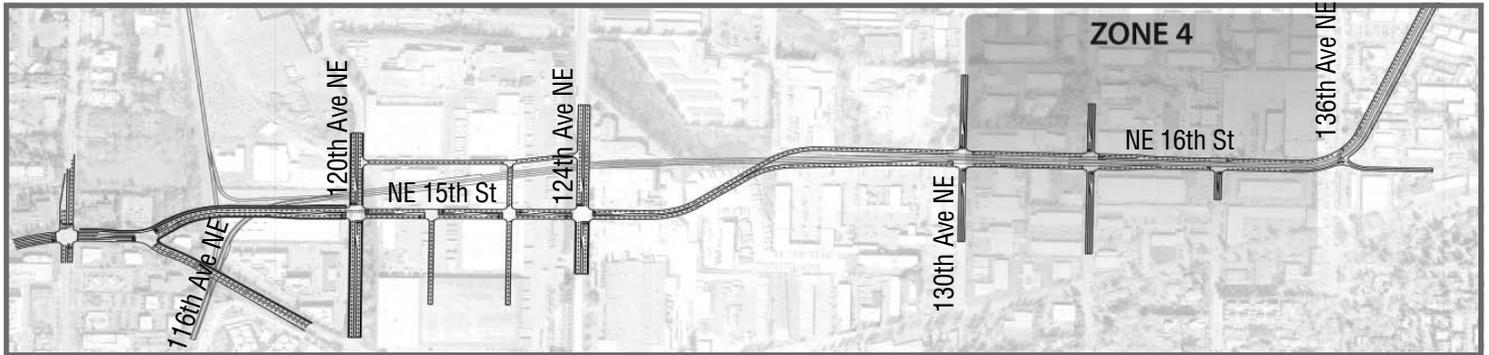


NE 15th / 16th Street: 116th Avenue NE to NE 20th Street



NE 15th/16th Street:
116th Avenue NE to
NE 20th Street

Segment 2, Zone 4 – 130th Avenue NE to 136th Avenue NE

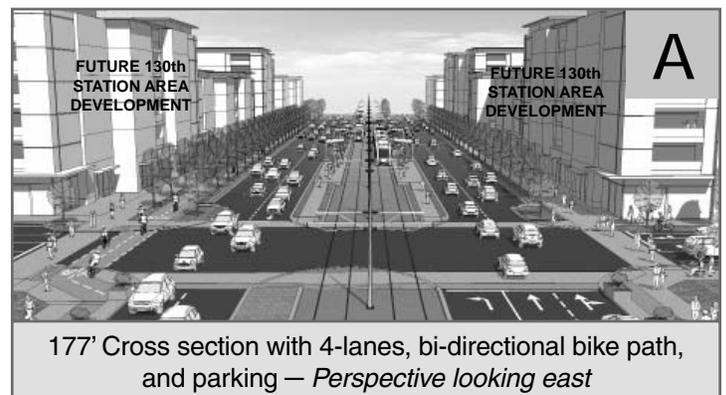


Zone 4, like Zone 2, is planned to be a large urban district within the Bel-Red Subarea. Zone 4 will include a mixture of new office, housing, and retail space. By 2030, the area anticipates 200,000 square feet of new office space, 250,000 square feet of new retail, and 1,800 new multi-family units.

In Zone 4, the light rail station is located in the center of the roadway with riders loading from platforms at 130th Avenue NE and west of 132nd Avenue NE. Sound Transit proposed a Park & Ride lot north of the light rail station. The Park and Ride may eventually be replaced with mixed-use development with retail on the ground floor and residential space above. Outdoor seating areas may be incorporated in the sidewalk areas to create active spaces.

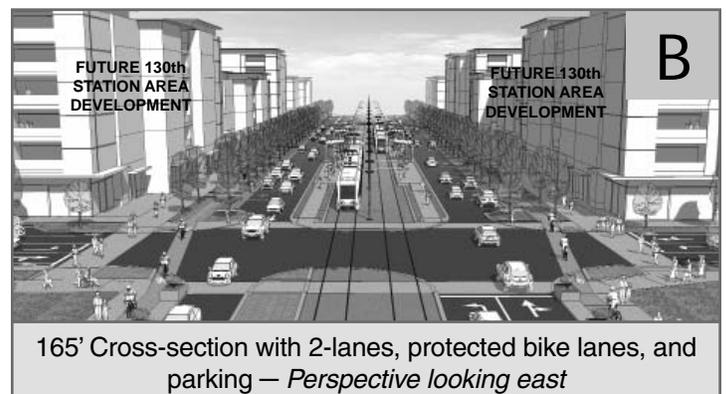
In Zone 4, the roadway is expected to be reduced to one travel lane in each direction. However, to meet fire department requirements, a minimum width of 20 feet is required to support emergency access to adjacent buildings. A median is not being considered for this area, however landscaping may be included adjacent to the light rail station to separate bicycle facilities and sidewalks. At the east end of this zone, bicycle facilities would transition to on-street bike lanes along 136th Place NE.

The City has developed several design concepts for Zone 4 that range in cross-section width from 134-177 feet. The design alternatives attempt to balance the transportation needs of vehicles with sidewalks, parking, landscaping, and bicycle amenities.



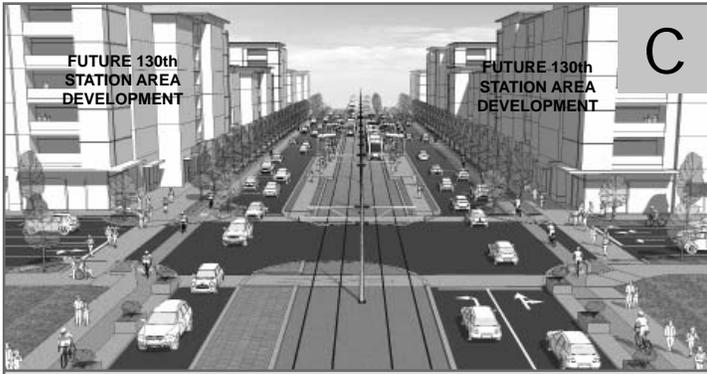
177' Cross section with 4-lanes, bi-directional bike path, and parking — Perspective looking east

- 53' light rail station platform and track
- 11' outside lanes, 13' inside lanes, 12' turn lane
- 2' median planter/curb
- 10' bi-directional bike path
- 12' sidewalks, 1' curb and gutter, 5' planter buffer
- 10' parking



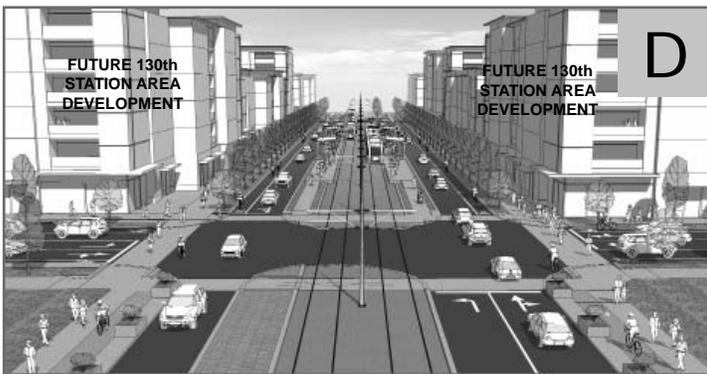
165' Cross-section with 2-lanes, protected bike lanes, and parking — Perspective looking east

- 53' light rail station platform and track
- 13' inside lanes, 12' turn lane
- 2' median planter/curb
- 7.5' protected bike path
- 12' sidewalks, 1' curb and gutter, 5' planter buffer
- 10' parking



157' Cross-section with 2-lanes, protected bike lane, and parking – *Perspective looking east*

- 53' light rail station platform and track
- 13' inside lanes, 12' turn lane
- 2' median planter/curb
- 7.5' protected bike lane
- 12' sidewalks, 1' curb and gutter, 5' planter buffer
- 10' parking



130' Cross-section, 2-lanes, protected bike lane, and no parking – *Perspective looking east*

- 53' light rail station platform and track
- 13' inside lanes, 12' turn lane
- 2' median planter/curb
- 5' bike lane
- 12' sidewalks, 1' curb and gutter, 5' planter buffer

Options for narrowing cross section width

Section	Full section	Without parking lanes
A	177' (4-lane) 155' (2-lane)	148'
B	165'	139'
C	157'	137'
D	130'	N/A

Opportunities:

- Two travel lanes address capacity, access, and circulation
- Potential on-street parking
- Potential bike facility
- Potential place-making opportunities with light rail development

Constraints:

- Transit oriented development with an active retail emphasis at street level
- Light rail and station center running at-grade
- Internal street connections
- Interim Park and Ride on the north side
- 25 MPH posted speed

Your input is important to us

The City is soliciting public input on the preliminary design concepts for the NE 15th/16th Street corridor through the end of 2010. To comment on the design concepts, please review the informational materials and complete a questionnaire.

For more information

Visit the project website:

<http://www.bellevuewa.gov/ne-15th-street-construction.htm>

Or contact:

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