

City of Bellevue, Washington



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Walk & Roll: 2007 Pedestrian and Bicycle Transportation Plan Cross-City Bicycle Corridors



Primary Cross-City Bicycle Corridors

Bellevue staff undertook a significant public outreach process for this project. A recurring message from the on-line survey effort, the focus-groups sessions, public meetings, and on-line interactive map was the need for improved connectivity to facilitate cross-city bicycle trips. There is broad public agreement that many of the existing bicycle corridors, particularly on-road segments, have been implemented in a piecemeal approach and therefore lack a connected and easily navigable cycling network. In discussions held to date with the Transportation Commission on the policy framework of the Pedestrian and Bicycle Plan, the desire for a more connected set of bicycle routes has also been articulated by the Commission

Responding to this public input and Commission direction to date, the City has designated a series of proposed cross-city bicycle corridors that link together the numerous project segments documented in the bicycle project list. These proposed primary routes may be made up of bike lanes on major streets, separate bicycle paths and routes on quieter streets, but the components of the routes must be well connected and the routes must provide safe and reasonably direct ways of traveling from destination to destination.

Bellevue staff identified eleven primary bicycle corridors (5 east/west, 6 north/south) comprised of existing and proposed bicycle facilities that provide general bicycle mobility throughout the City. Together, these primary cross-city bicycle corridors represent a continuous network aimed at creating links among communities within the City; while at the same time promoting connections to surrounding jurisdictions. The primary north/south and east/west routes documented in this report are designed to provide direct links between major nodes throughout the City. These nodes include commercial, employment, institutional, residential and recreational destinations.

The primary bicycle corridors include:

East-West Corridors

- EW 1: 520 Trail
- EW 2: Downtown-Overlake Connection
- EW-3: Lake-to-Lake Trail
- EW-4: Mountain-to-Sound Greenway
- EW-5: Coal Creek-Cougar Mountain Connection

North-South Corridors

- NS-1: Enatai-Northtown Connection
- NS-2: Lake Washington Loop Trail
- NS-3: BNSF Trail Corridor
- NS-4: Somerset-Redmond Connection
- NS-5: Spirit Ridge-Sammamish River Connection
- NS-6: West Lake Sammamish Parkway

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East-West Corridors

There are five east-west corridors identified in the Pedestrian and Bicycle Transportation Plan. These are reflected in the map below.



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Scale bar: 1 inch = 5,100 feet

City of Bellevue
IT Department
GIS Services

Plot Date: 12/31/2007

East-West Bicycle Corridors

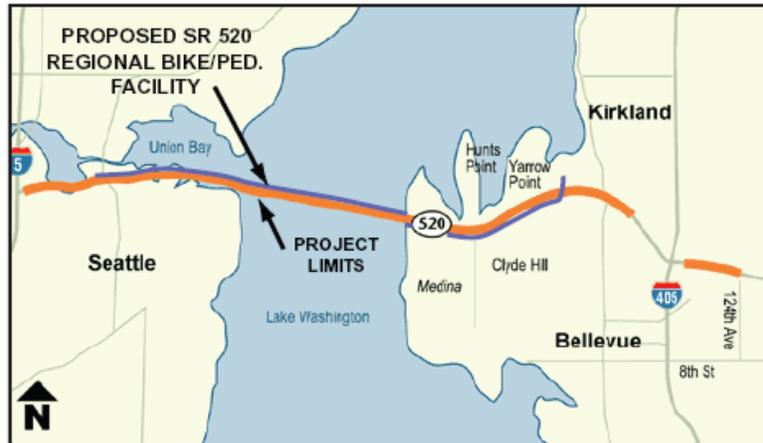
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EW-1: 520 Trail

The SR 520 corridor spans Lake Washington and seven jurisdictions: Seattle, Medina, Hunts Point, Yarrow Bay, Clyde Hill, Kirkland, Bellevue, and Redmond. A bicycle/pedestrian path along SR 520 and on the new Evergreen Point Bridge has the potential to connect the region's longest and most popular trails and routes: the Burke Gilman Trail, Washington Park Arboretum Waterfront Trail, Lake Washington Loop Route, Sammamish River Trail, the East Lake Sammamish Trail, as well as many on-street bike routes.

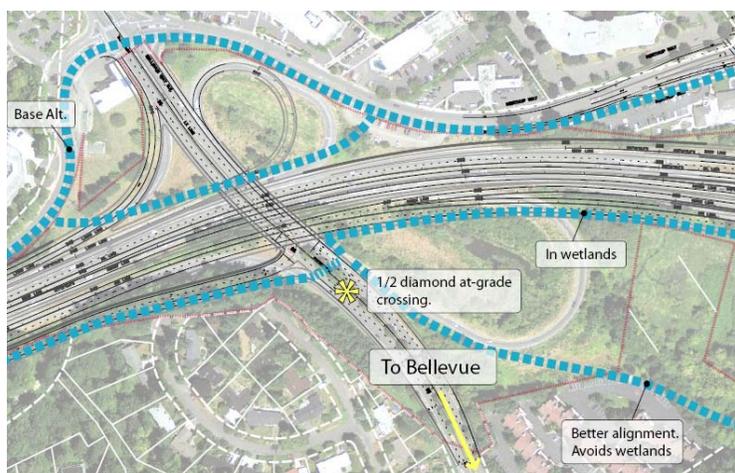


On the eastside, there is an existing paved 10-14' path from Evergreen Point that hugs the side of SR-520 to near the 405 interchange in Bellevue. There is a fence between car traffic and the trail, and sometimes a wide buffer.



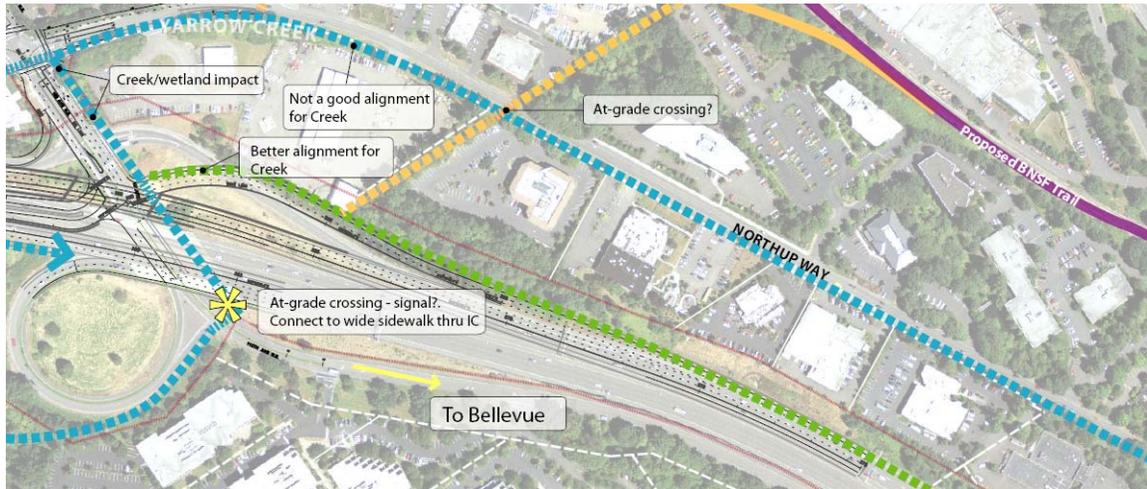
WSDOT's SR-520 widening project is critical to the design of the EW-1: 520 Trail project in Bellevue. The timing and scope of WSDOT's design effort will influence which of the elements in Bellevue will be constructed.

WSDOT's preliminary design options for the 520 project in Bellevue include a number of possible bicycle route configurations. The options under consideration involve developing an interconnected off-street path system that links up to the existing SR-520 trail facilities from Bellevue to 124th Ave.



Although it is not a component of EW-1, Northup Way represents an important connection point to the SR-520 corridor connections. Northup Way is classified as a minor arterial that parallels SR-520 to the northeast. The 2007 Pedestrian and Bicycle Transportation Plan recognizes the importance of this corridor in support of the SR-520 bicycle trail corridor in Project B-238 [Northup Way between Bellevue Way to 120th Ave NE]: Add

a 5 foot-wide bike lane on both sides of Northup Way from Bellevue Way to 120th Avenue NE. the total project will need between \$15 million and \$20 million to complete. The \$1.5 million in the current CIP is sufficient to address interim safety improvements identified by a design report. The key objectives for the project are improved bicycle access and safety, continuous bicycle lanes, improved access for pedestrians, public transit and area businesses, improved traffic operations along Northup Way, improved corridor landscaping and aesthetics, and improved site access to area businesses.



Focus Group Comments on 520 Trail

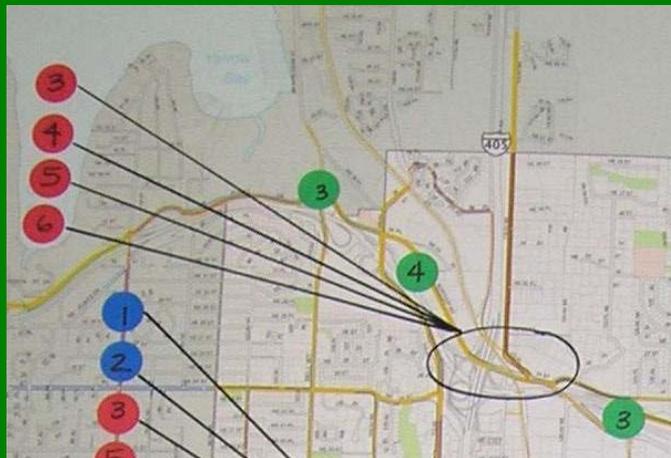
This area of the 520-Trail had the most red "top priority" dots (4) of any area in Bellevue.

- Participants noted:

1. Lack of shoulder space
2. Lack of trail connectivity

- Participant (pedestrians and bicyclists) suggestions:

1. Creating larger or new shoulders in and around Northup Way
2. Connecting the 520-Trail to South or Central Bellevue starting around 120th Ave.
3. Connecting the 520-Trail of other routes and areas within Bellevue



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NE 29th Place to 520 Trail Connection

Continuing north east, cyclists benefit from existing bicycle lanes on NE 29th Place that extend up to 148th Ave NE.



At 148th Ave NE, cyclists cross the street and link up to the existing SR-520 trail.



EW 2: Downtown-Overlake Connection

From downtown NE 12th St connecting up to 520 and into Redmond...

100th Ave NE and 124th Ave NE

This corridor continues east on NE 12th between 100th Ave NE and 124th Ave NE. NE 12th is on both the EW-2 and NS-1 corridor.

The 2007 Pedestrian and Bicycle Plan recommends developing bicycle lanes on both sides of this corridor where not complete. This is accomplished with project B-237: Add a 5 foot-wide bike lane on both sides of NE 12th Street from 100th Avenue NE to 124th Avenue NE

Staff received a number of public comments about this area. Project B237 was identified as an important improvement in the following comments from the interactive map:



- This is sorely needed. Please make sure the new NE 12th St bridge over I-405 has sufficient space for bike lanes – space for bikes on the 10th St bridge was left out due to limitations on construction near the hospital.
- This is a great place to add a bike lane as the current road is not safe for bikes. When the rail/bike/ped path is installed we will need access from the road to the trail. Thanks
- East/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and SE 8th, would be my first picks for projects.
- Much needed. Great addition. Thank you.

Additional comments were received early in the project on the NE 12th corridor from the on-line survey:

- Add bike lanes on major throughfares such as Bellevue Way, NE 8th, NE 12th.
- And traffic on NE 12th, NE 10th, NE 2nd and Main Street does not require 4 lanes each way AND a turn lane except at Bellevue Way and also at 112th. Bikes can take the lane for short distances at choke points and downhill.
- Designated bike lanes in downtown Bellevue (CBD) would help a lot. Also, there are very few east-west connectors that allow people to enter/leave the CBD. In that regard, Main Street and NE 12th are the best alternatives and they aren't really all that good due to traffic volumes. Even in areas (in the CBD) where there aren't bike lanes, it would be helpful to have a designated area at intersections for bikes - currently it is confusing to bicycles and motorists because of the conflict with right turn movements of the vehicles.
- Getting to downtown Bellevue on a bike is not easy. Please provide a dedicated bike path or wide, clean bike lanes at the least into downtown Bellevue. I currently take the 520 bike trail -> NE 24th st -> Northup Way -> 116th Ave -> NE 12th St. Northup, 116th and NE 12th do not have bike lanes
- I bicycle commute to work everyday and everyday a car passes too close without trying to move over. It would be nice if people would understand that I'm peddling as fast as I can and their car could kill me. I'd like to see more bicycle lanes. NE 12th over the freeway, Bell-Red Road. Roads in Downtown Bellevue.

- In the winter, dark, rainy weather, it is nearly impossible to ride across the downtown area of Bellevue from east to west. Riding in traffic is frightening. A bike lane on NE 12th & then Bell/Red Road would help.

NE 12th Street to 120th Ave NE

This corridor continues east on NE 12th crossing over I-405 on a new bridge. At the intersection where this corridor connects with NE 16th, the 2007 Pedestrian and Bicycle Plan recommends:

B07-001: Add a 5 foot-wide bike lane on both sides of NE 16th Street from NE 12th Street to 120th Avenue NE

This recommendation received support from the interactive map:

I suppose this means actually building NE 16th St as well?
We desperately need a safe way for bikes to get over 405 from downtown Bellevue.
Yes, Please include this bike path. There have been too many weekends where I am walking with my young (4 & 6 yrs) children and somebody comes flying down the sidewalk over the NE12th I-405 overpass. I love the idea of the bike path here and my kids do as well.

120th Avenue NE to 130th Avenue NE

The Bel-Red Subarea Subarea Plan offers the potential to create transit-rich development nodes and neighborhoods in which walking and bicycling opportunities abound. A wide range of non-motorized improvements is anticipated; from sidewalks and mid-block pedestrian connections, to trails along riparian corridors and the Burlington Northern Santa Fe (BNSF) railroad corridor, to neighborhoods and roadways that are designed from the start with pedestrians and bicyclists in mind. Some bicycle facilities would be geared toward the commuter, and others geared more for the recreational cyclist. Links to local parks and connections to the regional system are part of the vision.

As a major future arterial and light rail corridor, an extension of NE 16th Street is planned to be the primary component of the east-west non-motorized transportation system. Providing a high quality pedestrian and bicycling environment along this arterial will create auto-free access between neighborhoods, to regional trail systems, and to light rail stations. The east-west pedestrian and bicycle corridor is also intended to link the various north-south trails and sidewalks.

Continuing east on NE 16th Street, a cyclist would make use of an off-street path; the 2007 Pedestrian and Bicycle Plan recommends:

B07-002: Add 10-14 foot-wide off street path along both sides of NE 16th Street from 120th Avenue NE to 130th Avenue NE

This recommendation received support from the interactive map:

If we're NEVER going to widen Bel-Red, or put a bike lane on it, then some sort of way to get easily from downtown to Crossroads by bike has to be developed. (NE 8th is too up/down; 520 bike trail goes too far north). This is I guess as good as we're going to get.
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NE 16th St to 140th Ave NE

Project Limits:

130th Ave NE to NE 20th St

B07-003: Add a 5 foot-wide bike lane on both sides of NE 16th Street and 136 Place NE from 130th Avenue NE to NE 20th Street

B07-003

no interactive map comments

[Links to SR-520 Trail](#)

EW-3: Lake-to-Lake Trail

This trail provides the primary east-west non-motorized corridor through Bellevue and links Lake Sammamish with Lake Washington. The Lake-to-Lake route connects parks, schools, neighborhoods, and urban areas with a variety of trail types. To accommodate various non-motorized users the trail provides facilities for bicycles, walkers, joggers, hikers through the use of separated pathways, bike lanes, boardwalks and gravel trails as one traverses the City through 800 acres of interconnected park and open space property.

This corridor begins at city limits on Lake Washington Blvd and continues along Main St before cutting south to access Lake Hills Connector, 145th Pl SE, and Phantom Lake. The corridor ultimately emerges on West Lake Sammamish Parkway.

Lake Washington Blvd from NE 10th to 100th Ave NE



Lake Washington Blvd (B-334)

Between 92nd Ave NE and 99th Ave NE, there is a 3 – 5 foot wide shoulder on the south side, as well as a 5 foot wide sidewalk along a short bridge.

On-street parking obstructs the south side shoulder following 99th Ave NE. On the north side a 5 foot wide sidewalk and 2 – 4.5 foot wide shoulder extend to just before 99th Ave NE, where the sidewalk splits (2 feet wide at curb level, 5 feet wide on small up-down hill).

Project B-334 calls for a wide bike shoulder on both sides of Lake Washington Blvd between NE 10th St to 100th Ave NE where not already complete. This is in conjunction with

pedestrian **project S-911**, which calls for a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Lake Washington Blvd between NE 1st Street and 100th Ave NE. This section of Lake Washington Blvd provides access to Clyde Beach Park and Meydenbauer Beach Park.

Main St to 114th Ave NE

Crossing 100th Ave brings riders to Old Main, a two-lane road with on-street parking between 100th and Bellevue Way. **Project B-245.1** calls for a 5 foot wide bike lane on the north side of Main Street between 100th Ave NE and 116th Ave NE.



Current conditions at Main Street and 106th Ave NE



Photovisualization of Project B-245.1

Project B-245.2 calls for a 10 to 14 foot wide off-street path on the south side of Main Street between Bellevue Way NE and 116th Ave NE. Given its narrow width and on-street parking, Main St between 100th Ave and Bellevue Way section may be better served by sharrows.

Sidewalks narrow dramatically on both sides of Main St between Bellevue Way and 107th Ave, at which point an 8' sidewalk on the north side begins, extending to 112th Ave. Pedestrian **project S-902** calls for the 8 foot wide sidewalk with a 4 foot wide planter strip along both sides of Main Street from 106th Ave NE to 108th Ave NE where not complete. Pedestrian **project S-900** calls for the same enhancements along the south side of Main Street between 112th Ave NE and 114th Ave SE.

Public support for these projects is indicated in the following comments:

This is an incredibly good idea to improve east/west bicycle traffic. This, along with planned improvements on NE 12th, are my top picks among the projects.

I am very curious of how this street can handle a 5 foot bike line added when there are 2 to 0 feet available in some places there now. I love the idea of a bike lane on main, I just do see how you can pull it off!

This is great. It's hard to get through downtown Bellevue on a bike right now.

Would be great to make sure Main & Bellevue way Intersection also had bike lane for crossing

114th Ave SE from Main St to SE 8th St

An on-ramp routes cyclists to 114th Ave SE, where the corridor turns south. Contrary to some current linework, bike lanes are not present on the west side of the street. Instead, a 6' sidewalk extends to SE 6th St before converting to a wide on-street parking shoulder. A 2' – 6' shoulder runs along the east side. Riders also have access to the Wilburton Park and Ride from this street.



Project B-342.2 calls for a 5 foot-wide bike lane on both sides of 114th Ave NE (Frontage Road), from Main Street to SE 8th Street. Further, improvements should preserve opportunities for an off-street multi-purpose pathway between Main Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. This project received the following comment:

- This is a very good fit-and-finish project to clearly delineate the bike usage on this street.

This project is developed in conjunction with pedestrian **project S-975**, which calls for a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of 114th Avenue SE between SE 6th St and SE 8th St.

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

Turning left on SE 8th Ave, cyclists currently encounter an 8' sidewalk on the north side of the street that continues to the Lake Hills Connector. On the south side of the street, a hard-to-reach 6' shoulder ends after the southbound I-405 on-ramp. After the railroad trestle, an off-street path appears on the south side, running to Lake Hills Connector.

Projects B-329.1 and B-329.2 propose, respectively, adding a 10 – 14 foot wide off-street path on the south side and a wide shoulder on the north side of SE 8th Street.

Comments on the off-street path project included the following:

When planning the off-road bike path, it will help future safety is the path is wide enough for safe passing even is another bicycle is coming the other way. Also, avoid sharp turns and hidden sightlines to ensure adequate visibility. While I am not a fan of off-street paths, east/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and NE 12th, would be my first picks for projects.

Bike lane supporters said:

This will be a big improvement to help cyclists navigate through some dicey traffic sections. Whew.

much needed improvement

Pedestrian **project S-868**, calls for a 5 foot wide sidewalk and 4 foot wide fogline on the south side of Lake Hills Connector from SE 8th St to 140th Ave NE.

Lake Hills Connector to 140th Ave SE

Turning right on the Lake Hills Connector, cyclists find a 6' – 8' wide shoulder on the south side of the street, though this is littered with road debris and mud in certain places. The north side of the street has a narrow 3' shoulder that narrows and at times disappears.

Furthermore, **project B-320.2** calls for a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not already complete.

Traveling southeast, at the intersection of Richards Road, an island divides traffic south to Richards Road, or southwest, continuing on the Lake Hills Connector. Comments from the public have suggested that this island not be overlooked when enhancing the Lake Hills Connector facilities.

Heading westbound from 140th Ave SE, cyclists would likely use a 3' – 4' wide off-street path on the north side of the road, though this is strewn with debris. There is a narrow shoulder on the south side of the street, but this periodically disappears, making it unlikely that cyclists would find it safe for their use.

The addition of a 10' – 14' path to the north side of the Lake Hills Connector, as called for in **project B-320.1**, has met with approval from cyclists who currently use the corridor.

Great addition – long overdue. I commute by cycle along the very narrow sidewalk now and with the long downhill it's too narrow for cyclists to pass pedestrians safely. Thank you.

This is an absolutely great plan! I bike to work in downtown Bellevue and I've noticed cars being very aggressive especially in the West-to-East direction of

Lake Hills connector. Having a dedicated trail leading to downtown Bellevue is perfect!! Thanks for doing this!

Wonderful!

An earlier public survey comment also called for enhanced facilities along this corridor:

- Lake hills inter connector and 116th needs bike lanes east/south and west/north bound.

140th Ave SE/145th PI SE to SE 16th St

Turning south on 140th Ave, riders find a 5' bike lane on both sides of the street.

SE 16th St/Phantom Way to 168th Ave SE/SE 24th St.

Turning east on SE 16th St, find a 5' bike lane on both sides of the street. Crossing 148th Ave SE, an off-street path along the south side of the street, which then gives way to a 5' shoulder that occasionally narrows to 2'. There is currently no shoulder or sidewalk on the north side between 148th Ave SE and 156th Ave SE.

Project B-215.2 would add a 5' bike lane on both sides of SE 16th St between 148th Ave SE and 156th Ave SE. These lanes would connect with existing lanes that end at 148th Ave SE, and to the off-street trail beginning at 156th Ave SE.

This project is developed in conjunction with pedestrian **project S-880**, which calls for the addition of a 6 foot wide sidewalk and 4 foot wide planter strip on both sides of SE 16th Street from 148th Avenue SE to 156th Avenue SE where not complete.

An off street-trail begins on the north side of the street at 156th Ave SE, winding its way up to Phantom Way, then south along 168th Ave SE and SE 24th St up to SE 26th St. A shoulder of 2' – 4' width runs along this side of the street. On the south side, an off-street path begins at 160th Ave SE and continues to 166th Ave SE, where it gives way to a narrow, 1' shoulder that continues to SE 26th St.

SE 26th St to Lake Sammamish Parkway

Turning east on to SE 26th St, cyclists ride downhill on the south side of the street, where a 4' shoulder exists. A 1' shoulder on the north side is all that exists for those riding uphill from Lake Sammamish Parkway.



Current conditions on SE 26th St, looking southeast



Photovisualization of Projects B-209 and S-812

Project B-209 calls for a 5 foot wide bicycle lane on the north side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway. This project is funded as part of the new Neighborhood Sidewalk Program of the CIP (CIP # WIB-76); construction will be completed in Spring 2009. Construction of B-209 will be coordinated with pedestrian **project S-812** that will result in a 6 foot-wide sidewalk with a planter strip where feasible along the south side of SE 26th.

Connections to Other Main Bicycle Corridors:

West Lake Sammamish Parkway Connection
Spirit Ridge-Sammamish River Connection
Somerset-Redmond Connection
BNSF Connection
Lake Washington Loop Trail
Enatai-Northtown Connection

Connections to Park Facilities:

Clyde Beach Park: http://www.ci.bellevue.wa.us/clyde_beach.htm
Meydenbauer Beach Park: http://www.ci.bellevue.wa.us/meydenbauer_beach.htm
Kelsey Creek: http://www.cityofbellevue.org/kelsey_creek_park.htm
Lake Hills Park: http://www.cityofbellevue.org/lake_hills_park.htm
Lake to Lake Walk: http://www.cityofbellevue.org/pdf/Parks/lake2lake_a.pdf
Robinsglen Nature Park: <http://www.ci.bellevue.wa.us/robinsglen.htm>
Phantom Lake Walkway: http://www.cityofbellevue.org/phantom_lake_walkway.htm
Mercer Slough Nature Park Trails: http://www.cityofbellevue.org/mercer_slough_trail.htm
Weowna Park Trail: http://www.cityofbellevue.org/weowna_trail.htm
Wilburton Hill Park Trail: http://www.cityofbellevue.org/wilburton_trail.htm

Connections to Schools:

Bellevue High School: <http://www.bsd405.org/Default.aspx?tabid=70>
International School: <http://www.bsd405.org/Default.aspx?tabid=121>
Tillicum Middle School: <http://www.bsd405.org/Default.aspx?tabid=137>
Phantom Lake Elementary: <http://www.bsd405.org/Default.aspx?tabid=128>
Spiritridge Elementary: <http://www.bsd405.org/Default.aspx?tabid=135>

The Mountains-to-Sound-Greenway Trust (MTSGT) has recommended to the City the completion of the missing links in the I-90 Trail system component of the MTSG. The City's 2007 Pedestrian and Bicycle Transportation Plan acknowledges the benefits of addressing this missing link with project B-256.

A paved multiuse trail of 10-feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th Street to the curve near the southwest quadrant's ramps of the 148th-150th Aves interchange, and then following a new independent alignment to the 150th/SE 37th St intersection at 150th Ave SE.

Eastward from 150th Ave SE the trail would follow SE 37th (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to West Lake Sammamish Parkway. The old, easternmost segment of the Sunset Trail is narrow and has substandard switch-backed alignment and other tight curves and needs and should be upgraded.

It is recommended that construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Aves interchange as SE 36th St curves to become SE 37th St.

Today, several Greenway municipalities and partner agencies are working to fill the last 5 remaining gaps in this corridor. The separated trail gap in Seattle is in the design and engineering phase thanks to cooperation between the City of Seattle and WSDOT. The City of Issaquah is currently conducting technical studies of an off-road trail from West Lake Sammamish Parkway to the East Lake Sammamish trail and eastward. A few miles east, another gap in the Greenway trail is in the final stages of design by WSDOT and the State Legislature has allocated \$3.6mm to construct this trail in the next two years. Additional coordination between the City of Bellevue, WSDOT, King County, and the Greenway Trust is required to study this route.

Project B256



EW-5: Coal Creek-Cougar Mountain Connection

In the southwestern corner of Bellevue, EW-5: Coal Creek-Cougar Mountain Connection has links to the following four main North-South bicycle corridors in Bellevue: NS-1: Lake Washington Loop Trail; NS-3: BNSF; and, NS-4: Somerset-Redmond Connection.

Lake Washington Blvd SE to SE 60th Street

Headed eastbound on Lake Washington Blvd SE, this corridor traverses I-405 and continues onto SE 60th Street. Designated bike lanes are in place for most segments of Lake Washington Blvd SE from Lake Hurst to SE 60th St. Those portions of Lake Washington Blvd SE that are not presently designated as bicycle lanes are targeted for facility improvements in the 2007 Pedestrian and Bicycle Plan. The improvements identified in the plan include:

- Project B-249.1 [Lake Washington Blvd SE from Lake Hurst to SE 60th St]: Add a 5 foot-wide bike lane on both sides of Lake Washington Blvd SE from Lake Hurst to SE 60th Street where not complete

To realize this bicycle vision for Lake Washington Blvd SE, it will be important to ensure that the sidewalk facilities envisioned for this same corridor do not encroach on the space available to create a continuous bicycle lane along this corridor. The pedestrian projects for this corridor include:



<u>S-966</u>	Lake Washington Blvd SE at I-405	I-405 overpass	B	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Lake Washington Boulevard at the I-405 overpass
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<u>S-955</u>	Lake Washington Blvd SE	I-405 Park and Ride to SE 59th St	B	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of Lake Washington Boulevard from I-405 Park and Ride to SE 59th Street
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SE 60 Street to Coal Creek Parkway SE

This corridor is comprised of an existing bicycle shoulder for most of the SE 60th Street corridor that could relatively easily be designated as a continuous bicycle lane (reflected in this section are those portions of the corridor that will require additional follow-up to address potential impacts to on-street park). To realize the bicycle vision for SE 60th Street, it will be important to ensure that the sidewalk facilities envisioned for this same corridor do not encroach on the space available to create a designated bicycle lane system along this corridor. The pedestrian projects for this corridor include:

<u>S-953</u>	SE 60th	112th Ave SE to 120th Ave SE	B	Add a 6 foot wide sidewalk and a 4 foot planter strip on both sides of SE 60th Street from 112th Avenue SE to 120th
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	St			Avenue SE where not complete
S-954	SE 60th St	123rd SE to 126th SE	B	Add a 6 foot wide sidewalk along the south side of SE 60th Street from 123rd Avenue SE to 126th Avenue SE
S-967	SE 60th St	126th Ave SE to Coal Creek Pkwy SE	B	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of SE 60th Street from 126th Avenue SE to Coal Creek Parkway

Eastbound on SE 60th Street, the bicycle lanes found on Lake Washington Blvd SE are replaced with wide shoulders on both the north and south sides of the street. The 2007 Pedestrian and Bicycle Plan proposes the following improvement for this corridor:

- Project B-252 [SE 60th St between Lake Washington Blvd/112th Ave SE to Coal Creek Pkwy]: Add a 5 foot-wide bike lane on both sides of SE 60th Street from Lake Washington Boulevard to Coal Creek Parkway



It appears that the south side of the street allows for on-street parking on SE 60th between 112th Ave SE and 113th Place SE. From 113th Place SE to 119th Ave SE there are wide shoulders and “No Parking Any Time” signs.

From 119th Ave SE to 125th Ave SE the wide shoulders on both the north and south side of the street allow for on-street parking.



From 125th Ave SE to 129th Ave SE, the 5' wide shoulders on both the north and south side of SE 60th Street do not allow for on-street parking.



From 129th Ave SE to Coal Creek Parkway SE, cars are found encroaching on the 5' wide shoulders on both the north and south side of SE 60th Street.



Coal Creek Parkway SE to Forest Drive

Continuing northbound on Coal Creek Parkway SE, EW-5 corridor users enjoy the availability of existing bicycle lanes. Although a bicycle lane is in place along this stretch of roadway, the facility is not regarded as an ideal cycling environment (given adjacent auto traffic speeds and volumes).

Bellevue staff are proposing to supplement the existing bicycle lanes along Coal Creek Parkway with an off-street pathway that will benefit both pedestrians and more casual cyclists who prefer a separated facility.



- Project B-225.2 [Coal Creek Parkway between 124th Ave SE to the southern city limits]: Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits



Forest Drive to Lakemont Blvd SE

Continuing eastbound on Forest Drive, EW-5 corridor users enjoy the availability of existing bicycle lanes until SE 63rd Street.

The Pedestrian Plan recommendation for this corridor results in the following enhancement:

- Project S-803 [Forest Drive between Coal Creek Parkway to SE 63rd St]: Add a 6 foot wide sidewalk and a 4 foot planter strip along the north side of Forest Drive from Coal Creek Parkway to SE 63rd Street.



Continuing eastbound on Forest Drive, between SE 63rd Street and 152nd Ave SE., the two travel lanes occupy the 34' roadway for most of the corridor (several instances of center turn lanes). This corridor is envisioned as having bicycle lanes; the 2007 Pedestrian and Bicycle Plan includes:

- Project B-247.2 [Forest Drive SE between SE 63rd St to Lakemont Blvd SE]: Add a 5 foot-wide bike lane on both sides of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE



Continuing eastbound on Forest Drive, there are existing 5 ft shoulders on both sides of the street, between 152nd Ave SE and Lakemont Blvd. SE. This corridor appears to be fairly easy to designate as a bicycle lane; stencil & signage.



Lakemont Blvd SE to 164th Way SE

Continuing northbound on Lakemont Blvd SE, there is a 7' shoulder on the east side of the street and a 3' shoulder on the west side of the street. It would be fairly easy to move the center line over to accommodate a bicycle lane on both sides of this street and realize the vision for this corridor:

- Project B-226.2 [Lakemont Blvd SE between 164th Way SE to Forest Dr.]: Add a 5 foot-wide bike lane on both sides of Lakemont Boulevard SE from 164th Way SE to Forest Drive



DRAFT

Continuing northbound on Lakemont Blvd SE from SE Cougar Mountain Way to 164th Way SE; one comes across a missing segment of off-street pathway on the eastside of the street linking to the Lewis Creek Park. This well-worn pathway should be improved with a sidewalk consistent with the facility found immediately south.

- Project B-226.3 [Lakemont Blvd SE between SE 164th Way SE to Forest Dr.]: Add a 10-14 foot wide off street path on both sides of Lakemont Boulevard SE from 164th Way SE to Forest Drive



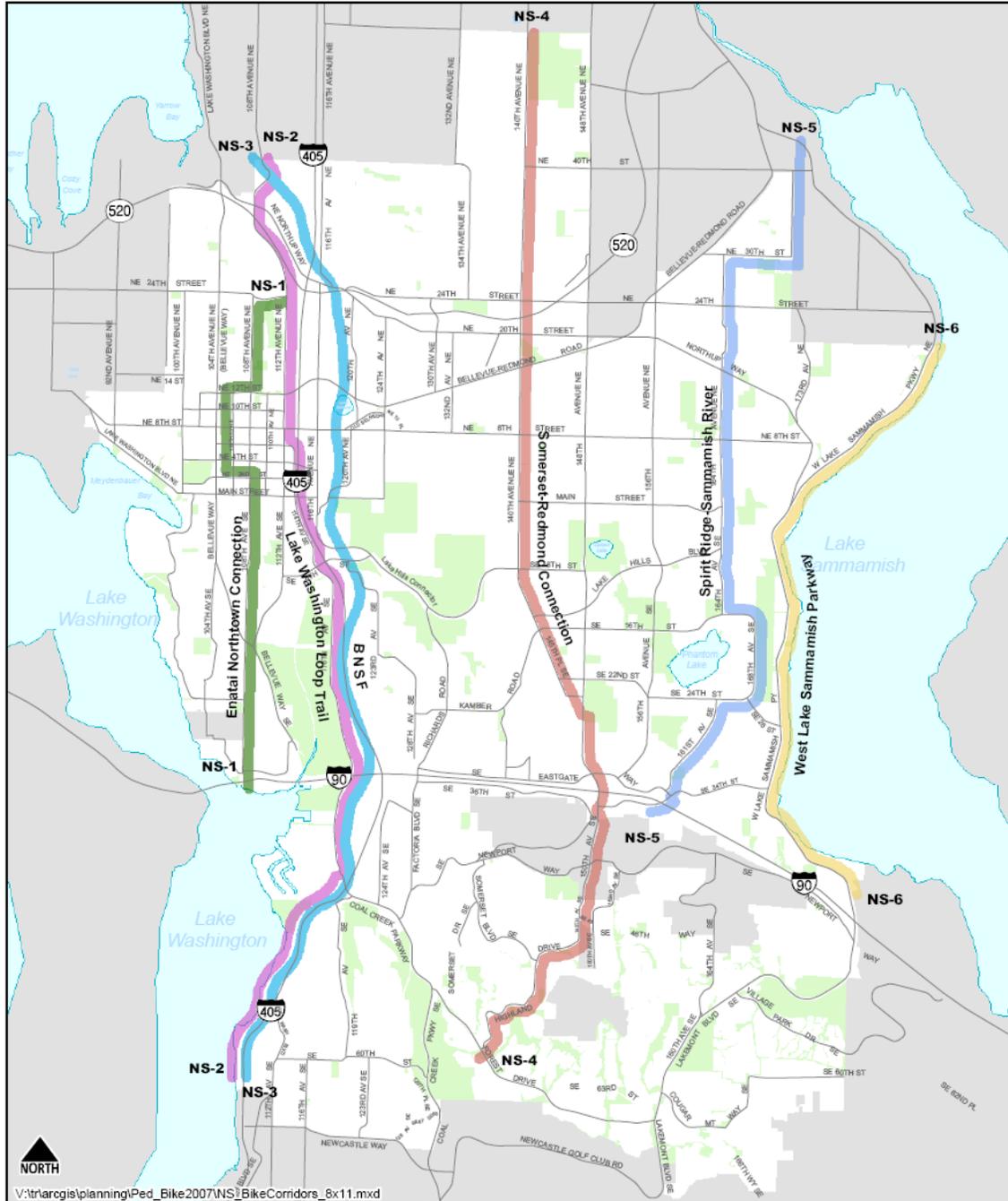
Continuing northbound on Lakemont Blvd SE, between 164th Way SE and SE Newport Way, cyclists will make use of the existing wide shoulders.

[Field check "parking allowed on-street on Westside of street for 100 yards not allowed on eastside"]

DRAFT

North-South Corridors

There are six north-south corridors identified in the Pedestrian and Bicycle Transportation Plan. These are reflected in the map below.



1" = 5,100 feet

City of Bellevue
IT Department
GIS Services
Plot Date: 12/31/2007

North-South Bicycle Corridors

This map is a graphic representation derived from the City of Bellevue Geographic Information System. It was designed and intended for City of Bellevue staff use only. It is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. Any reproduction or sale of this map, or portions thereof, is prohibited without express written authorization by the City of Bellevue.

NOTE: If you have specific questions concerning information contained on this map, please contact the sponsoring department as shown on this map.

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NS-1: Enatai-Northtown Connection

To the north, NS-1: Enatai-Northtown Connection links to NS-2: Lake Washington Loop Trail at NE 24th and 116th Ave NE. This connection to NS-2 facilitates linkages to Kirkland to the north. To the south, this corridor connects to EW-4: Mountains to Sound Greenway at the I-90 Trail. This connection to EW-4 facilitates linkages to Seattle to the East and Issaquah to the West.

NE 24th between 116th Ave NE and 108th Ave NE

At its northern most point, the NS-1 route begins heading west at NE 24th. Continuing west on NE 24th between 116th Ave NE and 108th Ave NE; the 2007 Pedestrian and Bicycle Plan recommends developing bicycle shoulders on both sides of this corridor (B-332.2: Add a wide bike shoulder on the north side of NE 24th Street from Bellevue Way to 112th Avenue NE) and (B-332.1: Add a wide bike shoulder on the south side of NE 24th Street from 98th Avenue NE to Bellevue Way NE where not complete).



108th Ave NE between NE 24th and NE 12th

Continuing south on 108th Ave NE between NE 24th and NE 12th this corridor makes use of intermittent bicycle shoulders that alternate from the east to the west sides of the corridor. Before reaching NE 12th, this corridor passes by Bovee Park.

The 2007 Pedestrian and Bicycle Plan recommends developing bicycle shoulders on both sides of this corridor where not complete. This is accomplished with projects: (B-222.1: Add a wide bike shoulder on both sides of 108th Ave NE from NE 24th St to NE 17th St) and (B-222.2: Add a wide bike shoulder on the west side of 108th Ave NE from NE 17th St to NE 12th St).



These bicycle projects are developed in conjunction with several sidewalk projects: S-903.1: Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the west side of 108th Avenue NE from NE 24th Street to NE 12th Street. S-903.2: Add a 5 foot wide sidewalk along the east side of 108th Avenue NE from NE 24th Street to NE 14th Street where not complete

NE 12th between 108th Ave NE and 106th Ave NE

This corridor continues east on NE 12th between 108th Ave NE and 106th Ave NE. NE 12th is on both the NS-1 corridor and EW-2 corridor.

The 2007 Pedestrian and Bicycle Plan recommends developing bicycle lanes on both sides of this corridor where not complete. This is accomplished with project B-237: Add a 5 foot-wide bike lane on both sides of NE 12th Street from 100th Avenue NE to 124th Avenue NE



Staff received a number of public comments about NE 12th. As reflected in the following comments from the interactive map, project B237 was identified as an important improvement:

- This is sorely needed. Please make sure the new NE 12th St bridge over I-405 has sufficient space for bike lanes – space for bikes on the 10th St bridge was left out due to limitations on construction near the hospital.
- This is a great place to add a bike lane as the current road is not safe for bikes. When the rail/bike/ped path is installed we will need access from the road to the trail. Thanks
- East/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and SE 8th, would be my first picks for projects.
- Much needed. Great addition. Thank you.

Additional comments were received early in the project on the NE 12th corridor from the on-line survey:

- Add bike lanes on major thoroughfares such as Bellevue Way, NE 8th, NE 12th.
- And traffic on NE 12th, NE 10th, NE 2nd and Main Street does not require 4 lanes each way AND a turn lane except at Bellevue Way and also at 112th. Bikes can take the lane for short distances at choke points and downhill.
- Designated bike lanes in downtown Bellevue (CBD) would help a lot. Also, there are very few east-west connectors that allow people to enter/leave the CBD. In that regard, Main Street and NE 12th are the best alternatives and they aren't really all that good due to traffic volumes. Even in areas (in the CBD) where there aren't bike lanes, it would be helpful to have a designated area at intersections for bikes - currently it is confusing to bicycles and motorists because of the conflict with right turn movements of the vehicles.
- Getting to downtown Bellevue on a bike is not easy. Please provide a dedicated bike path or wide, clean bike lanes at the least into downtown Bellevue. I currently take the 520 bike trail - > NE 24th st -> Northup Way -> 116th Ave -> NE 12th St. Northup, 116th and NE 12th do not have bike lanes
- I bicycle commute to work everyday and everyday a car passes too close without trying to move over. It would be nice if people would understand that I'm peddling as fast as I can and their car could kill me. I'd like to see more bicycle lanes. NE 12th over the freeway, Bell-Red Road. Roads in Downtown Bellevue.
- In the winter, dark, rainy weather, it is nearly impossible to ride across the downtown area of Bellevue from east to west. Riding in traffic is frightening. A bike lane on NE 12th & then Bell/Red Road would help.

106th Ave NE between NE 12th and NE 2nd

Continuing south on 106th Ave NE, this corridor passes through the center of downtown Bellevue. Although this link was not originally identified in the Draft Network Plan for facility enhancements, it surfaced as being an important north-south bicycle corridor to enhance downtown bicycle circulation.

Public comments on the Draft Network Plan included the following excerpt from a letter from Dennis Neuzil: “The draft network plan does not provide enough bicycle route penetration into and circulation within the heart of the downtown.... of particular interest 106th Ave NE between NE 12th St and Main St.”

In response to the public input, a new project was identified; **project ...xxx**

[need photos of this corridor]

108th Ave SE between NE 2nd and Bellevue Way

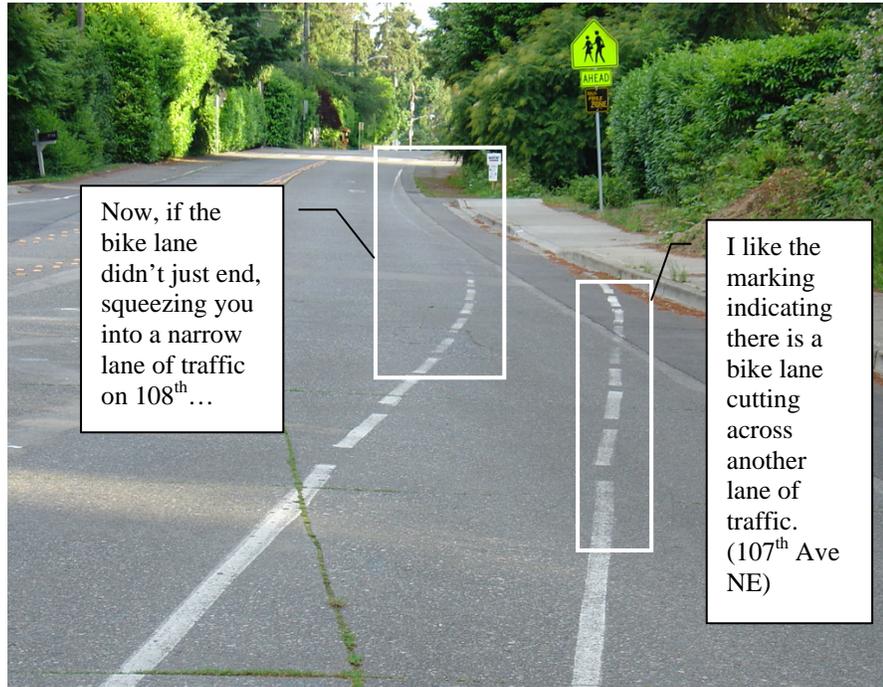
Continuing south on 108th Ave SE between Main and Bellevue Way there is intermittent sidewalk alternating each side of the corridor. This two-lane road (22' wide) passes by Bellevue High School.

Due to the low traffic volumes and limited width, the 2007 Pedestrian and Bicycle Plan does not recommend any bicycle facilities along this corridor. Cyclists on this corridor are encouraged to operate on the roadway.



108th Ave SE between Bellevue Way and I-90 Trail

There is an existing 5' paved bicycle shoulder along portions of this corridor. Residents have expressed concern over the bicycle shoulder on the Westside of the street disappearing at 108th and SE 21st. The image to the right was submitted with comments by Matt Leber who would like bike lanes continue south along this corridor.



The 2007 Pedestrian and Bicycle Plan recommends developing bicycle

lanes on both sides of this corridor where not complete. This is accomplished with B-224: Add a 5 foot-wide bike lane to both sides of 108th Avenue SE from Bellevue Way to SE 34th Street. Additionally, sidewalks are envisioned on both sides vis-à-vis project S-896: Add a 6 foot wide sidewalk and a 4 foot wide planter strip on one side of 108th Avenue SE from Bellevue Way SE to SE 34th Street where not complete.

Describe existing CIP project.

The following represents a before/after photo-visualization of 108th Ave with bike lanes and sidewalks. (Project B-224_S-896)



NS-2: Lake Washington Loop Trail

The Lake Washington Loop Trail is a series of trail segments and frontage roads next to I-405 from the Kirkland/Bellevue city limits to the north down to Renton to the south. This corridor has numerous connections to other main bicycle corridors in Bellevue; including: EW-1: 520 Trail; NS-2: Enatai-Northtown Connection; EW-4: Mountains to Sound Greenway; and, NS-3: BNSF.

Text for area north of downtown.

Headed southbound, this corridor makes use of 112th Ave NE. At present, 112th Ave NE provides an adequate bicycle environment for an advanced/basic level cyclist during off-peak hours and downhill (SB direction); it is less satisfactory when there is a lot of vehicular traffic, especially when going uphill. To promote an improved bicycle environment along this corridor, the 2007 Pedestrian and Bicycle Plan recommends: Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from NE 12th Street to NE 6th Street (B-342.2).



Include information from downtown discussion on what we recommend on 112th AVE NE

At NE 6th Street, this corridor continues south along 114th Ave NE down to SE 8th Street. Bicycle lanes are in place for most segments of this corridor. Those portions of 114th Ave NE that are not presently designated as bicycle lanes are targeted for facility improvements in the 2007 Pedestrian and Bicycle Plan. Recommendations identified in the plan include:

- Project 342.1 [114th Ave NE (Frontage Road) between NE 6th St to Main S]: Add a 5 foot-wide bike lane on both sides of 114th Avenue NE, or Frontage Road from NE 6th Street to Main Street; and,
- Project B-342.2 [114th Ave NE (Frontage Road) between Main St to SE 8th St]: Add a 5 foot-wide bike lane on both sides of 114th Avenue NE, or Frontage Road from Main Street to SE 8th Street where not complete.



At SE 8th Street and 118th Ave SE and then further south along Lake Washington Blvd SE until Newcastle Beach Park, NS-2 corridor users enjoy the availability of existing bicycle lanes and off-street path facilities.

From the Newcastle Beach Park to the southern city limits, Lake Washington Loop users enter onto Lake Washington Blvd SE, a two-lane road (20' wide) with low traffic volumes.

Bellevue staff have explored developing a bicycle shoulder along Lake Washington Blvd as recently as 2006, at that time the consensus of the group was that given the project footprint and budgetary constraints, and since King County was probably going to build a new trail here at a later date, that this project should be canceled. At the time, an investment of \$600K was arrived at to construct a 3' shoulder on the eastside of Lake Washington Blvd.

Identify bike lanes that link to this corridor



North-South Corridor 2: The Lake to Lake Trail

Note: this entire corridor runs adjacent to the BNSF corridor from the northern city limits to the southern city limits.

B330: Add a 5 foot-wide bike lane on both sides of 108th Avenue NE/NE 38th Street from Northup Way to northern city limits.

This corridor begins at Bellevue's northern city limits and the South Kirkland Park & Ride, continuing south along 108th Avenue NE to Northup Way. There are 6 foot sidewalks on both sides and narrow 11 foot-wide travel lanes. The proposed project calls for 5 foot-wide bike lanes on both sides, but after an additional site visit it was determined that this would not be possible. There is not a large enough right-of way to accommodate this facility due to bordering topographical constraints. Although a climbing lane on the east side of this section of 108th Avenue NE would be feasible and appropriate due to the steep slope heading north toward the City of Kirkland. This section of the Lake-to Lake Trail intersects with a primary East-West Corridor in north Bellevue, Northup Way and the SR 520 Trail. This connection is very important and should be recognized accordingly.

B221.1: Add a 5 foot-wide bike lane on both sides of 112th Avenue from Northup Way to NE 12th Street.

There is a wide shoulder on both sides of this 2nd North South Corridor which is part of the Lake Washington Loop Trail. The width varies between 5 and 10 feet along almost the entire project section from Northup Way to just north of NE 12th Street. The proposed project calls for 5 foot-wide bike lanes on both sides and there seems to be ample of room for this. There is also a small segment of off-street path along the west side of 112th Avenue in front of a Parker, Smith and Feek Incorporated. There are two important connections to note along this portion of 112th Avenue NE. NE 24th heading west is the beginning portion of North South Corridor 1, also called the Enatai Northtown Connection. Corridor 1 allows bikers to jog over on NE 24th Street to 108th Avenue NE for a more direct route to downtown, I-90, and the east-west Mountains-to-Sound Greenway Trail. At NE 12th Street project B221.1 ends and intersects the East West Corridor 2, or Downtown Overlake Connection.

B221.1: Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from NE 12th Street to NE 6th Street.

This project in downtown Bellevue along 112th Avenue NE from NE 12th Street to NE 6th Street has generated a lot of discussion. It is a critical North-South route through downtown and seems a logical place to have bike lanes on both sides. Although the recent sidewalk improvement project XXXXX on the east side, planted street trees and built concrete planters leaving little room for the addition of a 5 foot bike lane on both sides of the street as the project calls for. Further discussion with Nancy LaComb will have to occur before a final decision is made.

B342.1: Add a 5 foot-wide bike lane on both sides of 114th Avenue NE, or Frontage Road from NE 6th Street to Main Street.

Project B342.1 makes up a third section of Bellevue's portion of the Lake Washington Loop Trail. Along the east side of 114th Avenue NE there is a 6 foot-wide sidewalk from NE 6th Street to Main Street, as well as a shoulder on both sides of varying width. This project is dependent on the possible widening of I-405, but should also be recognized as an important and preferred route for bicyclists because of the low-volume of traffic. From Main Street to SE 8th Street, 114th Avenue NE serves as a link for both the Lake Washington Loop Trail (NS Corridor 1) as well as the Lake-to-Lake Trail (EW Corridor 3) which then heads east under I-405 to the Lake Hills Connector. The southern portion of this project runs adjacent to the Wilburton Park and Ride, an important transportation hub within Bellevue.

Finished portion:

A large portion of North-South Corridor 2 is complete with 5 foot bike lanes on both sides of Lake Washington Boulevard SE and 118th Avenue SE from SE 8th Street to Newcastle Beach Park. There is also a consistent pedestrian facility along the west side varying between an 8 foot-wide sidewalk and a 10 foot-wide off street path through Mercer Slough Nature Park.

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B121.2 (southern portion): Add a 10-14 foot-wide off street path along the Burlington Northern Bike Path from the southern city limit to the northern city limit.

The North South Corridor 2, or Lake Washington Trail Loop intersects with project B121.2 at Newcastle Beach Park. SOME QUESTIONS HERE

NS-3: BNSF Trail Corridor

...

<http://www.metrokc.gov/exec/news/2005/0531trailPurchase.htm>

<http://dnr.metrokc.gov/dnrp/pa/bnsf/fact-sheet.htm>

Here is a link to the King County page about the [BNSF right-of-way](#) and a discussion of the [background](#) of the deal and its status as of Spring 2006. Here is the [2004 report](#) of the eastside corridor advisory committee. Here are the [links](#) King County included in their newsletter when the deal was announced in 2006.

Here is the article [reporting the deal](#) finally approved by the Port Commission
Here are some [subsequent articles](#) that I thought were worth preserving.

The eastside rail corridor is 42 miles long and includes a 34-mile segment from Renton (near Gene Coulon Park) to Snohomish with an 8-mile spur from Woodinville to Redmond. Approximately 7.5 miles of the rail corridor is located within Bellevue beginning at the southern city limits near I-405 to the northern city limits. This rail corridor is located in close proximity to several Bellevue neighborhoods and recreational and commuter facilities including the Newcastle Beach Park, Greenwich Crest, I-90 (and the I-90 trail), Mercer Slough, Mercer Slough Environmental Center, Woodridge, Wilburton, Bellevue Botanical Gardens, downtown Bellevue, Bel-Red, and SR 520. The Port of Seattle is expected to finalize an agreement to purchase the rail corridor from BNSF in early 2008 and then begin a public process to determine the best use of the corridor for both rail and trails.



NS-4: Somerset-Redmond Connection

From the north, the Somerset-Redmond Connection features access to EW-1: 520 Trail and EW-2: Downtown-Overlake Connection at the intersection with 520; EW-3: Lake-to-Lake Trail between SE 8th St and SE 16th St; EW-4: Mountain-to-Sound Greenway at SE 36th St; and EW-5: Coal Creek-Cougar Mountain Connection at Forest Drive.

This corridor heads south from Redmond along 140th, with access to the 520 trail, Bel-Red, and Bellevue Community College.

At its northernmost point, the Somerset-Redmond Connection begins when 140th enters Bellevue at NE 40th Street. At this point the 5' bike lanes enjoyed by Redmond cyclists end. A 6' off-street path begins on the west side of the street, with a narrow shoulder on the east side of the street.

Project B-201.1 (Draft Network Plan) recommends: Add a 10-14 foot wide off street path on the west side of 140th Avenue NE from NE 40th Street to NE 60th Street. Add a 10-14 foot wide off street path on the east side of 140th Avenue NE from NE 40th Street to the golf course (201.3) as well. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Bike lanes both sides; Currently unimproved; Signed Ride "North-South Thruway"; Stencil.



In Redmond to the north one finds bike lanes and 6 foot sidewalks with a 4 foot planter strip on both sides of the street.

In Bellevue on the west-side of the street the city construed a separated 6 foot porous asphalt pathway along the west side of 140th Ave NE from NE 40th Street to the north City limits (CIP WB-70). The east side of the street in Bellevue remains unimproved.

At present, staff have received the following public comments on the B-201.1 recommendation:

The link here said "type C Bike shoulder with fog line" is more preferable here instead of an "off street path". The "type C" is a great idea here.

Bellevue staff and residents discussed the importance of maintaining this north-south corridor linking bicyclists and other non-motorized users between Redmond and I-90 and the need to create a facility that mirrors the appearance of the off-street path on the west-side of the street. As such, staff and residents discussed restating the project description as: Add a 6 to 10 foot-wide off street path on the east side of 140th Ave NE from NE 40th Street to the north City limits that is generally consistent in character to the existing pathway on the west-side of 140th between NE 40th and NE 60th.



Project B-201.2 (Draft Network Plan) recommends: Add a wide bike shoulder on the west side of 140th Avenue NE from NE 40th Street to NE 24th Street. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Bike lanes both sides; Currently unimproved; Signed Ride “North-South Thruway”; Stencil.

On the west side of the street, 140th Ave NE has anywhere between 2 and 8 foot wide shoulders interspersed throughout this roadway segment. Bellevue staff are considering restating Project B-201.2 as: Add a 5-foot bicycle lane on the west side of 140th Avenue NE from NE 40th Street to NE 24th Street. This recommendation would be consistent with the 1999 Pedestrian and Bicycle Transportation Plan recommendation and result in a continuous south-bound bike lane.

Project B-201.3 (Draft Network Plan) recommends: Add a 10-14 foot-wide path along the east side of 140th Avenue NE in front of the Bellevue Golf Course. This project is for the same street segment as project B-201.1; as such B-201.3 is being eliminated from the project list.

Project B-201.4 (Draft Network Plan) recommends: Add a 10-14 foot-wide path along the east side of 140th Avenue NE from NE 40th Street to NE 24th Street. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Bike lanes both sides; Currently unimproved; Signed Ride “North-South Thruway”; Stencil.



On the east side of the street, 140th Ave NE presently has a 6 foot wide off-street path mixed in with similarly sized concrete sidewalks. Both the concrete sidewalk and asphalt surface off-street path sections are interspersed with 2 foot wide planter strips.

Instead of widening this section, staff are considering restating this project with the following more modest treatment: Implement spot improvements and signage along existing pathway to enable cyclists to safely connect to the bicycle shoulders along the east side of 140th Avenue NE from NE 40th Street to NE 24th Street. Widen shoulder areas as feasible (e.g., minimal impacts to current paved pathway and adjacent properties).

140th Ave NE between NE 24th and Bel-Red Road

Crossing NE 24th Street, 140th Ave NE expands to five lanes. On the west side of the street, a 10-foot wide sidewalk begins, narrowing to 5 feet at certain points. On the east side of the street, an 8-foot sidewalk begins, but is regularly interrupted by utility poles.

Project B-316.1: Add a 5 foot-wide bike lane on the west side of 140th Avenue NE from NE 24th Street to Bel-Red Road.

Project B-316.2: Add a 10-14 foot-wide off street path on the east side of 140th Avenue NE from NE 24th Street to Bel-Red Road.

Project B-316.2 received this public comment:

Anything to complete 140th Ave as a safe N/S bicycle route. This would help make the connection to the 520 bike path, too.



Crossing NE 20th, sidewalks on the west side of 140th Ave NE narrow to 6 feet. On the east side, an 8 foot sidewalk and off-street path with boardwalk facility provides access to Highland Park and Community Center.

140th Ave NE between Bel-Red Road and SE 8th St

South of Bel-Red Road, a small hill gives way to a gradual ascent. The middle turn lane is occasionally interrupted by a median. No shoulder exists, but 5-6 foot-wide sidewalks run along both sides of the street, occasionally winding away from the curb in the style of off-street paths.

Project B-217.1 would add a 4 foot-wide shoulder on the west side of 140th Ave NE between Bel-Red Road and NE 8th St.

Public comments for project B-217.1 include:

B-217.1	This small section of road is very dangerous right now. A bike lane would be VERY appreciated! I would rank this highest on any priority on my route.
B-217.1	This is an important addition. Currently this section of 140 th is like the running of the bulls for bikers.

Project B-217.2 would improve the existing off street path and widen it to 8-10 feet on the east side of 140th Avenue NE from Bel-Red to NE 8th Street

South of NE 8th St, bike lanes begin on both sides of the street, as well as 6 foot sidewalks separated in many places by a 2-3 foot planter. These facilities continue to SE 8th St.

145th PI SE between SE 8th St and 28th Ave SE

Bike lanes and sidewalks continue past SE 8th St, where 140th Ave SE continues as 145th PI SE. The sidewalks end at 20th Ave SE, with bike lanes giving over to 4 to 6 foot wide shoulders on both sides of the street. A 4 to 5 foot sidewalk begins on the west side of the street south of 22nd Ave SE.



Project B-218.2 will add a 5 foot-wide bike lane on both sides of 145th PI SE between SE 16th St and SE 24th. Construction of B-218.2 will be coordinated with sidewalk project S-864 and bicycle project B-216. This project is funded (R-151: 145th Place SE Improvements/SE 16th to SE 24th Street and SE 22nd Street/ 145th Place to 156th Ave).

Website comments for this project have been positive: “Completing bike lanes along this stretch would increase the viability of this route to BCC and the I-90/Eastgate area.”

The project is developed in conjunction with a pedestrian **project S-864**, which would add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of 145th PI SE between SE 16th St and SE 28th St where not complete.

Past 24th Ave SE, the shared shoulders continue on both side until 146th Ave SE, where motor traffic is forced to turn around. A 5 foot sidewalk leads pedestrians and cyclists to a paved trail accessing Landerholm Circle SE.

Turning left on Landerholm Circle SE, cyclists encounter an 8’ wide sidewalk that leads to the 148th Ave SE arterial. Crossing this street leads cyclists to an off-street path, running south along the east side of 148th Ave SE.

Off-street paths between SE 28th St and 36th Ave SE

Continuing on the 9’ wide off-street path beginning at the southeast corner of SE 28th St and 148th Ave SE avoids the busy I-90 interchange. At the bottom of the hill, cyclists cross 148th Ave SE to veer around the Eastgate Way interchange on a continuation of the off-street path which brings them to SE 38th St. Crossing SE 38th, cyclists encounter an 8 foot wide sidewalk on the south side of the street (compared to a 6 foot sidewalk on the north side) which takes them back to the arterial, now continuing as 150th Ave SE.

150th Ave SE/148th Ave SE/Highland Dr between SE 38th St and Forest Dr

South of SE 38th St, cyclists encounter a four-lane arterial with no shoulder and a narrow sidewalk on the west side. **Project B07-008** proposes to enhance 150th Ave SE between SE 38th St and Newport Way with a wide bike shoulder on both sides of the street. This project is developed in conjunction with pedestrian **project S-802**, which adds an 8 foot wide sidewalk and a 4 foot wide planter strip on both sides of 150th Ave SE between SE 37th St and SE 43rd St where not complete.

In this section of Highland Drive, the street widens to a split two-lane boulevard, 15 foot lanes in each direction, separated by a 15 foot median. Sidewalks on both sides are 5 feet wide, with a 3 foot planting strip facing the street.

Descending past SE 52nd PI, the road loses the median and begins to wind, with traffic calming and speed bump facilities further reducing speeds. A 5 foot sidewalk continues on both sides. Cyclists encounter some rolling hills before a final descent brings them to Forest Drive.



Project B-352 would add a shared shoulder on both sides of 148th Ave SE and Highland Drive between SE 45th PI and Forest Drive. This project is developed in conjunction with pedestrian **project S-808**, which would ass a 5 foot wide sidewalk and a 4 foot wide fogline on both sides of 148th Ave SE from SE 44th St to 149th Ave SE.

Connections to Other Main Bicycle Corridors:

- 520 Trail
- Downtown-Overlake Connection

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Lake-to-Lake Trail
Mountain-to-Sound Greenway
Coal Creek-Cougar Mountain Connection

Connections to Park Facilities:

Bellevue Golf Course: http://bellevuewa.gov/bellevue_golf_course.htm
Highland Park: <http://www.ci.bellevue.wa.us/highland.htm>
http://www.ci.bellevue.wa.us/highland_community_center_sk8_park.htm
Robinswood Community Park: http://www.ci.bellevue.wa.us/robinswood_park.htm
Eastgate Park: <http://www.ci.bellevue.wa.us/eastgate.htm>

Connections to Schools:

Stevenson Elementary: <http://www.bsd405.org/Default.aspx?tabid=136>
Odle Middle School: <http://www.bsd405.org/Default.aspx?tabid=127>
Sammamish High School: <http://www.bsd405.org/Default.aspx?tabid=131>
Lake Hills Elementary: <http://www.bsd405.org/Default.aspx?tabid=123>
Eastgate Elementary: <http://www.bsd405.org/Default.aspx?tabid=117>

NS-5: Spirit Ridge-Sammamish River Connection

Access to Microsoft campus, Ardmore Park, Crossroads Park, Crossroads Community Center, Crossroads Mall, Lake Hills Community Park, Robinsglen Nature Park, Weowna Park, Phantom Lake, Spirit Ridge Park, Mountains-to-Sound Greenway.

Entering Bellevue from Redmond on 172nd Ave NE find bike lanes on both sides of the street, 5 feet wide on the east side, 4 feet on the west. These facilities, as well as 5-to-6 foot wide sidewalks continue across NE 40th St (the Bellevue-Redmond border) and ascend a short hill.



Turning right on to NE 30th St, cyclists encounter a prohibitively steep hill with a 5 foot wide shoulder on the north side, and a 3-to-5 foot shoulder on the south side. Additionally, a 6 foot wide sidewalk runs along the north side of the road. At the top of the hill, the south shoulder widens to accommodate off-street parking. Opposite 168th PI NE, a 5-½ foot sidewalk begins along the south side.

Turning left on 164th Ave NE, a 4-½ foot shoulder accompanies a 6 foot sidewalk on the west side of the street. On the east side, an 8 foot wide shoulder accommodates on-street parking. These shoulders fall away on

the approach to NE 24th Street to allow for a vehicle turning lane.

Crossing NE 24th Street, 164th becomes an arterial route. After initially widening to accommodate a transit pull-out, the west shoulder narrows to 1 foot. The east side shoulder immediately narrows to between 3 and 4 feet wide. An 8 foot wide sidewalk runs along both sides of the street. The shoulders fall away on the approach to Northup Way to allow for a turning lane.

Project 207.2 calls for a shared shoulder on both sides of 164th Avenue NE from NE 18th Street to Northup Way.

Beginning at Northup Way, a 6 foot wide off-street path runs along the east side of 164th Ave NE, along with a 5 foot wide shoulder. On the west side, cyclists find a 5 foot wide shoulder and a 6 foot wide sidewalk. The shoulders on both sides narrow on the approach to NE 8th Street to accommodate a turn lane.



Crossing NE 8th Street, 164th Ave NE loses facilities on the east side, keeping a very narrow shoulder on the east side. On the west side there is a 5 foot wide sidewalk. The lanes of the street are wider along this section – between 14 and 15 feet wide. The road begins a gradual decent towards Lake Hills Blvd.

Project 208.2 calls for a shared shoulder on both sides of 164th Avenue NE from NE 8th Street to NE 6th Street.

After crossing Lake Hills Blvd, the east side continues with no facilities to SE 12th Street, where a 5 foot wide sidewalk begins. On the west side, a shoulder that varies between 4 feet and 6 feet in width is sometimes used for street parking. There is also a 5 foot wide sidewalk on the west side.



Turning east on Phantom Way, an off-street path on the north side of the street continues following the road south along 168th Ave SE and west on SE 24th St. A shoulder of 2' – 4' width runs along this side of the street. On the south side, an off-street path begins at 160th Ave SE and continues to 166th Ave SE, where it gives way to a narrow, 1' shoulder. This shoulder continues to SE 24th St and 166th Ave SE. West of 166th Ave SE, a 4 foot wide sidewalk begins on the north side of the street, but ends just prior to 161st Ave SE.



Turning left on to 161st Ave SE, a 6 foot shoulder on the east side accommodates parking. A 3-to-4 foot wide sidewalk on the east side becomes an off street path upon reaching Spirit Ridge Park. A 4 foot wide sidewalk on the west side of 161st Ave SE begins at the corner of SE 24th Street, but ends abruptly after a short distance.

Connections to Other Main Bicycle Corridors:

- Lake-to-Lake Trail
- Mountain-to-Sound Greenway

Connections to Park Facilities:

- Ardmore Park: <http://www.ci.bellevue.wa.us/ardmore.htm>
- Crossroads Park and Community Center: http://www.ci.bellevue.wa.us/crossroads_par_3_golf.htm
- Lake Hills Park: http://www.ci.bellevue.wa.us/lake_hills_community.htm
- Weowna Park: <http://www.ci.bellevue.wa.us/weowna%20.htm>
- Spiritridge Park: <http://www.ci.bellevue.wa.us/spiritridge.htm>

Connections to Schools:

- Ardmore Elementary: <http://www.bsd405.org/Default.aspx?tabid=80>
- Sherwood Forest Elementary: <http://www.bsd405.org/Default.aspx?tabid=132>
- Interlake High School: <http://www.bsd405.org/Default.aspx?tabid=120>
- Tillicum Middle School: <http://www.bsd405.org/Default.aspx?tabid=137>
- Phantom Lake Elementary: <http://www.bsd405.org/Default.aspx?tabid=128>
- Spiritridge Elementary: <http://www.bsd405.org/Default.aspx?tabid=135>

NS-6: West Lake Sammamish Parkway

The parkway was constructed nearly 50 years ago, made up of approximately 10 foot by 10 foot concrete panels. No significant maintenance has occurred since it was first constructed, and some of the panels are heaving and sinking. The parkway has a multi-use trail on the west side of the roadway. This west side asphalt path is generally about 10-feet wide, with a few spot locations that are only 8-feet wide. The pavement along the west side shoulder has intermittent patches from utility work through the years and lack of maintenance, and there are places with significant gaps between the shoulder and the concrete panels that make up the roadway surface.

The shoulder on the east side varies from 0-5 feet. This east side shoulder is not consistent, with various in types of surfaces, as well as slopes, it is not usable for bike travel, and is not consistent enough for any pedestrian travel. There are no marked bike lanes or buffers from traffic on either side.

The City of Redmond completed a project on West Lake Sammamish Parkway from NE 24th Street to it's confluence with Bellevue-Redmond Road. This project cracked and seated the old concrete panels in place and provided an asphalt overlay. The Parkway was not widened, however it was restriped to provide a continuous 4-foot bike lane on both sides. Some locations along the west side also were wide enough to stripe for a 4-foot pedestrian pathway. Since Redmond's project did not increase the impervious surface no detention or water quality treatment was provided.

Improvements to 5 ½-mile-long West Lake Sammamish Parkway were first proposed in the early 1990s. City staff completed a detailed study in 1994-1996. This study was a joint project between King County and the cities of Bellevue and Redmond. No consensus emerged among user groups on how to proceed, and council members placed the project on indefinite hold.

In March, 2001, Bellevue annexed about three miles of the parkway from King County. The following month, parkway residents presented a petition to the council requesting the improvement project be revisited and Council members directed staff to re-initiate the process.

In July 2003 the Transportation Department began an extensive public outreach process with residents and other stakeholders to encourage participation to help shape what improvements should be made to the parkway that could be supported by the various users. Over a nearly two-year period, the Transportation Department conducted a public involvement process with the surrounding community that included open houses, workshops and a public forum.

Council approved the final recommendation April 11, 2005 that will provide:

- Ten-foot vehicle travel lanes in each direction
- Four-foot continuous, paved shoulder on the east side of the parkway. While the east side does not call for formal bike lane markings, it can be used by faster cyclists traveling northbound, or by pedestrians to access one of the five proposed mid-block crossing locations, or 3 proposed intersection crossing locations. This east side four-foot continuous paved shoulder would be signed for no parking.
- Ten-foot multi-use path on the west side of the parkway. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting.
- Five mid-block crossings, and three intersection crossings.
- A new traffic signal at West Lake Sammamish Parkway and SE 34th Street.

The recommended alternative addresses the many stakeholder needs by:

- Addresses traffic concerns: narrower lanes, with intermittent buffers causes drivers to slow down, the installation of the signal at SE 34th will break of traffic flow and allow cars to access the parkway
- Enhances pedestrian safety: providing a consistent 4 foot shoulder on the east side for kids waiting for buses; mail box access, and pedestrians getting to crossing locations to access the multi-use trail; 3 intersections and 5 other locations along the parkway will have marked crossings; separation of pedestrians and vehicles on the west side
- Enhances bicyclist safety: providing a consistent 4 foot shoulder on the east side for northbound bicyclists; southbound cyclists can utilize the 10 foot wide trail; kids and families can utilize the multi-use trail.
- Enhances neighborhood character: respecting the constraints of the parkway and not installing large concrete retaining walls. The project would include landscaped planters, and retaining as much of the existing significant trees as possible, enhancing drainage, and improve the roadway surface.

The recommended alternative compared to Redmond's section:

- East side shoulder is the same dimension is the same at 4 feet wide, but Redmond stenciled the bike symbol on the pavement
- West side shoulder is the same in some locations, but Redmond painted a white stripe 4 feet off the edge of the travel lane and stenciled the bike symbol on the pavement. Some areas of Redmond only provide a 6 foot shoulder, with a line painted at 4 feet off the edge of the travel lane, and only 2 feet of pedestrian area.
- Bellevue's recommendation is to install buffers where they will fit, to provide additional safety improvements between vehicles an non-motorized travel, and to give drivers a perceived width reduction which caused drivers to slow down.

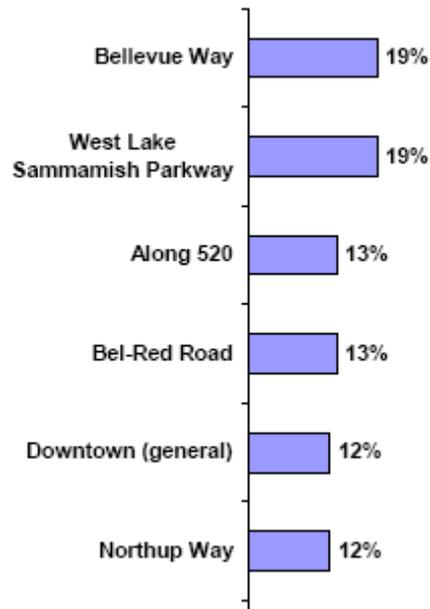
The image below provides a rendering of proposed improvements along this corridor.



With improvements estimated to cost approximately \$20 million dollars in 2005 dollars, Council directed staff to begin identifying potential funding for improvements, including grant funding. The project would likely be completed in phases over a multi-year period.

The project remains one of the most popular projects in the City; it was repeatedly referenced as a safety concern during the on-line survey effort:

Locations with Safety Concerns (N=919)



During the focus group sessions:

Focus group participants mentioned concerns regarding the entire street, not just one specific area: (i) Lack of East/West directional paths; (ii) Cars neglecting to pay attention to foot/bike traffic and running red lights; and (iii) Poor pavement quality. The red dots indicate that multiple focus groups labeled WLSP as a “top priority” area.

