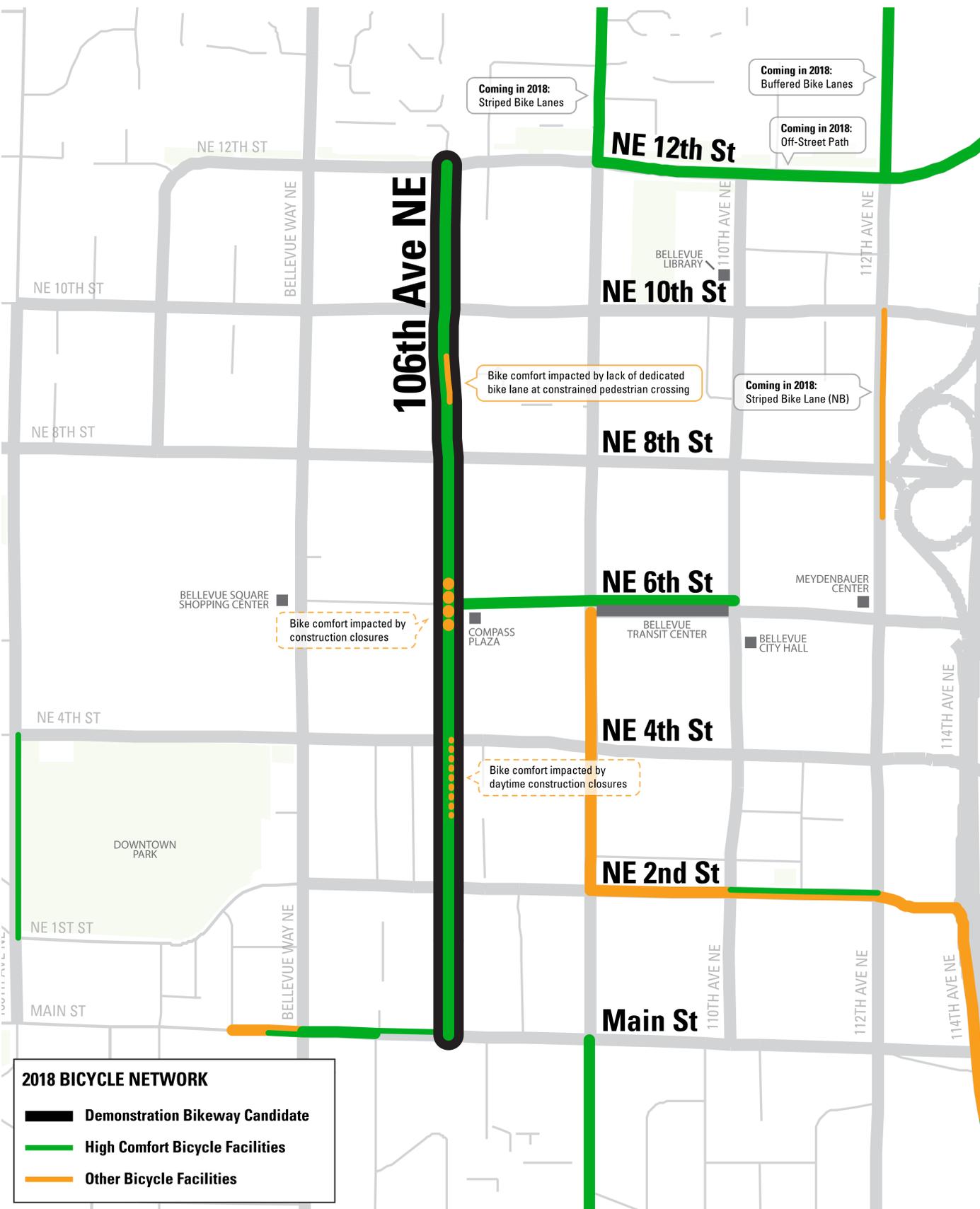


106th Ave NE Main St to NE 12th St

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



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IMPLEMENTATION INITIATIVE



CONCEPT AT MAIN ST, LOOKING NORTH



CONCEPT

CONCEPT AT NE 2ND ST, LOOKING SOUTH



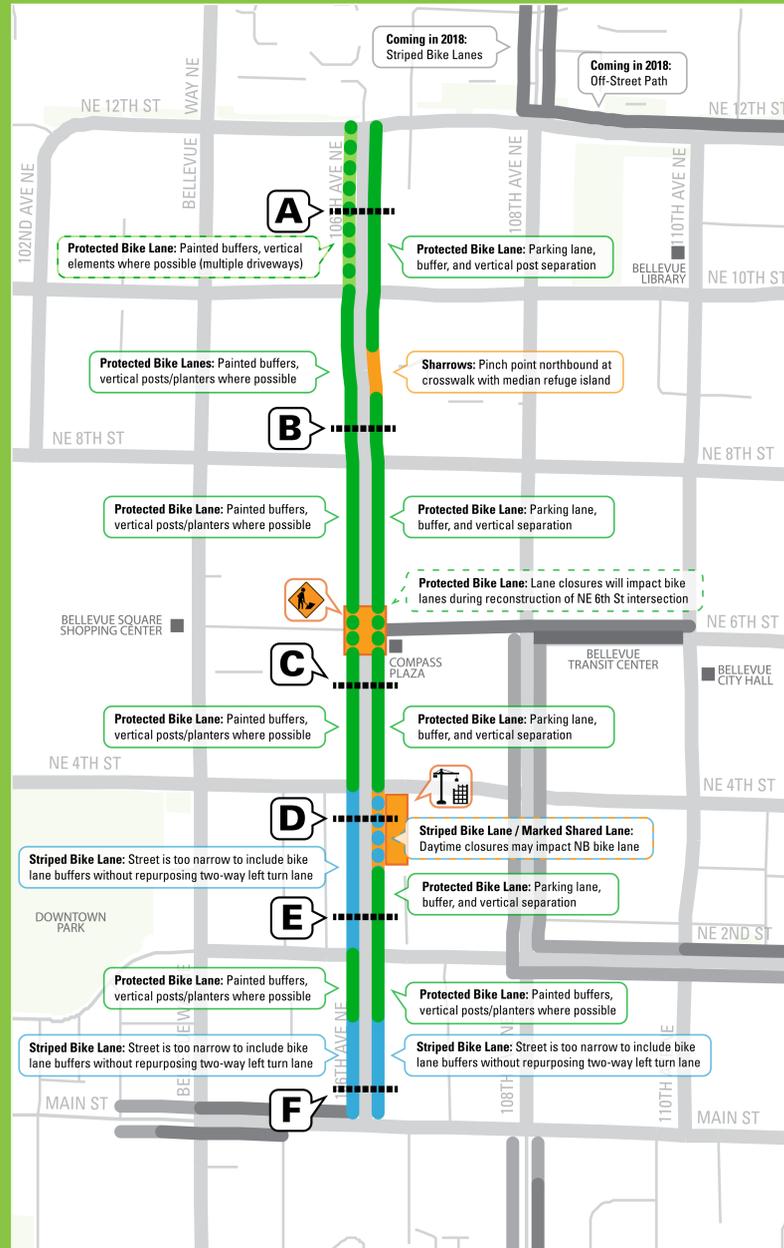
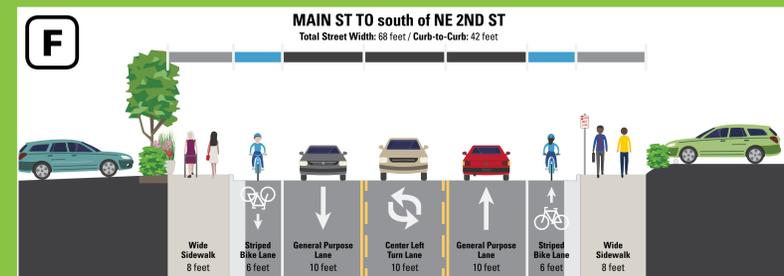
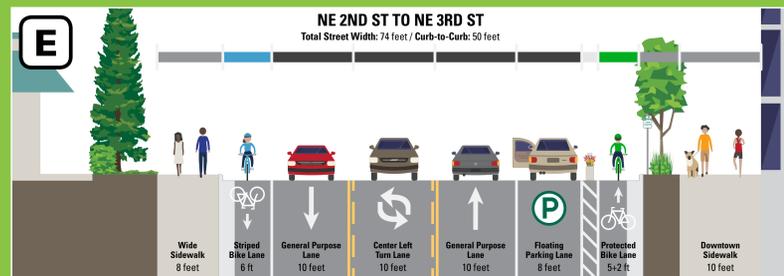
CONCEPT

106TH AVE NE MAIN ST TO NE 12TH ST

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



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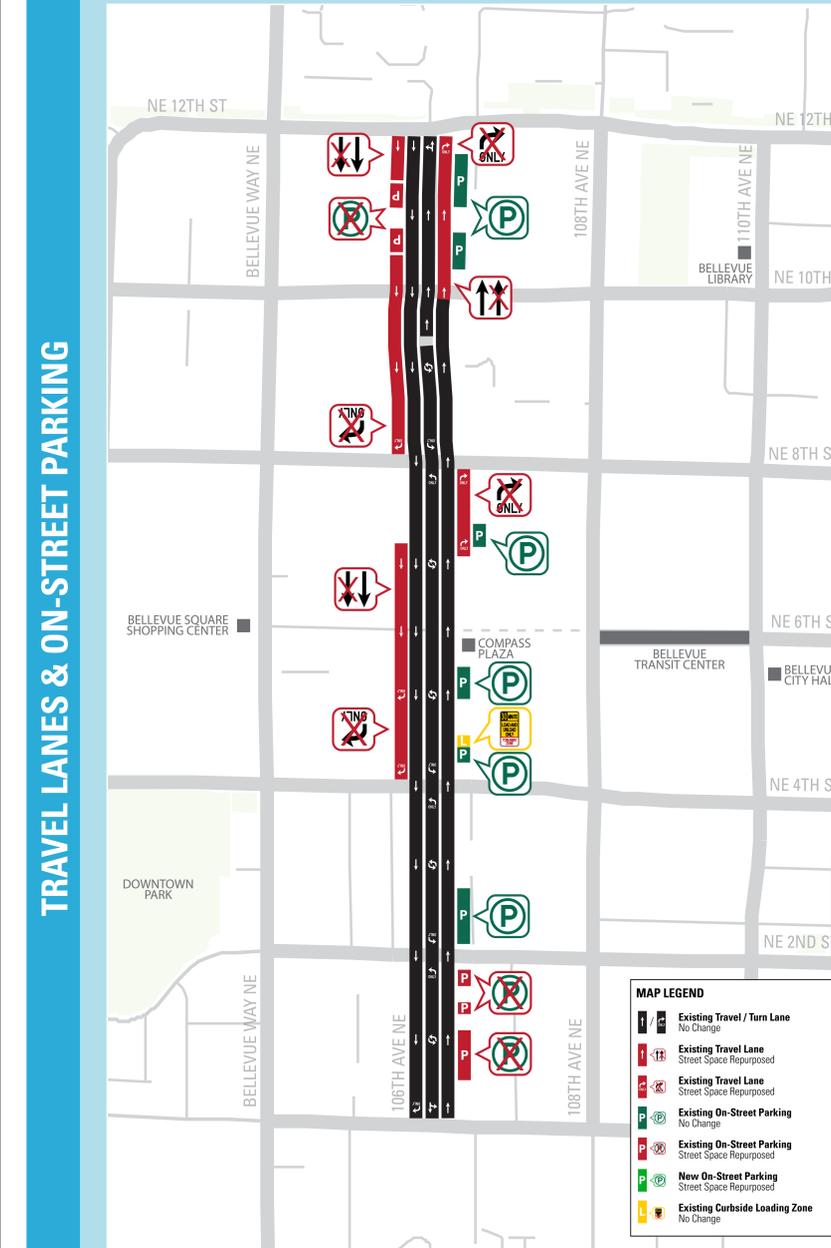
2018 BICYCLE NETWORK

DEMONSTRATION BIKEWAY CANDIDATE CORRIDOR

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

EXISTING FACILITIES / PLANNED PROJECTS

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



BICYCLE FACILITY IMPROVEMENTS

TRAVEL LANES & ON-STREET PARKING

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

» 106TH AVE NE WHAT WE'VE HEARD SO FAR

sample of responses from online survey



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The following are representative comments for the 106th Ave NE candidate corridor provided by respondents to the Downtown Demonstration Bikeway Online Survey.

“106th is currently, frequently blocked by excessive auto traffic, delivery trucks parked in the center lane, pedestrians crossing mid-block, etc. There are times when we are unable to exit our driveway at Bellevue Towers for five or more minutes at a time. Anything that would further impede the flow of traffic on 106th would be a nightmare. Please DO NOT use 106th as a test for new bike lanes.”

“There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or “sharrows” are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use.”

“Eliminating any street parking to create bike lanes is not a good trade-off for the vast majority of people who do not bike at all or seldom bike. Please stop forcing the idea of creating bike lanes will ease Downtown congestion because it is likely to make it worse.”

“The lower traffic volumes on 106th Ave NE are good, but this route is not well connected to existing bike corridors, and a “detour” would likely doom this route’s success—most experienced cyclists would stick to a route that is more convenient, and without connections it wouldn’t get used by less experienced cyclists either.”

“Right now there does not exist a good safe north-south cycling route through downtown Bellevue. It is not possible to add dedicated bike lanes without an adverse impact on car travel or parking. We should pick one north-south road that is to be made worse for car travel but good for cyclists and not make things worse for cars on other roads. I support the idea of bike lanes on 106th if 106th is our designated choice.”

“I have now been hit twice by a car (both hit and run). One on 106th and the other on Main Street. I don’t like riding my bike around here because of the drivers. I am a very experienced bike rider, so it’s frustrating when I know I am safer walking to do my errands or walking to work when I would rather ride my bike. But the streets around here are not the most bike friendly.”

“The lighter traffic (few buses, smaller trucks. etc.) will make this route safer. The topography is more gentle on 106th. And as a north-south connector through downtown Bellevue, 106th would be best.”

“106th is the last chance for Bellevue to have pedestrian/bicycle oriented thoroughfare. It is still mostly low rise development with lots of space for expansion of pedestrian/bicycle facilities.”

