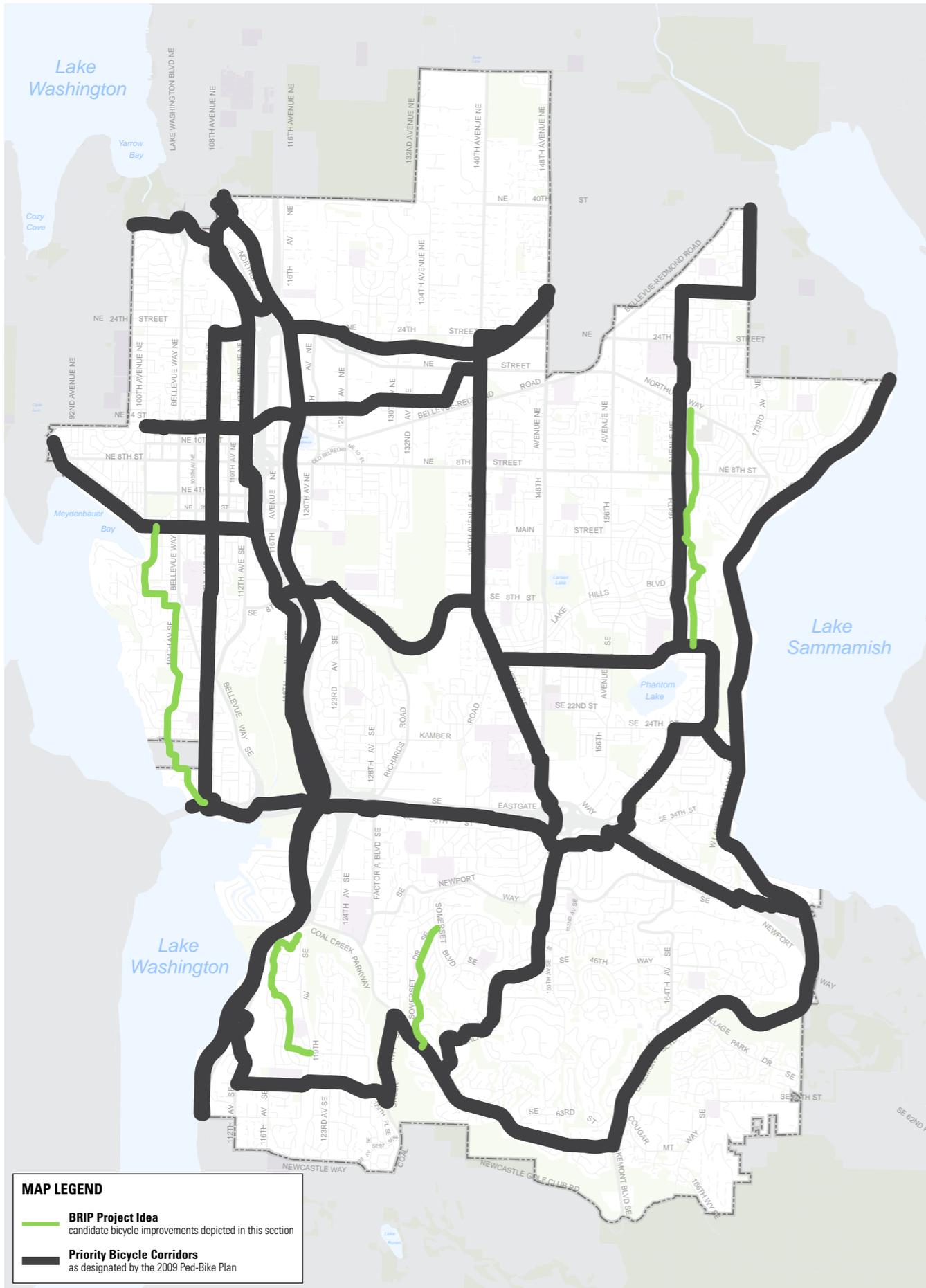
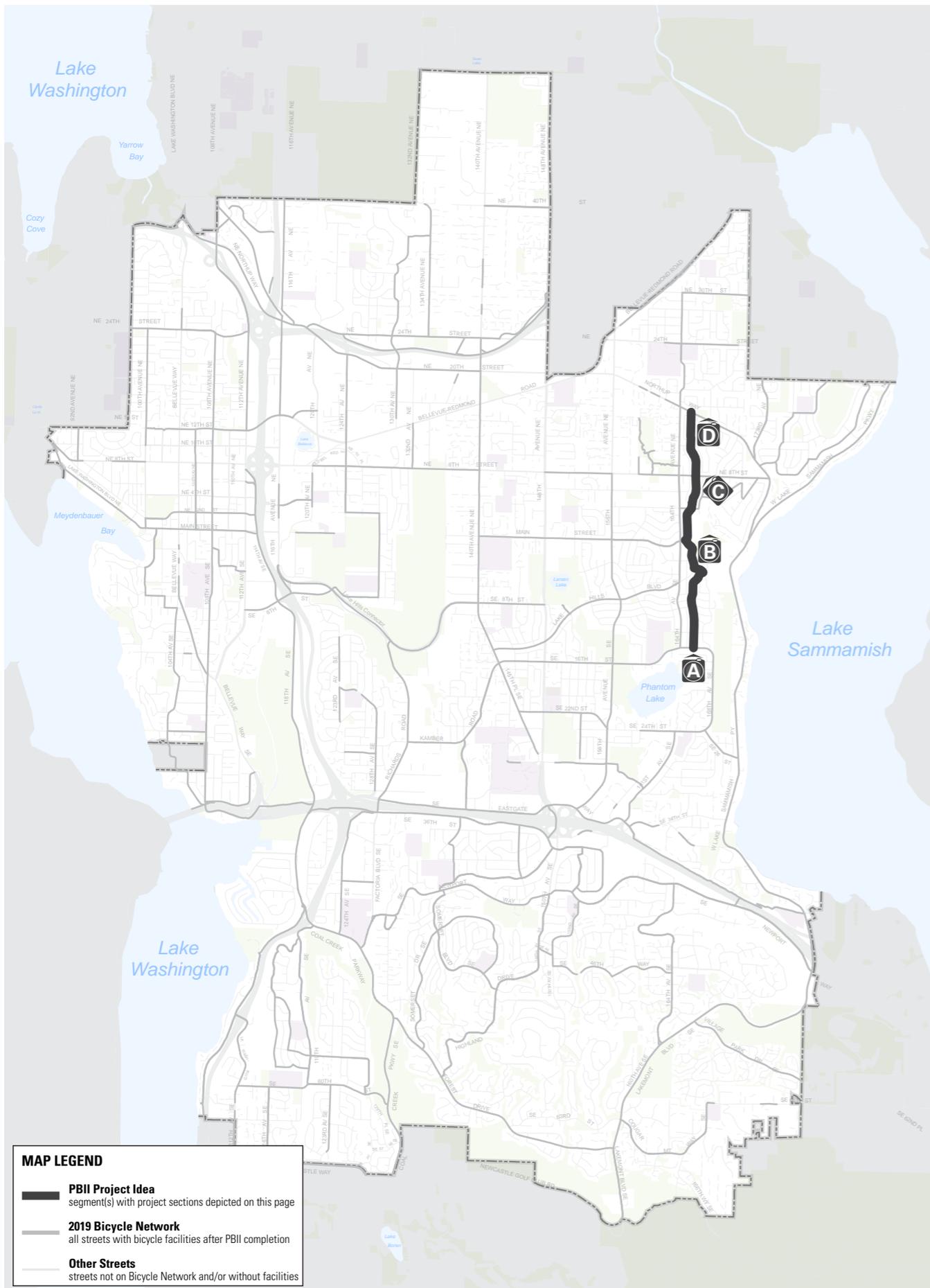


# NEIGHBORHOOD BIKEWAY PROJECT IDEAS



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

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## PROJECT IDEA NB-1: EAST BELLEVUE BIKEWAY

**Bicycle Classification:**  
Neighborhood Bikeway

**Street Classifications:**  
Local

**Traffic Volumes (AAWT):**  
N/A

**Posted Speed Limit:**  
25 MPH

**Existing Bicycle Facilities:**  
No bicycle facilities

**Major Nearby Destinations:**

Lake Hills Park, Phantom Lake Elementary School, Jewish Day School, Crossroads Park and Community Center, Ivanhoe Park

**Bicycle Network Connections:**

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

**Population (1/4-mile buffer):** 6,637 residents

**Employment (1/4-mile buffer):** 455 jobs

**2009 Plan Projects:** None

**Representative Photos:**

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



B. 165th Ave SE south of Main St



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

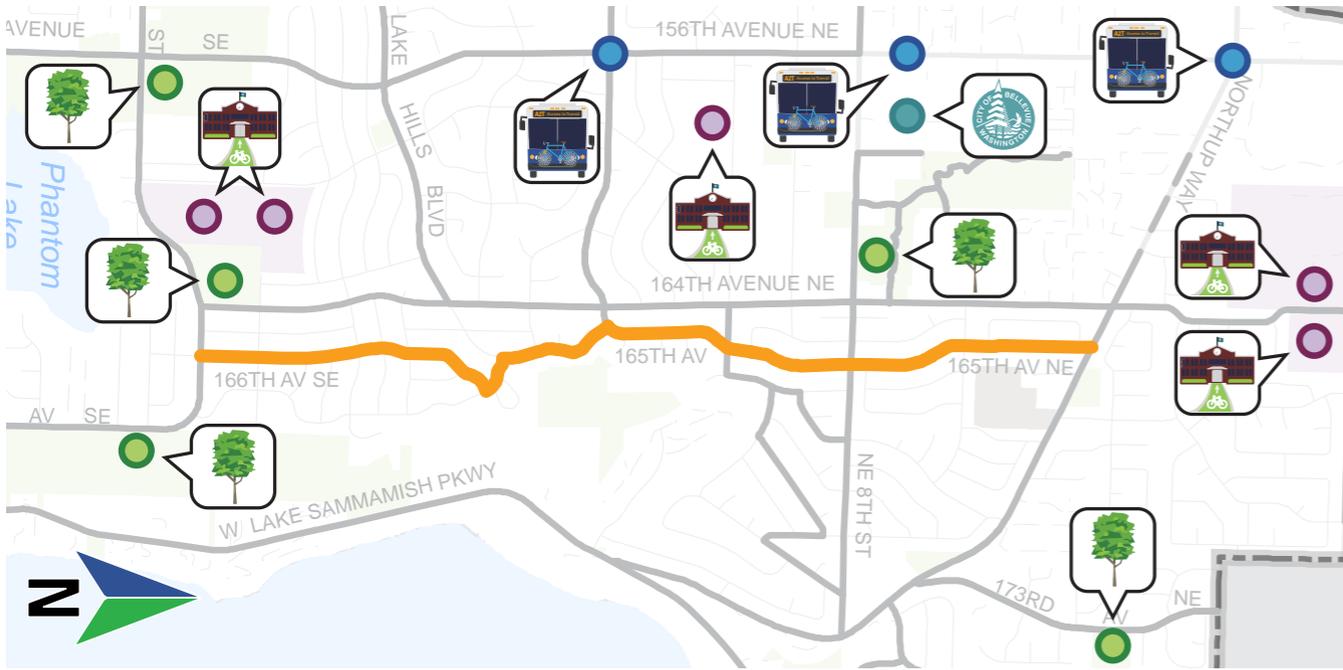


D. 165th Ave NE looking toward Northup Way



Photo Source: Google Maps Street View

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**Issues:**

No specific issues identified.

**Opportunities:**

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

**Nearby Transit:** Frequent Route 245 (stops along 156th Ave NE), RapidRide B Line (156th Ave NE at NE 8th St)

**Nearby Schools:** Tillicum Middle School, Phantom Lake Elementary School, Interlake High School, Jewish Day School, Sherwood Forest Elementary School

**Nearby Parks:** Lake Hills Greenbelt, Lake Hills Park, Weowna Park, Crossroads Park, Tam O’Shanter Park

**Nearby City Services:** Crossroads Mini City Hall

**Cost Estimates:**

**Capital:** \$88,200

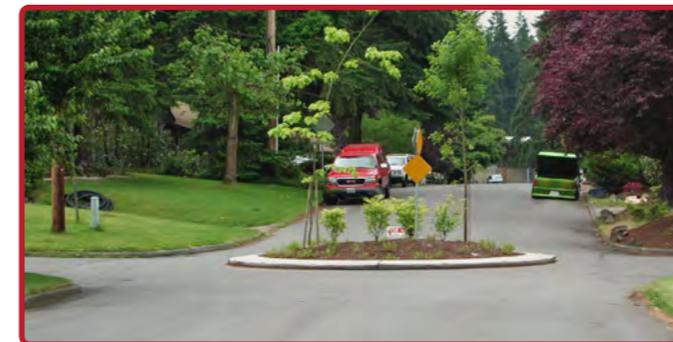
**O&M:** \$4,500 annually

**What are Neighborhood Bikeways?**

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

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

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



**Traffic Circle**

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

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



**Green-Backed Sharrows**

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

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



**Speed Dots**

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

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



**Speed Humps**

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



**Chicane**

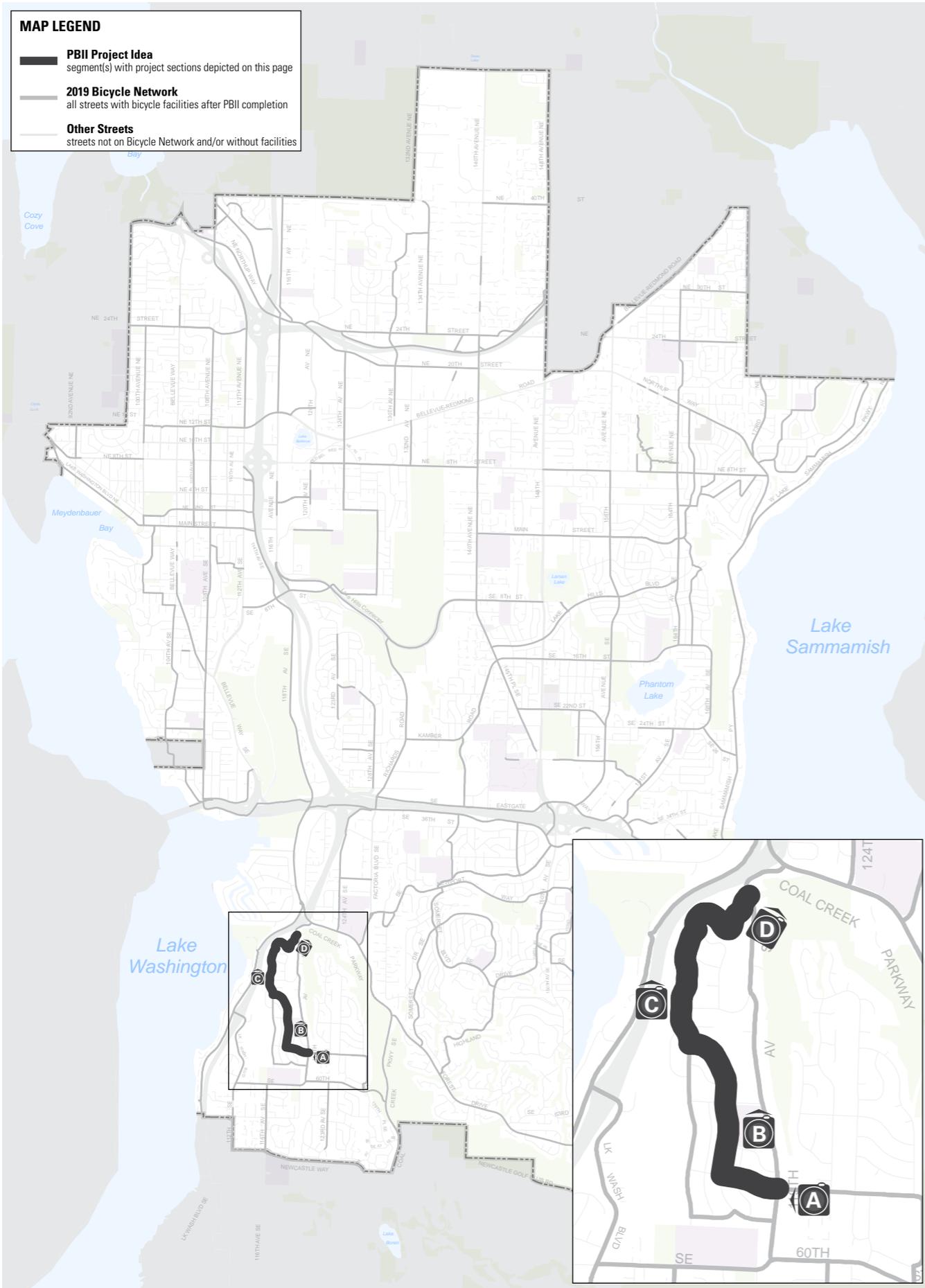
Chicanes are a series of two to three curb extensions that alternate from one side of the street to the other forming S-shaped curves on what would be an otherwise straight roadway. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass requiring vehicles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

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

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

**MAP LEGEND**

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



# PROJECT IDEA NB-2: NEWPORT HILLS BIKEWAY

**Bicycle Classification:**  
Neighborhood Bikeway

**Street Classifications:**  
Local

**Traffic Volumes (AAWT):**  
N/A

**Posted Speed Limit:**  
25 MPH

**Existing Bicycle Facilities:**  
No bicycle facilities

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

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

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

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

**2009 Plan Projects:** None

## Typical Street Sections:

A. SE 56th St at 119th Ave NE



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



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

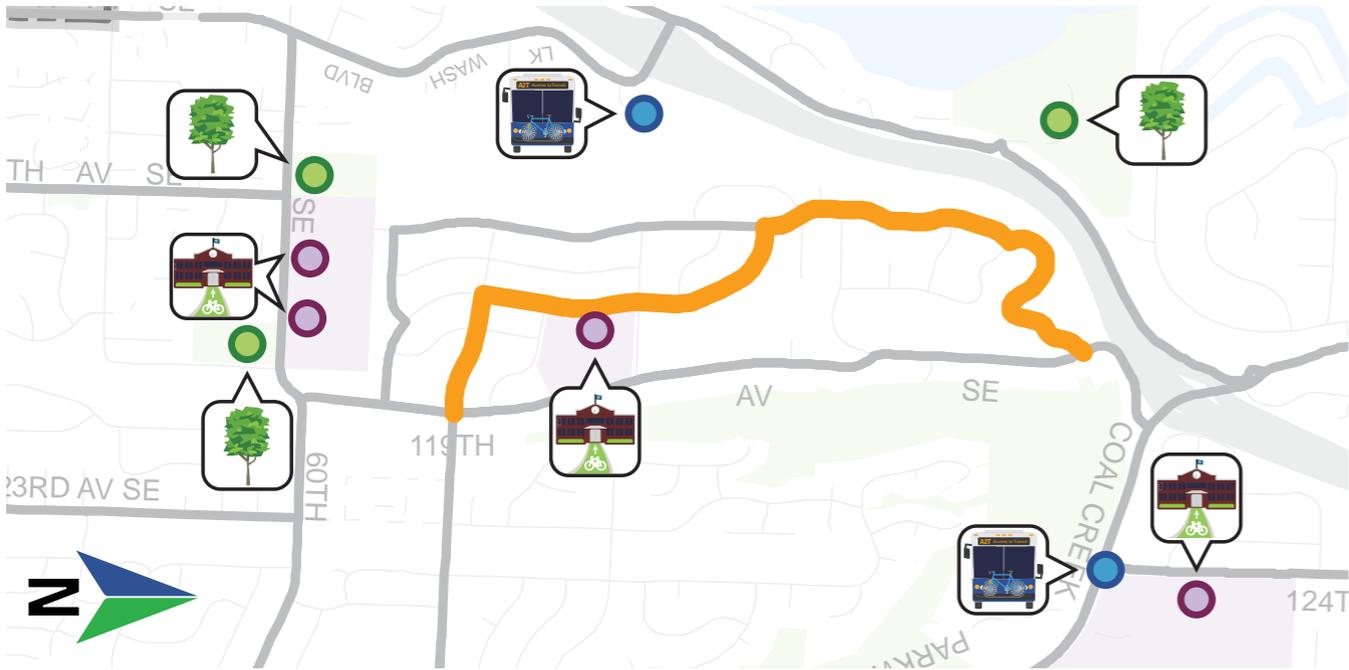


D. Lake Heights St SE south of 119th Ave SE



Photo Source: Google Maps Street View

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**Issues:**

No specific issues identified.

**Opportunities:**

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

**Nearby Transit:** Newport Hills Park-and-Ride, frequent Route 245 (Coal Creek Pkwy SE)

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

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

**Nearby Parks:** Newcastle Beach Park, Newport Hills Park, Tyler property park

**Cost Estimates:**

**Capital:** \$59,300

**O&M:** \$3,000 annually

**What are Neighborhood Bikeways?**

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

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

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



**Traffic Circle**

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

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



**Green-Backed Sharrows**

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

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



**Speed Dots**

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

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



**Speed Humps**

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



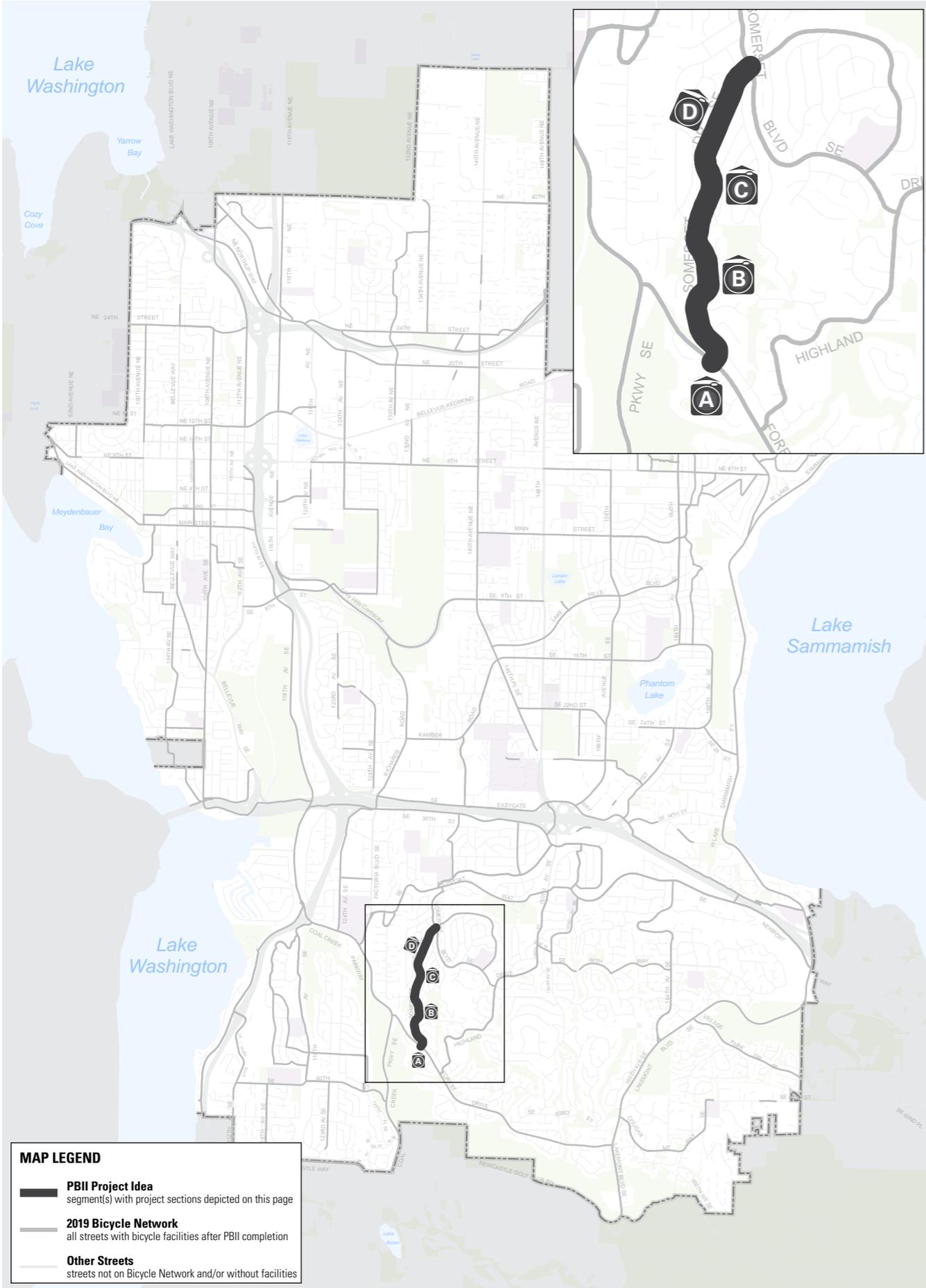
**Chicane**

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

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

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

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## PROJECT IDEA NB-3: SOMERSET DR BIKEWAY

**Bicycle Classification:**  
Neighborhood Bikeway

**Street Classifications:**  
Local

**Traffic Volumes (AAWT):**  
N/A

**Posted Speed Limit:**  
25 MPH

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

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

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

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

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

**2009 Plan Projects:**  
None

### Typical Street Sections:

A. Somerset Dr SE at Forest Dr SE



B. Looking north toward SE 49th St

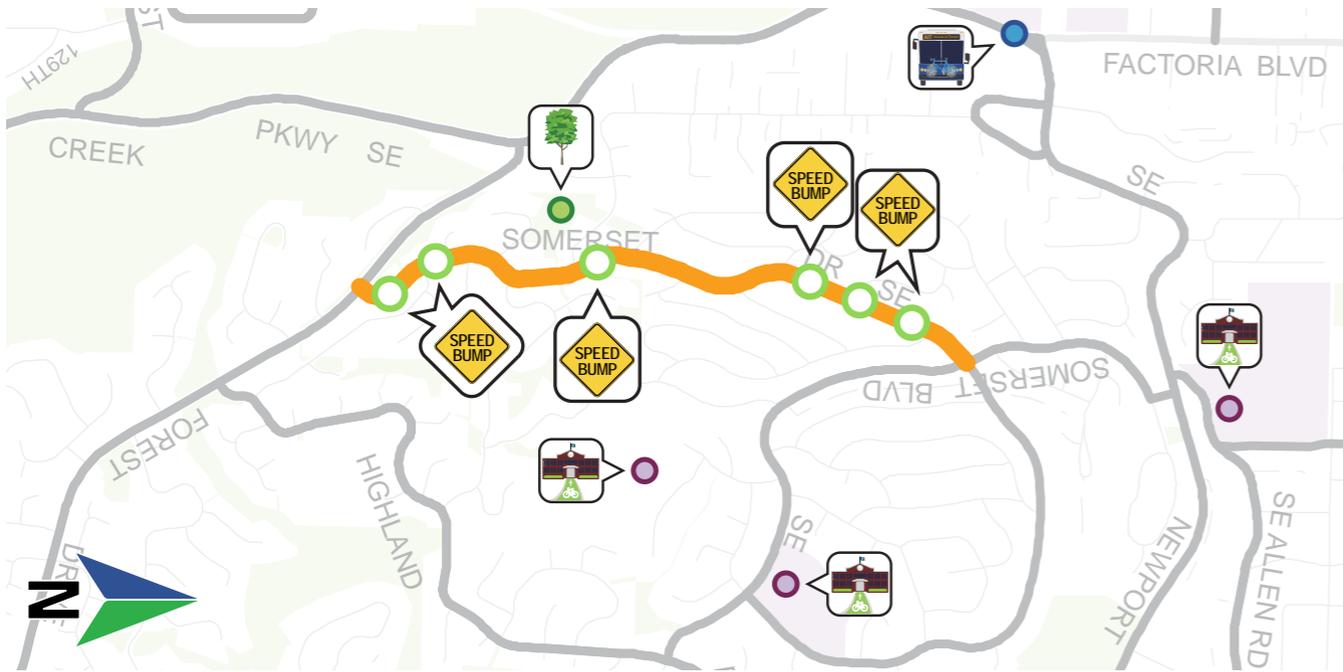


C. Looking north toward 135th Ave SE



D. Looking north from 134th Pl SE





**Existing Conditions:**

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

**Opportunities:**

- Neighborhood Bikeway (1 mile):** Forest Dr SE to Somerset Blvd SE
- Nearby Transit:** Frequent Route 245 at Factoria Blvd SE and SE Newport Way
- Nearby Schools:** Tye Middle School, Somerset Elementary School, Forest Ridge School of the Sacred Heart
- Access to Parks:** Improved bicycle connection to Forest Hill Neighborhood Park

**Cost Estimates:**

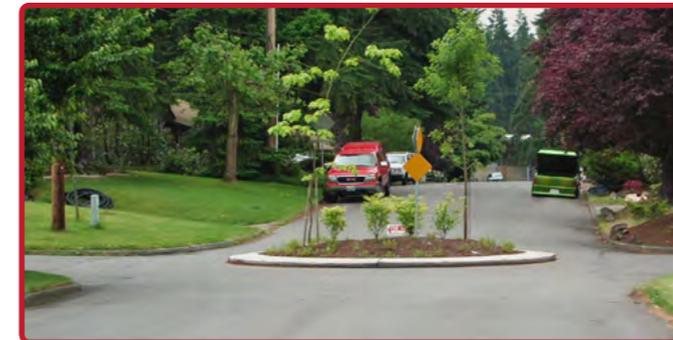
**Capital:** \$45,700  
**O&M:** \$2,300 annually

**What are Neighborhood Bikeways?**

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

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

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



**Traffic Circle**

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



**Green-Backed Sharrows**

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



**Speed Dots**

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



**Speed Humps**

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**Chicane**

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

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

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

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# PROJECT IDEA NB-4: SOUTHWEST BELLEVUE BIKEWAY

**Bicycle Classification:** Neighborhood Bikeway

**Street Classifications:** Collector Arterial, Local

**Traffic Volumes (AAWT):**

N/A

**Posted Speed Limit:**

25 MPH

**Existing Bicycle Facilities:**

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

**Major Nearby Destinations:**

Enatai Beach Park, Killarney Glen Park, Wildwood Park

**Bicycle Network Connections:**

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

**Population** (¼-mile buffer):

8,261 residents

**Employment** (¼-mile buffer):

1,879 jobs

**2009 Plan Projects:** B-211 (Low)

## Typical Street Sections:

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



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



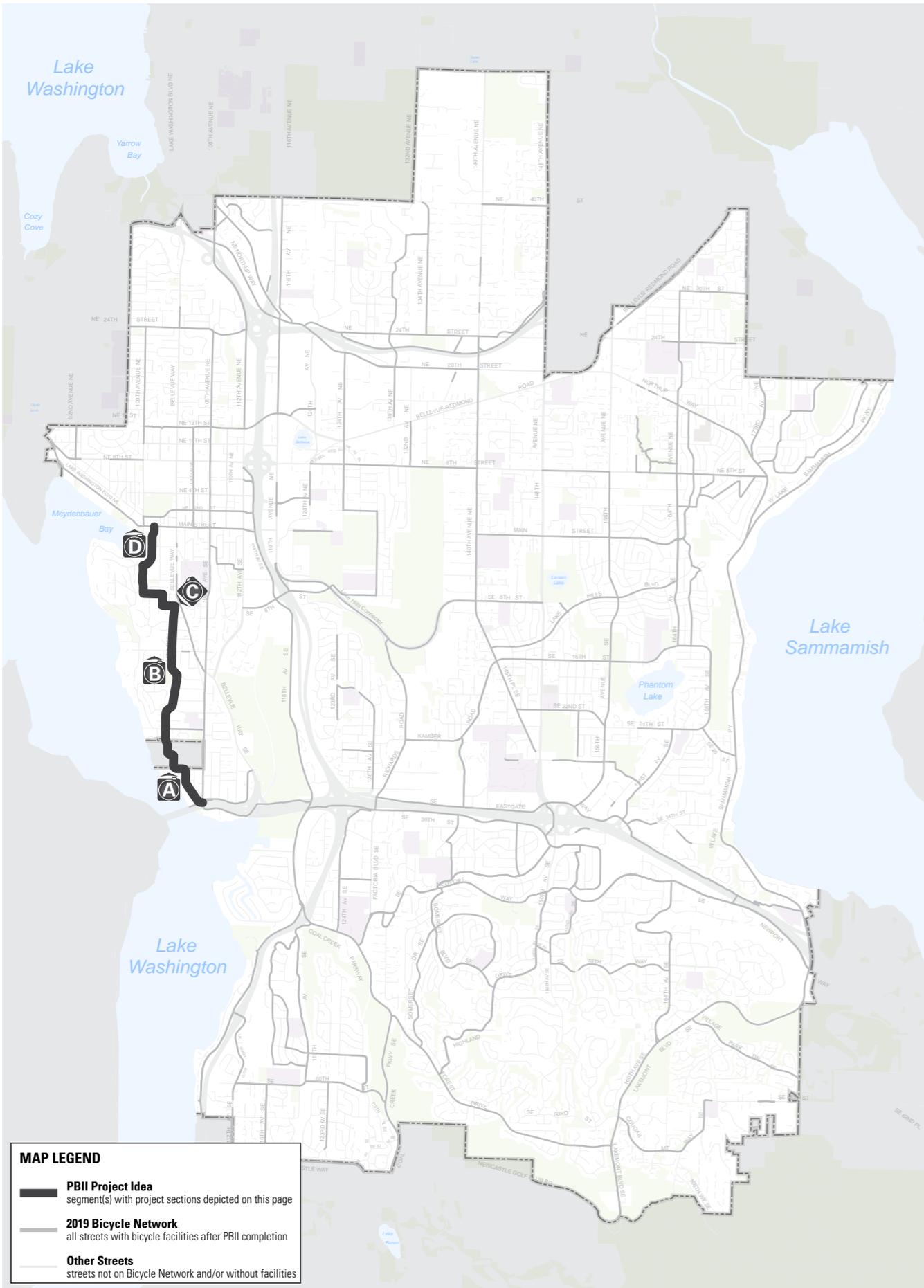
C. 104th Ave SE at SE 10th St, looking southwest



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



Photo Source: Google Maps Street View



**MAP LEGEND**

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



**Existing Conditions:**

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

**Opportunities:**

- Neighborhood Bikeway (2.5 miles):** 106th Ave SE, 104th Ave SE, SE 10th St, 102nd Ave SE, SE 8th St, 100th Ave SE, and 101st Ave SE from 108th Ave SE to Main St
- Nearby Transit:** South Bellevue Park-and-Ride, frequent Route 550 (along Bellevue Way SE)
- Nearby Schools:** Enatai Elementary School, Bellevue High School
- Access to Parks:** Improved bicycle connection to Enatai Beach Park, Killarney Glen Park, Wildwood Park
- Nearby Parks:** Mercer Slough Nature Park, Chism Beach Park, Surrey Downs Park, Downtown Park
- Regional Trail Connection:** Improved north-south connection to I-90 Trail (PBC EW-4)

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

**What are Neighborhood Bikeways?**

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**Green-Backed Sharrows**

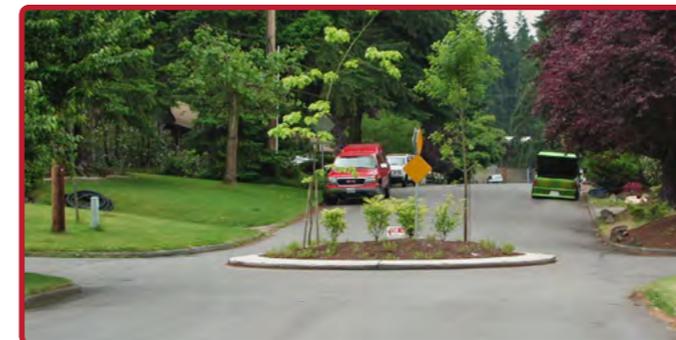
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**Traffic Circle**

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