tables on the following pages depict percentages relative to the column totals on the bottom of each page. Column totals are the sum of all bicycling accommodation issue points for which respondents selected a given multiple choice option, not just those shown for a certain corridor type (e.g. "Priority Bicycle Corridor Project Ideas", "Other Bicycle Network Corridors" – see Table 176).



BICYCLE CORRIDOR TYPES

- Priority Bicycle Corridors**
with BRIP Project Ideas
- Bicycle Network corridors**
with BRIP Project Ideas
- Neighborhood Bikeway corridors**
with BRIP Project Ideas
- Other Bicycle Network corridors**
no BRIP improvements yet identified
- Funded & Ongoing Projects**
completion anticipated 2016–2019
- Long-Term Projects**
in planning/design, unknown future completion
- Non-Network corridors**
not part of the designated Bicycle Network

BRIP Projects: Priority Bicycle Corridors

The following pages reflect the Bicycle Rapid Implementation Program (BRIP) project ideas identified along corridors designated by the [2009 Pedestrian and Bicycle Transportation Plan](#) as Priority Bicycle Corridors. The 2009 Ped-Bike Plan established a goal to complete two north-south and two east-west Priority Bicycle Corridors across Bellevue by 2019. If implemented, the projects shown in Figure 196 would fill gaps in those corridors or upgrade existing bicycle facilities to improve safety and provide greater comfort to people on bicycles along those corridors. All BRIP project ideas were developed after the PBII Wikimap online survey was complete.

Figure 196. (opposite) The number of issue points identified by PBII Wikimap respondents along Priority Bicycle Corridors where BRIP project ideas have been identified.

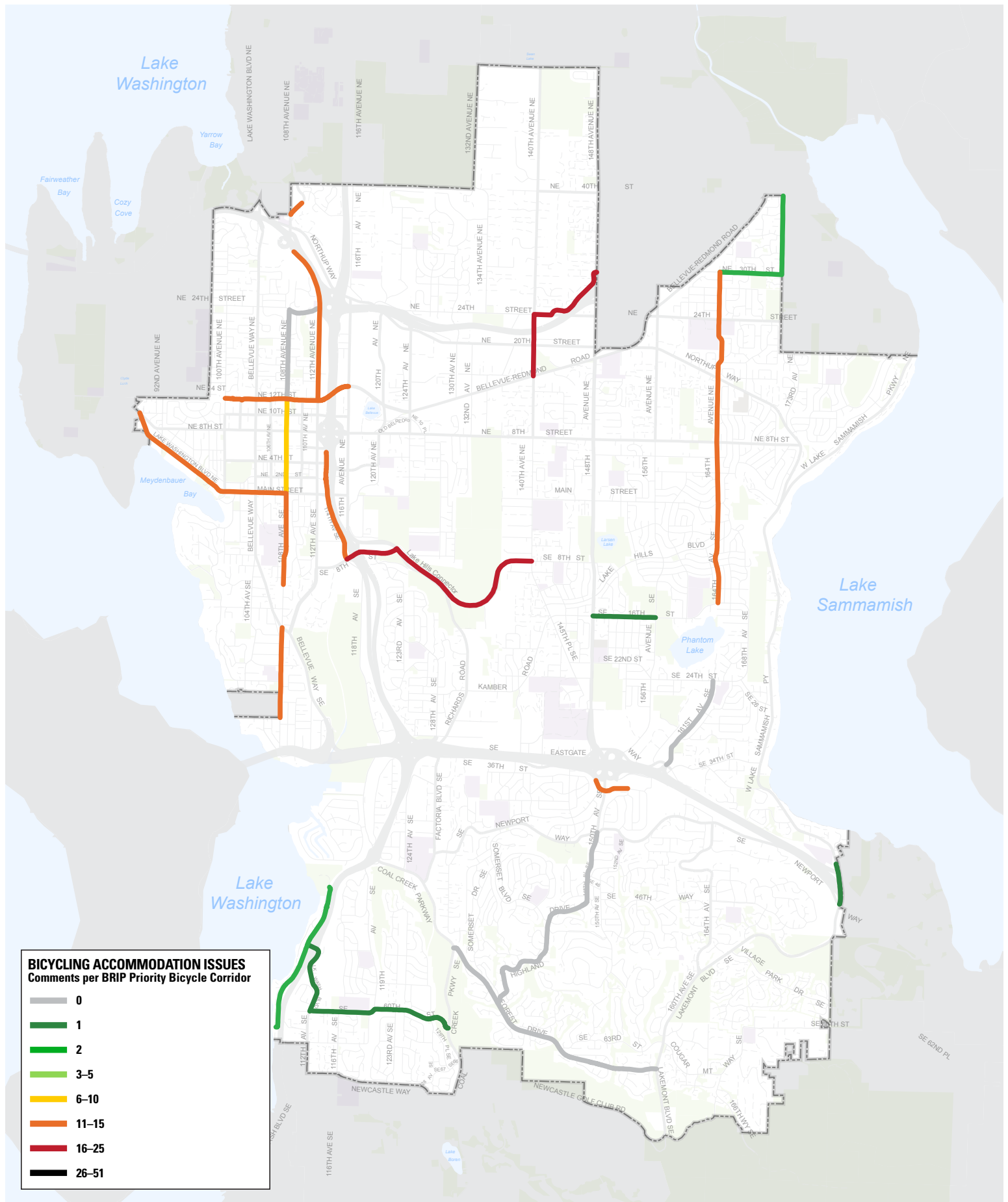


Table 177. All Bicycle Accommodation Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Corridor Name	Corridor Limits	Respondents	% of Total
Project PBC-1	108th Ave SE (South of Main St)	SE 30th St to Main St	14	2.4%
Project PBC-2	108th Ave NE (Downtown)	Main St to NE 12th St	6	1.0%
Project PBC-3	108th Ave NE, NE 24th St (Northtown Bikeway)	NE 12th St to 112th Ave NE	0	0.0%
Project PBC-4	Lake Washington Blvd SE	South City Limits to Lake Washington Loop Trail	2	0.3%
Project PBC-5	114th Ave SE	SE 8th St to NE 6th St	13	2.3%
Project PBC-6	112th Ave NE, 108th Ave NE	NE 12th St to SR-520, NE 38th Pl to Eastside Rail Corridor Trail	11	1.9%
Project PBC-7	Highland Dr, 148th Ave SE	Forest Dr SE to SE Newport Way	0	0.0%
Project PBC-8	140th Ave NE, NE 24th St, NE 29th Pl	Bel-Red Rd to 148th Ave NE	21	3.7%
Project PBC-9	161st Ave SE	SE Eastgate Way to SE 24th St	0	0.0%
Project PBC-10	164th Ave	SE 14th St to NE 30th St	15	2.6%
Project PBC-11	NE 30th St, 172nd Ave NE	164th Ave NE to NE 40th St	2	0.3%
Project PBC-12	NE 12th St	100th Ave NE to 116th Ave NE	13	2.3%
Project PBC-13	Lake Washington Blvd NE, Main St	NE 1st St to 108th Ave NE	11	1.9%
Project PBC-14	SE 8th St, Lake Hills Connector	114th Ave SE to 140th Ave SE	17	3.0%
Project PBC-15	SE 16th St	148th Ave SE to 156th Ave SE	1	0.2%
Project PBC-16	SE 38th St	I-90 Pedestrian/Bicycle Overpass to 154th Ave SE	13	2.3%
Project PBC-17	Lake Washington Blvd SE, SE 60th St	106th Ave SE to Coal Creek Pkwy SE	1	0.2%
Project PBC-18	Forest Dr SE	Coal Creek Pkwy SE to Lakemont Blvd SE	0	0.0%
Project PBC-19	Lakemont Blvd SE	SE Newport Way to West Lake Sammamish Pkwy SE	1	0.2%
PBC Projects Sub-Total			141	24.6%
All BRIP Projects Total			193	33.7%
All Wikimap Bicycle Accommodation Issues Total			573	

Table 178. Protection Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	There are no bicycle lanes or off-street paths		There is no buffer separating existing bicycle facilities from motor vehicles		There is no physical barrier separating existing bicycle facilities from vehicles		There are lots of driveways intersections	
Project PBC-1	10	3.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-2	3	0.9%	0	0.0%	0	0.0%	0	0.0%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	3	0.9%	2	5.1%	0	0.0%	0	0.0%
Project PBC-6	6	1.8%	1	2.6%	0	0.0%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	15	4.5%	0	0.0%	0	0.0%	1	14.3%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	6	1.8%	4	10.3%	2	15.4%	0	0.0%
Project PBC-11	0	0.0%	1	2.6%	0	0.0%	0	0.0%
Project PBC-12	10	3.0%	1	2.6%	0	0.0%	0	0.0%
Project PBC-13	8	2.4%	1	2.6%	0	0.0%	0	0.0%
Project PBC-14	10	3.0%	2	5.1%	0	0.0%	1	14.3%
Project PBC-15	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	6	1.8%	3	7.7%	1	7.7%	0	0.0%
Project PBC-17	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	80	24.0%	15	38.5%	3	23.1%	2	28.6%
BRIP Projects Totals	107	32.0%	18	46.2%	7	53.8%	3	42.9%
All Bike Issues Totals	334		39		13		7	

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Table 179. Space Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Travel lanes are too narrow to comfortably share the road with motor vehicles		Roadway shoulders are too narrow to comfortably share the road with vehicles		Merging with motor vehicles at this location is difficult and/or uncomfortable		The existing off-street path is too narrow to comfortably share with people walking		The sidewalk is too narrow to comfortably share with people walking	
Project PBC-1	6	4.1%	1	1.1%	1	1.4%	0	0.0%	0	0.0%
Project PBC-2	4	2.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	2	1.4%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
Project PBC-6	3	2.0%	1	1.1%	0	0.0%	1	6.7%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	9	6.1%	4	4.3%	1	1.4%	0	0.0%	1	7.1%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	4	2.7%	3	3.2%	0	0.0%	0	0.0%	0	0.0%
Project PBC-11	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
Project PBC-12	3	2.0%	0	0.0%	2	2.7%	1	6.7%	0	0.0%
Project PBC-13	2	1.4%	2	2.1%	3	4.1%	0	0.0%	0	0.0%
Project PBC-14	3	2.0%	3	3.2%	3	4.1%	0	0.0%	0	0.0%
Project PBC-15	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	7	4.8%	0	0.0%	4	5.4%	0	0.0%	0	0.0%
Project PBC-17	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	44	29.9%	17	18.1%	15	20.3%	2	13.3%	1	7.1%
BRIP Projects Totals	58	39.5%	29	30.9%	22	29.7%	2	13.3%	3	21.4%
All Bike Issues Totals	147		94		74		15		14	

Table 180. Maintenance Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Roadway/bicycle facilities contain potholes		Roadway/bicycle facilities have poor pavement quality		Roadway/bicycle facilities contain dangerous drain grates or utility covers		Roadway/bicycle facilities are covered with debris	
Project PBC-1	0	0.0%	1	1.7%	1	9.1%	0	0.0%
Project PBC-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	2	3.3%	0	0.0%	0	0.0%
Project PBC-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-6	0	0.0%	0	0.0%	0	0.0%	3	9.7%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	2	22.2%	2	3.3%	0	0.0%	0	0.0%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	0	0.0%	0	0.0%	0	0.0%	2	6.5%
Project PBC-11	0	0.0%	0	0.0%	0	0.0%	1	3.2%
Project PBC-12	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-14	0	0.0%	1	1.7%	0	0.0%	2	6.5%
Project PBC-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-17	0	0.0%	1	1.7%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	2	22.2%	7	11.7%	1	9.1%	8	25.8%
BRIP Projects Totals	2	22.2%	8	13.3%	2	18.2%	12	38.7%
All Bike Issues Totals	9		60		11		31	

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Table 181. Street Crossing Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	There is no marking to indicate where bicyclists should wait		This traffic signal does not change for bicycles		Making a left turn through this intersection is difficult		This intersection does not have curb ramps		This block is very long and does not have a mid-block crossing	
Project PBC-1	1	2.9%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
Project PBC-2	2	5.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	1	2.9%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
Project PBC-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	2	5.7%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-12	2	5.7%	1	6.7%	1	3.8%	0	0.0%	0	0.0%
Project PBC-13	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-14	1	2.9%	2	13.3%	3	11.5%	0	0.0%	0	0.0%
Project PBC-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	0	0.0%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
Project PBC-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	10	28.6%	6	40.0%	6	23.1%	0	0.0%	0	0.0%
BRIP Projects Totals	16	45.7%	9	60.0%	7	26.9%	0	0.0%	0	0.0%
All Bike Issues Totals	35		15		26		2		11	

Table 182. Connectivity Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Bicycle facilities end abruptly		Bicycle facilities are not continuous along a corridor		Existing bicycle facilities do not connect to nearby bus stops		Existing bicycle facilities do not connect to nearby destinations		Bicycle facilities/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
Project PBC-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-2	0	0.0%	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-5	2	2.3%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-6	4	4.6%	3	3.2%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-8	7	8.0%	6	6.4%	0	0.0%	0	0.0%	1	7.7%	0	N/A
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-10	1	1.1%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-12	3	3.4%	1	1.1%	0	0.0%	0	0.0%	1	7.7%	0	N/A
Project PBC-13	1	1.1%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-14	2	2.3%	6	6.4%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-16	1	1.1%	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-17	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project PBC-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
PBC Projects Sub-Totals	22	25.3%	23	24.5%	0	0.0%	0	0.0%	2	15.4%	0	N/A
BRIP Projects Totals	30	34.5%	28	29.8%	0	0.0%	1	14.3%	3	23.1%	0	N/A
All Bike Issues Totals	87		94		2		7		13		0	

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Table 183. Visibility Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	There is not enough lighting to bicycle here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)	
Project PBC-1	0	0.0%	0	0.0%	1	4.2%
Project PBC-2	1	3.4%	1	4.2%	1	4.2%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	0	0.0%	0	0.0%	3	12.5%
Project PBC-6	0	0.0%	2	8.3%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	0	0.0%	0	0.0%	0	0.0%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	0	0.0%	0	0.0%	1	4.2%
Project PBC-11	0	0.0%	0	0.0%	0	0.0%
Project PBC-12	0	0.0%	0	0.0%	0	0.0%
Project PBC-13	0	0.0%	1	4.2%	1	4.2%
Project PBC-14	1	3.4%	0	0.0%	0	0.0%
Project PBC-15	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	0	0.0%	0	0.0%	0	0.0%
Project PBC-17	0	0.0%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	2	6.9%	4	16.7%	7	29.2%
BRIP Projects Totals	7	24.1%	7	29.2%	10	41.7%
All Bike Issues Totals	29		24		24	

Table 184. Wayfinding Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Insufficient signs/pavement markings to navigate this route easily		Insufficient signs/pavement markings to know where I can bicycle safely		Insufficient signs/pavement markings to navigate construction detours	
	Count	Percentage	Count	Percentage	Count	Percentage
Project PBC-1	0	0.0%	0	0.0%	0	0.0%
Project PBC-2	1	4.3%	1	2.2%	0	0.0%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	1	4.3%	2	4.4%	0	0.0%
Project PBC-6	1	4.3%	1	2.2%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	1	4.3%	4	8.9%	0	0.0%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	0	0.0%	1	2.2%	0	0.0%
Project PBC-11	0	0.0%	0	0.0%	0	0.0%
Project PBC-12	0	0.0%	2	4.4%	0	0.0%
Project PBC-13	0	0.0%	2	4.4%	0	0.0%
Project PBC-14	0	0.0%	1	2.2%	0	0.0%
Project PBC-15	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	0	0.0%	1	2.2%	0	0.0%
Project PBC-17	0	0.0%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	4	17.4%	15	33.3%	0	0.0%
BRIP Projects Totals	8	34.8%	21	46.7%	0	0.0%
All Bike Issues Totals	23		45		2	

Table 185. Bikeway Blockage Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Bicycle facilities are blocked by parked motor vehicles		Bicycle facilities are blocked by utility poles or fire hydrants		Bicycle facilities are blocked by benches or trash cans		Bicycle facilities are blocked by vegetation	
Project PBC-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-2	1	11.1%	0	0.0%	0	0.0%	0	0.0%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	0	0.0%	0	0.0%	0	0.0%	1	6.7%
Project PBC-6	0	0.0%	0	0.0%	0	0.0%	1	6.7%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	2	22.2%	0	0.0%	1	14.3%	0	0.0%
Project PBC-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-12	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-13	2	22.2%	0	0.0%	0	0.0%	0	0.0%
Project PBC-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	5	55.6%	0	0.0%	1	14.3%	2	13.3%
BRIP Projects Totals	6	66.7%	0	0.0%	3	42.9%	2	13.3%
All Bike Issues Totals	9		1		7		15	

Table 186. Bicycle Parking and Other Issues – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	There are no bicycle racks in this area		Bicycle racks in this area are usually full		Other Issues	
	Count	Percentage	Count	Percentage	Count	Percentage
Project PBC-1	0	0.0%	0	N/A	6	3.4%
Project PBC-2	1	12.5%	0	N/A	2	1.1%
Project PBC-3	0	0.0%	0	N/A	0	0.0%
Project PBC-4	0	0.0%	0	N/A	1	0.6%
Project PBC-5	0	0.0%	0	N/A	7	3.9%
Project PBC-6	0	0.0%	0	N/A	2	1.1%
Project PBC-7	0	0.0%	0	N/A	0	0.0%
Project PBC-8	0	0.0%	0	N/A	6	3.4%
Project PBC-9	0	0.0%	0	N/A	0	0.0%
Project PBC-10	0	0.0%	0	N/A	3	1.7%
Project PBC-11	0	0.0%	0	N/A	1	0.6%
Project PBC-12	0	0.0%	0	N/A	6	3.4%
Project PBC-13	0	0.0%	0	N/A	6	3.4%
Project PBC-14	0	0.0%	0	N/A	2	1.1%
Project PBC-15	0	0.0%	0	N/A	0	0.0%
Project PBC-16	0	0.0%	0	N/A	7	3.9%
Project PBC-17	0	0.0%	0	N/A	0	0.0%
Project PBC-18	0	0.0%	0	N/A	0	0.0%
Project PBC-19	0	0.0%	0	N/A	0	0.0%
PBC Projects Sub-Totals	1	12.5%	0	N/A	49	27.4%
BRIP Projects Totals	3	37.5%	0	N/A	62	34.6%
All Bike Issues Totals	8		0		179	

Table 187. Location Priority and Safety Scores – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Location Priority Scores		Location Safety Scores		Respondents
	Average	Relative to Total Average	Average	Relative to Total Average	
Project PBC-1	1.00	0.09	0	0.87	14
Project PBC-2	1.00	0.09	0	0.87	6
Project PBC-3	N/A	N/A	N/A	N/A	0
Project PBC-4	0.83	-0.08	0	0.87	2
Project PBC-5	1.00	0.09	0	0.87	13
Project PBC-6	0.91	0.00	0	0.87	11
Project PBC-7	N/A	N/A	N/A	N/A	0
Project PBC-8	0.92	0.01	-1	-0.13	21
Project PBC-9	N/A	N/A	N/A	N/A	0
Project PBC-10	0.93	0.02	0	0.87	15
Project PBC-11	0.83	-0.08	0	0.87	2
Project PBC-12	0.95	0.04	-1	-0.13	13
Project PBC-13	0.85	-0.07	0	0.87	11
Project PBC-14	0.90	-0.01	-1	-0.13	17
Project PBC-15	0.66	-0.25	-2	-1.13	1
Project PBC-16	0.87	-0.04	-1	-0.13	13
Project PBC-17	1.00	0.09	-1	-0.13	1
Project PBC-18	N/A	N/A	N/A	N/A	0
Project PBC-19	1.00	0.09	1	1.87	1
PBC Projects Sub-Totals	0.72	-0.19	-0.32	0.55	141
BRIP Projects Totals	0.57	-0.34	-0.42	0.45	193
All Bike Issues Totals	0.91		-0.87		573

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 188. Near Misses Experienced and Witnessed – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Project PBC-1	9	3.0%	5	3.8%	2	1.4%	14
Project PBC-2	2	0.7%	3	2.3%	0	0.0%	6
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0
Project PBC-4	0	0.0%	0	0.0%	1	0.7%	2
Project PBC-5	7	2.3%	2	1.5%	2	1.4%	13
Project PBC-6	4	1.3%	1	0.8%	4	2.7%	11
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0
Project PBC-8	12	4.0%	7	5.3%	5	3.4%	21
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0
Project PBC-10	8	2.7%	1	0.8%	1	0.7%	15
Project PBC-11	0	0.0%	0	0.0%	1	0.7%	2
Project PBC-12	3	1.0%	3	2.3%	5	3.4%	13
Project PBC-13	7	2.3%	1	0.8%	2	1.4%	11
Project PBC-14	11	3.7%	2	1.5%	2	1.4%	17
Project PBC-15	1	0.3%	1	0.8%	0	0.0%	1
Project PBC-16	10	3.4%	4	3.1%	2	1.4%	13
Project PBC-17	1	0.3%	1	0.8%	0	0.0%	1
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0
Project PBC-19	0	0.0%	0	0.0%	1	0.7%	1
PBC Projects Sub-Totals	75	25.2%	31	23.7%	28	19.2%	141
BRIP Projects Totals	102	34.2%	44	33.6%	42	28.8%	193
All Bike Issues Totals	298		131		146		573

Table 189. Recommended Potential Solutions: Bike Lanes – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Neighborhood Greenways		Conventional Bike Lanes		Buffered Bike Lanes		Protected Bike Lanes	
Project PBC-1	5	6.0%	9	3.1%	4	1.9%	3	1.5%
Project PBC-2	1	1.2%	2	0.7%	5	2.4%	5	2.6%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	1	0.3%	0	0.0%	1	0.5%
Project PBC-5	1	1.2%	5	1.7%	5	2.4%	2	1.0%
Project PBC-6	1	1.2%	10	3.4%	1	0.5%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	5	6.0%	14	4.8%	7	3.3%	6	3.1%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	2	2.4%	8	2.7%	5	2.4%	3	1.5%
Project PBC-11	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Project PBC-12	3	3.6%	8	2.7%	8	3.8%	9	4.6%
Project PBC-13	2	2.4%	7	2.4%	5	2.4%	4	2.1%
Project PBC-14	1	1.2%	12	4.1%	5	2.4%	4	2.1%
Project PBC-15	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Project PBC-16	0	0.0%	9	3.1%	4	1.9%	4	2.1%
Project PBC-17	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	1	0.3%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	21	25.0%	89	30.4%	49	23.3%	41	21.0%
BRIP Projects Totals	31	36.9%	120	41.0%	69	32.9%	59	30.3%
All Bike Issues Totals	84		293		210		195	

Table 190. Recommended Potential Solutions: Intersection Improvements – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Bike Boxes		Bike Signals		Two-Stage Left Turn Queue Boxes		Signalized Mid-Block Crossings	
Project PBC-1	5	3.2%	1	1.2%	1	2.6%	0	0.0%
Project PBC-2	2	1.3%	2	2.4%	4	10.5%	2	5.3%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	3	1.9%	0	0.0%	0	0.0%	0	0.0%
Project PBC-6	2	1.3%	1	1.2%	0	0.0%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	6	3.9%	3	3.6%	2	5.3%	2	5.3%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	5	3.2%	0	0.0%	0	0.0%	0	0.0%
Project PBC-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-12	5	3.2%	3	3.6%	1	2.6%	0	0.0%
Project PBC-13	5	3.2%	3	3.6%	2	5.3%	2	5.3%
Project PBC-14	7	4.5%	2	2.4%	1	2.6%	1	2.6%
Project PBC-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	4	2.6%	2	2.4%	2	5.3%	0	0.0%
Project PBC-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	1	1.2%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	44	28.6%	18	21.4%	13	34.2%	7	18.4%
BRIP Projects Totals	57	37.0%	32	38.1%	15	39.5%	11	28.9%
All Bike Issues Totals	154		84		38		38	

Table 191. Recommended Potential Solutions: Signage & Markings – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Shared Lane Markings (Sharrows)		Green Painted Bike Lanes		Bike Route Wayfinding Signs	
Project PBC-1	5	4.3%	7	3.2%	0	0.0%
Project PBC-2	1	0.9%	5	2.3%	1	1.1%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	1	0.9%	4	1.8%	1	1.1%
Project PBC-6	1	0.9%	1	0.5%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	4	3.4%	8	3.6%	7	7.4%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	3	2.6%	2	0.9%	1	1.1%
Project PBC-11	0	0.0%	0	0.0%	0	0.0%
Project PBC-12	2	1.7%	8	3.6%	3	3.2%
Project PBC-13	5	4.3%	6	2.7%	2	2.1%
Project PBC-14	1	0.9%	7	3.2%	3	3.2%
Project PBC-15	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	4	3.4%	9	4.1%	3	3.2%
Project PBC-17	0	0.0%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	27	23.1%	57	25.9%	21	22.3%
BRIP Projects Totals	36	30.8%	77	35.0%	31	33.0%
All Bike Issues Totals	117		220		94	

Table 192. Recommended Potential Solutions: Traffic Calming – BRIP Projects along Priority Bicycle Corridors

Corridor ID Number	Reduced Speed Limit		Red Light Cameras		Speed Humps		Traffic Circles	
Project PBC-1	6	5.5%	3	11.1%	2	7.4%	0	0.0%
Project PBC-2	0	0.0%	2	7.4%	0	0.0%	0	0.0%
Project PBC-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-6	1	0.9%	0	0.0%	0	0.0%	0	0.0%
Project PBC-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-8	5	4.6%	4	14.8%	2	7.4%	1	11.1%
Project PBC-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-10	4	3.7%	0	0.0%	0	0.0%	0	0.0%
Project PBC-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-12	2	1.8%	0	0.0%	0	0.0%	0	0.0%
Project PBC-13	4	3.7%	2	7.4%	1	3.7%	0	0.0%
Project PBC-14	3	2.8%	1	3.7%	2	7.4%	0	0.0%
Project PBC-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-16	4	3.7%	2	7.4%	2	7.4%	0	0.0%
Project PBC-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project PBC-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
PBC Projects Sub-Totals	29	26.6%	14	51.9%	9	33.3%	1	11.1%
BRIP Projects Totals	38	34.9%	16	59.3%	12	44.4%	2	22.2%
All Bike Issues Totals	109		27		27		9	

BRIP Projects: Bicycle Network Corridors

The following pages reflect the Bicycle Rapid Implementation Program (BRIP) project ideas identified along corridors that are part of Bellevue's Bicycle Network, as defined by the [2009 Pedestrian and Bicycle Transportation Plan](#). If implemented, the projects shown in Figure 196 would fill gaps in those corridors or upgrade existing bicycle facilities to improve safety and provide greater comfort to people on bicycles. All BRIP project ideas were developed after the PBII Wikimap online survey was complete.

Figure 197. (opposite) The number of issue points identified by PBII Wikimap respondents along Bicycle Network corridors where BRIP project ideas have been identified.

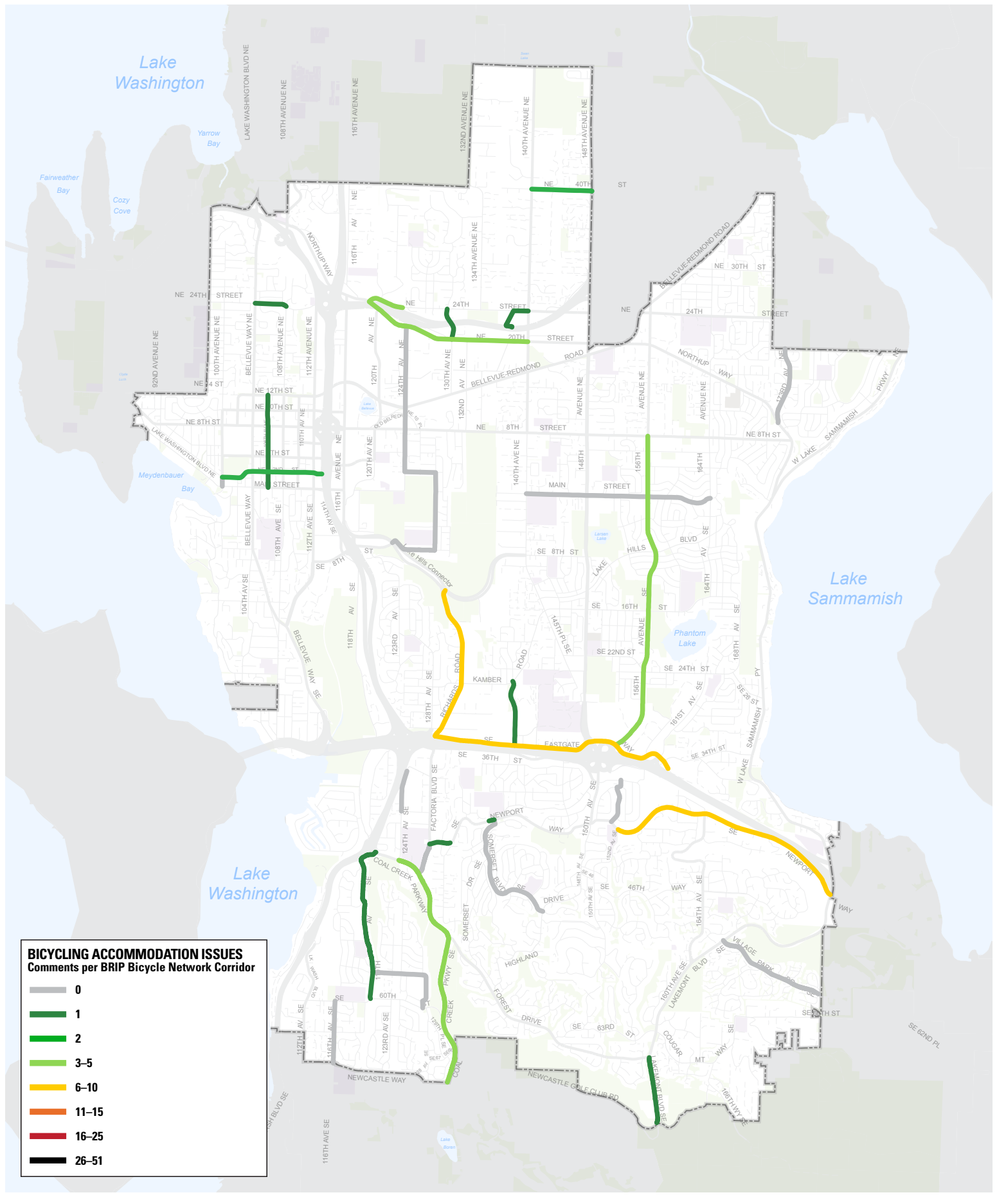


Table 193. All Bicycle Accommodation Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Corridor Name	Corridor Limits	Respondents	% of Total
Project BN-1	100th Ave NE	Main St to NE 1st St	0	0.0%
Project BN-2	106th Ave NE	Main St to NE 12th St	1	0.2%
Project BN-3	116th Ave SE	Newcastle Way to SE 60th St	0	0.0%
Project BN-4	119th Ave SE	SE 60th St Coal Creek Pkwy SE	1	0.2%
Project BN-5	124th Ave SE	SE 41st Pl to Factoria Trail	0	0.0%
Project BN-6	124th Ave, 128th Ave	Lake Hills Connector to NE 24th St	0	0.0%
Project BN-7	128th Ave SE, 129th Ave SE	SE 60th St to SE 56th St	0	0.0%
Project BN-8	130th Ave NE	Northup Way to NE 24th St	1	0.2%
Project BN-9	136th Ave NE, NE 24th St	520 Trail to 140th Ave NE	1	0.2%
Project BN-10	139th Ave SE	SE Eastgate Way to Kamber Rd	1	0.2%
Project BN-11	153rd Ave SE	SE Newport Way to SE 38th St	0	0.0%
Project BN-12	156th Ave	SE Eastgate Way to NE 6th St	4	0.7%
Project BN-13	173rd Ave NE	Northup Way to North City Limits	0	0.0%
Project BN-14	Coal Creek Pkwy SE	South City Limits to 124th Ave SE	5	0.9%
Project BN-15	Factoria Blvd SE	Coal Creek Pkwy SE to SE Newport Way	0	0.0%
Project BN-16	Lakemont Blvd SE (South City Limits)	Newcastle Golf Club Rd to Forest Dr SE	1	0.2%
Project BN-17	Main St (Lake Hills)	140th Ave to 164th Ave	0	0.0%
Project BN-18	NE 2nd St	100th Ave NE to 114th Ave NE	2	0.3%
Project BN-19	NE 24th St (Northwest Bellevue)	Bellevue Way NE to 108th Ave NE	1	0.2%
Project BN-20	NE 24th St (520 Trail Connection)	Northup Way to 520 Trail	4	0.7%
Project BN-21	NE 40th St	140th Ave NE to 148th Ave NE	2	0.3%
Project BN-22	Northup Way	NE 24th St to 140th Ave NE	3	0.5%
Project BN-23	Richards Rd	SE Eastgate Way to Lake Hills Connector	6	1.0%
Project BN-24	SE 56th St	119th Ave SE to 129th Ave SE	0	0.0%
Project BN-25	SE Eastgate Way	Richards Rd to I-90 Trail	8	1.4%
Project BN-26	SE Newport Way (West of 150th Ave SE)	Factoria Blvd SE to SE Allen Rd	1	0.2%
Project BN-27	SE Newport Way (East of 150th Ave SE)	152nd Ave SE to Lakemont Blvd SE	7	1.2%
Project BN-28	Somerset Blvd SE	Highland Dr to SE Newport Way	0	0.0%
Project BN-29	Village Park Dr SE	Lakemont Blvd SE to 179th Ave SE	0	0.0%
BN Projects Sub-Total			141	24.6%
All BRIP Projects Total			193	33.7%
All Wikimap Bicycle Accommodation Issues Total			573	

Table 194. Protection Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	There are no bicycle lanes or off-street paths		There is no buffer separating existing bicycle facilities from motor vehicles		There is no physical barrier separating existing bicycle facilities from vehicles		There are lots of driveways intersections	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-4	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-8	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	1	7.7%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-12	2	0.6%	0	0.0%	0	0.0%	1	14.3%
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-14	1	0.3%	1	2.6%	3	23.1%	0	0.0%
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-20	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Project BN-21	2	0.6%	0	0.0%	0	0.0%	0	0.0%
Project BN-22	3	0.9%	0	0.0%	0	0.0%	0	0.0%
Project BN-23	5	1.5%	0	0.0%	0	0.0%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-25	7	2.1%	0	0.0%	0	0.0%	0	0.0%
Project BN-26	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-27	2	0.6%	2	5.1%	0	0.0%	0	0.0%
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	25	7.5%	3	7.7%	4	30.8%	1	14.3%
BRIP Projects Totals	107	32.0%	18	46.2%	7	53.8%	3	42.9%
All Bike Issues Totals	334		39		13		7	

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Table 195. Space Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Travel lanes are too narrow to comfortably share the road with motor vehicles		Roadway shoulders are too narrow to comfortably share the road with vehicles		Merging with motor vehicles at this location is difficult and/or uncomfortable		The existing off-street path is too narrow to comfortably share with people walking		The sidewalk is too narrow to comfortably share with people walking	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-4	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-8	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-12	0	0.0%	1	1.1%	0	0.0%	0	0.0%	1	7.1%
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-14	1	0.7%	2	2.1%	0	0.0%	0	0.0%	1	7.1%
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-18	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-20	1	0.7%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
Project BN-21	1	0.7%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
Project BN-22	3	2.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-23	1	0.7%	0	0.0%	2	2.7%	0	0.0%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-25	2	1.4%	3	3.2%	2	2.7%	0	0.0%	0	0.0%
Project BN-26	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-27	2	1.4%	3	3.2%	0	0.0%	0	0.0%	0	0.0%
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	14	9.5%	11	11.7%	7	9.5%	0	0.0%	2	14.3%
BRIP Projects Totals	58	39.5%	29	30.9%	22	29.7%	2	13.3%	3	21.4%
All Bike Issues Totals	147		94		74		15		14	

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Table 196. Maintenance Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Roadway/bicycle facilities contain potholes		Roadway/bicycle facilities have poor pavement quality		Roadway/bicycle facilities contain dangerous drain grates or utility covers		Roadway/bicycle facilities are covered with debris	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-8	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%	1	3.2%
Project BN-10	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-12	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-14	0	0.0%	0	0.0%	0	0.0%	1	3.2%
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-20	0	0.0%	0	0.0%	1	9.1%	0	0.0%
Project BN-21	0	0.0%	0	0.0%	0	0.0%	1	3.2%
Project BN-22	0	0.0%	1	1.7%	0	0.0%	0	0.0%
Project BN-23	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-25	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-26	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-27	0	0.0%	0	0.0%	0	0.0%	1	3.2%
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	0	0.0%	1	1.7%	1	9.1%	4	12.9%
BRIP Projects Totals	2	22.2%	8	13.3%	2	18.2%	12	38.7%
All Bike Issues Totals	9		60		11		31	

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Table 197. Street Crossing Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	There is no marking to indicate where bicyclists should wait		This traffic signal does not change for bicycles		Making a left turn through this intersection is difficult		This intersection does not have curb ramps		This block is very long and does not have a mid-block crossing	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-8	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-12	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-14	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-19	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
Project BN-20	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-21	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-22	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-23	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-25	2	5.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-26	0	0.0%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
Project BN-27	1	2.9%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	6	17.1%	3	20.0%	1	3.8%	0	0.0%	0	0.0%
BRIP Projects Totals	16	45.7%	9	60.0%	7	26.9%	0	0.0%	0	0.0%
All Bike Issues Totals	35		15		26		2		11	

Table 198. Connectivity Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Bicycle facilities end abruptly		Bicycle facilities are not continuous along a corridor		Existing bicycle facilities do not connect to nearby bus stops		Existing bicycle facilities do not connect to nearby destinations		Bicycle facilities/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-8	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-12	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-18	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-20	2	2.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-21	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-22	1	1.1%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-23	3	3.4%	0	0.0%	0	0.0%	0	0.0%	1	7.7%	0	N/A
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-25	1	1.1%	1	1.1%	0	0.0%	1	14.3%	0	0.0%	0	N/A
Project BN-26	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-27	0	0.0%	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
BN Projects Sub-Totals	8	9.2%	5	5.3%	0	0.0%	1	14.3%	1	7.7%	0	N/A
BRIP Projects Totals	30	34.5%	28	29.8%	0	0.0%	1	14.3%	3	23.1%	0	N/A
All Bike Issues Totals	87		94		2		7		13		0	

Table 199. Visibility Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	There is not enough lighting to bicycle here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)	
Project BN-1	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%
Project BN-8	0	0.0%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%
Project BN-12	1	3.4%	0	0.0%	1	4.2%
Project BN-13	0	0.0%	0	0.0%	0	0.0%
Project BN-14	0	0.0%	0	0.0%	0	0.0%
Project BN-15	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	1	4.2%	0	0.0%
Project BN-19	0	0.0%	0	0.0%	0	0.0%
Project BN-20	0	0.0%	0	0.0%	0	0.0%
Project BN-21	1	3.4%	0	0.0%	0	0.0%
Project BN-22	2	6.9%	0	0.0%	0	0.0%
Project BN-23	0	0.0%	1	4.2%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%
Project BN-25	0	0.0%	1	4.2%	1	4.2%
Project BN-26	0	0.0%	0	0.0%	0	0.0%
Project BN-27	1	3.4%	0	0.0%	1	4.2%
Project BN-28	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	5	17.2%	3	12.5%	3	12.5%
BRIP Projects Totals	7	24.1%	7	29.2%	10	41.7%
All Bike Issues Totals	29		24		24	

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Table 200. Wayfinding Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Insufficient signs/pavement markings to navigate this route easily		Insufficient signs/pavement markings to know where I can bicycle safely		Insufficient signs/pavement markings to navigate construction detours	
	Count	Percentage	Count	Percentage	Count	Percentage
Project BN-1	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%
Project BN-8	1	4.3%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%
Project BN-12	0	0.0%	0	0.0%	0	0.0%
Project BN-13	0	0.0%	0	0.0%	0	0.0%
Project BN-14	0	0.0%	0	0.0%	0	0.0%
Project BN-15	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%
Project BN-18	1	4.3%	0	0.0%	0	0.0%
Project BN-19	0	0.0%	0	0.0%	0	0.0%
Project BN-20	0	0.0%	1	2.2%	0	0.0%
Project BN-21	0	0.0%	0	0.0%	0	0.0%
Project BN-22	2	8.7%	1	2.2%	0	0.0%
Project BN-23	0	0.0%	0	0.0%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%
Project BN-25	0	0.0%	3	6.7%	0	0.0%
Project BN-26	0	0.0%	0	0.0%	0	0.0%
Project BN-27	0	0.0%	1	2.2%	0	0.0%
Project BN-28	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	4	17.4%	6	13.3%	0	0.0%
BRIP Projects Totals	8	34.8%	21	46.7%	0	0.0%
All Bike Issues Totals	23		45		2	

Table 201. Bikeway Blockage Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Bicycle facilities are blocked by parked motor vehicles		Bicycle facilities are blocked by utility poles or fire hydrants		Bicycle facilities are blocked by benches or trash cans		Bicycle facilities are blocked by vegetation	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-8	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-12	1	11.1%	0	0.0%	0	0.0%	0	0.0%
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-20	0	0.0%	0	0.0%	2	28.6%	0	0.0%
Project BN-21	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-22	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-23	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-25	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-26	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-27	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	1	11.1%	0	0.0%	2	28.6%	0	0.0%
BRIP Projects Totals	6	66.7%	0	0.0%	3	42.9%	2	13.3%
All Bike Issues Totals	9		1		7		15	

Table 202. Bicycle Parking and Other Issues – BRIP Projects along Bicycle Network corridors

Corridor ID Number	There are no bicycle racks in this area		Bicycle racks in this area are usually full		Other Issues	
	Count	Percentage	Count	Percentage	Count	Percentage
Project BN-1	0	0.0%	0	N/A	0	0.0%
Project BN-2	0	0.0%	0	N/A	1	0.6%
Project BN-3	0	0.0%	0	N/A	0	0.0%
Project BN-4	0	0.0%	0	N/A	0	0.0%
Project BN-5	0	0.0%	0	N/A	0	0.0%
Project BN-6	0	0.0%	0	N/A	0	0.0%
Project BN-7	0	0.0%	0	N/A	0	0.0%
Project BN-8	0	0.0%	0	N/A	0	0.0%
Project BN-9	0	0.0%	0	N/A	0	0.0%
Project BN-10	0	0.0%	0	N/A	1	0.6%
Project BN-11	0	0.0%	0	N/A	0	0.0%
Project BN-12	0	0.0%	0	N/A	1	0.6%
Project BN-13	0	0.0%	0	N/A	0	0.0%
Project BN-14	0	0.0%	0	N/A	1	0.6%
Project BN-15	0	0.0%	0	N/A	0	0.0%
Project BN-16	0	0.0%	0	N/A	0	0.0%
Project BN-17	0	0.0%	0	N/A	0	0.0%
Project BN-18	0	0.0%	0	N/A	0	0.0%
Project BN-19	0	0.0%	0	N/A	0	0.0%
Project BN-20	0	0.0%	0	N/A	1	0.6%
Project BN-21	0	0.0%	0	N/A	0	0.0%
Project BN-22	1	12.5%	0	N/A	0	0.0%
Project BN-23	0	0.0%	0	N/A	3	1.7%
Project BN-24	0	0.0%	0	N/A	0	0.0%
Project BN-25	0	0.0%	0	N/A	3	1.7%
Project BN-26	0	0.0%	0	N/A	0	0.0%
Project BN-27	1	12.5%	0	N/A	1	0.6%
Project BN-28	0	0.0%	0	N/A	0	0.0%
Project BN-29	0	0.0%	0	N/A	0	0.0%
BN Projects Sub-Totals	2	25.0%	0	N/A	12	6.7%
BRIP Projects Totals	3	37.5%	0	N/A	62	34.6%
All Bike Issues Totals	8		0		179	

Table 203. Location Priority and Safety Scores – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Location Priority Scores		Location Safety Scores		Respondents
	Average	Relative to Total Average	Average	Relative to Total Average	
Project BN-1	N/A	N/A	N/A	N/A	0
Project BN-2	0.66	-0.25	1	1.87	1
Project BN-3	N/A	N/A	N/A	N/A	0
Project BN-4	0.66	-0.25	-1	-0.13	1
Project BN-5	N/A	N/A	N/A	N/A	0
Project BN-6	N/A	N/A	N/A	N/A	0
Project BN-7	N/A	N/A	N/A	N/A	0
Project BN-8	1.00	0.09	-2	-1.13	1
Project BN-9	1.00	0.09	1	1.87	1
Project BN-10	0.66	-0.25	-1	-0.13	1
Project BN-11	N/A	N/A	N/A	N/A	0
Project BN-12	0.75	-0.16	-1	-0.13	4
Project BN-13	N/A	N/A	N/A	N/A	0
Project BN-14	0.86	-0.05	-2	-1.13	5
Project BN-15	N/A	N/A	N/A	N/A	0
Project BN-16	1.00	0.09	-1	-0.13	1
Project BN-17	N/A	N/A	N/A	N/A	0
Project BN-18	0.83	-0.08	-1	-0.13	2
Project BN-19	0.33	-0.58	1	1.87	1
Project BN-20	0.92	0.00	0	0.87	4
Project BN-21	1.00	0.09	-2	-1.13	2
Project BN-22	1.00	0.09	-2	-1.13	3
Project BN-23	0.83	-0.08	-1	-0.13	6
Project BN-24	N/A	N/A	N/A	N/A	0
Project BN-25	0.87	-0.04	-1	-0.13	8
Project BN-26	1.00	0.09	-2	-1.13	1
Project BN-27	1.00	0.09	-1	-0.13	7
Project BN-28	N/A	N/A	N/A	N/A	0
Project BN-29	N/A	N/A	N/A	N/A	0
BN Projects Sub-Totals	0.50	-0.42	-0.52	0.35	141
BRIP Projects Totals	0.57	-0.34	-0.42	0.45	193
All Bike Issues Totals	0.91		-0.87		573

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 204. Near Misses Experienced and Witnessed – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0
Project BN-2	0	0.0%	0	0.0%	1	0.7%	1
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0
Project BN-4	0	0.0%	0	0.0%	0	0.0%	1
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0
Project BN-8	0	0.0%	1	0.8%	0	0.0%	1
Project BN-9	0	0.0%	0	0.0%	1	0.7%	1
Project BN-10	1	0.3%	0	0.0%	0	0.0%	1
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0
Project BN-12	3	1.0%	1	0.8%	1	0.7%	4
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0
Project BN-14	2	0.7%	2	1.5%	1	0.7%	5
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0
Project BN-16	1	0.3%	0	0.0%	0	0.0%	1
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0
Project BN-18	1	0.3%	1	0.8%	0	0.0%	2
Project BN-19	0	0.0%	0	0.0%	1	0.7%	1
Project BN-20	2	0.7%	1	0.8%	2	1.4%	4
Project BN-21	1	0.3%	0	0.0%	0	0.0%	2
Project BN-22	2	0.7%	1	0.8%	0	0.0%	3
Project BN-23	3	1.0%	3	2.3%	1	0.7%	6
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0
Project BN-25	4	1.3%	1	0.8%	3	2.1%	8
Project BN-26	0	0.0%	0	0.0%	1	0.7%	1
Project BN-27	4	1.3%	2	1.5%	2	1.4%	7
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0
BN Projects Sub-Totals	24	8.1%	13	9.9%	14	9.6%	141
BRIP Projects Totals	102	34.2%	44	33.6%	42	28.8%	193
All Bike Issues Totals	298		131		146		573

Table 205. Recommended Potential Solutions: Bike Lanes – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Neighborhood Greenways		Conventional Bike Lanes		Buffered Bike Lanes		Protected Bike Lanes	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	1	0.5%	1	0.5%
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-8	1	1.2%	1	0.3%	1	0.5%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-12	0	0.0%	4	1.4%	1	0.5%	0	0.0%
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-14	0	0.0%	0	0.0%	3	1.4%	4	2.1%
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	1	0.3%	1	0.5%	1	0.5%
Project BN-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-20	0	0.0%	2	0.7%	1	0.5%	1	0.5%
Project BN-21	1	1.2%	1	0.3%	1	0.5%	0	0.0%
Project BN-22	1	1.2%	2	0.7%	1	0.5%	1	0.5%
Project BN-23	1	1.2%	5	1.7%	2	1.0%	2	1.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-25	1	1.2%	6	2.0%	4	1.9%	4	2.1%
Project BN-26	1	1.2%	0	0.0%	0	0.0%	0	0.0%
Project BN-27	3	3.6%	6	2.0%	4	1.9%	4	2.1%
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	9	10.7%	30	10.2%	20	9.5%	18	9.2%
BRIP Projects Totals	31	36.9%	120	41.0%	69	32.9%	59	30.3%
All Bike Issues Totals	84		293		210		195	

Table 206. Recommended Potential Solutions: Intersection Improvements – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Bike Boxes		Bike Signals		Two-Stage Left Turn Queue Boxes		Signalized Mid-Block Crossings	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-8	1	0.6%	1	1.2%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-12	2	1.3%	1	1.2%	0	0.0%	0	0.0%
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-14	1	0.6%	1	1.2%	0	0.0%	1	2.6%
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	1	1.2%	0	0.0%	0	0.0%
Project BN-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-20	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-21	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-22	2	1.3%	2	2.4%	0	0.0%	0	0.0%
Project BN-23	2	1.3%	2	2.4%	0	0.0%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-25	2	1.3%	3	3.6%	1	2.6%	1	2.6%
Project BN-26	0	0.0%	0	0.0%	0	0.0%	1	2.6%
Project BN-27	2	1.3%	3	3.6%	1	2.6%	1	2.6%
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	12	7.8%	14	16.7%	2	5.3%	4	10.5%
BRIP Projects Totals	57	37.0%	32	38.1%	15	39.5%	11	28.9%
All Bike Issues Totals	154		84		38		38	

Table 207. Recommended Potential Solutions: Signage & Markings – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Shared Lane Markings (Sharrows)		Green Painted Bike Lanes		Bike Route Wayfinding Signs	
Project BN-1	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%
Project BN-8	0	0.0%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	1	0.5%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%
Project BN-12	1	0.9%	2	0.9%	0	0.0%
Project BN-13	0	0.0%	0	0.0%	0	0.0%
Project BN-14	0	0.0%	1	0.5%	1	1.1%
Project BN-15	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	0	0.0%	1	1.1%
Project BN-19	0	0.0%	0	0.0%	0	0.0%
Project BN-20	1	0.9%	2	0.9%	1	1.1%
Project BN-21	1	0.9%	1	0.5%	0	0.0%
Project BN-22	0	0.0%	2	0.9%	0	0.0%
Project BN-23	0	0.0%	3	1.4%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%
Project BN-25	3	2.6%	4	1.8%	5	5.3%
Project BN-26	0	0.0%	1	0.5%	0	0.0%
Project BN-27	2	1.7%	2	0.9%	2	2.1%
Project BN-28	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	8	6.8%	19	8.6%	10	10.6%
BRIP Projects Totals	36	30.8%	77	35.0%	31	33.0%
All Bike Issues Totals	117		220		94	

Table 208. Recommended Potential Solutions: Traffic Calming – BRIP Projects along Bicycle Network corridors

Corridor ID Number	Reduced Speed Limit		Red Light Cameras		Speed Humps		Traffic Circles	
Project BN-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-5	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-6	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-7	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-8	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-10	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-11	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-12	1	0.9%	0	0.0%	0	0.0%	0	0.0%
Project BN-13	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-16	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-17	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-18	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-19	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-20	1	0.9%	0	0.0%	1	3.7%	0	0.0%
Project BN-21	1	0.9%	0	0.0%	1	3.7%	0	0.0%
Project BN-22	1	0.9%	0	0.0%	0	0.0%	1	11.1%
Project BN-23	0	0.0%	2	7.4%	0	0.0%	0	0.0%
Project BN-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-25	1	0.9%	0	0.0%	0	0.0%	0	0.0%
Project BN-26	1	0.9%	0	0.0%	0	0.0%	0	0.0%
Project BN-27	1	0.9%	0	0.0%	1	3.7%	0	0.0%
Project BN-28	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project BN-29	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BN Projects Sub-Totals	7	6.4%	2	7.4%	3	11.1%	1	11.1%
BRIP Projects Totals	38	34.9%	16	59.3%	12	44.4%	2	22.2%
All Bike Issues Totals	109		27		27		9	

BRIP Projects: Neighborhood Bikeway Corridors

The following pages reflect the Bicycle Rapid Implementation Program (BRIP) project ideas identified along corridors that are not part of Bellevue's Bicycle Network, as defined by the [2009 Pedestrian and Bicycle Transportation Plan](#). If implemented, the projects shown in Figure 198 would provide signed and marked bicycle connections along residential streets with low speed limits and low traffic volumes. All BRIP project ideas were developed after the PBII Wikimap online survey was complete.

Figure 198. (opposite) The number of issue points identified by PBII Wikimap respondents along corridors where BRIP Neighborhood Bikeway project ideas have been identified.

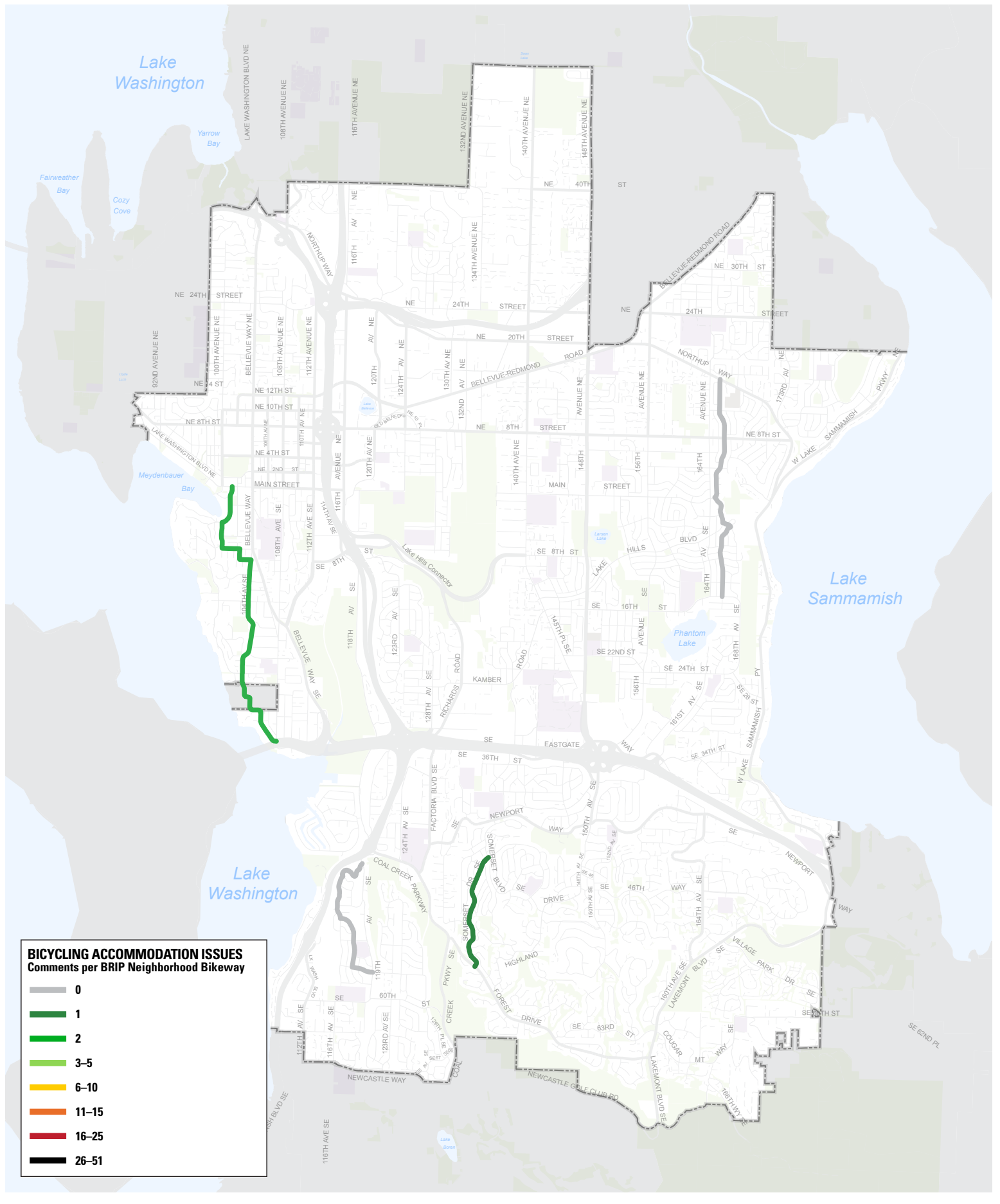


Table 209. All Bicycle Accommodation Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Corridor Name	Corridor Limits	Respondents	% of Total
Project NB-1	East Bellevue Bikeway	SE 14th St to Northup Way	0	0.0%
Project NB-2	Newport Hills Bikeway	119th Ave SE to 119th Ave SE	0	0.0%
Project NB-3	Somerset Dr Bikeway	Forest Dr SE to Somerset Blvd SE	1	0.2%
Project NB-4	Southwest Bellevue Bikeway	108th Ave SE to Main St	2	0.3%
NB Projects Sub-Totals			3	0.5%
All BRIP Projects Total			193	33.7%
All Wikimap Bicycle Accommodation Issues Total			573	

Table 210. Protection Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	There are no bicycle lanes or off-street paths		There is no buffer separating existing bicycle facilities from motor vehicles		There is no physical barrier separating existing bicycle facilities from vehicles		There are lots of driveways intersections	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-4	2	0.6%	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	2	0.6%	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	107	32.0%	18	46.2%	7	53.8%	3	42.9%
All Bike Issues Totals	334		39		13		7	

Table 211. Space Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Travel lanes are too narrow to comfortably share the road with motor vehicles		Roadway shoulders are too narrow to comfortably share the road with vehicles		Merging with motor vehicles at this location is difficult and/or uncomfortable		The existing off-street path is too narrow to comfortably share with people walking		The sidewalk is too narrow to comfortably share with people walking	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-4	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	58	39.5%	29	30.9%	22	29.7%	2	13.3%	3	21.4%
All Bike Issues Totals	147		94		74		15		14	

Table 212. Maintenance Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Roadway/bicycle facilities contain potholes		Roadway/bicycle facilities have poor pavement quality		Roadway/bicycle facilities contain dangerous drain grates or utility covers		Roadway/bicycle facilities are covered with debris	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	2	22.2%	8	13.3%	2	18.2%	12	38.7%
All Bike Issues Totals	9		60		11		31	

Table 213. Street Crossing Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	There is no marking to indicate where bicyclists should wait		This traffic signal does not change for bicycles		Making a left turn through this intersection is difficult		This intersection does not have curb ramps		This block is very long and does not have a mid-block crossing	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	16	45.7%	9	60.0%	7	26.9%	0	0.0%	0	0.0%
All Bike Issues Totals	35		15		26		2		11	

Table 214. Connectivity Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Bicycle facilities end abruptly		Bicycle facilities are not continuous along a corridor		Existing bicycle facilities do not connect to nearby bus stops		Existing bicycle facilities do not connect to nearby destinations		Bicycle facilities/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Project NB-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NB Projects Sub-Totals	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
BRIP Projects Totals	30	34.5%	28	29.8%	0	0.0%	1	14.3%	3	23.1%	0	N/A
All Bike Issues Totals	87		94		2		7		13		0	

Table 215. Visibility Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	There is not enough lighting to bicycle here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)	
Project NB-1	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%
Project NB-4	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	7	24.1%	7	29.2%	10	41.7%
All Bike Issues Totals	29		24		24	

Table 216. Wayfinding Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Insufficient signs/pavement markings to navigate this route easily		Insufficient signs/pavement markings to know where I can bicycle safely		Insufficient signs/pavement markings to navigate construction detours	
Project NB-1	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%
Project NB-4	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	8	34.8%	21	46.7%	0	0.0%
All Bike Issues Totals	23		45		2	

Table 217. Bikeway Blockage Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Bicycle facilities are blocked by parked motor vehicles		Bicycle facilities are blocked by utility poles or fire hydrants		Bicycle facilities are blocked by benches or trash cans		Bicycle facilities are blocked by vegetation	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	6	66.7%	0	0.0%	3	42.9%	2	13.3%
All Bike Issues Totals	9		1		7		15	

Table 218. Bicycle Parking and Other Issues – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	There are no bicycle racks in this area		Bicycle racks in this area are usually full		Other Issues	
Project NB-1	0	0.0%	0	N/A	0	0.0%
Project NB-2	0	0.0%	0	N/A	0	0.0%
Project NB-3	0	0.0%	0	N/A	1	0.6%
Project NB-4	0	0.0%	0	N/A	0	0.0%
NB Projects Sub-Totals	0	0.0%	0	N/A	1	0.6%
BRIP Projects Totals	3	37.5%	0	N/A	62	34.6%
All Bike Issues Totals	8		0		179	

Table 219. Location Priority and Safety Scores – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Location Priority Scores		Location Safety Scores		Respondents
	Average	Relative to Total Average	Average	Relative to Total Average	
Project NB-1	N/A	N/A	N/A	N/A	0
Project NB-2	N/A	N/A	N/A	N/A	0
Project NB-3	0.66	-0.25	-1	-0.13	1
Project NB-4	1.00	0.09	0	0.87	2
NB Projects Sub-Totals	0.42	-0.50	-0.25	0.62	3
BRIP Projects Totals	0.57	-0.34	-0.42	0.45	193
All Bike Issues Totals	0.91		-0.87		573

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 220. Near Misses Experienced and Witnessed – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0
Project NB-3	1	0.3%	0	0.0%	0	0.0%	1
Project NB-4	2	0.7%	0	0.0%	0	0.0%	2
NB Projects Sub-Totals	3	1.0%	0	0.0%	0	0.0%	3
BRIP Projects Totals	102	34.2%	44	33.6%	42	28.8%	193
All Bike Issues Totals	298		131		146		573

Table 221. Recommended Potential Solutions: Bike Lanes – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Neighborhood Greenways		Conventional Bike Lanes		Buffered Bike Lanes		Protected Bike Lanes	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-4	1	1.2%	1	0.3%	0	0.0%	0	0.0%
NB Projects Sub-Totals	1	1.2%	1	0.3%	0	0.0%	0	0.0%
BRIP Projects Totals	31	36.9%	120	41.0%	69	32.9%	59	30.3%
All Bike Issues Totals	84		293		210		195	

Table 222. h – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Bike Boxes		Bike Signals		Two-Stage Left Turn Queue Boxes		Signalized Mid-Block Crossings	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-4	1	0.6%	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	1	0.6%	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	57	37.0%	32	38.1%	15	39.5%	11	28.9%
All Bike Issues Totals	154		84		38		38	

Table 223. Recommended Solutions: Signage & Markings – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Shared Lane Markings (Sharrows)		Green Painted Bike Lanes		Bike Route Wayfinding Signs	
Project NB-1	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%
Project NB-4	1	0.9%	1	0.5%	0	0.0%
NB Projects Sub-Totals	1	0.9%	1	0.5%	0	0.0%
BRIP Projects Totals	36	30.8%	77	35.0%	31	33.0%
All Bike Issues Totals	117		220		94	

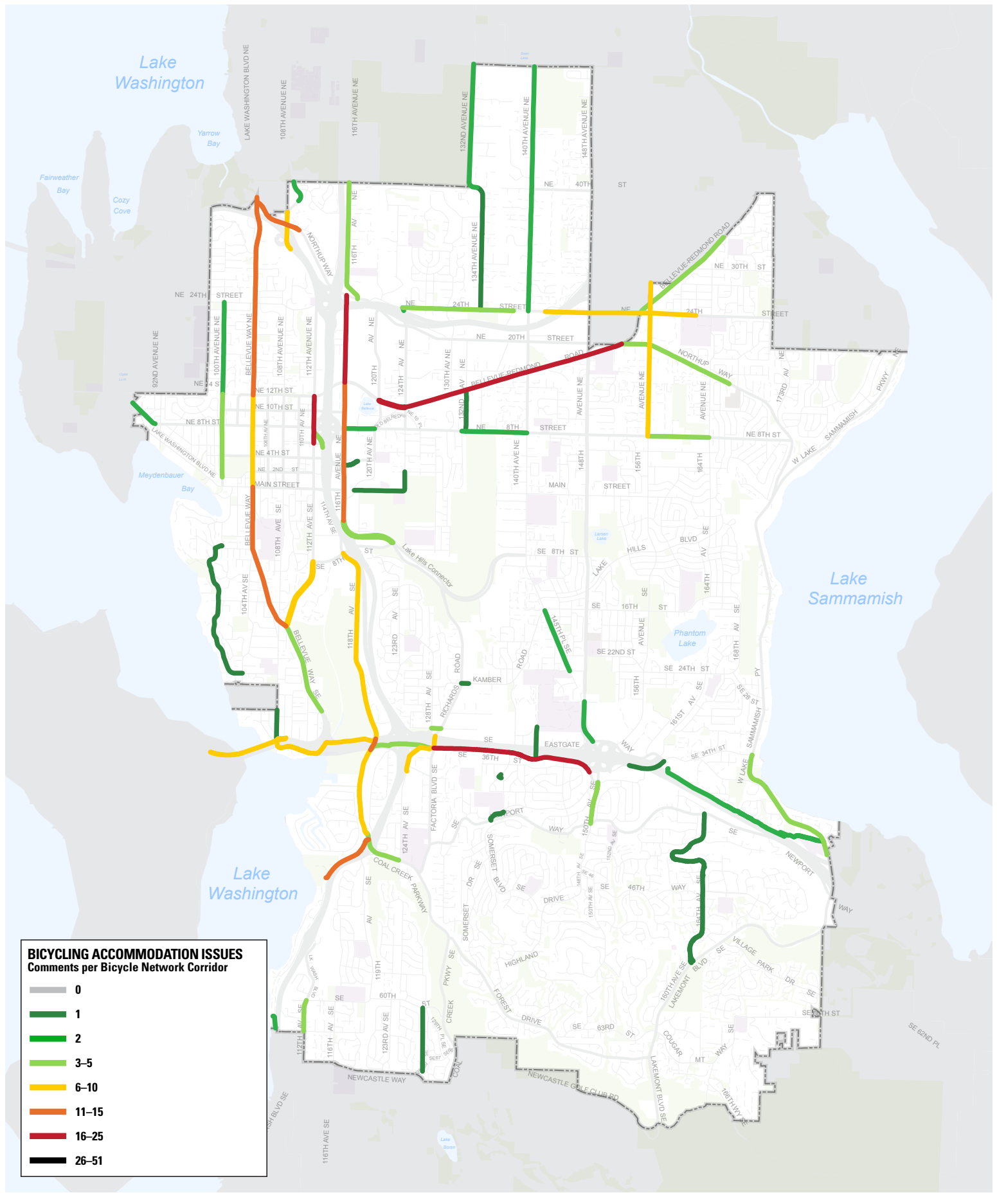
Table 224. Recommended Potential Solutions: Traffic Calming – BRIP Projects along Neighborhood Bikeway corridors

Corridor ID Number	Reduced Speed Limit		Red Light Cameras		Speed Humps		Traffic Circles	
Project NB-1	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-2	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-3	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Project NB-4	2	1.8%	0	0.0%	0	0.0%	0	0.0%
NB Projects Sub-Totals	2	1.8%	0	0.0%	0	0.0%	0	0.0%
BRIP Projects Totals	38	34.9%	16	59.3%	12	44.4%	2	22.2%
All Bike Issues Totals	109		27		27		9	

Other Bicycle Network Corridors

The following pages reflect corridors that are part of Bellevue's Bicycle Network, as defined by the [2009 Pedestrian and Bicycle Transportation Plan](#), but where no project ideas have been identified by the Bicycle Rapid Implementation Program (BRIP).

Figure 199. (opposite) The number of issue points identified by PBII Wikimap respondents along Bicycle Network corridors where no BRIP project ideas have been identified.



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Table 225. All Bicycle Accommodation Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Respondents	% of Total
100th Ave NE	NE 1st St to NE 12th St	3	0.5%
100th Ave NE	NE 12th St to NE 24th St	2	0.3%
108th Ave NE	ERC Trail to North City Limits	2	0.3%
108th Ave NE	SR-520 to NE 38th Pl	9	1.6%
108th Ave SE	SE 34th St to SE 30th St	1	0.2%
112th Ave NE	NE 6th St to NE 12th St	16	2.8%
112th Ave SE	Bellevue Way SE to SE 8th St	7	1.2%
112th Ave SE	South City Limits to SE 60th St	3	0.5%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	4	0.7%
116th Ave NE	Northrup Way to North City Limits	3	0.5%
116th Ave NE	NE 12th St to Northrup Way	24	4.2%
116th Ave	SE 5th St to NE 12th St	12	2.1%
118th Ave SE	I-90 to SE 8th St	8	1.4%
118th Ave SE	I-90 Trail Crossing	14	2.4%
118th Ave SE	Coal Creek Pkwy to I-90	8	1.4%
132nd Ave NE	NE 8th St to Bel-Red Rd	1	0.2%
132nd Ave NE	NE 40th St to North City Limits	2	0.3%
134th Ave NE	NE 24th St to NE 40th St	1	0.2%
136th Pl SE	At SE 38th St	1	0.2%
140th Ave NE	NE 24th St to North City Limits	2	0.3%
142nd Pl SE	SE 36th St to Coal Creek Rd	1	0.2%
145th Pl SE	SE 22nd St to SE 16th St	2	0.3%
148th Ave SE	SE Eastgate Way to SE 28th St	2	0.3%
150th Ave SE	SE Newport Way to SE 38th St	4	0.7%
156th Ave NE	NE 8th St to North City Limits	8	1.4%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	1	0.2%
520 Trail	At NE 24th St	2	0.3%
SE Allen Rd	SE Newport Way to 138th Ave SE	1	0.2%
Bellevue Way NE	NE 12th St to North City Limits	13	2.3%
Bellevue Way NE	Main St to NE 12th St	7	1.2%
Bellevue Way SE	SE 30th St to 112th Ave SE	4	0.7%
Other Bicycle Network Corridors Sub-Total		141	24.6%
All Wikimap Bicycle Accommodation Issues Total		573	

Table 226. All Bicycle Accommodation Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Respondents	% of Total
Bellevue Way SE	112th Ave SE to Main St	13	2.3%
Bel-Red Rd	NE 24th St to 165th PI NE	4	0.7%
Bel-Red Rd	120th Ave NE to NE 20th St	18	3.1%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	4	0.7%
Factoria Trail	124th Ave SE to I-90 Trail	8	1.4%
I-90 Trail	West City Limits to Mercer Slough	9	1.6%
I-90 Trail	Mercer Slough Boardwalk	8	1.4%
I-90 Trail	118th Ave SE to Factoria Blvd	4	0.7%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	2	0.3%
Killarney Way	SE 25th St to 100th Ave SE	1	0.2%
Lake Hills Connector	SE 8th St to SE 5th St	3	0.5%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	13	2.3%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	2	0.3%
Main St/124th Ave	NE 1st St to NE 2nd St	1	0.2%
NE 1st St	West City Limits to NE 8th St	2	0.3%
NE 24th St	NE 29th PI to 162nd Ave NE	6	1.0%
NE 24th St	520 Trail to 136th PI NE	3	0.5%
NE 4th St	116th Ave NE to ERC Trail	1	0.2%
NE 8th St	131st Ave NE to 140th Ave NE	2	0.3%
NE 8th St	156th Ave NE to 164th Ave NE	3	0.5%
NE 8th St	116th Ave NE to 120th Ave NE	2	0.3%
Northup Way	Bellevue Way NE to NE 33rd PI	12	2.1%
Northup Way	Bel-Red Rd to 166th PI NE	4	0.7%
Pipeline Trail	Newcastle Way to SE 60th St	1	0.2%
Richards Rd	SE 36th St to SE Eastgate Way	9	1.6%
SE 26th St	East of Richards Rd	1	0.2%
SE 32nd St	128th Ave SE to Richards Rd	3	0.5%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	24	4.2%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	1	0.2%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	3	0.5%
Other Bicycle Network Corridors Sub-Total		141	24.6%
All Wikimap Bicycle Accommodation Issues Total		573	

Table 227. Protection Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	There are no bicycle lanes or off-street paths		There is no buffer separating existing bicycle facilities from motor vehicles		There is no physical barrier separating existing bicycle facilities from vehicles		There are lots of driveways intersections	
100th Ave NE	NE 1st St to NE 12th St	2	0.6%	1	2.6%	0	0.0%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	1	0.3%	1	2.6%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	1	0.3%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	5	1.5%	1	2.6%	0	0.0%	0	0.0%
108th Ave SE	SE 34th St to SE 30th St	1	0.3%	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	13	3.9%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	Bellevue Way SE to SE 8th St	6	1.8%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	South City Limits to SE 60th St	3	0.9%	0	0.0%	0	0.0%	0	0.0%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	3	0.9%	0	0.0%	0	0.0%	0	0.0%
116th Ave NE	Northup Way to North City Limits	0	0.0%	1	2.6%	0	0.0%	0	0.0%
116th Ave NE	NE 12th St to Northup Way	19	5.7%	1	2.6%	0	0.0%	0	0.0%
116th Ave	SE 5th St to NE 12th St	11	3.3%	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 to SE 8th St	2	0.6%	1	2.6%	1	7.7%	0	0.0%
118th Ave SE	I-90 Trail Crossing	0	0.0%	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	Coal Creek Pkwy to I-90	1	0.3%	1	2.6%	0	0.0%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	1	7.7%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	2	0.6%	0	0.0%	0	0.0%	0	0.0%
134th Ave NE	NE 24th St to NE 40th St	1	0.3%	0	0.0%	0	0.0%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	2	0.6%	0	0.0%	0	0.0%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	1	0.3%	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	1	0.3%	0	0.0%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	4	1.2%	0	0.0%	0	0.0%	0	0.0%
156th Ave NE	NE 8th St to North City Limits	6	1.8%	0	0.0%	0	0.0%	1	14.3%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	1	0.3%	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	1	0.3%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	11	3.3%	1	2.6%	0	0.0%	0	0.0%
Bellevue Way NE	Main St to NE 12th St	7	2.1%	0	0.0%	0	0.0%	0	0.0%
Bellevue Way SE	SE 30th St to 112th Ave SE	2	0.6%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		178	53.3%	26	66.7%	4	30.8%	1	14.3%
All Wikimap Bicycle Accommodation Issues Total		334		39		13		7	

Table 228. Protection Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	There are no bicycle lanes or off-street paths		There is no buffer separating existing bicycle facilities from motor vehicles		There is no physical barrier separating existing bicycle facilities from vehicles		There are lots of driveways intersections	
Bellevue Way SE	112th Ave SE to Main St	9	2.7%	1	2.6%	0	0.0%	0	0.0%
Bel-Red Rd	NE 24th St to 165th PI NE	2	0.6%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	17	5.1%	0	0.0%	0	0.0%	0	0.0%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	3	0.9%	0	0.0%	0	0.0%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	1	0.3%	4	10.3%	0	0.0%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	118th Ave SE to Factoria Blvd	1	0.3%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	2	0.6%	1	2.6%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	1	0.3%	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	2	0.6%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	4	1.2%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	1	0.3%	0	0.0%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	1	0.3%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	1	0.3%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	2	0.6%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	2	0.6%	0	0.0%	0	0.0%	0	0.0%
Northup Way	Bellevue Way NE to NE 33rd PI	5	1.5%	1	2.6%	0	0.0%	0	0.0%
Northup Way	Bel-Red Rd to 166th PI NE	2	0.6%	1	2.6%	0	0.0%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	2	0.6%	4	10.3%	0	0.0%	0	0.0%
SE 26th St	East of Richards Rd	1	0.3%	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	2	0.6%	0	0.0%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	7	2.1%	6	15.4%	2	15.4%	0	0.0%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	1	0.3%	0	0.0%	0	0.0%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		178	53.3%	26	66.7%	4	30.8%	1	14.3%
All Wikimap Bicycle Accommodation Issues Total		334		39		13		7	

Table 229. Space Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Travel lanes are too narrow to comfortably share the road with motor vehicles		Roadway shoulders are too narrow to comfortably share the road with vehicles		Merging with motor vehicles at this location is difficult and/or uncomfortable		The existing off-street path is too narrow to comfortably share with people walking		The sidewalk is too narrow to comfortably share with people walking	
100th Ave NE	NE 1st St to NE 12th St	0	0.0%	2	2.1%	0	0.0%	0	0.0%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	2	2.1%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	1	0.7%	0	0.0%	0	0.0%	1	6.7%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	3	2.0%	1	1.1%	3	4.1%	0	0.0%	0	0.0%
108th Ave SE	SE 34th St to SE 30th St	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	2	1.4%	1	1.1%	8	10.8%	0	0.0%	0	0.0%
112th Ave SE	Bellevue Way SE to SE 8th St	3	2.0%	1	1.1%	0	0.0%	0	0.0%	1	7.1%
112th Ave SE	South City Limits to SE 60th St	2	1.4%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	1	0.7%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
116th Ave NE	Northup Way to North City Limits	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
116th Ave NE	NE 12th St to Northup Way	8	5.4%	2	2.1%	3	4.1%	0	0.0%	1	7.1%
116th Ave	SE 5th St to NE 12th St	2	1.4%	1	1.1%	1	1.4%	0	0.0%	0	0.0%
118th Ave SE	I-90 to SE 8th St	0	0.0%	1	1.1%	0	0.0%	2	13.3%	0	0.0%
118th Ave SE	I-90 Trail Crossing	0	0.0%	0	0.0%	0	0.0%	4	26.7%	0	0.0%
118th Ave SE	Coal Creek Pkwy to I-90	1	0.7%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	1	6.7%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	1	0.7%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	2	1.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	0.0%	2	2.7%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	2	1.4%	1	1.1%	1	1.4%	0	0.0%	0	0.0%
156th Ave NE	NE 8th St to North City Limits	2	1.4%	1	1.1%	1	1.4%	0	0.0%	2	14.3%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	5	3.4%	2	2.1%	3	4.1%	0	0.0%	1	7.1%
Bellevue Way NE	Main St to NE 12th St	2	1.4%	3	3.2%	1	1.4%	0	0.0%	0	0.0%
Bellevue Way SE	SE 30th St to 112th Ave SE	1	0.7%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		72	49.0%	37	39.4%	54	73.0%	16	106.7%	10	71.4%
All Wikimap Bicycle Accommodation Issues Total		147		94		74		15		14	

Table 230. Space Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Travel lanes are too narrow to comfortably share the road with motor vehicles		Roadway shoulders are too narrow to comfortably share the road with vehicles		Merging with motor vehicles at this location is difficult and/or uncomfortable		The existing off-street path is too narrow to comfortably share with people walking		The sidewalk is too narrow to comfortably share with people walking	
Bellevue Way SE	112th Ave SE to Main St	3	2.0%	1	1.1%	1	1.4%	1	6.7%	1	7.1%
Bel-Red Rd	NE 24th St to 165th PI NE	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	6	4.1%	6	6.4%	2	2.7%	1	6.7%	1	7.1%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	0.0%	2	2.7%	0	0.0%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	0	0.0%	0	0.0%	5	6.8%	1	6.7%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%	2	13.3%	0	0.0%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	118th Ave SE to Factoria Blvd	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	1	1.1%	1	1.4%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	2	1.4%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	7.1%
NE 8th St	116th Ave NE to 120th Ave NE	1	0.7%	0	0.0%	0	0.0%	0	0.0%	1	7.1%
Northup Way	Bellevue Way NE to NE 33rd PI	4	2.7%	1	1.1%	2	2.7%	0	0.0%	0	0.0%
Northup Way	Bel-Red Rd to 166th PI NE	1	0.7%	2	2.1%	0	0.0%	0	0.0%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	1	6.7%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	1	0.7%	0	0.0%	5	6.8%	1	6.7%	0	0.0%
SE 26th St	East of Richards Rd	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	8	5.4%	0	0.0%	7	9.5%	1	6.7%	0	0.0%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	7.1%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	1	1.1%	1	1.4%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		72	49.0%	37	39.4%	54	73.0%	16	106.7%	10	71.4%
All Wikimap Bicycle Accommodation Issues Total		147		94		74		15		14	

Table 231. Maintenance Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Roadway/bicycle facilities contain potholes	Roadway/bicycle facilities have poor pavement quality	Roadway/bicycle facilities contain dangerous drain grates or utility covers	Roadway/bicycle facilities are covered with debris				
100th Ave NE	NE 1st St to NE 12th St	0	0.0%	0	0.0%				
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%				
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	0.0%				
108th Ave NE	SR-520 to NE 38th Pl	0	0.0%	1	1.7%				
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%				
112th Ave NE	NE 6th St to NE 12th St	0	0.0%	0	0.0%				
112th Ave SE	Bellevue Way SE to SE 8th St	0	0.0%	2	3.3%				
112th Ave SE	South City Limits to SE 60th St	0	0.0%	0	0.0%				
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	0	0.0%	0	0.0%				
116th Ave NE	Northup Way to North City Limits	0	0.0%	0	0.0%				
116th Ave NE	NE 12th St to Northup Way	0	0.0%	2	3.3%				
116th Ave	SE 5th St to NE 12th St	0	0.0%	0	0.0%				
118th Ave SE	I-90 to SE 8th St	0	0.0%	0	0.0%				
118th Ave SE	I-90 Trail Crossing	0	0.0%	1	1.7%				
118th Ave SE	Coal Creek Pkwy to I-90	0	0.0%	0	0.0%				
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%				
132nd Ave NE	NE 40th St to North City Limits	1	11.1%	1	1.7%				
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%				
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%				
140th Ave NE	NE 24th St to North City Limits	0	0.0%	0	0.0%				
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	1	1.7%				
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%				
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	0.0%				
150th Ave SE	SE Newport Way to SE 38th St	0	0.0%	0	0.0%				
156th Ave NE	NE 8th St to North City Limits	0	0.0%	0	0.0%				
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%				
520 Trail	At NE 24th St	0	0.0%	0	0.0%				
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	0.0%				
Bellevue Way NE	NE 12th St to North City Limits	0	0.0%	0	0.0%				
Bellevue Way NE	Main St to NE 12th St	0	0.0%	0	0.0%				
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	0	0.0%				
Other Bicycle Network Corridors Sub-Totals		5	55.6%	39	65.0%	7	63.6%	18	58.1%
All Wikimap Bicycle Accommodation Issues Total		9		60		11		31	

Table 232. Maintenance Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Roadway/bicycle facilities contain potholes		Roadway/bicycle facilities have poor pavement quality		Roadway/bicycle facilities contain dangerous drain grates or utility covers		Roadway/bicycle facilities are covered with debris	
Bellevue Way SE	112th Ave SE to Main St	0	0.0%	1	1.7%	0	0.0%	0	0.0%
Bel-Red Rd	NE 24th St to 165th PI NE	1	11.1%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	2	22.2%	3	5.0%	0	0.0%	0	0.0%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	3	5.0%	2	18.2%	1	3.2%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	5	8.3%	0	0.0%	2	6.5%
I-90 Trail	118th Ave SE to Factoria Blvd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	1	1.7%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	8	13.3%	0	0.0%	1	3.2%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	2	3.3%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	1	1.7%	0	0.0%	2	6.5%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	1	1.7%	0	0.0%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	1	1.7%	0	0.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	0	0.0%	0	0.0%	1	9.1%	0	0.0%
Northup Way	Bellevue Way NE to NE 33rd PI	0	0.0%	2	3.3%	0	0.0%	0	0.0%
Northup Way	Bel-Red Rd to 166th PI NE	0	0.0%	2	3.3%	0	0.0%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	1	3.2%
Richards Rd	SE 36th St to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	1	11.1%	0	0.0%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	1	3.2%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	1	1.7%	0	0.0%	1	3.2%
Other Bicycle Network Corridors Sub-Totals		5	55.6%	39	65.0%	7	63.6%	18	58.1%
All Wikimap Bicycle Accommodation Issues Total		9		60		11		31	

Table 233. Street Crossing Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	There is no marking to indicate where bicyclists should wait		This traffic signal does not change for bicycles		Making a left turn through this intersection is difficult		This intersection does not have curb ramps		This block is very long and does not have a mid-block crossing	
100th Ave NE	NE 1st St to NE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	0	0.0%	1	6.7%	1	3.8%	0	0.0%	0	0.0%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	2	5.7%	0	0.0%	4	15.4%	0	0.0%	1	9.1%
112th Ave SE	Bellevue Way SE to SE 8th St	1	2.9%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	South City Limits to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	1	2.9%	0	0.0%	2	7.7%	0	0.0%	0	0.0%
116th Ave NE	Northup Way to North City Limits	1	2.9%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
116th Ave NE	NE 12th St to Northup Way	1	2.9%	2	13.3%	1	3.8%	0	0.0%	0	0.0%
116th Ave	SE 5th St to NE 12th St	1	2.9%	1	6.7%	0	0.0%	0	0.0%	1	9.1%
118th Ave SE	I-90 to SE 8th St	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 Trail Crossing	1	2.9%	0	0.0%	0	0.0%	0	0.0%	1	9.1%
118th Ave SE	Coal Creek Pkwy to I-90	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
156th Ave NE	NE 8th St to North City Limits	0	0.0%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	1	2.9%	1	6.7%	0	0.0%	1	50.0%	3	27.3%
Bellevue Way NE	Main St to NE 12th St	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bellevue Way SE	SE 30th St to 112th Ave SE	1	2.9%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		28	80.0%	15	100.0%	19	73.1%	2	100.0%	9	81.8%
All Wikimap Bicycle Accommodation Issues Total		35		15		26		2		11	

Table 234. Street Crossing Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	There is no marking to indicate where bicyclists should wait		This traffic signal does not change for bicycles		Making a left turn through this intersection is difficult		This intersection does not have curb ramps		This block is very long and does not have a mid-block crossing	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Bellevue Way SE	112th Ave SE to Main St	1	2.9%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	NE 24th St to 165th PI NE	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	3	8.6%	2	13.3%	1	3.8%	0	0.0%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	118th Ave SE to Factoria Blvd	1	2.9%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	0	0.0%	1	3.8%	0	0.0%	1	9.1%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	1	2.9%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	9.1%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Northup Way	Bellevue Way NE to NE 33rd PI	0	0.0%	1	6.7%	1	3.8%	1	50.0%	1	9.1%
Northup Way	Bel-Red Rd to 166th PI NE	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	4	11.4%	1	6.7%	1	3.8%	0	0.0%	0	0.0%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	3	8.6%	1	6.7%	2	7.7%	0	0.0%	0	0.0%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		28	80.0%	15	100.0%	19	73.1%	2	100.0%	9	81.8%
All Wikimap Bicycle Accommodation Issues Total		35		15		26		2		11	

Table 235. Connectivity Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Bicycle facilities end abruptly		Bicycle facilities are not continuous along a corridor		Existing bicycle facilities do not connect to nearby bus stops		Existing bicycle facilities do not connect to nearby destinations		Bicycle facilities/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
100th Ave NE	NE 1st St to NE 12th St	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
108th Ave NE	ERC Trail to North City Limits	1	1.1%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
108th Ave NE	SR-520 to NE 38th Pl	3	3.4%	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
112th Ave NE	NE 6th St to NE 12th St	7	8.0%	4	4.3%	0	0.0%	1	14.3%	0	0.0%	0	N/A
112th Ave SE	Bellevue Way SE to SE 8th St	1	1.1%	1	1.1%	1	50.0%	0	0.0%	0	0.0%	0	N/A
112th Ave SE	South City Limits to SE 60th St	1	1.1%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	3	3.4%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
116th Ave NE	Northrup Way to North City Limits	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
116th Ave NE	NE 12th St to Northrup Way	1	1.1%	2	2.1%	0	0.0%	1	14.3%	0	0.0%	0	N/A
116th Ave	SE 5th St to NE 12th St	2	2.3%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
118th Ave SE	I-90 to SE 8th St	1	1.1%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
118th Ave SE	I-90 Trail Crossing	0	0.0%	2	2.1%	0	0.0%	0	0.0%	1	7.7%	0	N/A
118th Ave SE	Coal Creek Pkwy to I-90	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
132nd Ave NE	NE 40th St to North City Limits	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
140th Ave NE	NE 24th St to North City Limits	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
150th Ave SE	SE Newport Way to SE 38th St	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
156th Ave NE	NE 8th St to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
520 Trail	At NE 24th St	1	1.1%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
SE Allen Rd	SE Newport Way to 138th Ave SE	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Bellevue Way NE	NE 12th St to North City Limits	2	2.3%	2	2.1%	0	0.0%	0	0.0%	1	7.7%	0	N/A
Bellevue Way NE	Main St to NE 12th St	0	0.0%	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	7.7%	0	N/A
Other Bicycle Network Corridors Sub-Totals		52	59.8%	49	52.1%	2	100.0%	3	42.9%	11	84.6%	0	N/A
All Wikimap Bicycle Accommodation Issues Total		87		94		2		7		13		0	

Table 236. Connectivity Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Bicycle facilities end abruptly		Bicycle facilities are not continuous along a corridor		Existing bicycle facilities do not connect to nearby bus stops		Existing bicycle facilities do not connect to nearby destinations		Bicycle facilities/off-street paths are indirect		Dead-end streets make it difficult to get where I want to go	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Bellevue Way SE	112th Ave SE to Main St	1	1.1%	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Bel-Red Rd	NE 24th St to 165th PI NE	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Bel-Red Rd	120th Ave NE to NE 20th St	4	4.6%	4	4.3%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	1	1.1%	3	3.2%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Factoria Trail	124th Ave SE to I-90 Trail	0	0.0%	2	2.1%	0	0.0%	0	0.0%	2	15.4%	0	N/A
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	7.7%	0	N/A
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
I-90 Trail	118th Ave SE to Factoria Blvd	0	0.0%	2	2.1%	0	0.0%	0	0.0%	1	7.7%	0	N/A
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Lake Hills Connector	SE 8th St to SE 5th St	2	2.3%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 1st St	West City Limits to NE 8th St	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 24th St	NE 29th PI to 162nd Ave NE	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 24th St	520 Trail to 136th PI NE	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 4th St	116th Ave NE to ERC Trail	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 8th St	116th Ave NE to 120th Ave NE	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Northup Way	Bellevue Way NE to NE 33rd PI	2	2.3%	2	2.1%	0	0.0%	1	14.3%	0	0.0%	0	N/A
Northup Way	Bel-Red Rd to 166th PI NE	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Richards Rd	SE 36th St to SE Eastgate Way	1	1.1%	2	2.1%	0	0.0%	0	0.0%	2	15.4%	0	N/A
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
SE 32nd St	128th Ave SE to Richards Rd	2	2.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	2	2.3%	4	4.3%	0	0.0%	0	0.0%	2	15.4%	0	N/A
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	2	2.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Other Bicycle Network Corridors Sub-Totals		52	59.8%	49	52.1%	2	100.0%	3	42.9%	11	84.6%	0	N/A
All Wikimap Bicycle Accommodation Issues Total		87		94		2		7		13		0	

Table 237. Visibility Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	There is not enough lighting to bicycle here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)	
100th Ave NE	NE 1st St to NE 12th St	0	0.0%	0	0.0%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	1	3.4%	0	0.0%	0	0.0%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	0	0.0%	1	4.2%	0	0.0%
112th Ave SE	Bellevue Way SE to SE 8th St	0	0.0%	0	0.0%	1	4.2%
112th Ave SE	South City Limits to SE 60th St	0	0.0%	1	4.2%	0	0.0%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	0	0.0%	0	0.0%	0	0.0%
116th Ave NE	Northup Way to North City Limits	1	3.4%	0	0.0%	0	0.0%
116th Ave NE	NE 12th St to Northup Way	2	6.9%	0	0.0%	2	8.3%
116th Ave	SE 5th St to NE 12th St	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 to SE 8th St	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 Trail Crossing	0	0.0%	0	0.0%	3	12.5%
118th Ave SE	Coal Creek Pkwy to I-90	0	0.0%	1	4.2%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	0	0.0%	0	0.0%	0	0.0%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	1	4.2%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	0	0.0%	0	0.0%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	0	0.0%	0	0.0%	0	0.0%
156th Ave NE	NE 8th St to North City Limits	2	6.9%	1	4.2%	0	0.0%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	0.0%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	0	0.0%	0	0.0%	0	0.0%
Bellevue Way NE	Main St to NE 12th St	0	0.0%	0	0.0%	0	0.0%
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	1	4.2%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		14	48.3%	14	58.3%	12	50.0%
All Wikimap Bicycle Accommodation Issues Total		29		24		24	

Table 238. Visibility Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	There is not enough lighting to bicycle here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)	
Bellevue Way SE	112th Ave SE to Main St	0	0.0%	2	8.3%	0	0.0%
Bel-Red Rd	NE 24th St to 165th PI NE	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	1	3.4%	0	0.0%	0	0.0%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	0.0%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	0	0.0%	2	8.3%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	4	16.7%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	1	4.2%
I-90 Trail	118th Ave SE to Factoria Blvd	0	0.0%	1	4.2%	1	4.2%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	1	3.4%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	1	3.4%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	1	3.4%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	0	0.0%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	0.0%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	1	3.4%	0	0.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	0	0.0%	0	0.0%	0	0.0%
Northup Way	Bellevue Way NE to NE 33rd PI	1	3.4%	1	4.2%	0	0.0%
Northup Way	Bel-Red Rd to 166th PI NE	0	0.0%	0	0.0%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	1	3.4%	1	4.2%	0	0.0%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	1	3.4%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	0	0.0%	1	4.2%	0	0.0%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		14	48.3%	14	58.3%	12	50.0%
All Wikimap Bicycle Accommodation Issues Total		29		24		24	

Table 239. Wayfinding Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Insufficient signs/ pavement markings to navigate this route easily		Insufficient signs/ pavement markings to know where I can bicycle safely		Insufficient signs/ pavement markings to navigate construction detours	
100th Ave NE	NE 1st St to NE 12th St	0	0.0%	0	0.0%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	1	4.3%	1	2.2%	0	0.0%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	3	13.0%	2	4.4%	0	0.0%
112th Ave SE	Bellevue Way SE to SE 8th St	0	0.0%	1	2.2%	1	50.0%
112th Ave SE	South City Limits to SE 60th St	0	0.0%	0	0.0%	0	0.0%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	2	8.7%	0	0.0%	0	0.0%
116th Ave NE	Northup Way to North City Limits	1	4.3%	0	0.0%	0	0.0%
116th Ave NE	NE 12th St to Northup Way	1	4.3%	1	2.2%	0	0.0%
116th Ave	SE 5th St to NE 12th St	0	0.0%	2	4.4%	0	0.0%
118th Ave SE	I-90 to SE 8th St	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 Trail Crossing	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	Coal Creek Pkwy to I-90	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	0	0.0%	1	2.2%	0	0.0%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	0	0.0%	0	0.0%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	1	2.2%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	0	0.0%	1	2.2%	0	0.0%
156th Ave NE	NE 8th St to North City Limits	0	0.0%	1	2.2%	0	0.0%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	0.0%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	0	0.0%	2	4.4%	0	0.0%
Bellevue Way NE	Main St to NE 12th St	0	0.0%	2	4.4%	0	0.0%
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	1	2.2%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		16	69.6%	29	64.4%	1	50.0%
All Wikimap Bicycle Accommodation Issues Total		23		45		2	

Table 240. Wayfinding Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Insufficient signs/ pavement markings to navigate this route easily		Insufficient signs/ pavement markings to know where I can bicycle safely		Insufficient signs/ pavement markings to navigate construction detours	
Bellevue Way SE	112th Ave SE to Main St	0	0.0%	2	4.4%	0	0.0%
Bel-Red Rd	NE 24th St to 165th PI NE	1	4.3%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	1	4.3%	4	8.9%	0	0.0%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	0.0%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	1	4.3%	0	0.0%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	118th Ave SE to Factoria Blvd	1	4.3%	0	0.0%	0	0.0%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	0	0.0%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	1	4.3%	0	0.0%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	0.0%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	0	0.0%	1	2.2%	0	0.0%
Northup Way	Bellevue Way NE to NE 33rd PI	3	13.0%	1	2.2%	0	0.0%
Northup Way	Bel-Red Rd to 166th PI NE	0	0.0%	0	0.0%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	0	0.0%	1	2.2%	0	0.0%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	0	0.0%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	0	0.0%	2	4.4%	0	0.0%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	1	2.2%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	1	2.2%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		16	69.6%	29	64.4%	1	50.0%
All Wikimap Bicycle Accommodation Issues Total		23		45		2	

Table 241. Bikeway Blockage Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Bicycle facilities are blocked by parked motor vehicles		Bicycle facilities are blocked by utility poles or fire hydrants		Bicycle facilities are blocked by benches or trash cans		Bicycle facilities are blocked by vegetation	
100th Ave NE	NE 1st St to NE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	Bellevue Way SE to SE 8th St	0	0.0%	0	0.0%	0	0.0%	1	6.7%
112th Ave SE	South City Limits to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
116th Ave NE	Northup Way to North City Limits	0	0.0%	0	0.0%	0	0.0%	1	6.7%
116th Ave NE	NE 12th St to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
116th Ave	SE 5th St to NE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 to SE 8th St	1	11.1%	0	0.0%	0	0.0%	1	6.7%
118th Ave SE	I-90 Trail Crossing	0	0.0%	0	0.0%	0	0.0%	1	6.7%
118th Ave SE	Coal Creek Pkwy to I-90	0	0.0%	0	0.0%	0	0.0%	3	20.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
156th Ave NE	NE 8th St to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	0	0.0%	1	100.0%	0	0.0%	0	0.0%
Bellevue Way NE	Main St to NE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		1	11.1%	1	100.0%	4	57.1%	12	80.0%
All Wikimap Bicycle Accommodation Issues Total		9		1		7		15	

Table 242. Bikeway Blockage Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Bicycle facilities are blocked by parked motor vehicles		Bicycle facilities are blocked by utility poles or fire hydrants		Bicycle facilities are blocked by benches or trash cans		Bicycle facilities are blocked by vegetation	
Bellevue Way SE	112th Ave SE to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	NE 24th St to 165th PI NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	0	0.0%	0	0.0%	1	14.3%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%	1	6.7%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%	1	6.7%
I-90 Trail	118th Ave SE to Factoria Blvd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	0	0.0%	0	0.0%	1	6.7%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	0.0%	0	0.0%	1	6.7%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Northup Way	Bellevue Way NE to NE 33rd PI	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Northup Way	Bel-Red Rd to 166th PI NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	0	0.0%	0	0.0%	1	14.3%	0	0.0%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	0	0.0%	0	0.0%	0	0.0%	1	6.7%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	0	0.0%	0	0.0%	2	28.6%	0	0.0%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		1	11.1%	1	100.0%	4	57.1%	12	80.0%
All Wikimap Bicycle Accommodation Issues Total		9		1		7		15	

Table 243. Bicycle Parking and Other Issues – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	There are no bicycle racks in this area		Bicycle racks in this area are usually full		Other Issues	
		Count	Percentage	Count	Percentage	Count	Percentage
100th Ave NE	NE 1st St to NE 12th St	0	0.0%	0	N/A	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	N/A	0	0.0%
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	N/A	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	0	0.0%	0	N/A	3	1.7%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	N/A	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	0	0.0%	0	N/A	3	1.7%
112th Ave SE	Bellevue Way SE to SE 8th St	0	0.0%	0	N/A	2	1.1%
112th Ave SE	South City Limits to SE 60th St	0	0.0%	0	N/A	1	0.6%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	0	0.0%	0	N/A	2	1.1%
116th Ave NE	Northrup Way to North City Limits	0	0.0%	0	N/A	1	0.6%
116th Ave NE	NE 12th St to Northrup Way	0	0.0%	0	N/A	4	2.2%
116th Ave	SE 5th St to NE 12th St	0	0.0%	0	N/A	3	1.7%
118th Ave SE	I-90 to SE 8th St	0	0.0%	0	N/A	3	1.7%
118th Ave SE	I-90 Trail Crossing	0	0.0%	0	N/A	6	3.4%
118th Ave SE	Coal Creek Pkwy to I-90	0	0.0%	0	N/A	3	1.7%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	N/A	1	0.6%
132nd Ave NE	NE 40th St to North City Limits	0	0.0%	0	N/A	1	0.6%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	N/A	1	0.6%
136th Pl SE	At SE 38th St	0	0.0%	0	N/A	1	0.6%
140th Ave NE	NE 24th St to North City Limits	0	0.0%	0	N/A	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	N/A	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	N/A	1	0.6%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	N/A	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	0	0.0%	0	N/A	1	0.6%
156th Ave NE	NE 8th St to North City Limits	0	0.0%	0	N/A	0	0.0%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	N/A	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	N/A	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	N/A	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	0	0.0%	0	N/A	3	1.7%
Bellevue Way NE	Main St to NE 12th St	0	0.0%	0	N/A	2	1.1%
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	0	N/A	2	1.1%
Other Bicycle Network Corridors Sub-Totals		1	12.5%	0	N/A	115	64.2%
All Wikimap Bicycle Accommodation Issues Total		8		0		179	

Table 244. Bicycle Parking and Other Issues – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	There are no bicycle racks in this area		Bicycle racks in this area are usually full		Other Issues	
Bellevue Way SE	112th Ave SE to Main St	0	0.0%	0	N/A	2	1.1%
Bel-Red Rd	NE 24th St to 165th PI NE	0	0.0%	0	N/A	2	1.1%
Bel-Red Rd	120th Ave NE to NE 20th St	0	0.0%	0	N/A	5	2.8%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	N/A	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	0	0.0%	0	N/A	6	3.4%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	N/A	6	3.4%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	N/A	3	1.7%
I-90 Trail	118th Ave SE to Factoria Blvd	0	0.0%	0	N/A	2	1.1%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	N/A	2	1.1%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	N/A	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	0	N/A	1	0.6%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	N/A	4	2.2%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	N/A	1	0.6%
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	0	N/A	1	0.6%
NE 1st St	West City Limits to NE 8th St	0	0.0%	0	N/A	1	0.6%
NE 24th St	NE 29th PI to 162nd Ave NE	0	0.0%	0	N/A	1	0.6%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	0	N/A	1	0.6%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	N/A	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	0	N/A	1	0.6%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	0	N/A	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	0	0.0%	0	N/A	1	0.6%
Northup Way	Bellevue Way NE to NE 33rd PI	1	12.5%	0	N/A	4	2.2%
Northup Way	Bel-Red Rd to 166th PI NE	0	0.0%	0	N/A	1	0.6%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	N/A	1	0.6%
Richards Rd	SE 36th St to SE Eastgate Way	0	0.0%	0	N/A	7	3.9%
SE 26th St	East of Richards Rd	0	0.0%	0	N/A	1	0.6%
SE 32nd St	128th Ave SE to Richards Rd	0	0.0%	0	N/A	2	1.1%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	0	0.0%	0	N/A	15	8.4%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	N/A	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	0	N/A	0	0.0%
Other Bicycle Network Corridors Sub-Totals		1	12.5%	0	N/A	115	64.2%
All Wikimap Bicycle Accommodation Issues Total		8		0		179	

Table 245. Location Priority and Safety Scores – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Location Priority Scores		Location Safety Scores		Respondents
		Average	Relative to Total Average	Average	Relative to Total Average	
100th Ave NE	NE 1st St to NE 12th St	1.00	0.09	-1	-0.13	3
100th Ave NE	NE 12th St to NE 24th St	0.83	-0.08	-1	-0.13	2
108th Ave NE	ERC Trail to North City Limits	1.00	0.09	0	0.87	2
108th Ave NE	SR-520 to NE 38th Pl	0.89	-0.02	-1	-0.13	9
108th Ave SE	SE 34th St to SE 30th St	1.00	0.09	1	1.87	1
112th Ave NE	NE 6th St to NE 12th St	0.96	0.05	-1	-0.13	16
112th Ave SE	Bellevue Way SE to SE 8th St	0.85	-0.06	-1	-0.13	7
112th Ave SE	South City Limits to SE 60th St	0.77	-0.14	0	0.87	3
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	0.92	0.00	-2	-1.13	4
116th Ave NE	Northrup Way to North City Limits	0.77	-0.14	0	0.87	3
116th Ave NE	NE 12th St to Northrup Way	0.92	0.00	-1	-0.13	24
116th Ave	SE 5th St to NE 12th St	0.97	0.06	-1	-0.13	12
118th Ave SE	I-90 to SE 8th St	0.96	0.05	0	0.87	8
118th Ave SE	I-90 Trail Crossing	0.88	-0.03	-1	-0.13	14
118th Ave SE	Coal Creek Pkwy to I-90	1.00	0.09	0	0.87	8
132nd Ave NE	NE 8th St to Bel-Red Rd	1.00	0.09	-2	-1.13	1
132nd Ave NE	NE 40th St to North City Limits	0.83	-0.08	-2	-1.13	2
134th Ave NE	NE 24th St to NE 40th St	1.00	0.09	-2	-1.13	1
136th Pl SE	At SE 38th St	0.66	-0.25	1	1.87	1
140th Ave NE	NE 24th St to North City Limits	0.83	-0.08	-1	-0.13	2
142nd Pl SE	SE 36th St to Coal Creek Rd	1.00	0.09	-1	-0.13	1
145th Pl SE	SE 22nd St to SE 16th St	1.00	0.09	1	1.87	2
148th Ave SE	SE Eastgate Way to SE 28th St	0.83	-0.08	-2	-1.13	2
150th Ave SE	SE Newport Way to SE 38th St	0.92	0.00	-2	-1.13	4
156th Ave NE	NE 8th St to North City Limits	0.79	-0.12	-1	-0.13	8
164th Ave SE	Lakemont Blvd SE to SE Newport Way	1.00	0.09	1	1.87	1
520 Trail	At NE 24th St	1.00	0.09	-1	-0.13	2
SE Allen Rd	SE Newport Way to 138th Ave SE	0.66	-0.25	1	1.87	1
Bellevue Way NE	NE 12th St to North City Limits	0.87	-0.04	-1	-0.13	2
Bellevue Way NE	Main St to NE 12th St	0.85	-0.06	-1	-0.13	7
Bellevue Way SE	SE 30th St to 112th Ave SE	1.00	0.09	-2	-1.13	4
Other Bicycle Network Corridors Sub-Totals		0.89	-0.02	-0.79	0.08	141
All Wikimap Bicycle Accommodation Issues Total		0.91		-0.87		573

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33.
 Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 246. Location Priority and Safety Scores – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Location Priority Scores		Location Safety Scores		Respondents
		Average	Relative to Total Average	Average	Relative to Total Average	
Bellevue Way SE	112th Ave SE to Main St	0.92	0.01	-1	-0.13	13
Bel-Red Rd	NE 24th St to 165th PI NE	0.92	0.00	0	0.87	4
Bel-Red Rd	120th Ave NE to NE 20th St	0.96	0.05	-1	-0.13	18
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0.83	-0.08	-1	-0.13	4
Factoria Trail	124th Ave SE to I-90 Trail	0.92	0.00	-2	-1.13	8
I-90 Trail	West City Limits to Mercer Slough	1.00	0.09	0	0.87	9
I-90 Trail	Mercer Slough Boardwalk	1.00	0.09	1	1.87	8
I-90 Trail	118th Ave SE to Factoria Blvd	0.92	0.00	-2	-1.13	4
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0.83	-0.08	0	0.87	2
Killarney Way	SE 25th St to 100th Ave SE	1.00	0.09	-1	-0.13	1
Lake Hills Connector	SE 8th St to SE 5th St	0.89	-0.02	-1	-0.13	3
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0.92	0.01	1	1.87	13
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	1.00	0.09	0	0.87	2
Main St/124th Ave	NE 1st St to NE 2nd St	0.66	-0.25	-2	-1.13	1
NE 1st St	West City Limits to NE 8th St	1.00	0.09	-1	-0.13	2
NE 24th St	NE 29th PI to 162nd Ave NE	0.72	-0.19	-1	-0.13	6
NE 24th St	520 Trail to 136th PI NE	0.66	-0.25	0	0.87	3
NE 4th St	116th Ave NE to ERC Trail	0.66	-0.25	-1	-0.13	1
NE 8th St	131st Ave NE to 140th Ave NE	1.00	0.09	-2	-1.13	2
NE 8th St	156th Ave NE to 164th Ave NE	0.66	-0.25	-1	-0.13	3
NE 8th St	116th Ave NE to 120th Ave NE	0.83	-0.08	-2	-1.13	2
Northup Way	Bellevue Way NE to NE 33rd PI	0.94	0.03	-1	-0.13	12
Northup Way	Bel-Red Rd to 166th PI NE	0.83	-0.08	-1	-0.13	4
Pipeline Trail	Newcastle Way to SE 60th St	1.00	0.09	1	1.87	1
Richards Rd	SE 36th St to SE Eastgate Way	0.92	0.01	-1	-0.13	9
SE 26th St	East of Richards Rd	0.66	-0.25	-1	-0.13	1
SE 32nd St	128th Ave SE to Richards Rd	0.77	-0.14	-2	-1.13	3
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	0.89	-0.02	-1	-0.13	24
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	1.00	0.09	-1	-0.13	1
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0.89	-0.02	-1	-0.13	3
Other Bicycle Network Corridors Sub-Totals		0.89	-0.02	-0.79	0.08	141
All Wikimap Bicycle Accommodation Issues Total		0.91		-0.87		573

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 247. Near Misses Experienced and Witnessed – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
100th Ave NE	NE 1st St to NE 12th St	2	0.7%	0	0.0%	1	0.7%	3
100th Ave NE	NE 12th St to NE 24th St	1	0.3%	0	0.0%	1	0.7%	2
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	0.0%	2	1.4%	2
108th Ave NE	SR-520 to NE 38th Pl	6	2.0%	3	2.3%	0	0.0%	9
108th Ave SE	SE 34th St to SE 30th St	1	0.3%	0	0.0%	0	0.0%	1
112th Ave NE	NE 6th St to NE 12th St	11	3.7%	3	2.3%	2	1.4%	16
112th Ave SE	Bellevue Way SE to SE 8th St	5	1.7%	2	1.5%	1	0.7%	7
112th Ave SE	South City Limits to SE 60th St	2	0.7%	0	0.0%	1	0.7%	3
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	4	1.3%	1	0.8%	0	0.0%	4
116th Ave NE	Northup Way to North City Limits	2	0.7%	0	0.0%	0	0.0%	3
116th Ave NE	NE 12th St to Northup Way	13	4.4%	5	3.8%	7	4.8%	24
116th Ave	SE 5th St to NE 12th St	5	1.7%	2	1.5%	5	3.4%	12
118th Ave SE	I-90 to SE 8th St	5	1.7%	3	2.3%	0	0.0%	8
118th Ave SE	I-90 Trail Crossing	10	3.4%	6	4.6%	2	1.4%	14
118th Ave SE	Coal Creek Pkwy to I-90	5	1.7%	1	0.8%	2	1.4%	8
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	1
132nd Ave NE	NE 40th St to North City Limits	1	0.3%	0	0.0%	1	0.7%	2
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	1	0.7%	1
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	1	0.7%	1
140th Ave NE	NE 24th St to North City Limits	1	0.3%	0	0.0%	1	0.7%	2
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	1	0.7%	1
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	1	0.7%	2
148th Ave SE	SE Eastgate Way to SE 28th St	1	0.3%	0	0.0%	1	0.7%	2
150th Ave SE	SE Newport Way to SE 38th St	2	0.7%	3	2.3%	1	0.7%	4
156th Ave NE	NE 8th St to North City Limits	5	1.7%	2	1.5%	2	1.4%	8
164th Ave SE	Lakemont Blvd SE to SE Newport Way	1	0.3%	0	0.0%	0	0.0%	1
520 Trail	At NE 24th St	2	0.7%	0	0.0%	0	0.0%	2
SE Allen Rd	SE Newport Way to 138th Ave SE	1	0.3%	0	0.0%	0	0.0%	1
Bellevue Way NE	NE 12th St to North City Limits	9	3.0%	4	3.1%	1	0.7%	13
Bellevue Way NE	Main St to NE 12th St	4	1.3%	1	0.8%	0	0.0%	7
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	1	0.8%	1	0.7%	4
Other Bicycle Network Corridors Sub-Totals		186	62.4%	92	70.2%	79	54.1%	141
All Wikimap Bicycle Accommodation Issues Total		298		131		146		573

Table 248. Near Misses Experienced and Witnessed – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
		Count	Percentage	Count	Percentage	Count	Percentage	
Bellevue Way SE	112th Ave SE to Main St	9	3.0%	5	3.8%	2	1.4%	13
Bel-Red Rd	NE 24th St to 165th PI NE	3	1.0%	2	1.5%	0	0.0%	4
Bel-Red Rd	120th Ave NE to NE 20th St	14	4.7%	6	4.6%	2	1.4%	18
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	0.0%	4	2.7%	4
Factoria Trail	124th Ave SE to I-90 Trail	6	2.0%	6	4.6%	0	0.0%	8
I-90 Trail	West City Limits to Mercer Slough	5	1.7%	6	4.6%	1	0.7%	9
I-90 Trail	Mercer Slough Boardwalk	4	1.3%	3	2.3%	3	2.1%	8
I-90 Trail	118th Ave SE to Factoria Blvd	3	1.0%	2	1.5%	0	0.0%	4
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	2	1.4%	2
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	1	0.8%	0	0.0%	1
Lake Hills Connector	SE 8th St to SE 5th St	1	0.3%	1	0.8%	1	0.7%	3
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	2	0.7%	0	0.0%	8	5.5%	13
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	1	0.7%	2
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	1	0.8%	0	0.0%	1
NE 1st St	West City Limits to NE 8th St	2	0.7%	0	0.0%	0	0.0%	2
NE 24th St	NE 29th PI to 162nd Ave NE	4	1.3%	0	0.0%	2	1.4%	6
NE 24th St	520 Trail to 136th PI NE	1	0.3%	0	0.0%	2	1.4%	3
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	0.0%	0	0.0%	1
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	1	0.8%	1	0.7%	2
NE 8th St	156th Ave NE to 164th Ave NE	1	0.3%	1	0.8%	1	0.7%	3
NE 8th St	116th Ave NE to 120th Ave NE	1	0.3%	1	0.8%	0	0.0%	2
Northup Way	Bellevue Way NE to NE 33rd PI	4	1.3%	2	1.5%	4	2.7%	12
Northup Way	Bel-Red Rd to 166th PI NE	3	1.0%	1	0.8%	0	0.0%	4
Pipeline Trail	Newcastle Way to SE 60th St	1	0.3%	0	0.0%	0	0.0%	1
Richards Rd	SE 36th St to SE Eastgate Way	6	2.0%	6	4.6%	1	0.7%	9
SE 26th St	East of Richards Rd	1	0.3%	0	0.0%	0	0.0%	1
SE 32nd St	128th Ave SE to Richards Rd	1	0.3%	1	0.8%	1	0.7%	3
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	13	4.4%	9	6.9%	5	3.4%	24
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	1	0.7%	1
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	2	0.7%	0	0.0%	1	0.7%	3
Other Bicycle Network Corridors Sub-Totals		186	62.4%	92	70.2%	79	54.1%	141
All Wikimap Bicycle Accommodation Issues Total		298		131		146		573

Table 249. Recommended Potential Solutions: Bike Lanes – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Neighborhood Greenways		Conventional Bike Lanes		Buffered Bike Lanes		Protected Bike Lanes	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
100th Ave NE	NE 1st St to NE 12th St	2	2.4%	2	0.7%	2	1.0%	2	1.0%
100th Ave NE	NE 12th St to NE 24th St	1	1.2%	2	0.7%	1	0.5%	1	0.5%
108th Ave NE	ERC Trail to North City Limits	2	2.4%	1	0.3%	1	0.5%	1	0.5%
108th Ave NE	SR-520 to NE 38th Pl	0	0.0%	7	2.4%	2	1.0%	2	1.0%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	1	0.3%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	2	2.4%	9	3.1%	7	3.3%	8	4.1%
112th Ave SE	Bellevue Way SE to SE 8th St	0	0.0%	3	1.0%	2	1.0%	0	0.0%
112th Ave SE	South City Limits to SE 60th St	0	0.0%	3	1.0%	1	0.5%	1	0.5%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	0	0.0%	1	0.3%	2	1.0%	3	1.5%
116th Ave NE	Northup Way to North City Limits	0	0.0%	0	0.0%	1	0.5%	1	0.5%
116th Ave NE	NE 12th St to Northup Way	3	3.6%	14	4.8%	14	6.7%	11	5.6%
116th Ave	SE 5th St to NE 12th St	4	4.8%	10	3.4%	8	3.8%	8	4.1%
118th Ave SE	I-90 to SE 8th St	1	1.2%	2	0.7%	3	1.4%	4	2.1%
118th Ave SE	I-90 Trail Crossing	1	1.2%	2	0.7%	1	0.5%	1	0.5%
118th Ave SE	Coal Creek Pkwy to I-90	0	0.0%	4	1.4%	0	0.0%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	1	0.5%
132nd Ave NE	NE 40th St to North City Limits	2	2.4%	1	0.3%	2	1.0%	1	0.5%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	1	0.5%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	0	0.0%	2	0.7%	2	1.0%	2	1.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	1	0.3%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	0	0.0%	2	0.7%	2	1.0%	1	0.5%
156th Ave NE	NE 8th St to North City Limits	2	2.4%	7	2.4%	3	1.4%	3	1.5%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	1	0.3%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	1	1.2%	0	0.0%	0	0.0%	1	0.5%
SE Allen Rd	SE Newport Way to 138th Ave SE	1	1.2%	1	0.3%	1	0.5%	1	0.5%
Bellevue Way NE	NE 12th St to North City Limits	2	2.4%	8	2.7%	7	3.3%	7	3.6%
Bellevue Way NE	Main St to NE 12th St	0	0.0%	3	1.0%	3	1.4%	4	2.1%
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	0	0.0%	3	1.4%	3	1.5%
Other Bicycle Network Corridors Sub-Totals		43	51.2%	146	49.8%	120	57.1%	101	51.8%
All Wikimap Bicycle Accommodation Issues Total		84		293		210		195	

Table 250. Recommended Potential Solutions: Bike Lanes – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Neighborhood Greenways		Conventional Bike Lanes		Buffered Bike Lanes		Protected Bike Lanes	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Bellevue Way SE	112th Ave SE to Main St	1	1.2%	8	2.7%	3	1.4%	2	1.0%
Bel-Red Rd	NE 24th St to 165th PI NE	0	0.0%	3	1.0%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	4	4.8%	11	3.8%	9	4.3%	5	2.6%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	2	0.7%	3	1.4%	2	1.0%
Factoria Trail	124th Ave SE to I-90 Trail	1	1.2%	0	0.0%	3	1.4%	2	1.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	118th Ave SE to Factoria Blvd	0	0.0%	1	0.3%	0	0.0%	1	0.5%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	1	1.2%	1	0.3%	2	1.0%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	0.0%	0	0.0%	1	0.5%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	1	1.2%	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	1	1.2%	1	0.3%	2	1.0%	2	1.0%
NE 24th St	NE 29th PI to 162nd Ave NE	2	2.4%	4	1.4%	2	1.0%	3	1.5%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	1	0.3%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	0	0.0%	1	0.5%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	1	0.3%	2	1.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	2	2.4%	2	0.7%	2	1.0%	2	1.0%
Northup Way	Bellevue Way NE to NE 33rd PI	2	2.4%	6	2.0%	5	2.4%	3	1.5%
Northup Way	Bel-Red Rd to 166th PI NE	1	1.2%	4	1.4%	2	1.0%	2	1.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	1	1.2%	1	0.3%	4	1.9%	1	0.5%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	1	0.5%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	0	0.0%	2	0.7%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	2	2.4%	9	3.1%	10	4.8%	7	3.6%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	1	0.5%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	2	0.7%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		43	51.2%	146	49.8%	120	57.1%	101	51.8%
All Wikimap Bicycle Accommodation Issues Total		84		293		210		195	

Table 251. Recommended Potential Solutions: Intersection Improvements – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Bike Boxes		Bike Signals		Two-Stage Left Turn Queue Boxes		Signalized Mid-Block Crossings	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
100th Ave NE	NE 1st St to NE 12th St	2	1.3%	1	1.2%	0	0.0%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	3	1.9%	3	3.6%	3	7.9%	0	0.0%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	9	5.8%	5	6.0%	3	7.9%	5	13.2%
112th Ave SE	Bellevue Way SE to SE 8th St	1	0.6%	1	1.2%	0	0.0%	1	2.6%
112th Ave SE	South City Limits to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	2	1.3%	0	0.0%	0	0.0%	1	2.6%
116th Ave NE	Northrup Way to North City Limits	1	0.6%	1	1.2%	0	0.0%	0	0.0%
116th Ave NE	NE 12th St to Northrup Way	7	4.5%	5	6.0%	1	2.6%	1	2.6%
116th Ave	SE 5th St to NE 12th St	7	4.5%	3	3.6%	0	0.0%	1	2.6%
118th Ave SE	I-90 to SE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 Trail Crossing	0	0.0%	0	0.0%	0	0.0%	5	13.2%
118th Ave SE	Coal Creek Pkwy to I-90	1	0.6%	1	1.2%	0	0.0%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	1	0.6%	0	0.0%	0	0.0%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	2	1.3%	2	2.4%	1	2.6%	0	0.0%
156th Ave NE	NE 8th St to North City Limits	3	1.9%	1	1.2%	1	2.6%	0	0.0%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	1	0.6%	1	1.2%	0	0.0%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	6	3.9%	3	3.6%	2	5.3%	4	10.5%
Bellevue Way NE	Main St to NE 12th St	4	2.6%	1	1.2%	1	2.6%	2	5.3%
Bellevue Way SE	SE 30th St to 112th Ave SE	1	0.6%	3	3.6%	1	2.6%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		98	63.6%	60	71.4%	26	68.4%	25	65.8%
All Wikimap Bicycle Accommodation Issues Total		154		84		38		38	

Table 252. Recommended Potential Solutions: Intersection Improvements – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Bike Boxes		Bike Signals		Two-Stage Left Turn Queue Boxes		Signalized Mid-Block Crossings	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Bellevue Way SE	112th Ave SE to Main St	8	5.2%	3	3.6%	0	0.0%	0	0.0%
Bel-Red Rd	NE 24th St to 165th PI NE	1	0.6%	1	1.2%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	7	4.5%	1	1.2%	0	0.0%	0	0.0%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	2	1.3%	0	0.0%	1	2.6%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	5	3.2%	5	6.0%	2	5.3%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	118th Ave SE to Factoria Blvd	1	0.6%	2	2.4%	0	0.0%	0	0.0%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	0	0.0%	1	2.6%	1	2.6%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	1	0.6%	1	1.2%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	2	1.3%	0	0.0%	1	2.6%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	1	0.6%	1	1.2%	0	0.0%	1	2.6%
NE 8th St	156th Ave NE to 164th Ave NE	1	0.6%	1	1.2%	0	0.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	1	0.6%	1	1.2%	0	0.0%	0	0.0%
Northup Way	Bellevue Way NE to NE 33rd PI	3	1.9%	4	4.8%	2	5.3%	1	2.6%
Northup Way	Bel-Red Rd to 166th PI NE	0	0.0%	0	0.0%	1	2.6%	1	2.6%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	4	2.6%	4	4.8%	2	5.3%	0	0.0%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	1	0.6%	0	0.0%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	9	5.8%	5	6.0%	3	7.9%	1	2.6%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		98	63.6%	60	71.4%	26	68.4%	25	65.8%
All Wikimap Bicycle Accommodation Issues Total		154		84		38		38	

Table 253. Recommended Potential Solutions: Signs & Markings – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Shared Lane Markings (Sharrows)		Green Painted Bike Lanes		Bike Route Wayfinding Signs	
		Count	Percentage	Count	Percentage	Count	Percentage
100th Ave NE	NE 1st St to NE 12th St	1	0.9%	3	1.4%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	1	0.9%	0	0.0%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	3	2.6%	5	2.3%	1	1.1%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	5	4.3%	12	5.5%	5	5.3%
112th Ave SE	Bellevue Way SE to SE 8th St	2	1.7%	2	0.9%	0	0.0%
112th Ave SE	South City Limits to SE 60th St	1	0.9%	0	0.0%	1	1.1%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	1	0.9%	3	1.4%	2	2.1%
116th Ave NE	Northrup Way to North City Limits	1	0.9%	2	0.9%	0	0.0%
116th Ave NE	NE 12th St to Northrup Way	9	7.7%	12	5.5%	4	4.3%
116th Ave	SE 5th St to NE 12th St	6	5.1%	10	4.5%	8	8.5%
118th Ave SE	I-90 to SE 8th St	0	0.0%	2	0.9%	1	1.1%
118th Ave SE	I-90 Trail Crossing	0	0.0%	1	0.5%	2	2.1%
118th Ave SE	Coal Creek Pkwy to I-90	0	0.0%	1	0.5%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	1	0.9%	1	0.5%	0	0.0%
134th Ave NE	NE 24th St to NE 40th St	0	0.0%	0	0.0%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	2	1.7%	1	0.5%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	1	0.9%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	1	0.9%	2	0.9%	1	1.1%
156th Ave NE	NE 8th St to North City Limits	2	1.7%	1	0.5%	0	0.0%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	1	0.9%	1	0.5%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	2	1.7%	6	2.7%	6	6.4%
Bellevue Way NE	Main St to NE 12th St	1	0.9%	3	1.4%	3	3.2%
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	1	0.5%	1	1.1%
Other Bicycle Network Corridors Sub-Totals		64	54.7%	122	55.5%	61	64.9%
All Wikimap Bicycle Accommodation Issues Total		117		220		94	

Table 254. Recommended Potential Solutions: Signs & Markings – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Shared Lane Markings (Sharrows)		Green Painted Bike Lanes		Bike Route Wayfinding Signs	
		Count	Percentage	Count	Percentage	Count	Percentage
Bellevue Way SE	112th Ave SE to Main St	4	3.4%	6	2.7%	2	2.1%
Bel-Red Rd	NE 24th St to 165th PI NE	1	0.9%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	4	3.4%	7	3.2%	6	6.4%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	1	0.9%	3	1.4%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	0	0.0%	4	1.8%	3	3.2%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	118th Ave SE to Factoria Blvd	0	0.0%	1	0.5%	2	2.1%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	1	0.9%	1	0.5%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	1	0.9%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	1	0.5%	0	0.0%
NE 1st St	West City Limits to NE 8th St	0	0.0%	2	0.9%	1	1.1%
NE 24th St	NE 29th PI to 162nd Ave NE	3	2.6%	2	0.9%	1	1.1%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	1	0.5%	1	1.1%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	1	0.5%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	1	0.5%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	1	0.9%	1	0.5%	1	1.1%
Northup Way	Bellevue Way NE to NE 33rd PI	4	3.4%	6	2.7%	4	4.3%
Northup Way	Bel-Red Rd to 166th PI NE	0	0.0%	1	0.5%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	0	0.0%	3	1.4%	2	2.1%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	0	0.0%	2	0.9%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	3	2.6%	10	4.5%	3	3.2%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		64	54.7%	122	55.5%	61	64.9%
All Wikimap Bicycle Accommodation Issues Total		117		220		94	

Table 255. Recommended Potential Solutions: Traffic Calming – Other Bicycle Network corridors, table 1/2

Corridor Name	Corridor Limits	Reduced Speed Limit	Red Light Cameras	Speed Humps	Traffic Circles				
100th Ave NE	NE 1st St to NE 12th St	1	0.9%	0	0.0%	1	3.7%	0	0.0%
100th Ave NE	NE 12th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	ERC Trail to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%
108th Ave NE	SR-520 to NE 38th Pl	4	3.7%	0	0.0%	0	0.0%	1	11.1%
108th Ave SE	SE 34th St to SE 30th St	0	0.0%	0	0.0%	1	3.7%	0	0.0%
112th Ave NE	NE 6th St to NE 12th St	5	4.6%	3	11.1%	0	0.0%	0	0.0%
112th Ave SE	Bellevue Way SE to SE 8th St	2	1.8%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	South City Limits to SE 60th St	1	0.9%	1	3.7%	1	3.7%	0	0.0%
114th Ave NE Offstreet Path	NE 6th St to 112th Ave NE	3	2.8%	2	7.4%	0	0.0%	0	0.0%
116th Ave NE	Northrup Way to North City Limits	0	0.0%	0	0.0%	1	3.7%	0	0.0%
116th Ave NE	NE 12th St to Northrup Way	8	7.3%	1	3.7%	1	3.7%	1	11.1%
116th Ave	SE 5th St to NE 12th St	1	0.9%	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 to SE 8th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
118th Ave SE	I-90 Trail Crossing	2	1.8%	0	0.0%	1	3.7%	0	0.0%
118th Ave SE	Coal Creek Pkwy to I-90	1	0.9%	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
132nd Ave NE	NE 40th St to North City Limits	0	0.0%	0	0.0%	1	3.7%	2	22.2%
134th Ave NE	NE 24th St to NE 40th St	1	0.9%	0	0.0%	0	0.0%	0	0.0%
136th Pl SE	At SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 24th St to North City Limits	1	0.9%	0	0.0%	0	0.0%	0	0.0%
142nd Pl SE	SE 36th St to Coal Creek Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
145th Pl SE	SE 22nd St to SE 16th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave SE	SE Eastgate Way to SE 28th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
150th Ave SE	SE Newport Way to SE 38th St	2	1.8%	2	7.4%	1	3.7%	0	0.0%
156th Ave NE	NE 8th St to North City Limits	2	1.8%	0	0.0%	0	0.0%	0	0.0%
164th Ave SE	Lakemont Blvd SE to SE Newport Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
520 Trail	At NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	SE Newport Way to 138th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bellevue Way NE	NE 12th St to North City Limits	2	1.8%	1	3.7%	0	0.0%	0	0.0%
Bellevue Way NE	Main St to NE 12th St	1	0.9%	1	3.7%	1	3.7%	0	0.0%
Bellevue Way SE	SE 30th St to 112th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		56	51.4%	12	44.4%	14	51.9%	6	66.7%
All Wikimap Bicycle Accommodation Issues Total		109		27		27		9	

Table 256. Recommended Potential Solutions: Traffic Calming – Other Bicycle Network corridors, table 2/2

Corridor Name	Corridor Limits	Reduced Speed Limit	Red Light Cameras	Speed Humps	Traffic Circles				
Bellevue Way SE	112th Ave SE to Main St	2	1.8%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	NE 24th St to 165th PI NE	1	0.9%	0	0.0%	0	0.0%	0	0.0%
Bel-Red Rd	120th Ave NE to NE 20th St	2	1.8%	0	0.0%	1	3.7%	0	0.0%
Coal Creek Pkwy SE	118th Ave SE to 124th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Trail	124th Ave SE to I-90 Trail	1	0.9%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	West City Limits to Mercer Slough	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	Mercer Slough Boardwalk	0	0.0%	0	0.0%	0	0.0%	0	0.0%
I-90 Trail	118th Ave SE to Factoria Blvd	2	1.8%	1	3.7%	2	7.4%	1	11.1%
I-90 Trail	SE Eastgate Way to W Lake Sammamish Pkwy SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Killarney Way	SE 25th St to 100th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Hills Connector	SE 8th St to SE 5th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	Lake Wash. Blvd SE to Coal Creek Pkwy	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Lake Wash. Loop Trail	South City Limits to 106th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Main St/124th Ave	NE 1st St to NE 2nd St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 1st St	West City Limits to NE 8th St	1	0.9%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	NE 29th PI to 162nd Ave NE	2	1.8%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	520 Trail to 136th PI NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 4th St	116th Ave NE to ERC Trail	0	0.0%	0	0.0%	1	3.7%	0	0.0%
NE 8th St	131st Ave NE to 140th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	156th Ave NE to 164th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	116th Ave NE to 120th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Northup Way	Bellevue Way NE to NE 33rd PI	4	3.7%	0	0.0%	0	0.0%	0	0.0%
Northup Way	Bel-Red Rd to 166th PI NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pipeline Trail	Newcastle Way to SE 60th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Richards Rd	SE 36th St to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 26th St	East of Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 32nd St	128th Ave SE to Richards Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE 36th St	Factoria Blvd SE to I-90 Ped/Bike Bridge	4	3.7%	0	0.0%	1	3.7%	1	11.1%
SE 37th St Tunnel	I-90 EB Ramp to SE Eastgate Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
W Lake Sammamish Pkwy SE	I-90 WB Ramp to SE 34th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Bicycle Network Corridors Sub-Totals		56	51.4%	12	44.4%	14	51.9%	6	66.7%
All Wikimap Bicycle Accommodation Issues Total		109		27		27		9	

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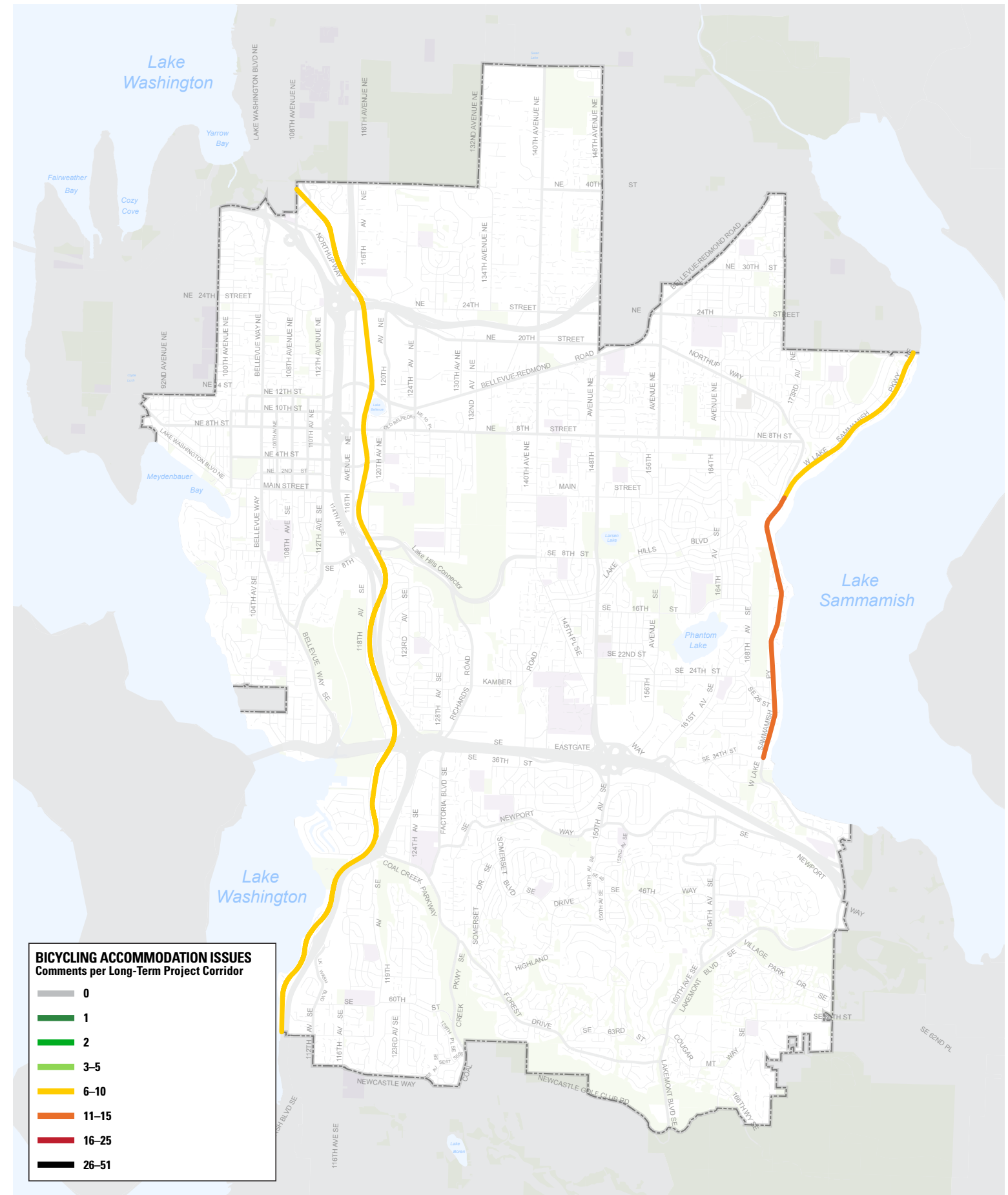
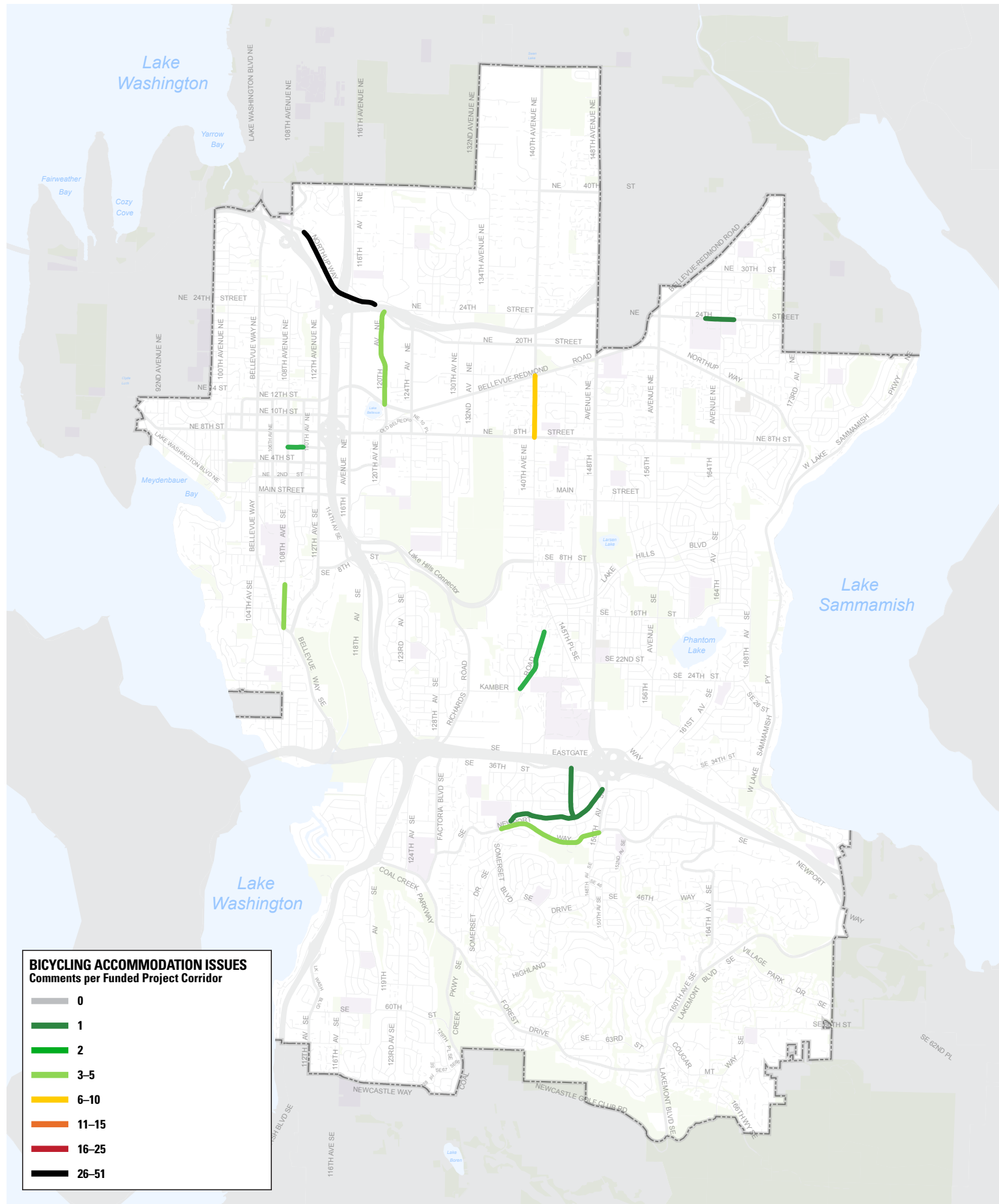
Funded Projects, Long-Term Projects, and Non-Network Corridors

The following pages include the remaining corridors along which PBII Wikimap respondents located bicycle accommodation issues. These include corridors where projects are already funded (see Figure 200), corridors where major capital projects are currently in the planning or design stages (see Figure 201), and along corridors that are not part of Bellevue's Bicycle Network, as defined by the [2009 Pedestrian and Bicycle Transportation Plan](#), and where no project ideas have been identified by the Bicycle Rapid Implementation Program (see Figure 202).

Figure 200. (opposite, left) Corridors with funded projects where Wikimap respondents located one or more bicycle accommodation issue points.

Figure 201. (opposite, right) Corridors with long-term planning and design projects where Wikimap respondents located one or more bicycle accommodation issue points.

Figure 202. (reverse, left) Corridors with funded projects where Wikimap respondents located one or more bicycle accommodation issue points.



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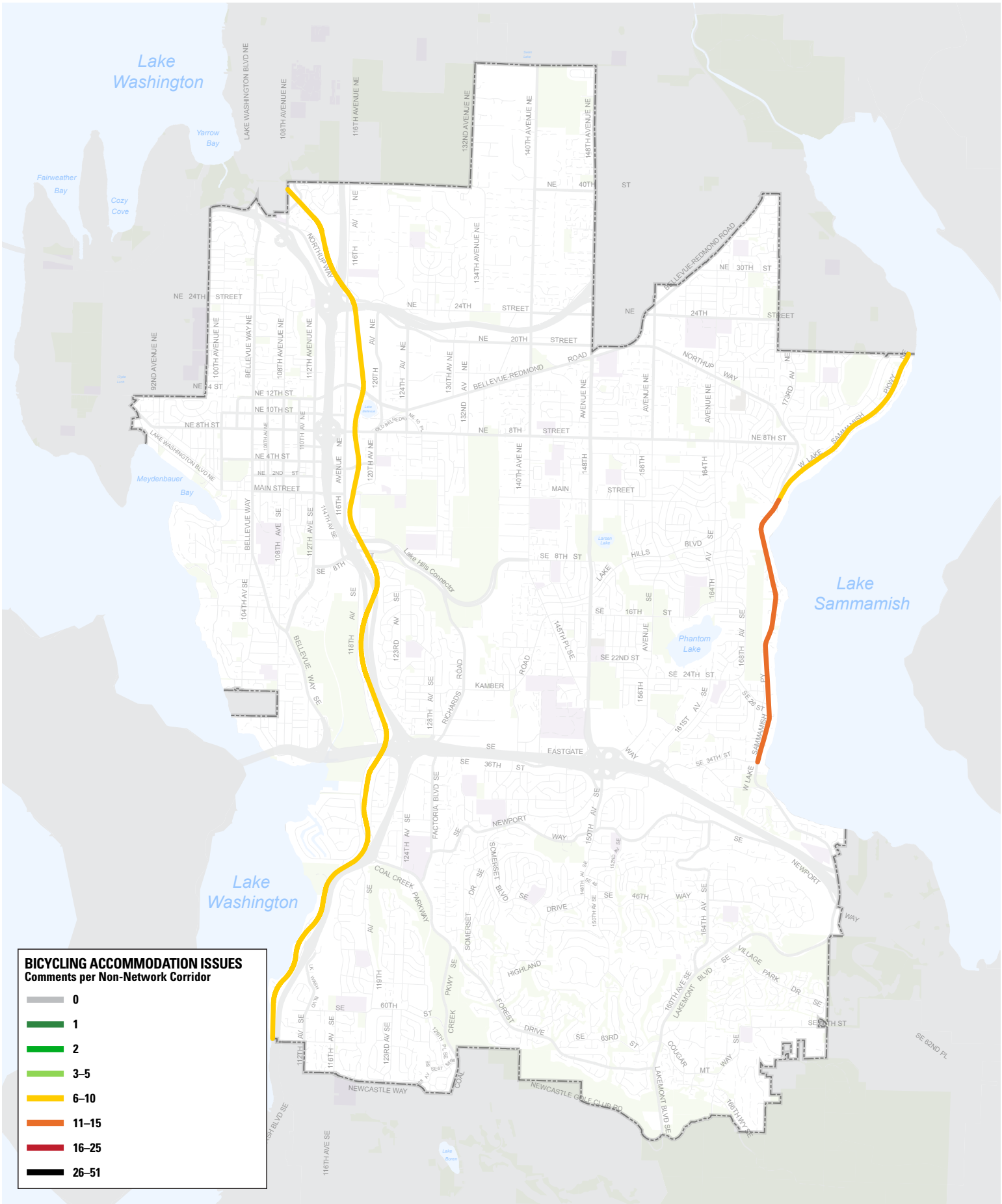


Table 257. All Bicycle Accommodation Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Respondents	% of Total
108th Ave SE	Bellevue Way SE to SE 12th St	5	0.9%
120th Ave NE	Bel-Red Rd to Northup Way	3	0.5%
140th Ave NE	NE 8th St to Bel-Red Rd	9	1.6%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	2	0.3%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	2	0.3%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	5	0.9%
Northup Way	NE 33rd Pl to NE 24th St	51	8.9%
Funded Projects Sub-Total		77	13.4%
Eastside Rail Corridor Trail	South City Limits to North City Limits	7	1.2%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	9	1.6%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	13	2.3%
Long-Term Projects Sub-Total		29	5.1%
102nd Ave SE	SE 6th St to Main St	1	0.2%
110th Ave NE	Main St to NE 12th St	4	0.7%
112th Ave NE	Main St to NE 6th St	1	0.2%
112th Ave SE	SE 8th St to Main St	4	0.7%
148th Ave	SE 28th St to NE 24th St	3	0.5%
148th Ave NE	NE 31st St to NE 40th St	1	0.2%
148th Ave NE	NE 24th St to NE 31st St	3	0.5%
157th Ave SE	SE 4th St to Main St	1	0.2%
Factoria Blvd SE	SE 41st Pl to SE 36th St	10	1.7%
NE 10th St	100th Ave NE to 116th Ave NE	4	0.7%
NE 20th Pl	Bel-Red Rd to NE 20th St	3	0.5%
NE 8th St	100th Ave NE to 116th Ave NE	10	1.7%
Non-Network Corridors Sub-Total		45	7.9%
All Wikimap Bicycle Accommodation Issues Total		573	

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Table 258. Protection Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	There are no bicycle lanes or off-street paths		There is no buffer separating existing bicycle facilities from motor vehicles		There is no physical barrier separating existing bicycle facilities from vehicles		There are lots of driveways intersections	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
108th Ave SE	Bellevue Way SE to SE 12th St	4	1.2%	0	0.0%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	3	0.9%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	8	2.4%	0	0.0%	0	0.0%	0	0.0%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	1	7.7%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	2	0.6%	0	0.0%	0	0.0%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	5	1.5%	0	0.0%	0	0.0%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	41	12.3%	3	7.7%	0	0.0%	0	0.0%
Funded Projects Sub-Totals		63	18.9%	3	7.7%	1	7.7%	0	0.0%
Eastside Rail Corridor Trail	South City Limits to North City Limits	4	1.2%	0	0.0%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	1	0.3%	0	0.0%	1	7.7%	1	14.3%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	7	2.1%	1	2.6%	1	7.7%	1	14.3%
Long-Term Projects Sub-Totals		12	3.6%	1	2.6%	2	15.4%	2	28.6%
102nd Ave SE	SE 6th St to Main St	1	0.3%	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	3	0.9%	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	Main St to NE 6th St	0	0.0%	1	2.6%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	3	0.9%	0	0.0%	0	0.0%	0	0.0%
148th Ave	SE 28th St to NE 24th St	2	0.6%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	1	0.3%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	1	0.3%	0	0.0%	0	0.0%	1	14.3%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	3	0.9%	4	10.3%	0	0.0%	0	0.0%
NE 10th St	100th Ave NE to 116th Ave NE	3	0.9%	0	0.0%	0	0.0%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	9	2.7%	0	0.0%	0	0.0%	0	0.0%
Non-Network Corridors Sub-Totals		26	7.8%	5	12.8%	0	0.0%	1	14.3%
All Wikimap Bicycle Accommodation Issues Total		334		39		13		7	

Table 259. Space Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Travel lanes are too narrow to comfortably share the road with motor vehicles		Roadway shoulders are too narrow to comfortably share the road with vehicles		Merging with motor vehicles at this location is difficult and/or uncomfortable		The existing off-street path is too narrow to comfortably share with people walking		The sidewalk is too narrow to comfortably share with people walking	
108th Ave SE	Bellevue Way SE to SE 12th St	1	0.7%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	3	3.2%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	4	2.7%	3	3.2%	0	0.0%	0	0.0%	1	7.1%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	1	1.1%	0	0.0%	0	0.0%	1	7.1%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	3	3.2%	0	0.0%	0	0.0%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	18	12.2%	16	17.0%	8	10.8%	0	0.0%	0	0.0%
Funded Projects Sub-Totals		23	15.6%	26	27.7%	10	13.5%	0	0.0%	2	14.3%
Eastside Rail Corridor Trail	South City Limits to North City Limits	1	0.7%	0	0.0%	1	1.4%	1	6.7%	1	7.1%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	2	1.4%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	2	1.4%	6	6.4%	0	0.0%	0	0.0%	0	0.0%
Long-Term Projects Sub-Totals		5	3.4%	7	7.4%	1	1.4%	1	6.7%	1	7.1%
102nd Ave SE	SE 6th St to Main St	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	2	1.4%	0	0.0%	1	1.4%	0	0.0%	1	7.1%
112th Ave NE	Main St to NE 6th St	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	7.1%
148th Ave	SE 28th St to NE 24th St	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	2	1.4%	0	0.0%	4	5.4%	1	6.7%	1	7.1%
NE 10th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	3	4.1%	0	0.0%	1	7.1%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	2	1.4%	1	1.1%	4	5.4%	0	0.0%	0	0.0%
Non-Network Corridors Sub-Totals		7	4.8%	2	2.1%	14	18.9%	1	6.7%	4	28.6%
All Wikimap Bicycle Accommodation Issues Total		147		94		74		15		14	

Table 260. Maintenance Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Roadway/bicycle facilities contain potholes		Roadway/bicycle facilities have poor pavement quality		Roadway/bicycle facilities contain dangerous drain grates or utility covers		Roadway/bicycle facilities are covered with debris	
108th Ave SE	Bellevue Way SE to SE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	2	22.2%	2	3.3%	0	0.0%	0	0.0%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	0	0.0%	1	3.2%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	1	1.7%	0	0.0%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	4	44.4%	6	10.0%	1	9.1%	1	3.2%
Funded Projects Sub-Totals		6	66.7%	9	15.0%	1	9.1%	2	6.5%
Eastside Rail Corridor Trail	South City Limits to North City Limits	0	0.0%	2	3.3%	1	9.1%	1	3.2%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	0	0.0%	5	8.3%	0	0.0%	1	3.2%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	0	0.0%	3	5.0%	0	0.0%	1	3.2%
Long-Term Projects Sub-Totals		0	0.0%	10	16.7%	1	9.1%	3	9.7%
102nd Ave SE	SE 6th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	0	0.0%	1	1.7%	0	0.0%	0	0.0%
112th Ave NE	Main St to NE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave	SE 28th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	0	0.0%	0	0.0%	1	9.1%	0	0.0%
NE 10th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Non-Network Corridors Sub-Totals		0	0.0%	1	1.7%	1	9.1%	0	0.0%
All Wikimap Bicycle Accommodation Issues Total		9		60		11		31	

Table 261. Street Crossing Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	There is no marking to indicate where bicyclists should wait		This traffic signal does not change for bicycles		Making a left turn through this intersection is difficult		This intersection does not have curb ramps		This block is very long and does not have a mid-block crossing	
108th Ave SE	Bellevue Way SE to SE 12th St	1	2.9%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	9.1%
Northup Way	NE 33rd Pl to NE 24th St	1	2.9%	0	0.0%	3	11.5%	0	0.0%	1	9.1%
Funded Projects Sub-Totals		3	8.6%	1	6.7%	3	11.5%	0	0.0%	2	18.2%
Eastside Rail Corridor Trail	South City Limits to North City Limits	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	0	0.0%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	0	0.0%	0	0.0%	1	3.8%	0	0.0%	0	0.0%
Long-Term Projects Sub-Totals		1	2.9%	0	0.0%	2	7.7%	0	0.0%	0	0.0%
102nd Ave SE	SE 6th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	9.1%
112th Ave NE	Main St to NE 6th St	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	1	2.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave	SE 28th St to NE 24th St	0	0.0%	1	6.7%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	3	8.6%	1	6.7%	1	3.8%	0	0.0%	0	0.0%
NE 10th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	3	8.6%	0	0.0%	2	7.7%	0	0.0%	0	0.0%
Non-Network Corridors Sub-Totals		8	22.9%	2	13.3%	3	11.5%	0	0.0%	1	9.1%
All Wikimap Bicycle Accommodation Issues Total		35		15		26		2		11	

Table 262. Connectivity Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Bicycle facilities end abruptly		Bicycle facilities are not continuous along a corridor		Existing bicycle facilities do not connect to nearby destinations		There are lots of driveways intersections		There are lots of driveways intersections		Dead-end streets make it difficult to get where I want to go	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
108th Ave SE	Bellevue Way SE to SE 12th St	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	7.7%	0	N/A
140th Ave NE	NE 8th St to Bel-Red Rd	5	5.7%	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	1	14.3%	1	7.7%	0	N/A
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Northup Way	NE 33rd Pl to NE 24th St	13	14.9%	25	26.6%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Funded Projects Sub-Totals		18	20.7%	28	29.8%	0	0.0%	1	14.3%	2	15.4%	0	N/A
Eastside Rail Corridor Trail	South City Limits to North City Limits	3	3.4%	0	0.0%	0	0.0%	1	14.3%	0	0.0%	0	N/A
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	0	0.0%	2	2.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Long-Term Projects Sub-Totals		3	3.4%	3	3.2%	0	0.0%	1	14.3%	0	0.0%	0	N/A
102nd Ave SE	SE 6th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
110th Ave NE	Main St to NE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	15.4%	0	N/A
112th Ave NE	Main St to NE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
112th Ave SE	SE 8th St to Main St	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
148th Ave	SE 28th St to NE 24th St	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	N/A
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
Factoria Blvd SE	SE 41st Pl to SE 36th St	1	1.1%	1	1.1%	0	0.0%	0	0.0%	2	15.4%	0	N/A
NE 10th St	100th Ave NE to 116th Ave NE	1	1.1%	0	0.0%	0	0.0%	1	14.3%	0	0.0%	0	N/A
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	N/A
NE 8th St	100th Ave NE to 116th Ave NE	3	3.4%	3	3.2%	0	0.0%	0	0.0%	1	7.7%	0	N/A
Non-Network Corridors Sub-Totals		6	6.9%	6	6.4%	0	0.0%	1	14.3%	5	38.5%	0	N/A
All Wikimap Bicycle Accommodation Issues Total		87		94		2		7		13		0	

Table 263. Visibility Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	There is not enough lighting to bicycle here safely at night		It is difficult to see/be seen by motor vehicles at driveways		Visibility is inhibited by obstructions (e.g. parked cars, vegetation)	
108th Ave SE	Bellevue Way SE to SE 12th St	0	0.0%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	1	3.4%	0	0.0%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	8	27.6%	1	4.2%	1	4.2%
Funded Projects Sub-Totals		9	31.0%	1	4.2%	1	4.2%
Eastside Rail Corridor Trail	South City Limits to North City Limits	0	0.0%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	0	0.0%	1	4.2%	0	0.0%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	0	0.0%	2	8.3%	2	8.3%
Long-Term Projects Sub-Totals		0	0.0%	3	12.5%	2	8.3%
102nd Ave SE	SE 6th St to Main St	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	0	0.0%	0	0.0%	1	4.2%
112th Ave NE	Main St to NE 6th St	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	0	0.0%	0	0.0%	0	0.0%
148th Ave	SE 28th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	0.0%	0	0.0%
157th Ave SE	SE 4th St to Main St	1	3.4%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	0	0.0%	1	4.2%	1	4.2%
NE 10th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	0	0.0%	1	4.2%	0	0.0%
Non-Network Corridors Sub-Totals		1	3.4%	2	8.3%	2	8.3%
All Wikimap Bicycle Accommodation Issues Total		29		24		24	

Table 264. Wayfinding Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Insufficient signs/ pavement markings to navigate this route easily		Insufficient signs/ pavement markings to know where I can bicycle safely		Insufficient signs/ pavement markings to navigate construction detours	
108th Ave SE	Bellevue Way SE to SE 12th St	0	0.0%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	3	6.7%	0	0.0%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	0	0.0%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	3	13.0%	2	4.4%	0	0.0%
Funded Projects Sub-Totals		3	13.0%	5	11.1%	0	0.0%
Eastside Rail Corridor Trail	South City Limits to North City Limits	0	0.0%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	0	0.0%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	0	0.0%	3	6.7%	0	0.0%
Long-Term Projects Sub-Totals		0	0.0%	3	6.7%	0	0.0%
102nd Ave SE	SE 6th St to Main St	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	0	0.0%	0	0.0%	1	50.0%
112th Ave NE	Main St to NE 6th St	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	0	0.0%	2	4.4%	0	0.0%
148th Ave	SE 28th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	0.0%	0	0.0%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	0	0.0%	1	2.2%	0	0.0%
NE 10th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	1	4.3%	1	2.2%	0	0.0%
Non-Network Corridors Sub-Totals		1	4.3%	4	8.9%	1	50.0%
All Wikimap Bicycle Accommodation Issues Total		23		45		2	

Table 265. Bikeway Blockages Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Bicycle facilities are blocked by parked motor vehicles		Bicycle facilities are blocked by utility poles or fire hydrants		Bicycle facilities are blocked by benches or trash cans		Bicycle facilities are blocked by vegetation	
108th Ave SE	Bellevue Way SE to SE 12th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	0.0%	0	0.0%	0	0.0%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	0	0.0%	0	0.0%	0	0.0%	1	6.7%
Funded Projects Sub-Totals		0	0.0%	0	0.0%	0	0.0%	1	6.7%
Eastside Rail Corridor Trail	South City Limits to North City Limits	0	0.0%	0	0.0%	0	0.0%	1	6.7%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	1	11.1%	0	0.0%	1	14.3%	0	0.0%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Long-Term Projects Sub-Totals		1	11.1%	0	0.0%	1	14.3%	1	6.7%
102nd Ave SE	SE 6th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	1	11.1%	0	0.0%	1	14.3%	0	0.0%
112th Ave NE	Main St to NE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave	SE 28th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	0	0.0%	0	0.0%	1	14.3%	0	0.0%
NE 10th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Non-Network Corridors Sub-Totals		1	11.1%	0	0.0%	2	28.6%	0	0.0%
All Wikimap Bicycle Accommodation Issues Total		9		1		7		15	

Table 266. Bicycle Parking and Other Issues – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	There are no bicycle racks in this area		Bicycle racks in this area are usually full		Other Issues	
108th Ave SE	Bellevue Way SE to SE 12th St	0	0.0%	0	N/A	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	0	N/A	2	1.1%
140th Ave NE	NE 8th St to Bel-Red Rd	0	0.0%	0	N/A	2	1.1%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	N/A	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	N/A	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	N/A	1	0.6%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	N/A	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	0	N/A	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	0	N/A	1	0.6%
Northup Way	NE 33rd Pl to NE 24th St	0	0.0%	0	N/A	11	6.1%
Funded Projects Sub-Totals		0	0.0%	0	N/A	17	9.5%
Eastside Rail Corridor Trail	South City Limits to North City Limits	0	0.0%	0	N/A	4	2.2%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	0	0.0%	0	N/A	4	2.2%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	0	0.0%	0	N/A	5	2.8%
Long-Term Projects Sub-Totals		0	0.0%	0	N/A	13	7.3%
102nd Ave SE	SE 6th St to Main St	0	0.0%	0	N/A	0	0.0%
110th Ave NE	Main St to NE 12th St	1	12.5%	0	N/A	0	0.0%
112th Ave NE	Main St to NE 6th St	0	0.0%	0	N/A	0	0.0%
112th Ave SE	SE 8th St to Main St	0	0.0%	0	N/A	1	0.6%
148th Ave	SE 28th St to NE 24th St	0	0.0%	0	N/A	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	N/A	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	N/A	1	0.6%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	N/A	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	0	0.0%	0	N/A	6	3.4%
NE 10th St	100th Ave NE to 116th Ave NE	0	0.0%	0	N/A	4	2.2%
NE 20th Pl	Bel-Red Rd to NE 20th St	3	37.5%	0	N/A	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	0	0.0%	0	N/A	1	0.6%
Non-Network Corridors Sub-Totals		4	50.0%	0	N/A	13	7.3%
All Wikimap Bicycle Accommodation Issues Total		8		0		179	

Table 267. Location Priority and Safety Scores – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Location Priority Scores		Location Safety Scores		Respondents
		Average	Relative to Total Average	Average	Relative to Total Average	
108th Ave SE	Bellevue Way SE to SE 12th St	1.00	0.09	0	0.87	5
120th Ave NE	Bel-Red Rd to Northup Way	0.89	-0.02	-1	-0.13	3
140th Ave NE	NE 8th St to Bel-Red Rd	0.96	0.05	-1	-0.13	9
146th Ave SE	SE Allen Rd to SE 36th St	0.00	-0.91	0	0.87	0
SE Allen Rd	138th Ave SE to SE 38th St	0.00	-0.91	0	0.87	0
Kamber Rd	139th Ave SE to SE 18th Pl	0.66	-0.25	0	0.87	2
NE 24th St	162nd Ave NE to 166th Ave NE	0.00	-0.91	0	0.87	0
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	1.00	0.09	0	0.87	2
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0.93	0.02	-2	-1.13	5
Northup Way	NE 33rd Pl to NE 24th St	0.96	0.05	-1	-0.13	51
Funded Projects Sub-Totals		0.64	-0.27	-0.50	0.37	77
Eastside Rail Corridor Trail	South City Limits to North City Limits	0.85	-0.06	0	0.87	7
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	0.96	0.05	-1	-0.13	9
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	1.00	0.09	-1	-0.13	13
Long-Term Projects Sub-Totals		0.94	0.03	-0.67	0.20	29
102nd Ave SE	SE 6th St to Main St	1.00	0.09	-1	-0.13	1
110th Ave NE	Main St to NE 12th St	0.92	0.00	-2	-1.13	4
112th Ave NE	Main St to NE 6th St	1.00	0.09	-1	-0.13	1
112th Ave SE	SE 8th St to Main St	0.92	0.00	-1	-0.13	4
148th Ave	SE 28th St to NE 24th St	0.89	-0.02	-1	-0.13	3
148th Ave NE	NE 31st St to NE 40th St	1.00	0.09	-2	-1.13	1
148th Ave NE	NE 24th St to NE 31st St	0.89	-0.02	-1	-0.13	3
157th Ave SE	SE 4th St to Main St	0.66	-0.25	1	1.87	1
Factoria Blvd SE	SE 41st Pl to SE 36th St	0.86	-0.05	-2	-1.13	10
NE 10th St	100th Ave NE to 116th Ave NE	0.83	-0.08	0	0.87	4
NE 20th Pl	Bel-Red Rd to NE 20th St	0.78	-0.13	2	2.87	3
NE 8th St	100th Ave NE to 116th Ave NE	0.93	0.02	-2	-1.13	10
Non-Network Corridors Sub-Totals		0.89	-0.02	-0.83	0.04	45
All Wikimap Bicycle Accommodation Issues Total		0.91	-0.87			573

Note: Location Priority Scores: High = 1, Medium = 0.66, Low = 0.33. Location Safety Scores: Very Safe = +2, Safe = +1, Unsafe = -1, Very Unsafe = -2.

Table 268. Near Misses Experienced and Witnessed – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Near Miss Experienced		Near Miss Witnessed		No Near Misses Experienced or Witnessed		Respondents
108th Ave SE	Bellevue Way SE to SE 12th St	3	1.0%	1	0.8%	1	0.7%	5
120th Ave NE	Bel-Red Rd to Northup Way	2	0.7%	0	0.0%	0	0.0%	3
140th Ave NE	NE 8th St to Bel-Red Rd	6	2.0%	4	3.1%	1	0.7%	9
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0
Kamber Rd	139th Ave SE to SE 18th Pl	1	0.3%	0	0.0%	1	0.7%	2
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	1	0.3%	2	1.5%	0	0.0%	2
SE Newport Way	Somerset Blvd SE to 150th Ave SE	2	0.7%	1	0.8%	1	0.7%	5
Northup Way	NE 33rd Pl to NE 24th St	22	7.4%	8	6.1%	15	10.3%	51
Funded Projects Sub-Totals		37	12.4%	16	12.2%	19	13.0%	77
Eastside Rail Corridor Trail	South City Limits to North City Limits	2	0.7%	0	0.0%	2	1.4%	7
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	4	1.3%	1	0.8%	3	2.1%	9
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	7	2.3%	5	3.8%	3	2.1%	13
Long-Term Projects Sub-Totals		13	4.4%	6	4.6%	8	5.5%	29
102nd Ave SE	SE 6th St to Main St	1	0.3%	0	0.0%	0	0.0%	1
110th Ave NE	Main St to NE 12th St	2	0.7%	1	0.8%	1	0.7%	4
112th Ave NE	Main St to NE 6th St	0	0.0%	0	0.0%	1	0.7%	1
112th Ave SE	SE 8th St to Main St	2	0.7%	1	0.8%	1	0.7%	4
148th Ave	SE 28th St to NE 24th St	2	0.7%	1	0.8%	1	0.7%	3
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	1	0.7%	1
148th Ave NE	NE 24th St to NE 31st St	1	0.3%	0	0.0%	1	0.7%	3
157th Ave SE	SE 4th St to Main St	1	0.3%	1	0.8%	0	0.0%	1
Factoria Blvd SE	SE 41st Pl to SE 36th St	6	2.0%	6	4.6%	2	1.4%	10
NE 10th St	100th Ave NE to 116th Ave NE	3	1.0%	2	1.5%	1	0.7%	4
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	3	2.1%	3
NE 8th St	100th Ave NE to 116th Ave NE	6	2.0%	3	2.3%	1	0.7%	10
Non-Network Corridors Sub-Totals		24	8.1%	15	11.5%	13	8.9%	45
All Wikimap Bicycle Accommodation Issues Total		298		131		146		573

Table 269. Recommended Potential Solutions: Bike Lanes – Funded Projects, Long-Term Projects, and Non-Network

Corridor Name	Corridor Limits	Neighborhood Greenways	Conventional Bike Lanes	Buffered Bike Lanes	Protected Bike Lanes
108th Ave SE	Bellevue Way SE to SE 12th St	0	4	0	0
120th Ave NE	Bel-Red Rd to Northup Way	0	2	0	1
140th Ave NE	NE 8th St to Bel-Red Rd	3	8	2	2
146th Ave SE	SE Allen Rd to SE 36th St	0	0	0	0
SE Allen Rd	138th Ave SE to SE 38th St	0	0	0	0
Kamber Rd	139th Ave SE to SE 18th Pl	0	0	0	0
NE 24th St	162nd Ave NE to 166th Ave NE	0	0	0	0
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	1	2	1	2
SE Newport Way	Somerset Blvd SE to 150th Ave SE	1	2	1	2
Northup Way	NE 33rd Pl to NE 24th St	11	36	24	24
Funded Projects Sub-Totals		16	54	28	31
Eastside Rail Corridor Trail	South City Limits to North City Limits	2	1	1	3
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	0	3	3	3
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	4	9	6	6
Long-Term Projects Sub-Totals		6	13	10	12
102nd Ave SE	SE 6th St to Main St	0	1	0	0
110th Ave NE	Main St to NE 12th St	1	2	2	3
112th Ave NE	Main St to NE 6th St	0	0	0	1
112th Ave SE	SE 8th St to Main St	0	0	2	0
148th Ave	SE 28th St to NE 24th St	2	2	2	2
148th Ave NE	NE 31st St to NE 40th St	0	0	0	1
148th Ave NE	NE 24th St to NE 31st St	1	2	1	1
157th Ave SE	SE 4th St to Main St	0	0	0	0
Factoria Blvd SE	SE 41st Pl to SE 36th St	1	0	5	3
NE 10th St	100th Ave NE to 116th Ave NE	1	3	4	4
NE 20th Pl	Bel-Red Rd to NE 20th St	0	2	2	2
NE 8th St	100th Ave NE to 116th Ave NE	4	4	3	5
Non-Network Corridors Sub-Totals		10	16	21	22
All Wikimap Bicycle Accommodation Issues Total		84	293	210	195

Table 270. Recommended Potential Solutions: Intersection Improvements – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Bike Boxes		Bike Signals		Two-Stage Left Turn Queue Boxes		Signalized Mid-Block Crossings	
108th Ave SE	Bellevue Way SE to SE 12th St	3	1.9%	0	0.0%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	4	2.6%	1	1.2%	0	0.0%	0	0.0%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	1	0.6%	0	0.0%	0	0.0%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	1	0.6%	0	0.0%	0	0.0%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	16	10.4%	8	9.5%	5	13.2%	3	7.9%
Funded Projects Sub-Totals		25	16.2%	9	10.7%	5	13.2%	3	7.9%
Eastside Rail Corridor Trail	South City Limits to North City Limits	0	0.0%	0	0.0%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	1	0.6%	1	1.2%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	0	0.0%	1	1.2%	0	0.0%	0	0.0%
Long-Term Projects Sub-Totals		1	0.6%	2	2.4%	0	0.0%	0	0.0%
102nd Ave SE	SE 6th St to Main St	1	0.6%	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	3	1.9%	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	Main St to NE 6th St	0	0.0%	1	1.2%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	0	0.0%	1	1.2%	1	2.6%	1	2.6%
148th Ave	SE 28th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	5	3.2%	4	4.8%	2	5.3%	0	0.0%
NE 10th St	100th Ave NE to 116th Ave NE	2	1.3%	2	2.4%	0	0.0%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%	1	2.6%
NE 8th St	100th Ave NE to 116th Ave NE	5	3.2%	3	3.6%	1	2.6%	1	2.6%
Non-Network Corridors Sub-Totals		16	10.4%	11	13.1%	4	10.5%	3	7.9%
All Wikimap Bicycle Accommodation Issues Total		154		84		38		38	

Table 271. Recommended Potential Solutions: Signs & Markings – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Shared Lane Markings (Sharrows)		Green Painted Bike Lanes		Bike Route Wayfinding Signs	
108th Ave SE	Bellevue Way SE to SE 12th St	2	1.7%	3	1.4%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	1	0.9%	2	0.9%	2	2.1%
140th Ave NE	NE 8th St to Bel-Red Rd	3	2.6%	5	2.3%	3	3.2%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	1	0.5%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	1	0.5%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	1	0.5%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	15	12.8%	28	12.7%	14	14.9%
Funded Projects Sub-Totals		21	17.9%	41	18.6%	19	20.2%
Eastside Rail Corridor Trail	South City Limits to North City Limits	0	0.0%	1	0.5%	1	1.1%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	4	3.4%	5	2.3%	1	1.1%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	2	1.7%	4	1.8%	1	1.1%
Long-Term Projects Sub-Totals		6	5.1%	10	4.5%	3	3.2%
102nd Ave SE	SE 6th St to Main St	0	0.0%	1	0.5%	0	0.0%
110th Ave NE	Main St to NE 12th St	0	0.0%	2	0.9%	0	0.0%
112th Ave NE	Main St to NE 6th St	1	0.9%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	1	0.9%	1	0.5%	1	1.1%
148th Ave	SE 28th St to NE 24th St	1	0.9%	2	0.9%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	1	0.9%	1	0.5%	0	0.0%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	1	0.9%	6	2.7%	2	2.1%
NE 10th St	100th Ave NE to 116th Ave NE	3	2.6%	2	0.9%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	1	0.9%	1	0.5%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	2	1.7%	7	3.2%	1	1.1%
Non-Network Corridors Sub-Totals		11	9.4%	23	10.5%	4	4.3%
All Wikimap Bicycle Accommodation Issues Total		117		220		94	

Table 272. Recommended Potential Solutions: Traffic Calming – Funded Projects, Long-Term Projects, and Non-Network corridors

Corridor Name	Corridor Limits	Reduced Speed Limit	Red Light Cameras	Speed Humps	Traffic Circles				
108th Ave SE	Bellevue Way SE to SE 12th St	1	0.9%	0	0.0%	0	0.0%	0	0.0%
120th Ave NE	Bel-Red Rd to Northup Way	1	0.9%	0	0.0%	1	3.7%	0	0.0%
140th Ave NE	NE 8th St to Bel-Red Rd	2	1.8%	0	0.0%	1	3.7%	0	0.0%
146th Ave SE	SE Allen Rd to SE 36th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Allen Rd	138th Ave SE to SE 38th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Kamber Rd	139th Ave SE to SE 18th Pl	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 24th St	162nd Ave NE to 166th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 6th St Pedestrian Corridor	106th Ave NE to 108th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SE Newport Way	Somerset Blvd SE to 150th Ave SE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Northup Way	NE 33rd Pl to NE 24th St	16	14.7%	1	3.7%	2	7.4%	1	11.1%
Funded Projects Sub-Totals		20	18.3%	1	3.7%	4	14.8%	1	11.1%
Eastside Rail Corridor Trail	South City Limits to North City Limits	0	0.0%	0	0.0%	1	3.7%	0	0.0%
West Lake Sammamish Pkwy SE	Northup Way to North City Limits	1	0.9%	0	0.0%	0	0.0%	0	0.0%
West Lake Sammamish Pkwy SE	SE 34th St to Northup Way	1	0.9%	0	0.0%	1	3.7%	0	0.0%
Long-Term Projects Sub-Totals		2	1.8%	0	0.0%	2	7.4%	0	0.0%
102nd Ave SE	SE 6th St to Main St	1	0.9%	0	0.0%	0	0.0%	0	0.0%
110th Ave NE	Main St to NE 12th St	1	0.9%	0	0.0%	0	0.0%	0	0.0%
112th Ave NE	Main St to NE 6th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
112th Ave SE	SE 8th St to Main St	1	0.9%	1	3.7%	0	0.0%	0	0.0%
148th Ave	SE 28th St to NE 24th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
148th Ave NE	NE 31st St to NE 40th St	1	0.9%	1	3.7%	0	0.0%	0	0.0%
148th Ave NE	NE 24th St to NE 31st St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
157th Ave SE	SE 4th St to Main St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Factoria Blvd SE	SE 41st Pl to SE 36th St	1	0.9%	0	0.0%	0	0.0%	0	0.0%
NE 10th St	100th Ave NE to 116th Ave NE	1	0.9%	1	3.7%	0	0.0%	0	0.0%
NE 20th Pl	Bel-Red Rd to NE 20th St	0	0.0%	0	0.0%	0	0.0%	0	0.0%
NE 8th St	100th Ave NE to 116th Ave NE	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Non-Network Corridors Sub-Totals		6	5.5%	3	11.1%	0	0.0%	0	0.0%
All Wikimap Bicycle Accommodation Issues Total		109		27		27		9	

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Write-In Comments

PBII Wikimap users were provided three separate opportunities to submit write-in comments: (1) when identifying the specific issues noticed at a given location, they could select and describe an “Other” issue, (2) they could share additional thoughts in the “Additional Comments” on the final page of each survey, and (3) when reviewing the issues identified by others, users could respond by selecting “Agree,” “Disagree,” or submit write-in comments in response. Although these were intended to serve separate purposes, respondents used the “Other” field to provide comments on topics of all kinds, so all write-in comments are considered together for the purpose of identifying the themes of write-in responses. More than 1,600 issue points were located on the Wikimap by respondents, and write-in comments were submitted for about 1,300 of them, many with write-in commentary provided in multiple input locations.

Summary of Themes

To help understand the major ideas and concerns expressed, write-in comments have been reviewed and grouped into themes. The eight categories of themes identified in respondents’ comments related to maintenance, others’ behaviors, enforcement, connectivity, protection, street design, near misses, and other miscellaneous comments. The results are presented on the following pages for each of the five surveys—walking accommodation issues, bicycling accommodation issues, unsafe driving behaviors, unsafe bicycling behaviors, and unsafe walking behaviors.

Table 273. Themes of write-in comments to the Wikimap 1 Walking Accommodation Issues Survey

Themes	Respondents	% of Sub-Total	% of Total
Maintenance	47		11%
Plants	31	66%	8%
Trash/Debris	8	17%	2%
Pavement Condition	8	17%	2%
Others' Behaviors	108		26%
Speeding Traffic	68	63%	17%
Aggressive Road Users	5	5%	1%
Inattentive Road Users	34	31%	8%
Public Education	1	1%	0%
Enforcement	31		8%
Police Enforcment	2	6%	0%
Signage	29	94%	7%
Connectivity	96		23%
New Facility For Convenience	62	65%	15%
Facility Ends Abruptly	22	23%	5%
Connections Between Facilities	12	13%	3%
Protection	267		65%
Unsafe Speed Limit	13	5%	3%
Unsafe Traffic Volumes	27	10%	7%
Unsafe Vehicle Encroachment	13	5%	3%
Enhance Existing Facility	55	21%	13%
New Facility for Protection	159	60%	39%
Total Write-In Comments	409		

Themes of write-in comments to the Wikimap 1 Walking Accommodation Issues Survey, continued

Themes	Comments	% of Sub-Total	% of Total
Street Design	87		21%
Limited Visibility	84	97%	21%
Curb Creates Obstacle	3	3%	1%
Near Misses	22		5%
Left Turn	6	27%	1%
Right Turn	8	36%	2%
Passing Too Close	3	14%	1%
Driveways	5	23%	1%
Misc.	89		22%
Stoplight Timings	34	38%	8%
Stop Light Placement	7	8%	2%
Rapid	15	17%	4%
Downhill Issue	24	27%	6%
Uphill Issue	9	10%	2%
Total Write-In Comments	409		

Table 274. Themes of write-in comments to the Wikimap 1 Bicycling Accommodation Issues Survey

Themes	Respondents	% of Sub-Total	% of Total
Maintenance	96		22%
Plants	32	33%	7%
Trash/Debris	21	22%	5%
Pavement Condition	43	45%	10%
Others' Behaviors	70		16%
Speeding Traffic	16	23%	4%
Aggressive Road Users	13	19%	3%
Inattentive Road Users	37	53%	8%
Public Education	4	6%	1%
Enforcement	32		7%
Police Enforcement	3	9%	1%
Signage	29	91%	7%
Connectivity	159		36%
New Facility For Convenience	65	41%	15%
Facility Ends Abruptly	55	35%	12%
Connections Between Facilities	39	25%	9%
Protection	221		50%
Unsafe Speed Limit	30	14%	7%
Unsafe Traffic Volumes	34	15%	8%
Unsafe Vehicle Encroachment	13	6%	3%
Enhance Existing Facility	44	20%	10%
New Facility for Protection	100	45%	22%
Total Write-In Comments	446		

Themes of write-in comments to the Wikimap 1 Bicycling Accommodation Issues Survey, continued

Themes	Comments	% of Sub-Total	% of Total
Street Design	44		10%
Limited Visibility	33	75%	7%
Curb Creates Obstacle	11	25%	2%
Near Misses	48		11%
Left Turn	11	23%	2%
Right Turn	11	23%	2%
Passing Too Close	19	40%	4%
Driveways	7	15%	2%
Misc.	68		15%
Stoplight Timings	12	18%	3%
Stop Light Placement	4	6%	1%
Rapid	9	13%	2%
Downhill Issue	19	28%	4%
Uphill Issue	24	35%	5%
Total Write-In Comments	446		

Table 275. Themes of write-in comments to the Wikimap 1 Unsafe Driving Behaviors Survey

Themes	Respondents	% of Sub-Total	% of Total
Maintenance	15		4%
Plants	12	80%	3%
Trash/Debris	1	7%	0%
Pavement Condition	2	13%	1%
Others' Behaviors	307		80%
Speeding Traffic	110	36%	28%
Aggressive Road Users	47	15%	12%
Inattentive Road Users	138	45%	36%
Public Education	12	4%	3%
Enforcement	110		28%
Police Enforcment	43	39%	11%
Signage	67	61%	17%
Connectivity	11		3%
New Facility For Convenience	6	55%	2%
Facility Ends Abruptly	5	45%	1%
Connections Between Facilities	0	0%	0%
Protection	132		34%
Unsafe Speed Limit	14	11%	4%
Unsafe Traffic Volumes	14	11%	4%
Unsafe Vehicle Encroachment	13	10%	3%
Enhance Existing Facility	48	36%	12%
New Facility for Protection	43	33%	11%
Total Write-In Comments	386		

Themes of write-in comments to the Wikimap 1 Unsafe Driving Behaviors Survey, continued

Themes	Comments	% of Sub-Total	% of Total
Street Design	41		11%
Limited Visibility	37	90%	10%
Curb Creates Obstacle	4	10%	1%
Near Misses	128		33%
Left Turn	31	24%	8%
Right Turn	58	45%	15%
Passing Too Close	29	23%	8%
Driveways	10	8%	3%
Misc.	61		16%
Stoplight Timings	18	30%	5%
Stop Light Placement	10	16%	3%
Rapid	6	10%	2%
Downhill Issue	20	33%	5%
Uphill Issue	7	11%	2%
Total Write-In Comments	386		

Table 276. Themes of write-in comments to the Wikimap 1 Unsafe Bicycling Behaviors Survey

Themes	Respondents	% of Sub-Total	% of Total
Maintenance	1		6%
Plants	1	100%	6%
Trash/Debris	0	0%	0%
Pavement Condition	0	0%	0%
Others' Behaviors	8		44%
Speeding Traffic	4	50%	22%
Aggressive Road Users	2	25%	11%
Inattentive Road Users	2	25%	11%
Public Education	0	0%	0%
Enforcement	4		22%
Police Enforcment	1	25%	6%
Signage	3	75%	17%
Connectivity	0		0%
New Facility For Convenience	0	–	0%
Facility Ends Abruptly	0	–	0%
Connections Between Facilities	0	–	0%
Protection	4		22%
Unsafe Speed Limit	0	0%	0%
Unsafe Traffic Volumes	0	0%	0%
Unsafe Vehicle Encroachment	0	0%	0%
Enhance Existing Facility	1	25%	6%
New Facility for Protection	3	75%	17%
Total Write-In Comments	18		

Themes of write-in comments to the Wikimap 1 Unsafe Bicycling Behaviors Survey, continued

Themes	Comments	% of Sub-Total	% of Total
Street Design	3		17%
Limited Visibility	3	100%	17%
Curb Creates Obstacle	0	0%	0%
Near Misses	0		0%
Left Turn	0	–	0%
Right Turn	0	–	0%
Passing Too Close	0	–	0%
Driveways	0	–	0%
Misc.	0		0%
Stoplight Timings	0	–	0%
Stop Light Placement	0	–	0%
Rapid	0	–	0%
Downhill Issue	0	–	0%
Uphill Issue	0	–	0%
Total Write-In Comments	18		

Table 277. Themes of write-in comments to the Wikimap 1 Unsafe Walking Behaviors Survey

Themes	Respondents	% of Sub-Total	% of Total
Maintenance	1		2%
Plants	1	100%	2%
Trash/Debris	0	0%	0%
Pavement Condition	0	0%	0%
Others' Behaviors	11		24%
Speeding Traffic	2	18%	4%
Aggressive Road Users	1	9%	2%
Inattentive Road Users	4	36%	9%
Public Education	4	36%	9%
Enforcement	8		17%
Police Enforcment	1	13%	2%
Signage	7	88%	15%
Connectivity	2		4%
New Facility For Convenience	2	100%	4%
Facility Ends Abruptly	0	0%	0%
Connections Between Facilities	0	0%	0%
Protection	23		50%
Unsafe Speed Limit	1	4%	2%
Unsafe Traffic Volumes	1	4%	2%
Unsafe Vehicle Encroachment	0	0%	0%
Enhance Existing Facility	1	4%	2%
New Facility for Protection	20	87%	43%
Total Write-In Comments	46		

Themes of write-in comments to the Wikimap 1 Unsafe Walking Behaviors Survey, continued

Themes	Comments	% of Sub-Total	% of Total
Street Design	1		2%
Limited Visibility	1	100%	2%
Curb Creates Obstacle	0	0%	0%
Near Misses	0		0%
Left Turn	0	–	0%
Right Turn	0	–	0%
Passing Too Close	0	–	0%
Driveways	0	–	0%
Misc.	13		28%
Stoplight Timings	8	62%	17%
Stop Light Placement	0	0%	0%
Rapid	2	15%	4%
Downhill Issue	2	15%	4%
Uphill Issue	1	8%	2%
Total Write-In Comments	46		

WIKIMAP 2: COMPLETE RESULTS TABLES

Respondent Age	Respondents	% of Total
18 and younger	0	0%
19-24	0	0%
25-34	18	15%
35-44	31	25%
45-54	49	40%
55-64	20	16%
65 and Older	4	3%
Sub-Total	122	
Total	122	

Table 278. (above) Age of Wikimap 2 respondents.

Welcome Survey Results

The exact number of unique Wikimap 2 respondents is not known because users were able to complete the survey anonymously. There were at least 132 unique respondents to the Wikimap 2 survey, but there may have been as many as 184 unique respondents. Of these, 123 users account for 435 (84 percent) of the completed BRIP Project Idea Surveys, and 122 submitted responses to some or all of the Welcome Survey questions. The remaining 71 completed BRIP Project Idea Surveys are associated with anonymous users for whom no demographic or bicycling experience information is known.

Based on the responses provided to the Welcome Survey, the following can be said about the 122 Wikimap 2 respondents who completed one or more BRIP Project Idea Surveys:

- The most common age groups were 45–54 years old (40 percent) and 35–44 years old (25 percent).
- Those between 25–35 and 55–64 each accounted for about 15 percent of respondents.
- No survey respondents were under 25 years old.
- Three-quarters (91 respondents) identify as male and about one-quarter (28 respondents) as female.
- Two-thirds (66 percent) of those who provided a home zip code are Bellevue residents.
- The two most common home zip codes, each accounting for about 20 percent of respondents, were 98004 (Downtown, Northwest, West Bellevue) and 98006 (Newport, Factoria, Eastgate, Somerset, Lakemont).
- The two communities outside of Bellevue with the most respondents were Seattle (10 respondents / 8 percent) and Kirkland (7 respondents / 6 percent).

- Nearly two-thirds (62 percent) of all respondents bicycle in Bellevue “often,” and one-quarter (25 percent) bicycle in Bellevue “sometimes.”
- More than half (57 percent) of respondents “sometimes” feel safe bicycling in Bellevue. More do not feel safe (26 percent responded “no”) than feel safe (15 percent responded “yes”).
- Respondents expressed the greatest interest in taking longer bike trips like cross-town and commute trips (91 percent).
- Slightly more than half would want to take recreational bike trips around neighborhoods (55 percent), while slightly less than half would want to take shorter bike trips such as to school or a local park (44 percent).

The tables presented here reflect the Welcome Survey responses from the 122 Wikimap 2 respondents who completed both the Welcome Survey and one or more BRIP Project Idea Surveys. The group of 133 people who completed the Welcome Survey but did not complete any BRIP Project Idea Surveys are not shown.

Respondent Home Zip Code	Respondents	% of Total
Bellevue	80	66%
98004 - Downtown, Northwest, West	24	20%
98005 - Bridle Trails, BelRed, Wilburton, Woodridge	13	11%
98006 - Newport, Factoria, Eastgate, Somerset, Lakemont	22	18%
98007 - BelRed, Crossroads, Lake Hills, Eastgate	11	9%
98008 - Northeast, West Lake Sammamish	10	8%
Issaquah (98027, 98029)	2	2%
Kirkland (98033, 98034)	7	6%
Mercer Island (98040)	2	2%
Medina (98039)	1	0.8%
Redmond (98052)	3	2%
Renton (98056, 98059)	1	1%
Sammamish (98074, 98075)	1	0.8%
Seattle (12 zip codes, 98105–98144)	10	8%
North King Co. / Snohomish Co.	9	7%
South King Co.	6	5%
Sub-Total	122	
Total	122	

Table 279. Home zip codes identified by Wikimap 2 respondents.

Gender Identification	Respondents	% of Total
Male	91	75%
Female	28	23%
Trans	0	0%
Prefer Not To Answer	3	2%
Sub-Total	122	
Total	122	

How often do you bicycle in Bellevue?	Respondents	% of Total
Never	2	2%
Rarely	12	10%
Sometimes	30	25%
Often	76	62%
Not Applicable	0	0.0%
Sub-Total	120	
Total	122	

Table 280. (top) Self-identified gender of Wikimap 2 respondents.

Table 281. (bottom) Respondent frequency of bicycling in Bellevue.

Do you feel safe bicycling in Bellevue?	Respondents	% of Total
Yes	18	15%
Sometimes	69	57%
No	32	26%
Not Applicable	0	0%
Sub-Total	119	
Total	122	

What kind of bike trips would you want to take?	Respondents	% of Total
Longer trips (across town, commute to work, etc.)	111	91%
Shorter trips (school, local park, etc.)	54	44%
Recreational biking around neighborhood	67	55%
Other	9	7%
Sub-Total	119	
Total	276	

Table 282. (top) Wikimap 2 respondent perception of the safety of bicycling in Bellevue.

Table 283. (bottom) Types of bicycle trips that respondents would like to take.

BRIP Project Idea Survey Results

The following pages present the complete Wikimap 2 survey results organized by BRIP project idea. Projects are arranged in numeric order beginning with project ideas along Priority Bicycle Corridors (PBC), followed by project ideas along other Bicycle Network (BN) corridors, and finally by project ideas classified as Neighborhood Bikeways (NB). For each project idea, results are presented in the order that questions were posed, followed by all write-in comments submitted by respondents.

At least one person completed the survey for each project idea except for BN-1. This short, one-block long project along 100th Ave NE from Main St to NE 1st St may not have been noticed by respondents or recognized as separate from the projects along Main St (PBC-13) and NE 1st St (BN-18).

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

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	30	73%
Maybe	6	15%
Probably Not	2	5%
Not At All	3	7%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	30	73%
Maybe	5	12%
Probably Not	3	7%
Not At All	3	7%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	10	24%
Possibly	12	29%
Unlikely	15	37%
No Way	4	10%
How often would you bicycle here if the candidate project is implemented?		
Daily	4	10%
Several times per week	14	34%
About once per week	4	10%
Occasionally	11	27%
Infrequently	5	12%
Never	3	7%
Total	41	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	5	12%
Somewhat Important	2	5%
Neutral	3	7%
Not That Important	16	39%
Very Unimportant	15	37%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	1	2%
About once per week	1	2%
Occasionally	4	10%
Infrequently	4	10%
Never	31	76%
Comments?		
Write-In Comments	22	54%
Total	41	

Write-In Comments

Connecting to the I-90 is critical to success

disappearing bike lanes suck. especially on arterials!

Excellent idea and design for the main bike lane from I-90 area into Downtown Bellevue! Great idea. Yes, I believe more High School students would use this way to school too and commuters into and out of Downtown. Hope this gets funded and done. Our Bellecrest Neighborhood is in support too.

Green-backed sharrows illustrated in your proposal are experimental according to FHWA and are NOT covered by IA-14 for green pavement in bike lanes. Do you intend to apply for permission to experiment, or simply accept liability for unauthorized experimentation?

I don't understand why Bellevue Way is not a candidate instead of this street. People would bike more if the route is accessible and easy. The problem with this candidate route is that it is very hilly, while Bellevue Way is pretty much flat, so that is always going to limit its popularity.

I use 108th to get to work by bike from the I-90 trail every day. The most dangerous section is, I feel, the section north from Bellevue Way, after the bike lane ends. There is very little space on the roadway, Bellevue High School can be quite dense. Because there are bumps in the center line, sometimes drivers don't move over enough and end up brushing quite close to cyclists.

Improvements look good on 108th Ave. I may prefer 104th Ave SE to access downtown/Old Main from Enatai since it has fewer hills. Selected route will also depend on destination and access options through downtown.

Marked shared lanes are a bad idea. We need dedicated bike lanes in order for it to be safe to commute to work or even go for a recreational ride with kids.

SE 108th should be converted strictly to a residential neighborhood street. Commuter traffic to/from downtown Bellevue should be forced to Bellevue Way or 112th.

"Separate bike lanes on roads traveling uphill are a critical item for bicycles. On 25mph streets, level or downhill bicycling can easily travel at 12 to 25mph. But going up hills can cut speeds to 5mph or less. A bike lane used as a slow lane is a great solution. The only improvement I would suggest is bumps or other barriers to keep autos out of the bike lanes."

South of Bellevue Way, bike lanes might be painted, but the current quality of bicycling on the current shoulder is poor because the pavement is so uneven and bumpy. Unless that is improved, I would still bicycle in the concrete general purpose lane and just use the new bike lane to move over to make room for autos to pass safely.

specifically on the changes for number 4, how would adding a sign saying that bikes and cars should share the road help? I see people driving too quickly around bikes. This road is heavy with bike traffic and either, the cars are too close, or they go around and almost hit incoming traffic due to the bend just south of Bellevue HS. I likely will continue to ride slowly on the sidewalk until it feels safer. Could we decrease the speed limit or put no pass lane makers? Ideally there are special bike lanes, but there doesn't seem to be enough space.

This is a huge and needed extension to the bicycle network. All of the effort to add lanes to 108th Ave NE will greatly improve cycling in and through Bellevue.

This is a valuable candidate project idea. For bicycles coming from Mercer Island and Seattle, this is the most direct route into Bellevue. At times it gets very busy and dangerous, particularly along sections north of Bellevue Way SE. I see in the proposal that a bike lane would be introduced between Bellevue Way SE and SE 12th St. This is urgently needed. However, it would be preferable if the new bike lane could be extended to the Bellevue High School entrance (between the 300 and 400 blocks). During school pickup and drop-off times and during rush hours, this section of road carries a lot of traffic and is congested. Bicyclists would feel much safer with a bike lane for this entire section. I'm a little unsure how many additional bicyclists would use this route if this project was funded because it does have some relatively steep gradients.

this is all about speed, signage compliance, and general cultural acceptance/understanding of cyclists. If you think a painted bike in a green box is going to impact drivers who already go straight through a turn only intersection, and speed through school zones to avoid the congested arterials, good luck to you.

This is an important link from the I-90 trail to downtown Bellevue.

This is our only area for guest parking

This would be a great improvement in connections to the I-90 bridge and Mountain to Sound Greenway. I'm impressed with the desire to turn 108th into a through bike route from SR 520 in the north to I-90 in the south. That it is on a single street and won't require advanced wayfinding skills.

Too hilly!

Adding bike lanes where there is sufficient road width would obviously be a good thing. Adding sharrows where there isn't enough width would be beneficial as a minimal measure.

Downtown Bellevue is infamous for not having proper bicycle lanes/trails and infrastructure. A north/south connection is needed that is safe and reliable. The same way Seattle has 2nd avenue protected bike lane.

PROJECT IDEA PBC-2

108TH AVE NE (DOWNTOWN)

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	10	77%
Maybe	3	23%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	9	69%
Maybe	4	31%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	3	23%
Possibly	4	31%
Unlikely	5	38%
No Way	1	8%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	8%
Several times per week	4	31%
About once per week	0	0%
Occasionally	6	46%
Infrequently	2	15%
Never	0	0%
Total	13	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	2	15%
Somewhat Important	0	0%
Neutral	1	8%
Not That Important	7	54%
Very Unimportant	3	23%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	8%
Infrequently	4	31%
Never	8	62%
Comments?		
Write-In Comments	6	46%
Total	13	

Write-In Comments

Bike lanes next to parked cars absent a buffer for opening car doors are unusable. I always ride at least four feet from parked cars which would still put me in the traffic lane between 10th and 12th

I live in downtown Bellevue so I wouldn't use the parking. But one reason no one walks in Bellevue is that no one can park and walk to streetside businesses. You park in the mall, you stay at the mall. You park in a business' lot, there are no walkoffs. Compare Bellevue downtown to Redmond downtown. How did they become Little Ballard? On-street parking.

I prefer the flex poles added to the protected lane barrier for added clarity and safety. I do not like the mounds or curb as a moment of distraction and your front tire hits and you can wobble into traffic on your bike. Cars also give more respect to a clear structural barrier vs a little bump on the road that they drive over.

This should be pretty easy to implement, and would make it safer to ride on this section of 108th.

We live on 108th Ave SE near Bellevue HS. Traffic on this road is horrible. There is far too much "speeding" and not enough law enforcement to control it. Bikes have a hard time on the uphill and cars cannot easily move around them. If you put in a bike lane it will help but 108th should be RESTRICTED to bike and Residential access only. All other vehicles should be diverted to Bellevue Way or 112th. No pass through traffic. There are very steep driveways or none at all. Very limited on street parking for residents. Please do NOT remove on street parking. Permits work GREAT.

I work at 8th and 108th so this is probably one of the more important parts for me. I walk or bike thru here daily. Bellevue has great bike infrastructure but it seems not a lot of bike awareness. Sharrows would help with that.

PROJECT IDEA PBC-3**108TH AVE NE (NORTHTOWNE BIKEWAY)**

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	5	71%
Maybe	1	14%
Probably Not	1	14%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	5	71%
Maybe	1	14%
Probably Not	1	14%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	14%
Possibly	1	14%
Unlikely	4	57%
No Way	1	14%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	14%
Several times per week	0	0%
About once per week	1	14%
Occasionally	2	29%
Infrequently	1	14%
Never	2	29%
Comments?		
Write-In Comments	4	57%
Total	7	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

This will make it easier to ride through downtown Bellevue if this is made continuous on 108th south past Main St.

"Don't see any change on your project page. I've never seen any bikes there anyway."

Why can't there be bike lanes on Bellevue Way to connect to the bike lanes on Lake Washington Blvd in Kirkland? This candidate project provides for a long detour.

108th north of downtown already seems like a pretty nice place to bike (I've only driven it). I'd only bike as far as 12th, though, and this project doesn't have any improvement downtown. I'd like to be able to get to Bell Square, the new KidsQuest site, and the library.

PROJECT IDEA PBC-4 LAKE WASHINGTON BLVD SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	10	63%
Maybe	1	6%
Probably Not	3	19%
Not At All	2	13%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	12	75%
Maybe	1	6%
Probably Not	1	6%
Not At All	2	13%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	11	69%
Possibly	4	25%
Unlikely	1	6%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	19%
Several times per week	7	44%
About once per week	4	25%
Occasionally	2	13%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	8	50%
Total	16	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

Though a bicycle facility would be nice here, traffic is so low that it would not increase my perception of safety. I would rather see the focus on higher traffic areas without low traffic alternatives such as the Downtown core.

Most drivers on the road today do not know what a shared lane marking is. It's a recent addition, and not on the driving exam in most states. Please consider supplementing the shared lane markings with Bicycles May Use Full Lane signs. As Hess & Peterson report in PLOS ONE, the "Bicycles May Use Full Lane" sign has much less ambiguity for drivers currently on the road.

<http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0136973#pone-0136973-t001>

This looks like an easy one to remedy!

In my experience, most drivers do not pay any attention to "sharrows". I ride every day on 114th St where there are sharrows and I don't see many drivers making any extra allowances for bicycles there, not even giving space on the curb side where the lane is clearly wide enough to do so.

I ride this several times a week from the southern Lake Wa Loop Trail to Lake Wa Blvd. The sharrows will not make the area feel much safer.

A more helpful solution would be to restripe north of Lake Wa Blvd to the Newcastle Beach Park. The 6ft shoulder should be on the uphill direction of travel and converted to a dedicated bike lane for hill climbing. For example, the bike lane should be southbound from Bagley to Lake Wa Blvd (moved from east to west side of the road). North of Bagley, the shoulder is already in the right place and could just be marked as a bike lane.

These changes work with existing pavement and would be way more helpful than the sharrows. But, it would make sense at the same time to include sharrows on the opposite side of the street from the bike lanes to give people a hint to use bike lanes going up hill and to take the lane going downhill.

would be safer

I bike this section of road daily already. There is not much traffic so it is reasonably safe. Adding sharrows would make it more apparent that this is a bike route which may be helpful in that cars going to/from Newcastle Beach Park often go faster than the speed limit.

This should be lower priority.

PROJECT IDEA PBC-5 114TH AVE SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	23	77%
Maybe	6	20%
Probably Not	1	3%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	24	80%
Maybe	5	17%
Probably Not	1	3%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	13	43%
Possibly	10	33%
Unlikely	5	17%
No Way	2	7%
How often would you bicycle here if the candidate project is implemented?		
Daily	8	27%
Several times per week	7	23%
About once per week	6	20%
Occasionally	8	27%
Infrequently	1	3%
Never	0	0%
Comments?		
Write-In Comments	22	73%
Total	30	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

This route is on my commute to work, which then continues up 116th Ave NE. Even though there are sharrows, the north bound (uphill) ride from SE 6th St to NE 6th St is terrifying.

This section of road is part of my daily commute (I typically ride north up 108th, and south on 116th). The increased segregation from traffic is a good idea. During rush hour I've had cars almost hit me by pulling into or overlapping the current bike lane.

This is a major bicycle commuting arterial for Bellevue - The section between SE 8th and NE 2nd could certainly use a little safety improvement (especially NB) - it's unclear to cyclists and drivers where cyclists should ride. There is a marked shoulder (of weirdly changing width) AND sharrows along here. I've had MANY close calls here with cars trying to get by and several drivers that have yelled at me thinking I belong in what IS NOT the bike lane.

I prefer the flex poles added to the protected lane barrier for added clarity and safety. I do not like the mounds or curb as a moment of distraction and your front tire hits and you can wobble into traffic on your bike. Cars also give more respect to a clear structural barrier vs a little bump on the road that they drive over.

I don't think it addresses too much here in terms of bike safety. Drivers heading north on 114th and making a right onto SE 8th St are more problematic. They are not very aware that a cyclist will be on the right side.

Use 114th every day on my bike commute.

The bike lane currently just goes away and cyclists are stuck on some dangerous streets. There needs to be some signs to divert around the lake riders to a safer street in Bellevue. Although right now, there isn't any safe streets downtown that I have found.

The key to bicycle & pedestrian safety in Bellevue this close to I-405 is lane separation. Car drivers this close to an Interstate are focused on speed & traffic. They violate lanes, rights of way, traffic lights, pedestrian crossings in pursuit of shorter commute times. The ONLY way to remedy this is to physically separate bicycle traffic from auto traffic, with physical barriers. Drivers consistently ignore the existing pavement markings. Law enforcement does not make bicycle & pedestrian safety a priority to ticket offenders (or to upload video feeds of right-of-way violations). City of Bellevue needs to convert 114th from its current purpose as I-405 traffic feeder/alternate route to local-access, restricted speed, bicycle-priority with sufficient physical barriers between auto & bicycle lanes.

This road is part of my daily commute to Bellevue transit center area. Proposed changes would make it definitely safer.

Looks good.

This proposed path is good, but you need to have safe paths for cyclists where this path ends in downtown near the 405/NE 8th interchange. As it stands, you get there safely and then get dumped into a very unwelcoming space for cyclists

This is an extension of Lk Washington Loop/118th Ave SE bike lane and is very heavily used by bikers at the moment, especially those who need to get to the downtown Bellevue. The current set up is very dangerous because the road is shared with cars going 30mph and has turns that limits the visibility. On behalf of all bikers who use this road on frequent basis, please, dedicate a bike lane here in both directions. Thanks, Dan.

Seems reasonable.

First, the streets associated with the typical sections don't make any sense. (I saw the same issue on the sections for SE 60th Street in south Bellevue -someone should really check these.) BUT I really like the proposed improvement for section 2 - changing the side sharrow to bike lane all the way from SE 6th to Main Street (or even farther north if possible) would be a big improvement for commuting when cars back up there. Not sure that the sharrows north of Main St. will be any more effective with green paint. but more bike lane and painted buffers to the south of Main is a start.

I commute by bike on this route daily. Have done so for 24 years and will continue to do it. I like Sections 1 & 2 because drivers generally recognize longitudinal stripes. White edge stripes with bike lane symbols give some recognition and delineation of space. The wider 2' buffer strip is even better. But Section 3 is ineffective in either case because drivers do not recognize or respect "sharrows" at all. "Sharrows" are a waste of paint without a longitudinal stripe for delineation.

The double protected bike lanes are great in segments 1 and 2. Segment 3 needs signage to tell cars that "Bikes have Rights to Roads", not the confusing and ineffective plea to "Share the Road" which cars interpret as MOVE to the debris burm biker, a car is coming through. Green bike boxes at intersection is necessary with CARS STOP HERE behind the bike boxes. This really shows drivers this is serious bike usage and they will be more careful each time.

Having a separate bike lane is the only way I would bike around here...

I have been researching riding my bike to work from Renton to Bellevue when the weather isn't bad. The new ERC project got me interested in doing this. I'm going to try it on a weekend first. I'm an average person; not a huge biker so have specified bike lanes (not the confusing charrettes, or whatever you call them) is much preferred over worrying about traffic.

Yes yes yes. Adding a wider stripe between bike and general purpose lanes is excellent. Adding the flag reflectors shown in section 2 is even better.

Getting from 112th NE across NE 8th is difficult. It's a problem when trying to get to Group Health or Overlake Hospital.

Making the bike lanes "separated" where there is sufficient paving width would be a good improvement. On the north end of this stretch bikes need to be in the lane, but once bike lanes start cars are anxious to pass, so being in a protected lane would be beneficial.

This should be lower priority. It's OK as is for now.

PROJECT IDEA PBC-6

112TH AVE NE, 108TH AVE NE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	20	83%
Maybe	3	13%
Probably Not	0	0%
Not At All	1	4%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	18	82%
Maybe	3	14%
Probably Not	1	5%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	6	25%
Possibly	9	38%
Unlikely	7	29%
No Way	2	8%
How often would you bicycle here if the candidate project is implemented?		
Daily	2	8%
Several times per week	6	25%
About once per week	3	13%
Occasionally	12	50%
Infrequently	1	4%
Never	0	0%
Comments?		
Write-In Comments	16	67%
Total	24	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

With the 520 bridge bike/pedestrian lane about to open, it will become increasingly important to have safe access to points north from downtown.

Very important to have safe access to 520 bridge once it opens to bikes.

Unfortunately, the section of 112th Ave NE between NE 12th st and NE 8th is a big gap that limits the ability to connect between two north-south bike routes--108th/112th and the bike facilities on the west frontage road of i-405.

These improvements will be welcome -but the existing conditions are not terrible now. Strange that there is no plan for the few blocks just south of here along 112th bt NE 6th & NE 12. The Lk WA loop spits riders out onto 112th there and there are NO real provisions for bicycles apart from entering into the middle of 4+ lanes of traffic (merging across turn lanes) and trying to keep up while climbing to NE 12th.

After the 520 project was complete it was disappointing that NB on 112th Ave NE had a bike lane that disappeared (and it is going UP HILL) while SB is downhill and has a lane wide enough to park a semi. The buffered bike lane would be fantastic on this corridor all the way from 520 to NE 12th Street.

best proposal i've seen in this wiki yet. BUT let me give you a little clue. connect this to 110th ave NE (you MUST own that ROW) and you'll have a nice low traffic bypass using 108th. Include a stoplight there & it'd be awesome.

I like the barriers

This would eliminate the most dangerous part of the commute from Kirkland to Bellevue on bike. The hill climb with no good shoulder is very dangerous with the current conditions.

Part of my current commute

This is a road that I could take for my commute. It's pretty scary now. Section 4 seems useless for bikes.

Nope. Try again on section 4. Just painting sharrows on the road from 38th to the corridor is NOT going to help. Think about it. That is a very steep hill, and cyclists can only go a couple miles per hour up the hill to the corridor. And cars pile up behind them. And paint doesn't change anything. Except maybe allowing cops to justifiably ticket cars who honk.

This area must have a bike lane. At least uphill. Downhill is fine since bicyclists can keep up with car traffic.

Branded wayfinding to all Trails needs to be included. If Bikers are to ride on the sidewalk at 112, please make clear signage as this new area is confusing to those like me that infrequent the area because it is confusing and because there is no E/W safe way to go. Need protected bike lane on BelRed as many of us do BRAVE that passage and head over to north of Bellevue downtown, then turn south to enter it somewhere between 116 or further west. These intersections need delayed green and no turn on Red as cars are aggressive and when I did WDOT counts folks in cross walks had near misses as cars just went.

A connection to the CKC/ERC trail seems like an obvious choice, but the steep grade of this section will deter casual riders. There will also need to be a redesign to the NE 38th PI signal to remove the flashing yellow arrow for traffic turning left from NB 108th Ave NE, which currently causes dangerous conflict with SB cyclists and pedestrians in the crosswalk.

112th is one of the scariest roads I've traveled when biking around Lake Washington. Replacing ambiguous shoulders with these bike lanes + extra buffered stripes + reflective flags is an incredible improvement. This makes the trip feel sooooo much safer. Yes yes yes.

I'm counting on this as the route to downtown Bellevue from my home in Kirkland. I will take the wide sidewalk on the sharrowed portion. The protection bike lanes are great!

I like this, especially also getting a pedestrian win in (2). I wish more could happen with (4).

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

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	4	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	3	75%
Maybe	1	25%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	3	75%
Possibly	0	0%
Unlikely	1	25%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	25%
Several times per week	1	25%
About once per week	0	0%
Occasionally	2	50%
Infrequently	0	0%
Never	0	0%
Total	4	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	0	0%
Neutral	0	0%
Not That Important	2	50%
Very Unimportant	2	50%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	0	0%
Never	4	100%
Comments?		
Write-In Comments	3	75%
Total	4	

Write-In Comments

Don't know how feasible Section 1 is. There are parts that are quite steep and there are many cars that use this street so can imagine a lot of frustrated drivers as they wait for a cyclist to climb Highland from Forest.

Highland Drive is the best street for getting to the hill top. I would recommend a bike lane on the ascent side, especially near the intersection with Newport Way. Downhill bike traffic is essentially at same speed as car traffic. I commute daily on my bike going to Eastgate P&R and would appreciate better connection. I am not comfortable with my 9 and 13 year old children riding on this street b/c of traffic.

This is a steep road which is inherently bicycle unfriendly. Adding cycle lanes will make the route more desirable but I'm still going to look for less steep options.

PROJECT IDEA PBC-8

140TH AVE NE, NE 24TH ST, NE 29TH PL

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	13	65%
Maybe	3	15%
Probably Not	1	5%
Not At All	3	15%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	15	75%
Maybe	3	15%
Probably Not	1	5%
Not At All	1	5%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	7	35%
Possibly	4	20%
Unlikely	4	20%
No Way	5	25%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	15%
Several times per week	6	30%
About once per week	2	10%
Occasionally	4	20%
Infrequently	3	15%
Never	2	10%
Comments?		
Write-In Comments	14	70%
Total	20	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

Sharrows are really insufficient for this super heavy traffic area. This is also a very important connection point to get from south of NE 8th St to the 520 trail.

Having a safe bike route through 140th would really help my daily commute. As described it doesn't make me want to use this facility. As much car traffic operates here I'd really want to be separated from the cars as much as possible.

The section along w.b. NE 24th is very short and lack facilities--this is ok for fast cyclists, but will always be difficult for cyclists to turn left onto 140th Ave NE. Going forward or turning right onto n.b. 140th Ave can be improved with bike facilities.

The entire 520 bike path access is stupid. There's a great bike path, but there's no access from 24th street to the path. There's a sidewalk halfway up the hill right next to the 520 path, but no connection. The fence along the 520 path is stupid.

I drive this road one a week and have never seen a bicyclist on this road. There are many times more walkers than bicyclists and the priority should be on making walking paths safer. The initiative is being called the pedestrian - bicycle initiative, but it's really all about the bicycle lobby. Let's focus first on making existing walkways safe and then on building pedestrian walkways.

This section is the worst part of my bicycle commute and improvements in this area would be very beneficial. Thanks.

i ride to work several times a week along 140th from the 520 trail to Factoria. we really need a bike line from 520 to NE8th. recently, you added two crosswalks between bel-red road and NE8th. as part of the install, you added garden medians. that has left cars with less space to pass bikers. i feel less safe on that stretch of road than prior to the additions. a bike lane would help immensely.

140th is hugely busy and needs the MISSING BIKE lane added between 24th and north. Protected lane exists south and starts again in north. Need a lane to be added entire way. Many cyclists, many walkers/runners on sidewalk. These intersections are scary during rush hour or anytime really. Need Green bike box at intersections. Need striped cross walks. Need DELAYED Green so folks can cross 140th or W/E first before cars. No turn on Red would add great safety. The area starting at BellRed up through the 7/11 area is very hard to bike. Road needs to be kept clean and needs safety attention. I stopped riding to be safe when we lived by there. Never even knew 520 trail access behind some buildings-forget now where it is. The access needs to be clearly marked on 140th, including north as there is a little road that we took behind shops and found it by surprise. Needs a bike lane leading down both access points and area needs to be glass free. 140th could be an excellent safe N/S route that many already take from 85th to I90, just needs more serious safety attention during busy commercial areas and missing link (no protected lane). Please add this area to your Quick Fix.

The cross at 148th to the 520 trail heading east is very dangerous. Heavily trafficked. Needs stripped cross that is wider- tons of walkers and bikers. Bike Box or directional bike lanes to make this crossing as SO MANY FOLKS heading to MS or N/S. If you just somehow road up the street (big hill) you are tired and then rush hour or any hour is scary for average rider as landing on both sides is too small. The lane heading to Fred Meyers could use some safety features as many ride or walk N/S and crossing 520 highway ramp or navigating signals is not safe. Please visit the Overlake Area- Not sure if this is Redmond or Bellevue, but if 50/50, please partner as this has lots of people.

The section between BelRed and NE 8th is more important, great to see its funded. Odd that the crosswalks went in first, as there are more bikers using this road than pedestrians crossing. The new pedestrian crossings make this more dangerous for bikers as the road is now narrower...and cars try to pass where the islands are making it more dangerous than before when they used the center lane to pass.

It would be nice to see bike lanes on 140th Ave. Currently it's like the running of the bulls to ride through there... I'm not sure sharrows are sufficient. The other parts of this project seem more likely to improve conditions.

Write-in comments continued on reverse.

PROJECT IDEA PBC-8, continued

140TH AVE NE, NE 24TH ST, NE 29TH PL

Write-In Comments

I frequently ride 140th NE from Old-Redmond road to Bellevue College. The most dangerous section for a cyclist is NE 8th to NE 24th. So I'm happy to see NE 8th to Bel-Red being addressed.

Project Idea PBC-8 shows lanes being converted from car to car/bike from Bel-Red to NE 24th, though the detail view only shows Bel-Red to NE 20th, leaving a gap from NE 20th to NE 24th. What is the plan for the gap?

There are 2 short lengths of 140th NE between NE 24th and NE 40th marked ""existing facility"" though I have no idea to what this refers. At one time Bellevue was planning to extend the bike lanes along 140th NE that extend from Redmond down to NE 60th and suddenly end. What has happened to that? It no longer appears even as a proposal.

The PBL sections of this project are great. Sadly, they don't help me. I'd like to be able to take 140th Ave to Bel-Red, but north of 24th there are no facilities and south of 24th it's only sharrows. A bike corridor needs to be more than sharrows. 140th Ave should be high on the list for the next phase of more complicated projects to get it some actual bike facilities.

I'd also like to take 24th from 140th to 148th. This project only gets me part of that.

Part (1) has no benefit to me. I don't think you have a quick win possible here. After this round the question will be whether this is for people or cars.

For (2) it looks like a 4 foot bike area with some of that lost to gutter. That's tight for a trailer. Can you go 5+1 instead of 4+2 with the buffer? Can you squeeze more out of the 11 foot turn lanes?

For (3) the same 4 foot comment applies. Would a bike box at 148th fit within the scope of these projects? It would enable the diagonal crossing to the 520 trail. Or at least an advanced stop line for the bike lane over motorists? People on the 520 trail could use this instead of waiting on the sidewalk and going diagonally to the NE from there.

PROJECT IDEA PBC-9 161ST AVE SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	2	50%
Maybe	1	25%
Probably Not	1	25%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	2	50%
Maybe	1	25%
Probably Not	1	25%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	3	75%
Unlikely	1	25%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	1	25%
About once per week	0	0%
Occasionally	2	50%
Infrequently	1	25%
Never	0	0%
Total	4	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	0	0%
Neutral	1	25%
Not That Important	1	25%
Very Unimportant	2	50%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	1	25%
Never	3	75%
Comments?		
Write-In Comments	1	33%
Total	4	

Write-In Comments

I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation.

I get nervous about separated bike lanes with bollards. Inevitably a tree branch or some other hazard will find its way into the separated bike lane and cyclists will not be able to merge into the general purpose lane to avoid it.

PROJECT IDEA PBC-10

164TH AVE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	12	80%
Maybe	3	20%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	13	87%
Maybe	2	13%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	8	53%
Possibly	4	27%
Unlikely	2	13%
No Way	1	7%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	20%
Several times per week	4	27%
About once per week	2	13%
Occasionally	4	27%
Infrequently	2	13%
Never	0	0%
Total	15	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	1	7%
Neutral	1	7%
Not That Important	8	53%
Very Unimportant	5	33%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	1	7%
Several times per week	1	7%
About once per week	0	0%
Occasionally	0	0%
Infrequently	1	7%
Never	12	80%
Comments?		
Write-In Comments	11	73%
Total	15	

Write-In Comments

164th needs better markings. I don't think this road has any bicycle lane markings, it just looks like a shoulder.

A safe North-South route that will get one closer to Microsoft is a fabulous idea and one that I support.

Bike lanes on 164th are overdue. There are 2 major schools on this road so adding the lanes will provide for healthier ways to get to school. It also provides for a low-traffic N/S route in East Bellevue. I use this route daily in commuting to work and I strongly encourage Bellevue to proceed with this project

Currently use the southern part of the route. Easy in off peak hours when few cars are parallel parked, can get a little dicey when more cars are driving and parked. I turn at NE 4th, rarely need to continue north, comments apply only to south leg.

Good north-side bike path. Needs a bike lane

I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation.

I really like this project. I like idea of a separated bike lane without bollards blocking the cyclist from merging into the general purpose lane.

The bike lanes are an improvement, but the sections that merge bikes with traffic undermine the effectiveness. This is an area where I ride with my kids, and I will never merge into traffic with children - I will have them ride on the sidewalk.

the bike lanes that appear & disappear are dangerous. Work out a plan with metro around the bus stops

The change to section 4 would be very hazardous to the area. Considering that the it is close to a high school and elementary school it is more than likely that children will be biking in the area. Having that section be a direct shared lane with other vehicles would be very unsafe. It would be better to maintain the continuity of the rest of the street and not confuse divers and bicyclist by having a designated bicycle lane.

The section between BelRed and NE 8th is more important, great to see its funded. Odd that the crosswalks went in first, as there are more bikers using this road than pedestrians crossing. The new pedestrian crossings make this more dangerous for bikers as the road is now narrower...and cars try to pass where the islands are making it more dangerous than before when they used the center lane to pass.

I expect loosing on street parking will be a big impact to people who live in this area. Even driving on 164th in places is concerning because of parked cars. You may want to consider parking on one side of the street only. Downhill sections of 164th allow bikes to travel at a decent speed such that they could be in the car lane with Sharrows and a bike lane on the uphill side. Additionally, routing bikes onto the parallel neighborhood streets could be a solution. Currently, south of Northup, I use the parallel neighborhood streets to avoid the 164th traffic.

I take a weekly trip to Crossroads with my kids, and while I can bike it, the route is pretty stressful, and I was threatened and bullied by a person driving a few weeks ago. These days we mostly take the bus.

With this project, I'd go back to biking it more regularly, and it would be much less stressful.

The sharrow portion at Interlake HS is where I was threatened. Sharrows do raise awareness, so maybe I wouldn't have been, but I think you should move the transit stop out to the street and run the bike lane behind it. Most stops are in the lane. I think that's a reasonable tradeoff for safety.

PROJECT IDEA PBC-11

NE 30TH ST, 172ND AVE NE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	3	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	3	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	33%
Possibly	1	33%
Unlikely	1	33%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	33%
Several times per week	1	33%
About once per week	0	0%
Occasionally	0	0%
Infrequently	1	33%
Never	0	0%
Total	3	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	1	33%
Neutral	0	0%
Not That Important	1	33%
Very Unimportant	1	33%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	0	0%
Never	3	100%
Comments?		
Write-In Comments	1	33%
Total	3	

Write-In Comments

Good alternative to Bel-Red for travel to Marymoor from Bellevue.

PROJECT IDEA PBC-12 NE 12TH ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	15	79%
Maybe	3	16%
Probably Not	0	0%
Not At All	1	5%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	15	75%
Maybe	4	20%
Probably Not	1	5%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	6	30%
Possibly	9	45%
Unlikely	1	5%
No Way	4	20%
How often would you bicycle here if the candidate project is implemented?		
Daily	4	20%
Several times per week	5	25%
About once per week	2	10%
Occasionally	7	35%
Infrequently	2	10%
Never	0	0%
Comments?		
Write-In Comments	11	55%
Total	20	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

This makes good use of the NE 12th bridge and continues the facilities west of I-405. Bike facilities like the NE 12th I-405 bridge are best when there are not both travel directions on the same facility but instead split facilities with bike traffic the same as vehicle traffic direction. This extends to bike lanes--please try to keep them same direction as vehicle traffic rather than 2-way which is hard to make turns off the bike facility.

Used this route regularly for several years. Plan to start using it again when the new 520 bridge opens. Riding on the travel lane in off-peak hours works OK in this area. On-street lanes would be preferable in my view, as the off-street trail will probably entail poorly synced lights and presumably vanish around 116th. The biggest problem by far is the lack of facilities on Bel-Red from 124th to 148th.

First of all, thank you for looking into continue the path started on the I-405 overpass into the downtown area. When crossing the intersection with 112th Ave N while on the path located on the north side, turn on the OK to walk symbol automatically with every east/west bound green light - don't force users to stop to hit the signal button.

The problem here is cross traffic to get on and off this path - as long as you are travelling thru, the plan is good, but getting on or off this path (onto/off of the Avenues) is bad if you have to turn left (bikes needing to wait for 2 pedestrian light cycles to make it across left). This is especially bad in section 3 west of 112th street going over 405.

I prefer plans 2 & 3, where bikes have their own lane out of the street.

Yah... no. Remember that this is mostly just a jaunt from one N-S corridor (116th) to another (112th). It's too difficult to get from the roads to this stupid super-wide sidewalk and back onto the roads. It's too hard and time-consuming to navigate the lights from the sidewalk. Much easier to take your chances with the cars. Shrink the sidewalks, put bike lanes on the road and don't separate bikes over the bridge.

This is the most important project in the proposal. If built, this will be the safest East-West route in Downtown Bellevue.

That is a good start however the most problems I have with vehicles is the section east of 116th Ave NE. The speed limit is 30mph but traffic travels must faster. Most drivers do give me 3 ft but there are a few who don't give me any room at all, honk or yell profanities. Really, in Bellevue?

12th St desperately needs bike facilities. It would be good to get bike lanes, but a dedicated trail on the north side would be a big improvement.

Similar to the existing path over the bridge, the key here is connections? How do people on bikes get to/from the path for the various trips that they want to make?

I love the off-street path! Please consider carefully the driveway and street crossings. Help people driving to slow down and take the corners carefully so they can look for people walking and biking on the path.

Also consider the connections to the path. Since it's only on one side of the street, it can be awkward to get to it. An all-ages-and-abilities facility like this needs connections to other AAA facilities to truly be transformative.

PROJECT IDEA PBC-13

LAKE WASHINGTON BLVD NE, MAIN ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	13	68%
Maybe	4	21%
Probably Not	2	11%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	15	79%
Maybe	2	11%
Probably Not	2	11%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	8	44%
Possibly	8	44%
Unlikely	2	11%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	16%
Several times per week	2	11%
About once per week	1	5%
Occasionally	10	53%
Infrequently	3	16%
Never	0	0%
Total	19	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	2	11%
Somewhat Important	3	16%
Neutral	3	16%
Not That Important	9	47%
Very Unimportant	2	11%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	5%
Infrequently	6	32%
Never	12	63%
Comments?		
Write-In Comments	8	53%
Total	19	

Write-In Comments

Considerable safety concerns now on "improved" Old Main St with increased traffic, bad parking arrangement, and hazardous construction sites.

Good addition to the bicycle network. This will make it safe to ride to downtown whereas today I don't feel safe east of 101st AV NE.

I rode that road segment last week - other than construction re-routing and the obvious and unavoidable crowding at traffic lights i found it a totally great bike-friendly route already - no improvement needed.

In Segment 3, 12 foot outside lanes are wide enough that many drivers will attempt illegal passing despite sharrows. Is there some other use that requires a wider outside lane than inside lane? Cycling is more comfortable with the narrower lane on the outside, so that it's more obvious drivers must change lanes to pass.

Marked shared lanes are a bad idea. We need dedicated bike lanes in order for it to be safe to commute to work or even go for a recreational ride with kids. Protected lanes are an even better idea.

The lanes are too narrow to act well as "protected lanes". The sharrowed lanes are not safe without clear signage of "Bikes have Rights to be on the Road". No Sharing Road sign- they are NOT effective and still give cars the dominance they assert regardless of safety to bikers. Slow the traffic. Green boxes for bikes are intersections. The green sharrows have to be frequent, and I would always prefer at double protected or ideally flex post lane vs a sharrow.

The Sharrows need to be Large and Green and signage that states Bikes have Road Rights are necessary to educate the drivers. Should also teach in Drivers Ed and Lic Renewal.

There is a *far* better plan for Main Street on the city's web site:
https://bellevuewa.gov/pdf/PCD/2015-May-26_Pardoe_comments_RE_Main_Street.pdf

This should be lower priority.

PROJECT IDEA PBC-14

SE 8TH ST, LAKE HILLS CONNECTOR

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	20	91%
Maybe	0	0%
Probably Not	1	5%
Not At All	1	5%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	19	86%
Maybe	1	5%
Probably Not	1	5%
Not At All	1	5%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	6	27%
Possibly	3	14%
Unlikely	11	50%
No Way	2	9%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	14%
Several times per week	5	23%
About once per week	2	9%
Occasionally	6	27%
Infrequently	4	18%
Never	2	9%
Comments?		
Write-In Comments	13	59%
Total	22	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

Why spend all this money on a minority commuting group? Your never going to put in enough bike lanes to alleviate traffic, yet you insist on taking up road space for less than 1% of the population. Even if these proposed bike lanes go in half of the bikers are still going to be hanging out right on the fog line slowing up traffic. #streatcyclistsuck

Please put up street lights on lake hills connector on the unlit sections near SE 8th.

This is the most unsafe portion of my daily bicycle commute. I would LOVE for this project to happen.

Dedicated bike lines on Lake Hill Connector will improve bike commuting safety, but needs to connect to dedicated bike lanes reaching Bellevue Transit Center.

I commute along Lake Hills Connector and would use this every time I ride. The current areas where I feel most unsafe are westbound on Lake Hills, crossing 405, and turning right onto Lake Hills from SE 8th. Therefore 2,3 and 4 will all be significant benefit.

This would be an important east-west route for cyclists.

Lake Hills connector curves and on the north side is Kelsey Creek Park. Would it make sense to cut the pedestrian/cycle track into the park instead of having it hug the busy road? This might make the bike experience fun instead of just less bad.

I currently infrequently cycle this road and I expect to continue to infrequently cycle this road. This is a really steep hill and cyclists will pick up a lot of speed if they choose to. I recall biking this downhill being frustrating/scary since you have the choice of biking on a bumpy sidewalk or biking by fast traffic that doesn't have a lot of time to see you.

The speed of this hill should definitely be taken into account in design. Bicyclists are likely to travel quickly down the hill. It might not make the most sense to combine downhill cyclists with pedestrians or uphill cyclists. But, I do think this is an improvement over current conditions if the cycle track is smooth.

Too much hill for any but the most ardent biker, and in that case they would use I90 or 520 trails. Better places to spend money.

This section needs bike lanes east of I-405.

This is a piece of the north-south route. Without it, it would be difficult to get from Factoria to the 520 trail.

The lower (western) part of this would be great to connect to Richards road, providing a reasonable flat north/south route. The steep Eastern section will probably not get much use.

Great project to make Downtown Bellevue more accessible from Lake Hills.

very dangerous going from the connector trail under I-405.

PROJECT IDEA PBC-15 SE 16TH ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	5	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	4	80%
Maybe	0	0%
Probably Not	1	20%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	20%
Possibly	3	60%
Unlikely	1	20%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	20%
Several times per week	1	20%
About once per week	0	0%
Occasionally	0	0%
Infrequently	3	60%
Never	0	0%
Comments?		
Write-In Comments	2	40%
Total	5	

Write-In Comments

Unclear why this is a priority. The Lake Hills green belt could be paved with a permeable material and could become a very nice multiple use off road trail.

I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation.

This project will help recreational riders; as a commuter I choose streets with more gentle topography.

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA PBC-16 SE 38TH ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	0	0%
Maybe	1	100%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	0	0%
Maybe	1	100%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	0	0%
Unlikely	1	100%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	100%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	0	0%
Total	1	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA PBC-17

LAKE WASHINGTON BLVD SE, SE 60TH ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	6	67%
Maybe	3	33%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	7	78%
Maybe	2	22%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	5	56%
Possibly	4	44%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	33%
Several times per week	3	33%
About once per week	1	11%
Occasionally	1	11%
Infrequently	1	11%
Never	0	0%
Total	9	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	1	11%
Neutral	0	0%
Not That Important	8	89%
Very Unimportant	0	0%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	1	11%
Never	8	89%
Comments?		
Write-In Comments	5	56%
Total	9	

Write-In Comments

First - I think the description of street sections are mislabeled. Section 4, 119th to 123rd there is no existing bike lane, just parking. And the map shows this project continuing from 123rd to coal creek parkway, where there is a bike lane on one side, but there is no section with this label. So, below I will reinterpret what the sections are labeled based on what I think they actually mean.

Section 1 (seems correct) + 2 (60th from Lake Wa Blvd to 120th) - YES YES! Existing bike lanes are 'ok', but buses, vans, trucks and trailers often drift into the bike lanes. Additional buffer of wider hashed lines along with the reflector flags is a huge improvement.

Section ??? (60th from 120th to 119th) - There is no section like this shown. It has one lane each direction with left turn lanes at both intersections. There is no shoulder or bike lane. Westbound lane is downhill so bike facilities are not critical. Eastbound lane is uphill but a short distance and many users turn left on 119th, so maybe sharrows are best in this case. It is difficult however to merge with overtaking vehicles as you leave the bike lane at 120th. Many drivers do not see you or realize that the bike lane ends.

Section 3 (60th from 119th to 123rd) - On street parking makes this section very scary, even when driving a car. You can't see westbound on 60th when turning from 123rd onto 60th because parked cars on the south side of the road obscure oncoming traffic. Removing this parking would really help everyone. If parking remains as shown in the section 3 image, I suggest parking remain on the north side of the road. Adding these new bike lanes, as well as including the hashed lines would be a huge improvement. With this improvement I could easily bicycle to the Library and shopping in Newcastle with my children. Currently I have them ride on the sidewalks here which is not much safer than riding in the street due to vehicles coming in and out of driveways.

Section 4 (60th from 123rd to Coal Creek Pkwy) - This should be broken up into 2 sections. 123rd to 129th is uphill heading east, the wider bike lane and markings should be on the eastbound lane to allow slow climbing of the hill by bikes. From 129th to Coal Creek, eastbound lane is going downhill, so the wider marked bike lane should be on the westbound lane allowing uphill slow climbing. I do like the idea of narrowing the traffic lanes and making the unmarked shoulder larger. But, please think about hill climbing when choosing which side of the road to put the 5ft wide marked lane on."

I commute by bike daily to downtown Bellevue on this route. I like Section 3 because it would provide separation from the parked cars. Sections 1 & 2 might be an improvement but that would depend entirely on maintenance. How do you intend to clean out the debris that will accumulate between the divider pylons and the edge of the road? Also, the divider pylons and narrow bike lanes would make it difficult/dangerous to pass slow cyclists on the hills.

I like the idea of buffers between the traffic lanes and the bike lanes, but I think that putting barrier posts is a bad idea. The bike lanes in this area need frequent cleaning due to downed leaves, needles, branches and general debris, which would be hard to do without access for street cleaners. And if there is debris in the curb lane, cyclists need the space to get around it. Also, this would prevent any passing off or by other cyclists - I don't appreciate being stuck behind a slower cyclist or feeling like I am hindering a faster cyclist.

In segments 1 & 2: Will this be accompanied by improved street sweeping schedules? Debris tends to accumulate towards the curb side of the existing bike lanes, so that the area being converted to a buffer in this proposal is often the best part of the bike lane to ride in. Be sure to have a 4-foot-wide street sweeper in your equipment inventory *before* making this change, since the delineator posts will prevent cleaning with standard sweepers.

In segment 3: the door zone of standard passenger vehicles extends 11 feet from the curb, and bicycles should be kept out of this hazard area (NCRHP 766). Consider reducing the left buffer and expanding the right buffer so that more of the bike lane is out of the door zone.

Cars travel much faster than the posted speed limit on this road. Reducing the lane width to 10 feet may help slow traffic and having the buffer between the bike lane and the traffic lane would definitely make it safer for biking. On the downhill bikes can better match the speed of the cars, but on the uphill there is a big differential between how fast the cars are going and how fast the bikes can go.

PROJECT IDEA PBC-18 FOREST DR SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	7	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	6	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	2	29%
Possibly	3	43%
Unlikely	2	29%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	1	14%
About once per week	2	29%
Occasionally	4	57%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	3	43%
Total	7	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

Great idea to make this stretch of road safer.

Coal Creek to Forest needs special attention because the bike path does not start until the cyclist climbs part of Forest. Only safe if the cyclist rides on the sidewalk first.

The project idea appears to show bike lanes between Coal Creek and Lakemont, EXCEPT between 147th ave se and 148th ave se? For that block sharrow lanes are used?

If so, sharrow lanes can be difficult for 35 mph zones. Plus switching between bike lanes and sharrow lanes may pose an unsafe situation.

PROJECT IDEA PBC-19 LAKEMONT BLVD SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	0	0%
Maybe	1	100%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	1	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	100%
Possibly	0	0%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	100%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	1	100%
Total	1	

Write-In Comments

The crux will be how safe the I-90 ramps will be made for those on bicycles.

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA BN-2 106TH AVE NE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	11	92%
Maybe	0	0%
Probably Not	1	8%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	10	83%
Maybe	2	17%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	2	17%
Possibly	4	33%
Unlikely	5	42%
No Way	1	8%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	2	17%
About once per week	2	17%
Occasionally	4	33%
Infrequently	4	33%
Never	0	0%
Total	8	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	1	8%
Somewhat Important	1	8%
Neutral	1	8%
Not That Important	7	58%
Very Unimportant	2	17%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	4	33%
Never	8	67%
Comments?		
Write-In Comments	6	50%
Total	12	

Write-In Comments

Bike lane illustrated in Segment 2 is almost entirely within the door zone of parked cars. (NCHRP 766, door zone of standard passenger vehicles extends 11 feet from the curb.) No part of a bicycle should be within the door zone, meaning the bicycle tire track should be a minimum of 13 feet from the curb.

Suggest moving the buffer to the right side of the bike lane to increase the buffer distance to parked cars, since dooring is much more frequent than overtaking collisions.

Good project that will make biking in Downtown Bellevue more accessible to novice/recreational riders.

I live in downtown Bellevue so I wouldn't use the parking. But one reason no one walks in Bellevue is that no one can park and walk to streetside businesses. You park in the mall, you stay at the mall. You park in a business' lot, there are no walkoffs. Compare Bellevue downtown to Redmond downtown. How did they become Little Ballard? On-street parking.

This is a good idea--there are very few safe options for traveling South-North through downtown Bellevue.

This one looks great- the Green will be awesome!

We definitely need some sort of trail across downtown. Many cyclists do an around the lake trip. Currently it is very difficult to get through downtown Bellevue and then either to Kirkland or to Redmond. I did this trip on Friday and ended up on some very unsafe streets. There needs to be some signs to show people how to get from the 520 trail to the I-90 trail. I get lost every time and end up getting too close to crazy traffic.

PROJECT IDEA BN-3 116TH AVE SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	1	50%
Maybe	1	50%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	1	50%
Maybe	1	50%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	1	50%
Unlikely	1	50%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	50%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	50%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	1	50%
Total	2	

Write-In Comments

Currently most cyclists traveling from Lake Washington Blvd to Newcastle Way use 112th Ave SE. This is an unsafe route as there are no bike lanes or shoulders and limited sidewalks. If 116th were designated as the "bike route" it may move some of the bikes off of 112th which would improve safety for both the cyclists and the cars. Many drivers get impatient and try to pass bikes even when there is on-coming traffic!

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA BN-4 119TH AVE SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	3	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	3	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	33%
Possibly	1	33%
Unlikely	1	33%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	33%
Several times per week	0	0%
About once per week	0	0%
Occasionally	2	67%
Infrequently	0	0%
Never	0	0%
Total	3	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	1	33%
Neutral	0	0%
Not That Important	1	33%
Very Unimportant	1	33%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	1	33%
Never	2	67%
Comments?		
Write-In Comments	1	33%
Total	3	

Write-in comments on reverse.

PROJECT IDEA BN-4, continued

119TH AVE SE

Write-In Comments

Section 1 (60th to 56th) - This is a no-brainer. Yes yes yes! There is a huge shoulder and this is a great solution. Separating the bike lanes with wide stripes and flag/reflectors is a great upgrade to simple bike lanes. When remarking the road, full crosswalks should be added at 58th and 119th, similar to those at 60th and 56th. The existing crosswalk leads to a storm drain that is flooded whenever it rains.

Section 2 + 3 - I guess the sharrows might help. But, adult cyclists are already fairly comfortable on this stretch of road, and kids are still going to need to ride on the sidewalk. The shoulder usually has cars parked on it so that's not much help unless marked for bicycles.

Section 4 - As a cyclist I really like this plan to remove parking, and add a real uphill bike lane and partial down hill bike lane (not really needed since the hill is so steep you can easily go 20+mph on a bike). But, I do feel bad for the residents on this street. A quick google drive down the street shows a lot of houses have extra long driveways or other parking areas, so maybe it's not a big deal. But it does seem to make it hard for them to have more than a few people over for a party or that type of thing. That being said, they are on the major arterial into the neighborhood and should know that the city right of way could take away much of their front yard at anytime, so they should already be prepared for this kind of change. If this section is not implemented due to protests by the residents, I hope that at least the Lake Heights route is implemented and has good signs so bikes can turn off 119th and cut through the neighborhood and get back to 119th at 56th.

PROJECT IDEA BN-5 124TH AVE SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	3	38%
Maybe	3	38%
Probably Not	0	0%
Not At All	2	25%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	4	57%
Maybe	1	14%
Probably Not	2	29%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	3	38%
Possibly	1	13%
Unlikely	3	38%
No Way	1	13%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	2	25%
About once per week	2	25%
Occasionally	4	50%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	8	100%
Total	8	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

This is on my route from work to home. It wouldn't be bad except for the planters in the middle of the street make it unsafe for cars to pass. Some wait, which is awkward, and others crowd by.

There is room to expand the road for a full bike lane here.

This location is on my work commute route, so I ride it several times a week. Sharrows might increase motorists' awareness of cyclists. A longer term solution would be to convert the existing sidewalk on east side of the street to a 2-way multi-purpose path.

I think the green paving would help and be an improvement, but cars are going to be very very hostile to bikes on that stretch of road because it is so narrow and they go so fast.

I think that this proposal does not go far enough for this particular section of road. The road is too narrow for the amount of traffic and really needs a bike lane to connect the trail to the existing bike lane further down the road.

not sure how effective sharrows work with 35 mph roads

I do not think that "sharrows" are effective in protecting bicycles in traffic, especially here where there is no width to pass. It is ridiculous that there is no connection between the bike trail and the bikes lanes to the south that accommodates bikes, and I don't think this will be an improvement. The medians should be removed so that bikes lanes can be put in.

This is still a horrible end to the Factoria trail. What is needed here is a speed reduction. 25mph instead of 35mph combined with the sharrows may make it feel safer.

Better yet, the road is really two general purpose lanes with a suicide turn lane in the middle, broken up in a few places by planting strips that divide the road - removing the handful of planters, and removing the turn lanes would allow for full bike lanes to be installed in both directions.

Another thought is completing the trail to 41st - a two way bike path on the west side of the road may be possible if the fence were moved over a few feet from the existing trail to Target. Going south from there, it seems there is room next to the existing sidewalk in front of the self storage and apartment properties. I suspect a trail next to the sidewalk would be within the existing road right of way and not encroach on the properties.

PROJECT IDEA BN-6 124TH AVE, 128TH AVE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	9	82%
Maybe	2	18%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	9	82%
Maybe	1	9%
Probably Not	1	9%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	5	45%
Unlikely	6	55%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	9%
Several times per week	0	0%
About once per week	2	18%
Occasionally	5	45%
Infrequently	3	27%
Never	0	0%
Total	11	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	0	0%
Neutral	1	9%
Not That Important	7	64%
Very Unimportant	3	27%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	0	0%
Never	11	100%
Comments?		
Write-In Comments	4	36%
Total	11	

Write-In Comments

I do not like the idea of sharing a lane with busses as they frequently take liberties with cars and bikes. They OWN the road in a very scary aggressive way. If you put us close to busses, there must be signage- they would rush a recreational rider and turning is a hazard. Something is better than nothing, but clear signage and probably better to have a protected bike lane that the bus stays out of vs a road sharing. LOVE double protected lane paint.

Important to always put the LARGE bike sharrow. No Bike Image or the teeny tiny ones are not seen by bikers or drivers. Make the lane well marked please.

This, along with one of the southern routes, could be one of the best ways for me to get from the Factoria area to the 520 bike trail.

While I can see the necessity of connecting to the Lake Hills Connector route, it's unfortunate that this plan overlooks much-needed and relatively painless improvements for access to Wilburton Hill Park and the Botanical Garden via 124th Ave NE.

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

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	1	33%
Maybe	0	0%
Probably Not	2	67%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	1	33%
Maybe	1	33%
Probably Not	1	33%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	33%
Possibly	2	67%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	33%
Several times per week	0	0%
About once per week	1	33%
Occasionally	1	33%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	2	67%
Total	3	

Write-In Comments

I bike in this area and it is just a neighborhood street, I have never felt unsafe biking there. I don't think improvements are necessary here.

Section 1 - There are only 3 houses on this short street. Two of them have gravel off street where people can park. There is also street parking around the corner on 59th. I would think the street parking could be vacated and dedicated bike lanes would fit within the 37 ft street width.

Section 2 - This might be a good stop gap solution. But a better solution would be a paved path along the pipeline trail between 59th and 56th. Then continued paving from 60th to Newcastle Way. This is an excellent off street connection from Newport Hills to Newcastle, but it's muddy and has standing water in winter which is difficult for walkers. Also, the rough path only works well for mountain bikes.

A paved path along this pipeline trail right of way should be a high priority for the city.

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA BN-8 130TH AVE NE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	3	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	2	67%
Maybe	1	33%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	33%
Possibly	0	0%
Unlikely	1	33%
No Way	1	33%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	1	33%
About once per week	0	0%
Occasionally	2	67%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	3	100%
Total	3	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

To help families and those of all abilities, intersection bike boxes allow bikers to go through the intersection first and calmly with cars able to easily see them and they tend to go slower and all bikes traversing time. A protected bike lane or atleast a GREEN sharrow vs just slower speed, helps cars to know serious and bikers to easily follow the marked bath to a destination which makes adventure riding easier.

It is unnecessary to put in a bike shoulder on the west side of the street because it is all downhill! I would suggest widening the east side shoulder and making it a bike lane and have sharrow on the downhill lane.

Someday this will be my connection to Link.

Bike shoulders are an improvement, and we should definitely do them now, but I'd like to see something better before Link opens. Bike shoulders are not comfortable enough for kids or for people who aren't cyclists already. I'd like to see an all-ages-and-abilities facility all the way north past Bridle Trails.

PROJECT IDEA BN-9 136TH AVE NE, NE 24TH ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	2	33%
Maybe	0	0%
Probably Not	3	50%
Not At All	1	17%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	3	50%
Maybe	1	17%
Probably Not	2	33%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	17%
Possibly	2	33%
Unlikely	2	33%
No Way	1	17%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	17%
Several times per week	0	0%
About once per week	0	0%
Occasionally	4	67%
Infrequently	1	17%
Never	0	0%
Comments?		
Write-In Comments	5	83%
Total	6	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

This looks like just sharrows... not very effective and the parking area that we travel through to get to the 520 trail isn't bike friendly.

You're connecting the bike access to near the bridge on 24th & 520 where there should be bike access. My biggest problem here is there's a fence between viewpoint park and the bike path!!! Seriously? Why's there a fence along the 520 path at all? (except where there's a dangerous hill or something). Provide access from the viewpoint park, and then the 520 path connects these places that are trying to be connected.

140th absolutely has lots of car traffic during rush hour and it has lots of bikers. There is a MISSING Link of protected bike lane heading north past 24th (I believe it is) all the way up to where a great protected bike lane starts again. It would be GREAT to reconfigure the strip between the sidewalk and road to create a designaged and continued bike lane. Til then the green sharrows help, but need to go all the way up the MISSING protected lane of 140th.

Also- need Directional Signage from 140th and a painted or well marked way to access the 520 trail. We found it behind buildings when walking our dog and had no idea this trail access was located there. The area needs to be cleaned of glass and debris also so more know how to find it and not get a flat tire.

All cross walks of 140th should have the bright striped cross walk area vs just the 2 lines. 140th is very busy and could be greatly improved to make it safer as an excellent and well used North/South route for bikers and walkers. Also over the sidewalk in the missing link area, needs trees/bushes trimmed and a light as the area is dark but lots use it to walk and bike. Great to make safer as folks want to use this even more.

It's not really necessary to put sharrows on the road from 520 trail to 24th St - the traffic volume is so low that I rarely run into cars on it anyway. It would be nice to have sharrows on 24th St, although I don't think that would make me any less nervous to ride on such a busy road with no room for cars to pass.

Agree that (1) is low volume (and narrow, it is effectively a driveway)

Disagree with widening the GP lanes in (2). This area could benefit from 10 foot lanes even without adding bicycle facilities. The arterial traffic shouldn't be encouraged here. Maybe a bike lane on one side?

A crosswalk at the junction would also help in getting pedestrians from the 520 trail across 24th to head west on 24th since there is only a sidewalk on the north side. I do this on a regular basis and it's dicey.

PROJECT IDEA BN-10

139TH AVE SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	1	50%
Maybe	1	50%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	2	67%
Maybe	1	33%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	0	0%
Unlikely	3	100%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	1	33%
About once per week	1	33%
Occasionally	0	0%
Infrequently	1	33%
Never	0	0%
Comments?		
Write-In Comments	1	33%
Total	3	

Write-In Comments

The center bike lane at Eastgate way will only work for bicycles making a left turn. Bicycles making a right turn will have merge and occupy the right turn lane.

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA BN-11 153RD AVE SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	2	67%
Maybe	1	33%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	2	67%
Maybe	1	33%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	33%
Possibly	1	33%
Unlikely	1	33%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	33%
Several times per week	0	0%
About once per week	2	67%
Occasionally	0	0%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	2	67%
Total	3	

Write-In Comments

Great linkage. Needs good wayfinding signs for bikers to find it.

I already frequent this quiet neighborhood road to go between Eastgate Elementary and SE38th St. Road is already bicycle friendly.

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA BN-12

156TH AVE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	9	90%
Maybe	1	10%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	8	80%
Maybe	2	20%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	2	20%
Possibly	3	30%
Unlikely	5	50%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	3	30%
About once per week	2	20%
Occasionally	3	30%
Infrequently	2	20%
Never	0	0%
Total	10	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	1	10%
Somewhat Important	0	0%
Neutral	0	0%
Not That Important	6	60%
Very Unimportant	3	30%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	1	10%
Never	9	90%
Comments?		
Write-In Comments	8	80%
Total	10	

Write-In Comments

All good suggestions - being safe on bike won't be just matter of luck.

Best north-south bike path in terms of grade. Needs a bike lane.

Crntly. use 156th from Eastgate Wy. to SE 16th, over to 164th, then up to NE 4th. Bike lanes would be nice, could make it preferable to take 156th to 4th instead. Climbing from Eastgate Wy. on the sidewalk is OK, then wide shoulders/trails are fairly useful. Current options in this area are far better than many Bellevue routes.

I don't think I'd use segment 1... too busy a street and unprotected bike lanes would make it more challenging to take a full lane from vehicle traffic. When this project gets close to NE 8th St sharrow will be insufficient I won't bike here I'd deviate to a nearby residential road.

I don't understand the on-street parking question. Is that directed at bike users riding in the parking lane, or drivers parking there?

I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation.

I think all portions of this project will enhance safety with the exception of part 3. I would be concerned about the safety of a separated bike lane in the downhill section north of SE 24th St. I would be going a minimum of 25mph in that section and I would not take the risk of encountering an obstruction (e.g. tree branch) and being unable to merge into the general purpose lane.

I used to commute on this street daily. I don't bike as often on the eastside now that I live in Seattle but I do bike on this road and will continue to do so. NE 6th to NE 4th currently is a bit scary. This plan looks like a notable improvement. Not sure why a bike is painted on the uphand side and not on the downhill side. 4' is still not a lot of space.

Approaching NE 8th from the south I currently go on the sidewalk rather than taking the lane because it feels unsafe to take a lane. I would continue to go on the sidewalk at this location even after this plan is implemented.

How are bus stops handled with the seperated bike lane?

I'd like to see even less parking on this street. Riding next to parked cars where someone could open a door at any moment does not feel safe.

PROJECT IDEA BN-13

173RD AVE NE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	2	50%
Maybe	0	0%
Probably Not	0	0%
Not At All	2	50%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	2	50%
Maybe	0	0%
Probably Not	0	0%
Not At All	2	50%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	25%
Possibly	2	50%
Unlikely	0	0%
No Way	1	25%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	1	25%
About once per week	0	0%
Occasionally	1	25%
Infrequently	1	25%
Never	1	25%
Total	4	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	0	0%
Neutral	0	0%
Not That Important	4	100%
Very Unimportant	0	0%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	25%
Infrequently	0	0%
Never	3	75%
Comments?		
Write-In Comments	2	50%
Total	4	

Write-In Comments

There is virtually no on street parking on this street. A sidewalk and a bike path are needed.

There should be limited parking on this street if it is to be apart of the bicycle initiative. There should also be stop signs and no bike lane sharing with cars. There should be a separate pathway for cars and pedestrians for safety and use sake.

PROJECT IDEA BN-14 COAL CREEK PKWY SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	11	92%
Maybe	1	8%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	11	92%
Maybe	1	8%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	2	17%
Possibly	7	58%
Unlikely	2	17%
No Way	1	8%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	4	33%
About once per week	1	8%
Occasionally	6	50%
Infrequently	1	8%
Never	0	0%
Comments?		
Write-In Comments	6	50%
Total	12	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

As shown in your own photo of the existing lanes, debris accumulates on the curb side of the bike lanes. If you're going to put in delineator posts, be sure you have a narrow sweeper with frequent scheduled cleaning, since moving cars further from the curb reduces the wind that helps sweep debris out of the left side of the bike lane.

As it is now, Coal Creek Parkway is downright scary on a bike!!!

Given the 40 mph speed limit, I generally avoid this road. I would use it with the buffering.

Need more safety on this major highway. Cars get too close for comfort and often drift into the bike lane.

This is way better. Existing bike lanes are scary scary scary. I ride them but I don't like it. Additional buffer and reflector/flags are great.

Heading northwest, there is still an issue at 124th where it's not convenient to leave the bike lane and takes a long time to cross to the wide sidewalk. Anyone going north to Lake Wa Blvd or the I-90 trail are probably just as likely to take a general purpose lane and go under I405 on the road, rather than wait to cross at several crosswalks and get onto the Lake Wa trail on the other side of the freeway when they only ride a short section of trail before being dumped back onto Lake Wa Blvd. My only point here is that this interchange is a big slow mess and while you can navigate it slowly as a bike pedestrian, if you are trying to just get somewhere it makes just as much sense to act like a car and zoom downhill towards the lake. With that in mind, it might make more sense to figure out a way to make some on street bike lanes if the road could be reconfigured to do so.

I use the bike lanes on Coal Creek on occasion, but because of the heavy traffic flows and the speed of the traffic this is a very intimidating stretch of road, particularly biking uphill. Having the additional buffer separating the traffic would be a definite improvement. Currently on the curves cars often cut the corners and move into the bike lane. Having the barriers in place would keep that from happening and make it safer for bikes.

PROJECT IDEA BN-15 FACTORIA BLVD SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	4	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	4	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	2	50%
Unlikely	2	50%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	0	0%
About once per week	1	25%
Occasionally	3	75%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	3	75%
Total	4	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

This would be a very nice improvement.

Bike lane separators like this are great.

Where the bike lane goes off road onto the sidewalk path, the stripe should go all the way to the curb and should have some signs to clarify if you take the path, you'll end up on Newport Way. Otherwise people will jump out into the right turn lane with the cars to get around the corner onto Newport Way. I've done this several times because I can't tell where the path goes (maybe just to the church?).

This would be a good safety improvement to a very busy stretch of road.

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

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	2	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	2	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	2	100%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	2	100%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	1	50%
Total	2	

Write-In Comments

This is a great connection. The rest of Lakemont Blvd is pretty good for bicycle travel.

If the city could work with Newcastle to improve Newcastle Golf Club road, that would be a huge help as well. This route is much easier for getting around Somerset hill than taking Forest Drive, but it feels less safe as some of the sections of Newcastle Golf Club Road are narrow with negligible shoulder.

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA BN-17

MAIN ST (LAKE HILLS)

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	6	75%
Maybe	1	13%
Probably Not	1	13%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	5	63%
Maybe	2	25%
Probably Not	1	13%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	3	38%
Possibly	3	38%
Unlikely	2	25%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	38%
Several times per week	0	0%
About once per week	2	25%
Occasionally	2	25%
Infrequently	1	13%
Never	0	0%
Total	8	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	1	13%
Somewhat Important	0	0%
Neutral	2	25%
Not That Important	4	50%
Very Unimportant	1	13%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	1	13%
Never	7	88%
Comments?		
Write-In Comments	4	50%
Total	8	

Write-In Comments

Existing bike lanes are OK, but division will improve safety with children.

I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation

Part 3 of this project is the only part I believe is worth doing. In this case I believe conversion of a conventional bike lane to a separated bike lane will decrease safety. Inevitably a tree branch or some other hazard will find its way into the separated bike lane and cyclists will not be able to merge into the general purpose lane to avoid it.

I am also not a fan of narrow separated bike lanes anytime a cyclist is going downhill. Speed makes avoiding hazards even more difficult and many novice cyclists are not stable enough to stay in a narrow lane (especially if they hit a bump).

The protected bike lanes here are great. How we keep them clear of debris? Are bikes visible enough from the driveways and the uncontrolled intersections?

The section between 164th and 160th is residential and the people will balk at removing on street parking there. The section between 160th and 156th is also residential, but is also a steep hill so on-street parking is used less and a separated bike lane would be good. Between 156th and 148th, separate bike lanes are necessary, I've lost count of the number of times I have to tap on car windows while cycling to tell them to keep out of the bicycle lane.

PROJECT IDEA BN-18 NE 2ND ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	15	75%
Maybe	3	15%
Probably Not	1	5%
Not At All	1	5%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	16	80%
Maybe	3	15%
Probably Not	0	0%
Not At All	1	5%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	5	25%
Possibly	10	50%
Unlikely	5	25%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	4	20%
Several times per week	6	30%
About once per week	0	0%
Occasionally	8	40%
Infrequently	2	10%
Never	0	0%
Total	20	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	1	5%
Somewhat Important	2	10%
Neutral	4	20%
Not That Important	4	20%
Very Unimportant	9	45%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	4	20%
Infrequently	7	35%
Never	9	45%
Comments?		
Write-In Comments	13	65%
Total	20	

Write-In Comments

1) why cant you get rid of the planting strip median?
2) people only use ne 1st there to loop around trolling for parking. be bold & close it off to cars, or at least make it one of those streets thats hard for cars but good for bikes & peds. it'd fit right in with dt park."

Currently, there are parts of the route from 108th to 112th that have parking on both sides that is not represented.

Most critical need in Bellevue is dedicated bike lanes to connect Bellevue Transit Center to businesses east of I-405 and north of I-90. Sharrowes will not improve safety for cyclists attempting to use transit as part of daily commute.

Narrow protected bike lanes and sharrowed roads are not that safe. I would ask that you include signage that "Bikes have equal Rights to the Road" vs the ineffective and confusing "Share the Road" sign. I would ask for green bike boxes at the front of cars at intersections with the CARS STOP HERE behind bikes.

On-street parking is vital to encouraging pedestrian traffic. Business parking has a "no walk-off" policy. That's why Bellevue is a mall-focused city: there's no pedestrian traffic outside.

Remember - sharrowes don't work on steep uphill sections of road. Bikes are slower than cars. So section 3 needs to be reworked here.

the project idea appears to be missing information for the block from 105th ave and Bellevue Way (104th ave)

The project will improve safety for bikers; a pity about the topography of NE 2nd...

This is a steep uphill section to downtown Bellevue. A sharrow with cars backed up and crawling up hills behind bikes on a hill climb seems inappropriate.

This is like Solomon and the baby: wouldn't it be better to have one live baby than two sawn halves of a baby?
There must be continuous bike lanes on at least one east-west street in downtown Bellevue, all the way from 100th Ave to 114th Ave. Instead of marked shared lanes on both Main and NE 2nd St, pick one for bike lanes (probably 2nd) and leave the other one alone.

This would be a great safe route from East to downtown Bellevue along a not-very-busy road. Thanks! Dan

You should look at 4th street since it goes from the transit center to 110th Ave NE as a bike route, plus connects to others.

I don't think removing street parking here is justified. Street is low enough traffic that I've never had issues with it.

PROJECT IDEA BN-19

NE 24TH ST (NORTHWEST BELLEVUE)

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	3	60%
Maybe	1	20%
Probably Not	0	0%
Not At All	1	20%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	3	60%
Maybe	1	20%
Probably Not	0	0%
Not At All	1	20%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	20%
Possibly	1	20%
Unlikely	2	40%
No Way	1	20%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	1	20%
About once per week	0	0%
Occasionally	3	60%
Infrequently	1	20%
Never	0	0%
Comments?		
Write-In Comments	3	60%
Total	5	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

There is no improvement in this idea. shadows will not help anything. People fly down this road and a little paint of a bicycle on the pavement will do nothing to encourage cycling or make folks safer. Perhaps a bi-directional cycle track to the south side of NE 24th St would be good. At least widen the road to allow for a bike lane and have a traffic circle or some speed bumps (like on 108th Ave NE between NE 12th St and NE 24th St). Sharrow might be ok IF there are some significant traffic calming (read: slowing).

Currently there is no shoulder and bikes are forced into traffic here. Commuters headed West on 520 use this neighborhood road to avoid congestion on the freeway. They use this road to cut through the neighborhoods! They avoid the freeway by using this road.

Need signage in addition to Green Sharrow so drivers know Bikes have Right to road.... just saying Bikes are here, still implies to drivers... "fine, just get off the road into grass or debris or storm drain holes or potholes so I can go by uninterrupted". Drivers race car driving on residential roads already know you are there, they just think "they own the road" that you may be on.

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

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	11	79%
Maybe	0	0%
Probably Not	2	14%
Not At All	1	7%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	10	71%
Maybe	2	14%
Probably Not	1	7%
Not At All	1	7%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	6	43%
Possibly	6	43%
Unlikely	2	14%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	21%
Several times per week	3	21%
About once per week	5	36%
Occasionally	3	21%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	7	50%
Total	14	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

Vehicles speed on this stretch of 24th Street near the 520 Bike Access Trail. The speed limit is 30mph but there is only 1 sign. We need speed mitigation, a "slow" sign or a reminder of speed limit especially coming down the hill towards Northrup.

The downhill section close to Northrup is pretty fast. Better to flag the street with Sharrows rather than a dedicated bike lane.

NO NO NO!!! This change will make riding on this street MORE DANGEROUS!!!!!!!

Really?? Putting bollards next to a bike lane where downhill speeds approach the speed limit??? What are you smoking??? Bicyclists will be seriously injured with your plan. In addition, note that residents put their trashcans on the bike lane on Fridays, so bikes have to swerve into the traffic lane anyway.

Great to see this missing link is being filled in for 520 trail!!!!

There is nothing wrong with this section of road. It is right near where I live, and I ride it frequently. Better to spend the money elsewhere.

Upgrading to a protected lane is always a step up, although this section has a wide enough roadway that there isn't much danger to cyclists currently.

While it's nice to extend the WB bike lane all the way to Northrup Way, this increases the potential for bicycle-car conflict while turning onto WB Northrup. At the Northrup & 24th intersection, cyclists traveling from 24th St to the western continuation of the 520 trail have had two choices: 1) turn right into the WB Northrup shoulder lane and cross right-turning traffic at 116th Ave NE, or 2) merge with cars turning right from 24th to Northrup, to reach the WB Northrup through lane.

The new Northrup Way configuration, currently being built in the Northrup Way Corridor Improvements, will preserve the dangerous lane-cross at 116th. By extending the 24th street bike lane here, it encourages cyclists to use the dangerous Northrup Way bike lane. To effect a comprehensive improvement to this section, move the entire WB Northrup bike lane east of 116th from the shoulder to between the through lane and right-turn lane - all the way to 24th St - so that cyclists have a safe lane to turn into.

Love the separation here. The remaining wide lanes could still encourage fast traffic. Do potential volumes off of the 520 trail (especially after this project, Northrup, etc) support wider bike lanes to use some space? Or this is a candidate for narrowing the next time major work is done?

PROJECT IDEA BN-21

NE 40TH ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	5	63%
Maybe	2	25%
Probably Not	1	13%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	6	75%
Maybe	2	25%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	13%
Possibly	1	13%
Unlikely	5	63%
No Way	1	13%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	13%
Several times per week	1	13%
About once per week	1	13%
Occasionally	3	38%
Infrequently	1	13%
Never	1	13%
Comments?		
Write-In Comments	4	50%
Total	8	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

Bicyclists are currently not using the bike lanes that we have already built. I routinely see bicyclists riding on the road - even when there are bike lanes available. It is not a good expenditure of our scarce resources to invest in bike lanes for a small percentage of the population that rides bikes when we have higher priorities that benefit more people.

140th absolutely has a Missing Link as there is a protected bike lane to N and one to S. This is heavily walked and biked. Absolutely needs a protected bike lane and long term the shrub median btw sidewalk and road needs to be taken out and a more substantial protected bike lane needs to be added on both sides. This is a very popular commuting and recreational run/bike N/S corridor. This 40th/140th intersection is BAD as walkers and some bikers heading N have to cross from the east to jump onto the trail on the west side. Need striped cross walk. Traffic backs up here like crazy as cars turning to go to MS as a back street access. This little cozy segment of street sadly needs to be wider and safer the way it is to the N or S. Also, it can become very hard to pull out on this road from driveways. Please do come during rush hour. There will be a lot going on, but definitely 140th could be a huge asset to safe route N/S if you work on it.

This is lower priority. It's OK as is.

Part (1) of this will be very helpful for people walking, which I see occasionally.

Part (2) shows 30 feet of total curb-to-curb space, but the lanes add up to 36 feet. Could this be used for a bike lane in one direction (maybe 10/11/10/bike 5 or 10/10/10/buffer 1/bike 5)?

PROJECT IDEA BN-22 NORTHUP WAY

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	10	77%
Maybe	2	15%
Probably Not	0	0%
Not At All	1	8%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	10	77%
Maybe	2	15%
Probably Not	0	0%
Not At All	1	8%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	2	15%
Possibly	0	0%
Unlikely	7	54%
No Way	4	31%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	2	15%
About once per week	2	15%
Occasionally	6	46%
Infrequently	1	8%
Never	2	15%
Comments?		
Write-In Comments	7	54%
Total	13	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

The problem here is that the road would have to be widened - again. We don't need our neighborhood turned into a bunch of 4½ lane roads. What we need are separate, dedicated bike trails.

This route might gain some appeal once the current Northup improvement is complete. However, lack of a preferable route east of 140th will limit it's utility to East Bellevue & SW Redmond cyclists. I will most likely continue to use Bel-Red.

Northup is a major thoroughfare in Bellevue. If the new 520 bridge has a bike lane, this will be a great way to feel safe biking from Bellevue neighborhoods to the bridge, and it will allow bikers to have a safe and quick way to get to the north parts of Seattle.

Signage is absolutely needed so busses do not intimidate bikers and for right hand turns so cars LOOK back to see if biker coming up in bike lane. Intersections must have bike boxes with cars STOP Behind HERE signage.

This could be a boon to businesses along Northup Way, with more customers coming by bicycle.

Because of the frequency of driveways and parking lots along this section, for maximum safety the bike lanes will need to be well signed, and have green pavement markings to alert drivers to watch and stop for bicycles.

Is the median fixed at 9.5 feet in (1)?

The numbers don't add up correctly in (3).

This is an improvement but needs more that is beyond the scope of these paint-and-no-study projects.

Putting bike lanes on Northup is great for confident cyclists and will keep them safer.

Northup is too busy for me to be comfortable riding it with an unprotected bike lane. Also the connections to the north are incomplete and/or circuitous. Bellevue would need to work with Kirkland and the state (Bridle Trails) to make the connections work.

PROJECT IDEA BN-23 RICHARDS RD

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	12	86%
Maybe	2	14%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	13	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	3	23%
Possibly	5	38%
Unlikely	5	38%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	2	14%
Several times per week	3	21%
About once per week	2	14%
Occasionally	5	36%
Infrequently	2	14%
Never	0	0%
Comments?		
Write-In Comments	7	50%
Total	14	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

Any chance we could remove a general purpose lane or a turn lane to allow protected bike lanes or something off the road completely.

I rode this section once and it was nerve-racking for someone who is fairly adventurous. I applaud you for adding bicycle facilities to this stretch of road.

Connection from Lake Hills Connector to 132nd Ave has a lane barrier which causes vehicles to edge near cyclists and is precarious with wider vehicles like trucks and buses. Please expand that section of road.

Bike lane ends immediately before the connection from 132nd Ave to Lake Hills Connector and is therefore dangerous particularly during rush hour where there are no breaks in traffic for a cyclist to merge into the main road. Please extend the bike lane all the way to the intersection.

Dedicated bike lanes to Eastgate businesses will help improve bike commuting, but needs to connect to dedicated bike lanes serving Bellevue Transit Center.

This is a good candidate for cycling improvements.

This is a key route to get from Factoria to the 520 bike path.

Solid project. Please ditch the bollards.

PROJECT IDEA BN-24 SE 56TH ST

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	1	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	1	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	1	100%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	100%
Infrequently	0	0%
Never	0	0%
Total	1	

Question / Response Options	Respondents	% of Total
How important is the on-street parking along the portions of this street impacted by this candidate project to you?		
Very Important	0	0%
Somewhat Important	0	0%
Neutral	0	0%
Not That Important	0	0%
Very Unimportant	1	100%
How often do you use the on-street parking along the portions of this street impacted by this candidate project?		
Every Day	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	0	0%
Infrequently	0	0%
Never	1	100%
Comments?		
Write-In Comments	1	100%
Total	1	

Write-In Comments

I didn't even think you could park here. I thought they were just wide shoulders.

Marking these for bicycles, along with the updates on 119th and 56th to the west would be really great for connecting the neighborhood.

PROJECT IDEA BN-25 SE EASTGATE WAY

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	17	81%
Maybe	4	19%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	16	80%
Maybe	3	15%
Probably Not	1	5%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	4	20%
Possibly	2	10%
Unlikely	12	60%
No Way	2	10%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	9	43%
About once per week	3	14%
Occasionally	5	24%
Infrequently	3	14%
Never	1	5%
Comments?		
Write-In Comments	9	43%
Total	21	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

I think the section west of 139th Ave SE is low priority, and the section of SE Eastgate Way from 139th to 148th will mostly be used for local access. We're better off directing bicyclists over onto SE 36th St, and improving that corridor to the Lake Washington trails. For example, improving bicycle access to the HOV overpass at Eastgate P&R.

I currently use 36th from 90 trail, reqs. only 1 major xing in Factoria. Bike lanes from 148th to 156th could be useful if weaves can be managed. Would have to be better than ex. w.-bound sidewalk to be attractive. Main sidewalk concern is Sunset Village main access, people not looking both ways.

Suspect your software does not illustrate transit buses to scale -- width including mirrors is 10'6", so the bus on segment 1 should be shown hanging beyond its lane lines. May not be significant in this case unless buses meet head-on, but a transit bus doesn't physically fit in a 10-foot lane.

Segment 3 looks like a huge improvement, many drivers expect bikes to hug the curb until veering out of the right-turn-only lanes at the last minute -- make it clear that through cyclists belong left of the RTO lanes.

Segment 4 layouts show sharp, last-minute veering across right-turning traffic, bikes should move left earlier so they're visible before drivers need to devote their attention to the turn. As shown, the design would be a serious right-hook risk.

I currently ride on 36th but the bike lane disappears. The Bellevue Honda trucks including their car carriers park right on the bike lane. Bellevue Police need to start giving them tickets... But, if the lane on the other side of the freeway is open, then the 36th lane could be closed. 36th needs to be closed or the bike lane needs to be enforced. Right now it is too dangerous.

Dedicated bike lanes serving Eastgate businesses will improve bike commuting, but needs to be connected to dedicated bike lanes serving Bellevue Transit Center.

This is an important one to work on!

Getting from the I-90 trail to 156th Ave when traveling in an easterly direction is very difficult. Traveling west there is a path along the road but not east.

Please ditch the bollards; I don't feel they enhance safety. How can I avoid debris in the bike lane if bollards prevent me from merging into the general traffic lane?

This is great. When taking the Mountains to Sound Greenway trail along I-90, I've often just stayed on Eastgate, crossing to the other trailhead at Richards Road. This area seems less busy than the south side of I-90 and having the bike lanes marked will be great. Especially since this shows the full length of this having extra wide lines with the cross marks in them along with reflector flags.

Just make sure to include signage, possibly including mileage where the trail dumps you out onto this road. That way you know you can follow the bike lanes to Bellevue college, Factoria, or the rest of the I-90 trail. The more signs the better (even along this route, not just at the start or end).

This is a key route to get from Factoria to the 520 bike path.

Solid project. Please ditch the bollards.

PROJECT IDEA BN-26

SE NEWPORT WAY (WEST OF 150TH AVE SE)

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	1	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	1	100%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	1	100%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	100%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	1	100%
Total	1	

Write-In Comments

This makes getting to Tyee, the Newport Library, and the I-90 trail to Issaquah from Newport Hills, much easier. It works even better to help coming back west and trying to get off Newport Way onto Factoria Blvd. This green lane is really nice.

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

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

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	15	88%
Maybe	1	6%
Probably Not	1	6%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	15	88%
Maybe	1	6%
Probably Not	0	0%
Not At All	1	6%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	4	25%
Possibly	5	31%
Unlikely	6	38%
No Way	1	6%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	6%
Several times per week	5	29%
About once per week	5	29%
Occasionally	5	29%
Infrequently	0	0%
Never	1	6%
Comments?		
Write-In Comments	13	76%
Total	17	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

this is the safest way currently to get to lake Sammamish/Issaquah from factoria/eastgate and there are several sections that are very dangerous with no bike shoulder at all.

Take a good look at the current conditions of the pavement where the separated bike lane would be place on the I-90 side of the road. Don't leave the rough edge of previous paving or raised manhole covers in the middle of the separated bike lane.

Newport Way would be safer for cyclists with these improvements.

This parallels the new off-road Mountains to Sound Bike way which is in the planning stages. To be implemented this year. This is redundant. Staying on Newport Way would mean more hills.

Not safe to get through the tunnel now!

Very important high traffic bike corridor. Currently extremely dangerous with no room for bikes and bad sight lines for cars to pass.

Newport Way is part of my route to work. I connect to Newport via the I-90 Pedestrian Overpass and and continue to Issaquah. I don't feel like Newport Way East of the Pedestrian Overpass is a high priority for improvements. The street has low-traffic and generous shoulders. Areas West of the Pedestrian Overpass could stand to be improved.

This is great. I've gone this way a few times and while the road was not too busy, marking the bike lanes would be really nice. And dividing the bike lanes from the street and adding a place to walk on the elevated road (section 2) will be great as well.

This is the Newport Way missing missing link. Bike lanes exist East and West of that section. We really need this section for the entire Factoria to Issaquah to be bike-safe.

This area is a vital connection between Bellevue and Issaquah and right now it is not very safe. Bicycle infrastructure is definitely needed.

This is a significant East/West connection between Issaquah & I90 trail for cyclists. Currently, eastbound travel from Eastgate Elementary & beyond 164th is very dangerous for bikes & peds, with no shoulder and poor pavement conditions in places. Westbound is also poor from roughly the pedestrian bridge & 164th.

Right now there is not a safe way to ride east bound on Newport Way. This section of the road between 150th AVE SE and 164th AVE SE has no shoulder and it's extremely busy during rash hours. This project will significantly increase the connection between the Lakemont neighborhood and Bellevue. In addition, it will allow for easy and safe commute to the Eastgate park and ride.

This would be a great improvement! This road is already frequented by bicyclists, including myself, and this change would increase safety and make route even more desirable.

PROJECT IDEA BN-28

SOMERSET BLVD

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	4	80%
Maybe	0	0%
Probably Not	1	20%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	4	80%
Maybe	0	0%
Probably Not	1	20%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	3	60%
Possibly	1	20%
Unlikely	1	20%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	2	40%
Several times per week	0	0%
About once per week	1	20%
Occasionally	0	0%
Infrequently	2	40%
Never	0	0%
Comments?		
Write-In Comments	4	80%
Total	5	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

Section 4 of this route needs to have the bike lane in them middle especially for the right turn lane as the cyclist heads up the hill. Cars will try to overtake and the cyclist will be squeezed out before they can make a right onto Somerset Blvd which would be dangerous for the cyclist. I do this every work day I ride home.

Bike lane should be on uphill side only.

Adding these bike lanes is a great idea allowing people to slowly pedal uphill while staying out of traffic and not having to swerve around parked cars. Thumbs up!

I've ridden up to Somerset Elementary a few times and with these markings I might prefer to go this way instead of up Highland Drive.

This is a silly steep road. A good, not so steep route, up Somerset would be wonderful but this road is not it. This may be a case where the bicycle arterial should deviate from the normal car arterial. To climb Somerset from Newport way using slightly less steep roads are possible if you go on SE 43rd, 134th PI SE, Somerset Dr to 137th Ave SE, and eventually back to Somerset Blvd. Further, but less traffic and slightly less steep.

PROJECT IDEA BN-29 VILLAGE PARK DR SE

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	0	0%
Maybe	1	100%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	0	0%
Maybe	1	100%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	1	100%
Possibly	0	0%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	100%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	0	0%
Total	1	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA NB-1 EAST BELLEVUE BIKEWAY

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	2	22%
Maybe	3	33%
Probably Not	3	33%
Not At All	1	11%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	5	56%
Maybe	2	22%
Probably Not	1	11%
Not At All	1	11%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	3	33%
Possibly	4	44%
Unlikely	2	22%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	11%
Several times per week	2	22%
About once per week	1	11%
Occasionally	2	22%
Infrequently	1	11%
Never	2	22%
Comments?		
Write-In Comments	8	89%
Total	9	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

I don't really understand this project proposal with 164th so close. If a choice is necessary I'd pick more investment in 164th over any bikeway designation here.

I've experimented with this route and personally find 164th to be superior. Some might prefer this as a lower traffic alternative. I find the needless grades and stops to be a disincentive.

I don't see any info about what the proposed project is for this section. However, any bike lane addition would make it more attractive to me

It isn't clear what improvement is proposed. Having a through route off main streets would be a good idea if it is clearly marked as a bicycle street.

Another important N/S route to get people to and from Microsoft

I don't see any actual plans in that PDF -- basically just a highlighted section of the map, a few photos, and some general information. What would actually occur?

"how likely ... if it's NOT" and "how often ... if it IS" -- shouldn't these be more similar to compare? E.g. how likely for both, or how often for both.

These are neighborhood streets with low traffic volume. I would support sharrows to bring more attention to bicycles. I currently use these streets to avoid the higher traffic volume on 164th Ave NE.

Sounds cool, I'll have to check it out.

PROJECT IDEA NB-2 NEWPORT HILLS BIKEWAY

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	1	20%
Maybe	2	40%
Probably Not	1	20%
Not At All	1	20%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	3	60%
Maybe	0	0%
Probably Not	1	20%
Not At All	1	20%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	5	100%
Possibly	0	0%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	3	60%
Several times per week	1	10%
About once per week	2	20%
Occasionally	6	60%
Infrequently	0	0%
Never	1	10%
Comments?		
Write-In Comments	3	60%
Total	5	

Write-In Comments

This covers very lightly traveled residential streets so bike lane funds would be better spent elsewhere.

I don't see any proposed changes for this project? (I did click the orange button and pull up the project page.) Lake Heights Street off 119th is treacherous for bikes and pedestrians, sidewalks would be a hugely appreciated improvement! Sidewalks on the west side of 119th Av SE would also be an amazing improvement. I don't bike on the sidewalks, but frequently walk in this neighborhood, as do my three children.

Marking this route will be the biggest benefit as it bypasses the more congested 119th Ave. This is most helpful for southbound bicycles that are slowly going uphill. It would help cyclists unfamiliar with the neighborhood make their way through the winding streets.

An important part of this would be signs to tell bicycles where they are going (including distance to those points) - for example at the north end you could tell users to turn off 119th and say where the path leads -
 Newport Heights Elementary 0.9mi,
 Jing Mei Elementary 1.6mi,
 Newport Hills Shopping Center 1.3mi.
 Or even points further south like Newcastle 2.8mi (via the pipeline trail).

At the south end where 56th intersects with 119th, there is a bit of a question for cyclists as the best route to follow. If going to Newcastle, taking 119th, to 60th, to 123rd has the least hills. But continuing on 56th to the pipeline trail has the least traffic. Some info about that would be helpful.

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

PROJECT IDEA NB-3 SOMERSET DR BIKEWAY

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	1	50%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	1	50%
Maybe	0	0%
Probably Not	0	0%
Not At All	0	0%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	0	0%
Possibly	1	50%
Unlikely	0	0%
No Way	0	0%
How often would you bicycle here if the candidate project is implemented?		
Daily	0	0%
Several times per week	0	0%
About once per week	0	0%
Occasionally	1	50%
Infrequently	0	0%
Never	0	0%
Comments?		
Write-In Comments	2	100%
Total	2	

Note: No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

Write-In Comments

What's the proposal? Cars definitely drive around here quick and the entrances to Somerset Dr from Somerset Blvd and Forest Dr are a little more dangerous because they have islands between the two car lanes meaning the cyclist needs to take the lane. The one off Forest is the worst because it is a steep hill and there are trees making it tougher for drivers whipping around the corner to see a cyclist.

I like the Neighborhood Bikeway approach but I wonder if using 132nd Ave may be a better choice. From Newport Way to Forest Dr 132nd would be 169' of climbing while Somerset Dr is 215' of climbing.

PROJECT IDEA NB-4 SOUTHWEST BELLEVUE BIKEWAY

Questions / Response Options	Respondents	% of Total
Do you think that this facility would make it feel safer to bicycle here?		
Yes	13	57%
Maybe	5	22%
Probably Not	4	17%
Not At All	1	4%
Do you think this facility would help connect people on bicycles to the places they want to go?		
Yes	15	65%
Maybe	6	26%
Probably Not	1	4%
Not At All	1	4%
How likely are you to bicycle here if this bicycle facility is NOT implemented?		
Definitely	9	38%
Possibly	8	33%
Unlikely	6	25%
No Way	1	4%
How often would you bicycle here if the candidate project is implemented?		
Daily	1	4%
Several times per week	5	21%
About once per week	2	8%
Occasionally	11	46%
Infrequently	4	17%
Never	1	4%
Comments?		
Write-In Comments	18	72%
Total	25	

Notes:

No parking questions were posed for this project idea because no on-street parking would be impacted by its implementation.

See reverse page for write-in comments.

PROJECT IDEA NB-4, continued SOUTHWEST BELLEVUE BIKEWAY

Write-In Comments

The section of this route south of SE 10th St is fine, but the northern portion has such steep hills that very few cyclists will ride this way. The real problem is the lack of a connection that's even close to flat between the 104th Ave/SE 10th intersection by the garden center up to the 102nd ave/SE 6th intersection. North/south biking on the west side of Bellevue will never be practical until there is a bike route along Bellevue Way which runs along the only geographically flat route through the area.

Not sure what the suggested improvements are for this stretch, but it could use some form of markings.

This is a big improvement over the current bike routing along Killarney Way SE. While the current routing is acceptable s.b. (downhill), I have never ridden n.b. on Killarney Way due to the steepness and lack of dedicated facilities.

i dont really see the proposal....

Already fairly safe. Better traffic enforcement would do more than paint to make it feel safer.

It's unclear what the plan is.

connecting the eastgate neighbor hoods to downtown Bellevue in a safe fashion is a great idea

No improvements were displayed on Project PDF. No comment

Much too squirrely route to be practical for bike commuting. Could be a good recreational connector thru neighbourhoods, but not bike friendly connections at either end.

Not clear what improvements are planned. Great route for biking. I use parts of it today without issues.

Connecting to the I-90 is critical

What are proposed changes for this area? The attached document just talks about current conditions. I don't bike here very often (it's out of the way for me) but I always greatly enjoy it whenever I do.

Still like to see bike lane, worst case sharrows. They help bikers to know where to go and that this is a designated effort to SAFE route. Also tells residence that this street will absolutely have bikers daily and it is NOT a race track. Lowering speed limits that are NOT followed are not effective, need road markings to say- YOU know that bikers are here and the city expects bikers here, so do not race on this road in your car. You need more to help bikers find their way safely.

Way too hilly!

To make the connection to 108th I go down Bellevue Way. It is much easier and you're not on it for long. It seems a lot of work for a bike route that would be hillier, longer and would not, I expect, get much use. Seems like there are better places to spend money.

I love how you could use this route when going around Lake Washington and you could avoid travel on 118th and 114th which don't feel very safe for inexperienced users. An important feature for this would be signs at both ends telling you where you are going - South end could have signs telling I-90 trail users that they can reach downtown Bellevue by this trail (2.5mi). Markings at the north end should point out the connection to the I-90 trail. Also at the north end, it would help to point users toward other roads they can use to continue on the Lake Washington Bike loop (even if this is off the traditional route as some kind of bypass).

There is no explanation of what the proposed improvements are.

Important artery that connects the i-90 trail with medina and west Bellevue.

Themes of Write-In Comments

More than 300 write-in comments were submitted by respondents about BRIP project ideas. To help understand the major ideas and concerns expressed, write-in comments have been reviewed and grouped into themes. The five categories of themes identified in respondents' comments were accessibility, infrastructure, safety concerns, specific demographic groups, and miscellaneous other comments. The results are presented in Table 284 on page 610. Note that a single comment could be categorized in multiple themes, so individual themes do not sum to the total number of comments.

Accessibility here refers to the ability of people on bikes to reach particular bicycle facilities (e.g. the I-90 Trail) or destinations (e.g. Downtown), the absence of bicycle facilities to help them do so, and terrain that is difficult to traverse even if bicycle facilities are available. Comments related to infrastructure include concerns about certain types of facilities (e.g. sharrows) or a stated preference for others (e.g. separated bike lanes, green bike boxes), operations (e.g. traffic signal timing), maintenance issues (e.g. street cleaning), and the use of public right-of-way (e.g. on-street parking). Safety concerns reflected a number of the issues commonly expressed in Wikimap 1, including bike lanes that are too narrow or feel unsafe, people driving too fast, and sharing travel lanes or merging with motor vehicle traffic. The three specific demographic groups highlighted by respondents' comments were high school students, younger children, and commuters.

Table 284. Themes of Wikimap 2 write-in comments

Themes	Comments	% of Sub-Total	% of Total
Accessibility	180		58.3%
Access to I-90	13	3.1%	4.2%
Access to 520	15	3.6%	4.9%
Elevation change or terrain	39	9.4%	12.6%
Access to Downtown Bellevue	27	6.5%	8.7%
Absence of bike lanes	56	13.5%	18.1%
Wayfinding to trails	10	2.4%	3.2%
Connections to regional trails	20	4.8%	6.5%
Infrastructure	164		53.1%
Concern about sharrows	42	10.1%	13.6%
Concern about losing parking	8	1.9%	2.6%
On-street parking	9	2.2%	2.9%
Increased signage	25	6.0%	8.1%
Uneven pavement	6	1.4%	1.9%
Physical barriers between street and bike lanes	19	4.6%	6.1%
Painting/striping pavement	21	5.0%	6.8%
Green bike boxes	9	2.2%	2.9%
Signal adjustments	7	1.7%	2.3%
Conversion of sidewalks to multi-use paths	3	0.7%	1.0%
Street cleaning to remove debris from bike lanes	9	2.2%	2.9%
Reflectors/flags	4	1.0%	1.3%
Concern about widening roads	2	0.5%	0.6%
Total Write-In Comments	309		

Continued on the next page

Themes of Wikimap 2 write-in comments, continued

Themes	Comments	% of Sub-Total	% of Total
Safety Concerns	148		47.9%
Bike lanes are too narrow	23	5.5%	7.4%
Bike lanes feel unsafe	35	8.4%	11.3%
Concern about speed and volume of motor vehicle traffic	29	7.0%	9.4%
Concern about cars driving in the bike lanes	29	7.0%	9.4%
Need for decreased speed limit	7	1.7%	2.3%
Concern about bicycling near I-405	7	1.7%	2.3%
Tree branches/obstructions in bike lanes	5	1.2%	1.6%
Concern about merging into traffic	4	1.0%	1.3%
Insufficient buffer between bike lanes and car doors	5	1.2%	1.6%
Concern about safety around buses	4	1.0%	1.3%
Demographic Use	23		7.4%
High school students	4	1.0%	1.3%
Younger children	12	2.9%	3.9%
Commuters	7	1.7%	2.3%
Other Comments	63		20.4%
Bicycling improvements are a low priority	3	0.7%	1.0%
There are no issues/need for improvement	15	3.6%	4.9%
Positive and supportive	31	7.5%	10.0%
Critical of project proposals	14	3.4%	4.5%
Total Write-In Comments	309		