2009

city of bellevue
pedestrian & bicycle transportation plan report



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Ordinance No. 5861

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02/12/09

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5861

AN ORDINANCE relating to the Comprehensive Plan of the City of Bellevue, as required and adopted pursuant to the Growth Management Act of 1990, as amended (Chapter 36.70A RCW); adopting 2008 amendments to the Comprehensive Plan known as the Pedestrian and Bicycle Transportation Plan Update CPA, amending existing pedestrian and bicycle transportation policies in the Transportation Element and adding a new Goal statement to the Pedestrian and Bicycle Transportation subsection, amending Figures TR-11 and TR-12, amending Policy UD-53 in the Urban Design Element and Policy PA-21 in the Parks, Open Space and Recreation Element, amending existing policies and adding new policies in the Pedestrian and Bicycle Transportation Facility Plan, amending the project list and maps in the Pedestrian and Bicycle Transportation Facility Plan; and establishing an effective date.

WHEREAS, on March 12, 2007, the City Council initiated an update to the 1999 Pedestrian and Bicycle Transportation Plan, charging the Transportation Commission with overseeing the update process that included reviewing the Plan's policies, projects, and priorities to ensure they remain consistent with the City's current transportation needs and overall trends; and

WHEREAS, On October 6, 2008, the City Council received the Transportation Commission's plan update recommendations and directed the Planning Commission to move forward with the related Comprehensive Plan amendment; and

WHEREAS, the Planning Commission held a public hearing on November 19, 2008, with regard to the Pedestrian and Bicycle Transportation Plan Update CPA; and

WHEREAS, the Planning Commission recommended that the City Council approve such proposed amendment; and

WHEREAS, the City Council has considered the Pedestrian and Bicycle Transportation Plan Update CPA concurrently with the other 2008 Comprehensive Plan amendments; and

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02/12/09

WHEREAS, the City Council finds that the Pedestrian and Bicycle Transportation Plan Update CPA satisfies the decision criteria established in Part 20.30(I) of the Land Use Code; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act (Chapter 43.21C RCW) and the City Environmental Procedures Code (Chapter 22.02 BMC); now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Policies TR-14, TR-25, TR-26, TR-43, TR-46, TR-54, TR-55, TR-70, and the Pedestrian and Bicycle Transportation System Goal Statement and policies TR-79, TR-85, TR-94, and TR-98 in the Transportation Element as contained in the City of Bellevue's Comprehensive Plan are hereby amended as set forth in Attachment G1 and by this reference fully incorporated herein.

Section 2. The Pedestrian and Bicycle Transportation Facility Plan as contained in the City of Bellevue's Comprehensive Plan is hereby amended as set forth in Attachment G2 and by this reference fully incorporated herein.

Section 3. Figures TR.11 and TR.12 of the Transportation Element as contained in the City of Bellevue's Comprehensive Plan are hereby amended as set forth in Attachment G3 and by this reference fully incorporated herein.

Section 4. Policy UD-53 in the Urban Design Element as contained in the City of Bellevue's Comprehensive Plan is hereby amended as follows:

POLICY UD-53: Integrate into the designs of frontage roads along the I-90 freeway corridor the Mountain-to-Sound greenway concept. Give particular attention to multi-use trails, large-scale landscaping, and pedestrian amenities.

Section 5. Policy PA-21 in the Parks, Open Space and Recreation Element as contained in the City of Bellevue's Comprehensive Plan is hereby amended as follows:

POLICY PA-21: Coordinate with other jurisdictions, including state agencies and the Port of Seattle, in the planning and development of regional greenways, parks, cultural, and recreational facilities, including the Burlington Northern Santa Fe (BNSF) trail system.

Section 6. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance, the Transportation Element, the Pedestrian and Bicycle Transportation Facility Plan, the Urban Design Element,



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the Parks, Open Space and Recreation Element, and the city's Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

Passed by the City Council this 17th day of Feb, 2009, and signed in authentication of its passage this 17th day of Feb, 2009.

(SEAL)

Grant S. Degginger, Mayor

Approved as to form:
Lori M. Riordan, City Attorney

Mary Kate Berens, Deputy City Attorney

Attest:

Myrna L. Basich, City Clerk

Published: 2/20/09



Acknowledgements

Without the support of the citizens of Bellevue, completion of this plan would not have been possible. The City would like to specifically thank the following groups and individuals for their contributions and cooperation in preparing the Pedestrian and Bicycle Plan Transportation Facilities Plan; the long range non-motorized transportation plan for the City of Bellevue.

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Foreword



On February 17, 2009 the Bellevue City Council passed Ordinance No. 5861, adopting the Pedestrian and Bicycle Transportation Plan Update Comprehensive Plan Amendment into the City of Bellevue Comprehensive Plan. As shown in the figure below, the Transportation Element of the Comprehensive Plan is the overall vision for the City's transportation system, addressing roadway usage and pedestrian, bicycle, and transit needs. The Transportation Element, contained in Volume 1 of the Comprehensive Plan, includes broad pedestrian and bicycle policies as well as network maps. Volume 2 of the Comprehensive Plan contains several transportation facility plans, including the Pedestrian and Bicycle Transportation Facility Plan, which includes additional policies and a prioritized list of pedestrian and bicycle projects. The Pedestrian and Bicycle Transportation Facility Plan establishes the City's long range policy direction and serves as framework for implementing capital projects, making it an important part of the Comprehensive Plan.

Bellevue Transportation Department staff created this report so that interested persons could review all bicycle and pedestrian-related policies in a single, easy-to-read document. This report contains information on the policies and projects in the Pedestrian and Bicycle Transportation Facility Plan, and describes the deliberative process that created it. It also provides the reader with more information about the pedestrian and bicycle network and the process used to draft the plan than is in the Comprehensive Plan.

The Pedestrian and Bicycle Plan Transportation Report is not a regulatory document and will not be adopted by the Bellevue City Council. Instead, it is a guide toward a common vision of



Bellevue as a more walkable and bikeable city. This document is the principal reference for planning, designing, constructing, and maintaining pedestrian and bicycle facilities implemented in the City of Bellevue.

Relation of Pedestrian and Bicycle Transportation Plan Report and Comprehensive Plan

Broad City-Wide Perspective	Detailed City-Wide Perspective
Comprehensive Plan Volume 1: • Comprehensive Plan Vol. 1 Policies • Pedestrian Network Map • Bicycle Network Map • Reference to Comp. Plan Vol. 2 and Functional Level Plan, Parks & Open Space System Plan	Comprehensive Plan Volume 2 (Pedestrian and Bicycle Transportation Facility Plan): • Comprehensive Plan Vol. 2 Policies • Pedestrian Project Map • Bicycle Project Map • Pedestrian Project List • Bicycle Project List • Reference to Comp. Plan Vol. 2 and Functional Level Plan, Parks & Open Space System Plan



Sections in Report



The Pedestrian and Bicycle Transportation Plan Report is comprised of 4 sections:

Part 1: Vision Statement

Part 1 addresses the interests and changed needs of the City as it responds to regional efforts to realize a statewide multi-modal transportation system. Government agencies, jurisdictions, and community organizations share responsibility for implementing bicycle and pedestrian networks and encouraging their use. The creation of these networks will rely on good facility plans and a commitment at each level of government to support funding for good bicycle and pedestrian projects, including new revenues. Part I summarizes Bellevue's vision of creating a continuous, safety-oriented network of sidewalks, walkways, trails, and bikeways in and around the City by documenting policies in the City's Comprehensive Plan that relate to the non-motorized network. The policies documented in this section set forth guidance to provide access to schools, activity centers, transit routes, parks, and other recreation areas, thereby increasing citizens' mobility choices while reducing reliance on the single-occupant vehicle.

Part 2: Walking & Bicycling

Part 2 of the Pedestrian and Bicycle Transportation Plan Report looks at walking and bicycling both as modes of transport and as popular leisure activities. Section I highlights some of the benefits of walking and cycling, both for the individual and the community. Section II summarizes the range of facilities presently in place for pedestrian and cyclists in Bellevue. Section III describes current levels of bicycle and pedestrian

activity in Bellevue. Section IV describes collision data. Section V examines factors that discourage people from traveling on foot or by bicycle in Bellevue.

Part 3: Network Planning

Part 3 is a description of the methodology Bellevue staff used to create the list of prioritized bicycle and pedestrian facilities contained in the Pedestrian and Bicycle Transportation Facilities Plan. Staff used a combination of technical analysis and public input to identify bicycle and pedestrian deficiencies and then prioritize the most important potential improvements. Staff strove to plan facilities that will function within the community context, balancing public input with an analysis of the potential good to be achieved.

Part 4: Action Plan

Part 4 contains pedestrian and bicycle network and project maps and a list of project recommendations. On February 17, 2009, the Bellevue City Council adopted these elements (07-123138 AC) into the Bellevue Comprehensive Plan. Part 4 of this report includes more detailed project maps than found in the Comprehensive Plan.



Introduction



Bicycling and walking are integral components of an efficient transportation network. Appropriate bicycle and pedestrian accommodations provide the public, including the disabled community, with access to the transportation network, connectivity with other modes of transportation, and independent mobility regardless of age, physical constraint, or income. Effective bicycle and pedestrian accommodations enhance quality of life and health, strengthen communities, increase safety for all modes of transportation, reduce congestion, offer recreational benefits, and benefit the environment. Bicycling and walking are successfully accommodated when travel by these modes is efficient, safe, and comfortable for the public.

Bellevue's Comprehensive Plan acknowledges that our anticipated growth in travel necessitates a multi-modal transportation approach that offers the public choices about how they travel within, to, and through Bellevue. This and past City Councils have demonstrated a commitment to a multi-modal transportation system through policies supporting pedestrian and bicycle travel in existing plans (including the current and past Pedestrian and Bicycle Plan) and investments in pedestrian and bicycle facilities throughout the city.

Why update the Transportation Facility Plan?

The Pedestrian and Bicycle Transportation Facility Plan, which is part of the City's Comprehensive Plan, is the long range non-motorized transportation plan for the City of Bellevue, and was designed as a living document able to change to meet the evolving needs of the City. The plan was first adopted



Pedestrian and Bicycle Transportation Plan

Adopted May, 1993
Reprinted July, 1996
with the Newport Hills Amendment

TRANSPORTATION DEPARTMENT



Pedestrian and Bicycle Transportation Plan Update

Adopted October, 1999

TRANSPORTATION DEPARTMENT

The 2009 Plan Update is the third in a series of similar efforts that began in the 1993 Plan and then was updated in 1999.

in 1993 and later updated in 1999 as required by Comprehensive Plan policy (which calls for periodic updates).

At its March 12, 2007 meeting the City Council initiated the update to the 1999 Pedestrian and Bicycle Transportation Facilities Plan. Council charged the Transportation Commission with overseeing the update process, which included reviewing the Plan's policies, projects, and priorities to ensure they were consistent with the City's transportation needs. By way of example, the Pedestrian and Bicycle Transportation Facility Plan recommendations include new projects (such as projects in the Bel-Red Corridor which were not envisioned in 1999) and revisions to earlier projects that respond to developments underway in Bellevue. It also includes deletion of projects that are in the 1999 Plan; these deletions, such as trail projects in the Bridle Trails area, were in response to community input.

What did people tell us?

Working closely with interested citizens, boards, commissions, and the City Council, the Transportation Department led the development of the Plan with the assistance of a multi-departmental workgroup. The policy and project recommendations referenced in the Plan update are the product of public outreach, research, inter-agency coordination, and field work. The outreach effort included on-line surveys, focus groups, and conversations with citizens at public events and over the Internet.



The major messages we heard from citizens can be summarized as:

- Connect "somewhere to somewhere" by conveniently serving the places where people live, work and play, and filling gaps in the bicycle and pedestrian network;
- Pedestrian and bicycle facilities should be developed in a manner that complements, not diminishes, the character and quality of Bellevue;
- An early, ongoing public involvement program is essential for success in Bellevue when implementing projects.
- Additional attention is needed to increase public awareness to "share the road."



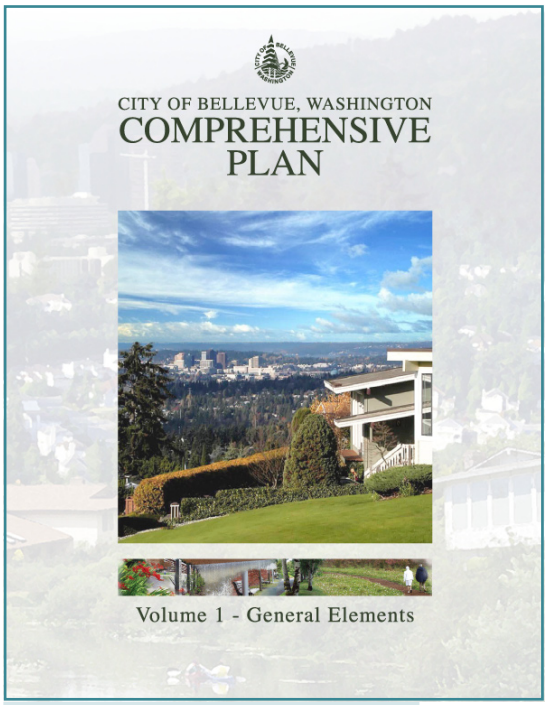
To encourage public engagement in this project, city staff set up booths at numerous community events ad at shopping centers.

In response to public feedback, the Plan examines existing opportunities and obstacles to developing a comprehensive walkway and bikeway network that will make it easier, safer, and more pleasant to get around by walking and cycling in Bellevue.

What does the Plan contain?

To guide the development of the City of Bellevue's Pedestrian and Bicycle Plan, a policy framework was defined at the start of this initiative to ensure that the Plan's recommendations address the needs of the City. Defining the goals at the beginning of the project ensured that the project recommendations were tailored to the needs of the City, and linking the project prioritization criteria (described later in this report) to the goals provided a mechanism for ensuring that the most beneficial projects are ranked highly for implementation.





Bellevue's Comprehensive Plan aims to create a continuous, safety oriented system of sidewalks, walkways, trails, and bikeways in and around the City. Its goal is to provide convenient access to schools, activity centers, transit routes, parks and other recreation areas, thereby increasing citizens' mobility choices while reducing reliance on the single-occupant vehicle.

Policy Guidance

The City of Bellevue has a number of existing policies intended to improve conditions for walking and bicycling. In developing the Pedestrian and Bicycle Plan, the City reviewed and amended these policies to achieve the following refinements to the non-motorized policy framework: (i) develop a strong goal statement; (ii) better articulate the need for a complete, connected system; (iii) improve organization of policies and avoid redundancy; and, (iv) articulate specific implementation objectives that are measurable and linked to the goal statement.

The following is reference to some of the specific policy refinements addressed in the Plan and adopted by Ordinance in Bellevue's Comprehensive Plan:

- *Implementation Targets.* The Plan identifies performance measures for improving bicycling and walking conditions. Inclusion of specific measures of effectiveness in the Comprehensive Plan (Policy PB-2) represents an increased focus on assessing the City's progress toward creating a safe, convenient, and attractive bicycling and walking environment. Among these targets is a goal to complete a connected network of citywide and downtown bicycle routes and to make substantial progress on the sidewalk network within 10 years. Additional targets are set for decreasing collisions while increasing the amount of biking and walking.

- *Improvement Priorities.* The Plan refines the framework used to assess pedestrian and bicycle facility needs and prioritize potential projects. The Comprehensive Plan gives special consideration to projects that improve network connectivity, enhance accessibility to major community



facilities, and address safety issues (Policy TR-79). Using the framework, the City has identified which bicycle and pedestrian corridors are most urgently in need of improvement, and has recommended them for construction as soon as possible.

- *Context Sensitive Design*. The Comprehensive Plan policy theme of context sensitive design informs the project development process, from planning through design and finally construction. Using the Context Sensitive Design concept, a planning agency "asks questions first about the need and purpose of the transportation project, and then equally addresses safety, mobility, and the preservation of scenic, aesthetic, historic, environmental, and other community values. Context sensitive design involves a collaborative, interdisciplinary approach in which citizens are part of the design team" (NCHRP 480). The goal statement and a number of other policy statements in the Comprehensive Plan (Policies PB-1, PB-10, PB-13, TR-43) include a commitment to work with the public in designing transportation facilities that are safe, attractive, and compatible with surrounding land uses.

- *Inter-Departmental Coordination.* The Plan recognizes that transportation facilities alone will not necessarily achieve changes in personal travel behavior. Also necessary are public education and encouragement programs, enabling policies, and land use patterns that support bicycle and pedestrian movement. The Comprehensive Plan (Policy PB-28) acknowledges that a coordinated approach, supported by an ongoing, interdepartmental program is required to implement pedestrian and bicycle projects. Staff support is required to administer programs, design projects, monitor progress, conduct public outreach, and perform other tasks related to implementation.



- *Best Practices.* Numerous cities have adopted innovative and progressive programs aimed at improving walking and bicycling conditions. Cities like Seattle, Portland, Chicago, San Francisco, and New York are recognized for their innovative and welcoming pedestrian and cycling environments. These cities have witnessed an impressive increase in the volume of walking and cycling. The Comprehensive Plan (Policy TR-94) acknowledges that there is merit in looking to other cities for examples of innovative pedestrian and bicycle initiatives and assessing how these strategies might be incorporated into the City of Bellevue's non-motorized program.

- *Standard Operating Procedures.* It is standard practice for Bellevue to incorporate bicycle and pedestrian facilities and connections in all aspects of transportation system-planning, project development, funding, implementation, and maintenance. The Comprehensive Plan (Policies PB-1, PB-3, TR-77, TR-24) recognizes that cultivating this "complete streets" mind-set is essential in Bellevue's approach to project delivery.

Prioritized Project List

The prioritized project list is the product of a research and consultation process, which the City believes generally reflects the interests of Bellevue residents and responds to many of the needs and wishes of pedestrians and cyclists in the community. The Plan Report is composed of a variety of different facility types aimed at pedestrians and bicyclists of all levels of experience.





Off-Street Path



Bike Lane



Bike Shoulder



Wide Outside Lane



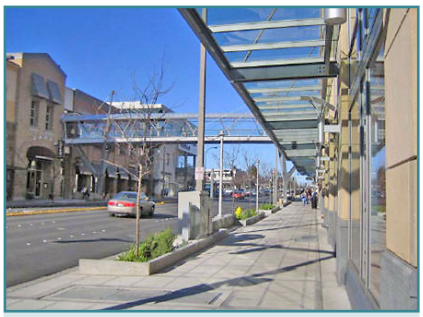
5 ft. walk without planter



6 ft. walk and 4 ft. planter



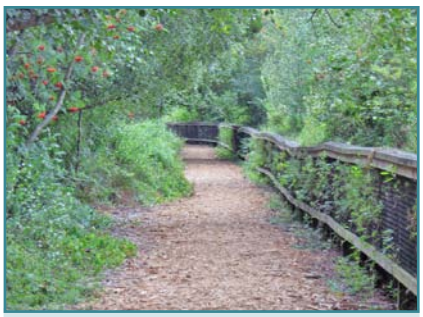
8 ft. walk and 4 ft. planter



12 ft. walk and 4 ft. planter



Primitive Hiking Trail



Walking Trail



Multi-Use Gravel Trail



Boardwalk



An individual's level of experience or physical abilities can influence which type of facilities he or she prefers. Providing a range of facility types that appeal to a variety of user groups creates a functional, comprehensive network for pedestrians and cyclists. From shared bicycle facilities and 5 foot-wide sidewalks on quiet streets to bicycle lanes with 6 foot-wide sidewalks and 4 foot-wide planter strips on arterials, the pedestrian and bicycle network can address the needs of a range of users as well as be customized to the constraints and opportunities in a wide range of contexts and locations.



The vision for the Bel-Red Corridor emphasizes pedestrian and bicycle mobility (Ped-Bike Plan # 0-110-N, and S-100-S).

The Plan includes 435 projects that when built will yield 90 miles of sidewalk, 144 miles of bikeway, and 20 miles of trail facility improvements. Given that the plan represents a long range vision, all of the project descriptions in the plan are framed as "conceptual." In fact, the introductory sentence to the project list reads that "the final details of design will be developed as the projects proceed further along in the implementation process."

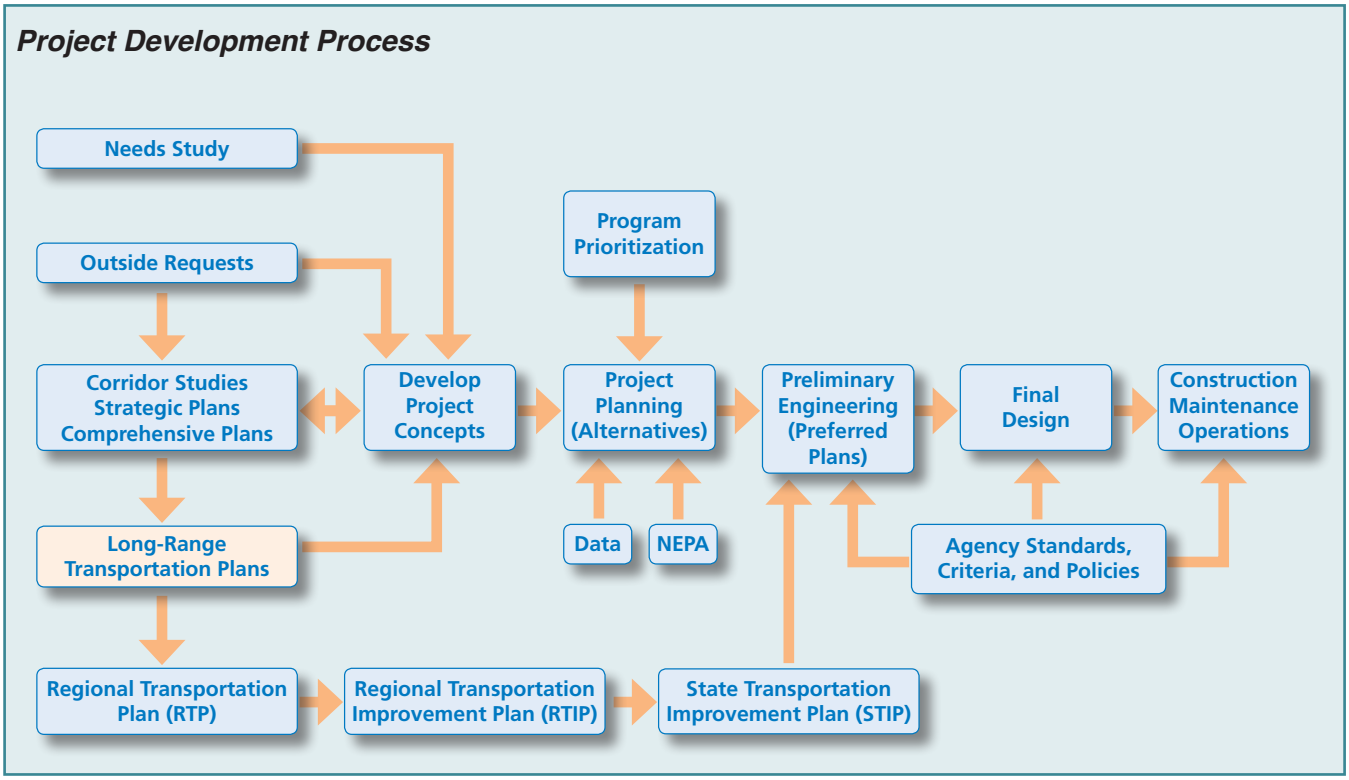
In the plan update, each project in the project list is assigned a



general priority: high, medium, or low. High priority projects are those that are most urgent and recommended for construction as soon as possible. Prioritization in the Plan Update and the Comprehensive Plan's Transportation Facility Plan provides the first level of project prioritization for Bellevue's funded seven year-priorities outlined in the Capital Investment Program (CIP). It also contributes to the Transportation Facilities Plan (TFP), the city's 12-year, or intermediate-range, transportation planning document. Both the CIP and TFP documents include high priority projects from other long range plans and projects that address emerging needs and opportunities.

As a long-range transportation plan, the Pedestrian and Bicycle Plan represents the first step in the project development process. As reflected in the chart below, there are numerous steps in moving a project from a long-range transportation plan through to construction.

Project Development Process





Part 1: Vision Statement

The policy framework



Part 1 addresses the interests and changed needs of the City as it responds to regional efforts to realize a statewide multi-modal transportation system. Government agencies, jurisdictions, and community organizations share responsibility for implementing bicycle and pedestrian networks and encouraging their use. The creation of these networks will rely on good facility plans and a commitment at each level of government to support funding for good bicycle and pedestrian projects, including new revenues. Part 1 summarizes Bellevue's vision of creating a continuous, safety-oriented network of sidewalks, walkways, trails, and bikeways in and around the City by documenting policies in the City's Comprehensive Plan that relate to the non-motorized network. The policies documented in this section set forth guidance to provide access to schools, activity centers, transit routes, parks, and other recreation areas, thereby increasing citizens' mobility choices while reducing reliance on the single-occupant vehicle.

Federal Policies

In 2000, the Federal Highway Administration issued *Design Guidance on Accommodating Bicycle and Pedestrian Travel* and a policy statement adopted by the United States Department of Transportation: "the challenge for transportation planners, highway engineers and bicycle and pedestrian user groups, therefore, is to balance their competing interest in a limited amount of right-of-way, and to develop a transportation infrastructure that provides access for all, a real choice of modes, and safety in equal measure for each mode of travel." This approach seeks to integrate bicycling and walking into the

transportation mainstream. To receive federal transportation money, metropolitan planning organizations and transportation improvement programs must make a transportation plan containing a bicycle and pedestrian element that includes vision and goal statements as well as performance criteria for meeting those goals.

More recently, the U.S. Congress passed the Energy Independence and Security Act of 2007, which outlines the policy of Congress regarding use of Complete Streets design techniques. The Act states, "It is the sense of Congress that in constructing new roadways or rehabilitating existing facilities, State and local governments should consider policies designed to accommodate all users; including motorists, pedestrians, cyclists, transit riders, and people of all ages and abilities, in order to: (1) serve all surface transportation users by creating a more interconnected and intermodal system; (2) create more viable transportation options; and (3) facilitate the use of environmentally friendly options, such as public transportation, walking, and bicycling."

Washington's Growth Management Act

The Washington State Legislature adopted the 1990 Growth Management Act (GMA) (Chapter 36.70A RCW) in response to uncoordinated and unplanned growth which posed a threat to the environment, sustainable economic development, and the quality of life in Washington. The GMA requires state and local governments to manage Washington's growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans, and implementing those plans through capital investments and development regulations. The GMA requires comprehensive plans to contain several elements, including a land use element and a transportation element.



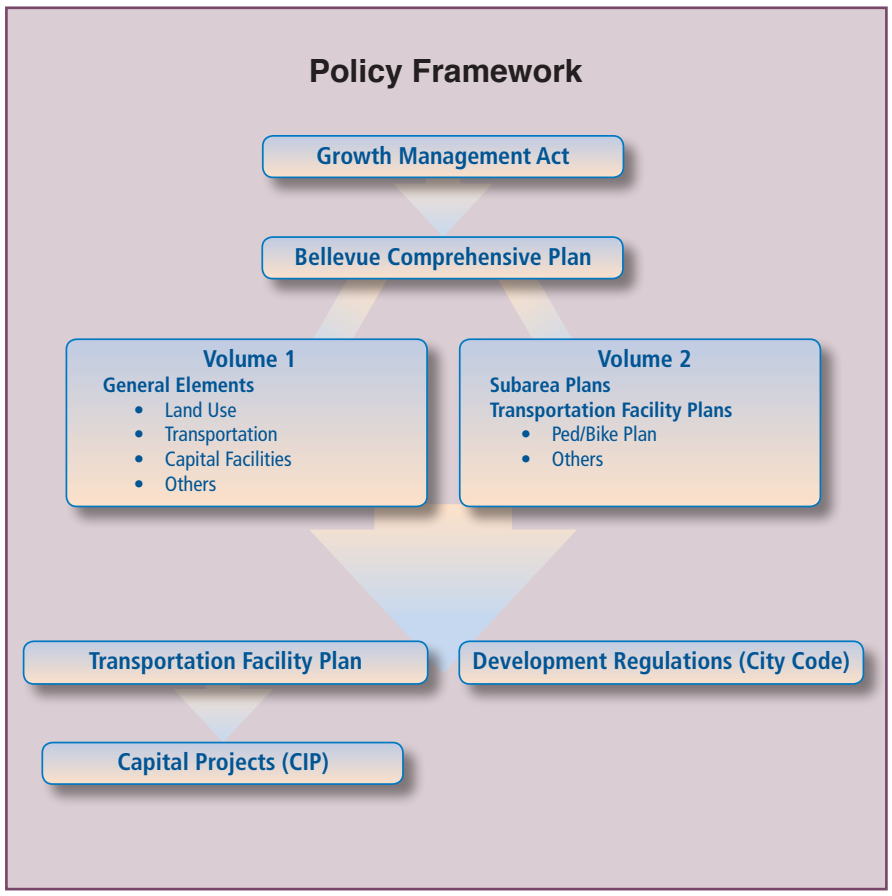
As of 2005, there is a specific requirement in GMA related to bicycle and pedestrian facilities and programs. The Transportation Element of a comprehensive plan must now "include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" [RCW 36.70A.070(6)(a)(7)]. The City's Pedestrian and Bicycle Transportation Facilities Plan serves that function.

Destination 2030

Destination 2030 is the Puget Sound region's transportation vision that lays out policies and strategies for meeting its commitment to the Growth Management Act. The plan calls for a regionally integrated network of bicycle and pedestrian facilities linked to urban centers and transit facilities, and seeks to have non-motorized trips account for 20% of all trips within the region by 2030. The Puget Sound Regional Council is currently updating the plan to match with the recently adopted Vision 2040 plan.

City of Bellevue Comprehensive Plan

Bellevue's Comprehensive Plan is the document that guides the City's future development and provision of capital facilities to serve and accommodate development. Since the early 1990s the plan has been developed under the provisions of the Washington Statement Growth Management Act. The plan consists of two volumes. Volume 1 contains the general elements and framework goals and policies embedded in those elements. Several elements of the plan are required under GMA: Land Use, Transportation, Capital Facilities (per GMA, capital facilities include parks and recreation and other city facilities),



Utilities, and Housing. Bellevue's plan has several other elements, including an Urban Design Element and a Parks, Open Space and Recreation Element. Volume 2 of the Comprehensive Plan contains 14 subarea plans, which outline goals and policies for distinctive neighborhoods in the city, and several transportation facility plans, one of which is the Pedestrian and Bicycle Transportation Plan. Therefore, as previously noted, the Pedestrian and Bicycle Transportation Plan is part of the overall Comprehensive Plan.

The City of Bellevue Comprehensive Plan acknowledges that responding to anticipated growth in travel necessitates a multi-modal transportation solution that offers the public choices about how they travel within, to, and through Bellevue. The Transportation Element of the Bellevue Comprehensive Plan states: "It is neither possible nor desirable to build enough roadway improvements to keep pace with ever accelerating demand for travel in single-occupant vehicles. Rather, the Plan focuses on reducing auto dependency by providing viable travel choices. Transit, ridesharing, walking, and bicycling receive strong emphasis, with focus on a fully multi-modal travel system."

The policy framework is the result of a review process undertaken by the City of Bellevue's Transportation and



Planning Commissions. The policies contained in this section were incorporated via the Comprehensive Plan Amendment (CPA) process into the Transportation Element of the Comprehensive Plan (Volume 1), and also into the policies in the new Pedestrian and Bicycle Transportation Facility Plan found in the Comprehensive Plan (Volume II).

This document contains all policies in the Comprehensive Plan relating to the pedestrian and bicycle environment that were adopted as part of the February 17, 2009 CPA process. Policies in the Transportation Element of the Comprehensive Plan (Volume I) provide broad direction for developing the non-motorized system. These policies are identified with the prefix "TR-__." Policies taken from the Urban Design Element are identified with the prefix "UD-__." Policies in the Pedestrian and Bicycle Transportation Facility Plan found in the Comprehensive Plan (Volume II) are more detailed in nature yet still provide a city-wide perspective. These policies are identified with the prefix "PB-__."

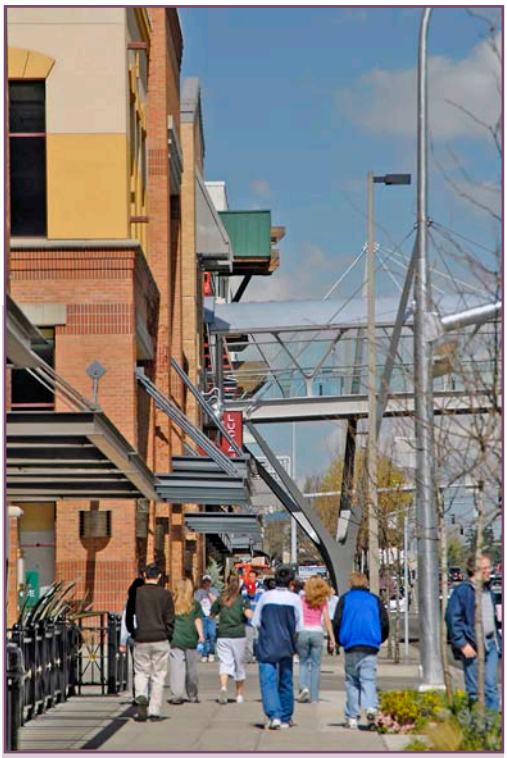
All the policies shown here are grouped by subject to help organize them for the reader. The subject headings are:

- Overall Goals/Vision Policies (Set out the broad goals and objectives for the Plan)

- System Policies (Policies that define more specific citywide system objectives, organized in subsections)

    - System
    - Network Integration
    - Prioritization

- Regional Coordination Policies (Policies that frame how the pedestrian and bicycle system is linked with the greater region and sub-region)



There are many economic benefits to building pedestrian facilities like this combination sky-bridge and enhanced sidewalk system.

- Accessibility/Special Needs Policies (This issue relates to the City's overall implementation of the Americans with Disabilities Act)

- Implementation Policies (Policies that outline how the plan will be realized)

  - Design
  - Development-Review
  - Access to Transit
  - Maintenance
  - Education/Enforcement

- Plan Administration (Policies that deal with plan updates and funding)

On February 17, 2009, the Bellevue City Council passed Ordinance No. 5861, adopting the 2008 Comprehensive Plan amendments (07-123138 AC), including the policies documented in this section, into the City of Bellevue Comprehensive Plan.

Overall Goals/Vision Policies

Plan Goal (contained in Transportation Element):

To plan, design, build, and maintain an integrated, comprehensive network of pedestrian and bicycle facilities in collaboration with community stakeholders. In doing so, the City will advance the following objectives:

- Provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region
- Improve health and fitness, and enhance recreational benefits



- Ensure that those in the community who cannot drive due to age, income or disability have mobility options
- Provide a safe and accessible street environment for all users
- Improve overall neighborhood livability
- Support and enhance public transit use
- Reduce air and noise pollution, energy use, and oil consumption
- Support economic development

Policies:

PB-1: Consider pedestrians and bicyclists as users in the planning, design, construction and maintenance of all roadway projects. Confirm project design prior to implementation by coordinating the planning, development and funding of non-motorized systems with affected citizens, community councils, neighborhood associations, business groups, and other stakeholders.



Increasing abilities for citizens to walk or cycle promotes active and healthy living.

PB-2. Work towards specific short and mid-term implementation objectives intended to be completed following the adoption of the 2009 plan update. Specifically:

1. Within 10 years, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system.
2. Within 5 years, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.
3. Within 10 years, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from 2007 levels.



4. Within 10 years, construct 25 more miles of sidewalks along arterial streets including collector arterials above 2007 levels.
5. Within 10 years, increase trips by bicycle and foot by 10 percent over 2009 levels.

TR-76: Promote and facilitate the effective use of non-motorized transportation.

PA-1: Establish a coordinated and connected system of open space and greenways throughout the city that provide multiple benefits including preserving natural systems, protecting wildlife habitat and corridors, and providing land for recreation.

System Policies



Trail connections improve access to Bellevue's park and open space system.

System:

TR-88: Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.

TR-94: Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.

LU-18: Adopt and maintain policies, codes, and land use patterns that promote walking to increase public health.



PB-3: Consider and evaluate Pedestrian and Bicycle Network Maps, Project Maps and Project Lists in the planning, design, construction and maintenance of all roadway projects to ensure that Plan recommendations are weighed whenever there are competing demands for City right-of-way.

PB-4: Secure public non-motorized easements or land dedications through the development review process, donation, tax deduction or exemption programs, or legal acquisition when the need is identified or supported by the Plan and involves close coordination with affected property owners. Consider each facility on a case-by-case basis, factoring in system connectivity, whether the facility is needed to fill a gap or complete a link within the overall system, and neighborhood notice and input prior to the design process.



Bellevue staff applying the torch-down "x" marking the location of a bicycle actuated signal.

PB-5: Acquire rights to private and utility trail systems and easements for public access, where feasible, provided that they are identified on the network and project maps, and provided that there has been close coordination with affected property owners prior to any acquisition. Consider each facility on a case-by-case basis, factoring in system connectivity, whether the facility is needed to fill a gap or complete a link within the overall system, and neighborhood notice and input prior to the design process.

Network integration:

TR-77: Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.



Pedestrians add to the ambience and security of streets.

TR-24: Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

TR-25: Provide for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the city, promoting both internal access and linkages with the rest of the city.

TR-78: Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.

PB-6: Protect and ensure access to all public trail easements.

PB-7: When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.

PB-8: Install way-finding and route signs and provide maps and internet-based information to guide users through the pedestrian and bicycle systems.

Prioritization:

TR-79: Assign high priority to pedestrian and bicycle projects that:

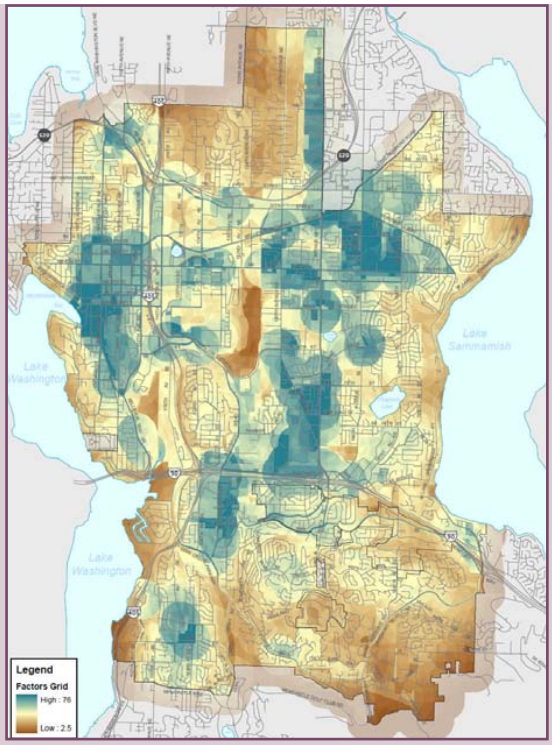
1. Address safety issues;
2. Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing; and commercial areas;



3. Provide accessible linkages to the transit and school bus systems;
4. Complete and connect planned pedestrian or bicycle facilities or trails;
5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes;
6. Conform to and are consistent with Bellevue's roadway classification system; and
7. Serve concentrations of residents with special accessibility needs.

PA-13: Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, and education centers.

PB-9: Coordinate with the public and private schools in Bellevue to continue developing and implementing recommended walking and bicycle routes that provide access to school bus stops, and pedestrian and bicycle connections to and through school properties.



Geographic Information Systems (GIS) facilitates the prioritization process.

Regional Coordination Policies

TR-85: Coordinate the planning, design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors, such as the Lake Washington Loop system, continue into neighboring jurisdictions.

TR-98: Work with state agencies to include non-motorized facilities when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and SR-520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge, and completing the connection between the bridge and the existing non-motorized trail).





In Bellevue, the Greenway trail that connects to the I-90 trail at Enatai Beach goes eastward through Mercer Slough and ends abruptly at Factoria Blvd.

PA-21: Coordinate with other jurisdictions, including state agencies and the Port of Seattle, in the planning and development of regional greenways, parks, cultural, and recreational facilities, including the Burlington Northern Santa Fe (BNSF) trail system.

UD-53: Integrate into the designs of frontage roads along the I-90 freeway corridor the Mountain-to-Sound greenway concept. Give particular attention to multi-use trails, large scale landscaping, and pedestrian amenities

Accessibility/Special Needs Policies

TR-26: Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements particularly non-motorized improvements, and



other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA).

Implementation Policies



From 2007 to 2009, the City of Bellevue spent in excess of $2M on curb ramps to make sidewalks accessible to people with disabilities.

Design:

PB-10: Incorporate context-sensitive design for pedestrian and bicycle facilities. Project design decisions should reflect the following factors:

- Relationship to or role in overall system mobility and connectivity
- Intent and objectives of project
- Type of bicycle or pedestrian facility,
- Travel speed of roadway
- Topography and other environmental factors
- Cost
- Neighborhood character and context and applicable subarea plan policies
- Equestrian use

PB-11: In subsequent updates of the Development Manual, incorporate guidelines to separate sidewalks and walkways from the roadway by a landscaping strip or drainage swale, where practical.

PB-12: Enhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and midblock crossings where justified by a traffic engineering study.

PB-13: Adopt design standards to ensure that the bicycle system plan projects are coordinated and consistent in design,

as appropriate based on neighborhood context and applicable subarea plan policies.

PB-14: Consider and mitigate, where possible, the impacts of neighborhood traffic calming devices on existing and proposed pedestrian and bicycle facilities.

TR-43: Provide sufficient arterial right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.



Bike racks on sidewalks facilitate cycling in Bellevue by providing convenient parking for quick access to businesses.

UD-38: Ensure continuous and ample sidewalks along principal, minor, and collector arterials which are integrated with abutting land uses.

UD-40: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc., without interfering with pedestrian circulation.

UD-42: Design Boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a "city in a park". Both within the right-of-way and on adjacent private development, utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art.

UD-44: Encourage special streetscape design for designated intersections that create entry points into the city of neighborhoods or that warrant enhanced pedestrian features.



UD-63: Maintain vegetation along major neighborhood arterials.

UD-75: Use urban design features to soften the public right-of-way and sidewalk environment as appropriate. These features include, but are not limited to, street trees, landscaping, water features, raised planter boxes, potted plantings, pedestrian-scaled lighting, street furniture, paving treatments, medians, and the separation of pedestrians from traffic.



A temporary curb ramp provides pedestrians with disabilities with a continuous route through a construction area.

Development:

PB-15: Address issues of non-motorized access and safety, through or around a site during construction or maintenance work within the right-of-way.

PB-16: Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.

PB-17: Consider interim sidewalks, paved walkways or trails as a means to provide pedestrian facilities when the funding for the ultimate project is not programmed or the location of the permanent sidewalks cannot be determined.

PB-18: Internal pedestrian circulation systems shall be provided within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers, and shall conveniently connect to frontage pedestrian systems and transit facilities.







Computer-generated image depicting potential redevelopment of 102nd Ave NE (NE 10th to NE 8th) and resulting pedestrian environment.

PB-19: Work with private developers to ensure that future planned bicycle lanes and routes are not precluded by building placement and site design, and that buildings are set back adequately to allow for development of bicycle facilities designated in the Transportation Facilities Plan (TFP).

TR-14: Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:

1. Preferential parking for carpools and vanpools;
2. Special loading and unloading facilities for carpools and vanpools;
3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and
4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities.

TR-55: Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, office, and other types of development.

TR-84: Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.



TR-86: Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.

PA-25: Retain and develop underdeveloped public right-of-way for public access and passive recreation where appropriate.

Access to Transit:

TR-54: Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as pedestrian and bicycle facilities such as:

1. Transit stations and centers;
2. Passenger shelters;
3. Park and ride lots;
4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities;
5. Pedestrian and bicycle facilities, including secure bicycle parking;
6. Pricing;
7. Kiosks and on-line information; and
8. Incentive programs.



Enabling greater walking and cycling allows all members of society to travel, regardless of their level of mobility or economic situation, including providing basic access to public transit.

TR-56: Develop partnerships with transit providers to implement projects providing neighborhood–to–transit links that improve pedestrian and bicycle access to transit services and facilities.

TR-70: Promote transit use and achieve land use objectives through transit system planning that includes consideration of:

1. Land uses that support transit, including mixed use and night-time activities;

2. Transit-oriented development opportunities with the private and public sectors;
3. A safe and accessible pedestrian environment, with restrictions on auto access;
4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
5. Provisions for bicycles on transit vehicles; and
6. Access to regional destinations, including employment centers, residential concentrations, and major recreational facilities; and
7. Urban design and community character that support and facilitate transit use; and
8. Protecting nearby neighborhoods from undesirable impacts.

TR-80: Encourage transit use by improving pedestrian and bicycle linkages to existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.

UD-49: Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, and other modes of transportation with transit facilities.



Where bikes may be present, drainage grates what have bars parallel to the roadway are being replaced with a bicycle safe design.

Maintenance:

TR-46: Maintain and enhance safety for all users of the roadway network using measures such as the following:

1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes;
2. Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs;



3. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic;
4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations;
5. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and
6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.

TR-82: Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.

TR-83: Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.



Rubber sidewalk panels — made of recycled tires — at NE 10th St west of 102nd Ave NE allow tree roots to grow under the sidewalk without creating a trip hazard.

PB-20: The on-street and off-street transportation system should be designed and monitored to improve security and safety. Lighting, vegetation placement/ removal, and police patrols are suggested methods to accomplish this.

PB-21: Inform abutting property owners of their maintenance responsibilities for sidewalks, including pruning overhead and encroaching vegetation, sweeping debris, removing snow and eliminating temporary barriers such as parked vehicles, trash containers and recycling bins. Notify property owners that the City is responsible for repairs in the public right-of-way.

Education/Enforcement:

TR-87: Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.



Education campaigns teach children safe pedestrian and bicycle practices.

PB-22: Establish a training and education program to increase the awareness of city staff about pedestrian and bicycle needs.

PB-23: Increase the level of enforcement of vehicular laws that protect pedestrians and bicyclists.

PB-24: Develop and implement an information program for bicyclists and pedestrians in Bellevue, and include bicycle and trail maps and other information reflecting the current system.

PB-25: Cooperate with the public and private schools, businesses, bicycle clubs and other interest groups to provide education programs on the benefits of pedestrian and bicycle facilities, and strategies to promote safe walking and riding and transportation and recreation opportunities walking and bicycling.

Plan Administration

TR-81: Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.

PB-26: Update and review the Pedestrian and Bicycle Transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation



modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.

PB-27: Coordinate roadway and non-motorized projects to maximize construction efficiencies.

PB-28: Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.

PB-29: Develop procedures to collect data in order to measure pedestrian and bicycle usage on an on-going basis.

PB-30: Establish an inter-departmental Pedestrian and Bicycle Coordination Team that will work together to implement the City's Pedestrian and Bicycle Transportation Plan.



"Bike Bellevue" is a free map that informs cyclists of their route options.



Tube count equipment identifies the level of bicycle activity taking place on the I-90 trail during Bike to Work Week.



Part 2: Walking & Bicycling

The benefits and barriers



Part 2 of the Pedestrian and Bicycle Transportation Plan Report looks at walking and bicycling both as modes of transport and as popular leisure activities. Section I highlights some of the benefits of walking and cycling, both for the individual and the community. Section II summarizes the range of facilities presently in place for pedestrian and cyclists in Bellevue. Section III describes current levels of bicycle and pedestrian activity in Bellevue. Section IV describes collision data. Section V examines factors that discourage people from traveling on foot or by bicycle in Bellevue.

I. Benefits of Bicycling & Walking

Bellevue City Council's commitment to a multi-modal transportation system is demonstrated by policies supporting pedestrian and bicycle travel in existing planning documents and by its investments in pedestrian and bicycle facilities. The City is designing its transportation system to provide for all travel modes, and to reap the benefits associated with pedestrian and bicycle facilities as outlined in the overall Plan goal statement. These benefits include:

Transportation System Benefits

- Overall, biking and walking is increasing in Washington, particularly in cities where new housing is concentrated in urban areas. Bicycle commuting increased 75 percent between 1990 and 2000 (US Census). Biking and walking currently account for about six percent of statewide commute trips (National Household Transportation Survey). In the Puget Sound Region, bicycling and walking account

for nine percent of all trips. In several urban core areas across Washington, bicycling and walking account for 15 percent of all trips (Puget Sound Regional Council).

- According to the 2001 National Household Travel Survey, nearly half of all travel trips taken in the United States are 3 miles or less in length and 28 percent are less than 1 mile; yet 80 percent of these trips are made by car. Most people drive for short trips because the built environment makes walking and biking either uninviting or very difficult. By taking advantage of the opportunity to convert short automobile trips to bicycling and walking, communities benefit from healthier air and reduced traffic congestion.

- In Bellevue, almost 50 percent of the 30,000 average weekday transit riders (ons/offs) occur on the City's street system outside of downtown Bellevue and outside of the City's Park and Ride lots. Transit depends on the City to facilitate access to its local bus stops through sidewalk and bikeway investments.

Environmental Benefits

- Bicycling and walking can play an important role in reducing air pollution. According to the Environmental Protection Agency (EPA), approximately 160 million tons of pollution are emitted into the air each year in the United States. A serious threat to public health, air pollution contributes to the deaths of 70,000 people nationwide each year, according to an estimate from the Harvard School of Public Health.

- Short auto trips produce far more pollution per mile than longer trips. According to the Federal Highway Administration (FHWA) publication, Transportation Air Quality: Selected Facts and Figures, "starting the car cold

Environmental Stewardship Initiative

Bellevue's Environmental Stewardship Initiative affirms that walking and bicycling are part of a balanced transportation system that will reduce the amount of trips made by car, thereby reducing greenhouse gas emissions caused by motor vehicles.



generates about 16 percent more NOx and 40 percent more CO than starting the car when it is warm."

- A two-year Federal Highway Administration pilot study found that increased bicycle and pedestrian safety and mobility improvements in four pilot communities reduced total vehicle miles residents traveled by an estimated 156.1 million miles over the course of a year. Based on the reductions reported in miles driven, a reduction of 67,000 metric tons of CO2 emissions were projected.

Economic Benefits

- For many households, a motor vehicle is typically one of the highest expenses after housing. The option of bicycling can improve mobility for people who cannot afford to own and operate a motor vehicle, and would allow some households with autos to own one vehicle instead of two.

- Pedestrian and bicycle transportation allows people to incorporate physical activity into their daily lives which reduces health care costs and morbidity rates.

- Outdoor activities such as bicycling and walking are the most popular activities for people on vacation from work. They are more popular than visiting museums or national parks, doing beach and water activities, and shopping.

- Businesses invest in locations that have a high quality of life. Corporate employers have an easier time attracting highly skilled workers to these locations.



Bellevue Reporter

August 22, 2007 • Bellevue WA — Bellevue's Community Newspaper

No car? No problem

Bellevue family ditches their car (and lives to tell about it!)

BY LEYNA KROW
Staff Writer

When Jennifer Wilcox-Acevedo's aging SUV broke down last fall, she figured enough was enough.

Instead of having the car fixed again, she and her family decided that they would simply do without. So for the last 10 months, Wilcox-Acevedo, along with her husband and their three elementary school age children, have been using bikes, buses and their own feet as their primary means of conveyance.

"I think about how each individual in the western world consumes so much more than people in other parts of the world," Wilcox-Acevedo said. "So this is a contribution we can make."

She said that walking and riding the bus gives her more time to talk with her kids without having to worry about concentrating on the road. The biggest challenge for the carless family so far was staying warm and dry during the winter, Wilcox-Acevedo said. They have their groceries delivered each week by ordering online through Safeway.com and prefer to travel by train when taking family trips.

When they absolutely need a car, Wilcox-Acevedo said she or her husband rent a Flexcar, which is available at several locations in downtown Bellevue and can be reserved online for an hourly rate.

Wilcox-Acevedo hopes her family's example will encourage other Bellevue residents to think about ways they can use their cars less as well.

"It's about people being willing to try new and different things," Wilcox-Acevedo said. "Granted, most people won't be able to do what we're doing. We're lucky enough to live in downtown Bellevue, near stores and the transit center. But if others just took one step, like taking the bus once a week instead of taking car, that would be a good start."

She said that if more people rode the bus and bikes in Bellevue, the city would be more inclined to improve bike lanes and Metro would add more bus lines.

See **No car**, page 9

Fumiko Ysrita / Reporter

Humberto and Jennifer Wilcox-Acevedo and their children, Elena, 6, Marco, 8, and Diego, 11, pose with their bicycles and a Flexcar that they rent from time to time when necessary.

Recent studies of the preferences of new home buyers indicate that there is a demand for more livable communities and, specifically, better bicycle and pedestrian facilities in the vicinity.



Numerous studies have shown tremendous health benefits from even a brief amount of light but routine exercise each day.

- According to the National Bicycle and Pedestrian Clearinghouse, trails and greenways can have a positive effect on the value of nearby properties.

Quality of Life Benefits

- Accommodating pedestrians and cyclists produces calmer and safer streets, improves walkability, and lessens noise and congestion. These changes also increase opportunities for social interaction.

- Providing a livable community is a necessary part of attracting and keeping businesses, and ensuring local communities remain competitive in the 21st Century.

Health and Recreational Benefits

- A number of research studies show a correlation between the built environment and routine physical activity, such as regular walking trips. A study published in the September 2003 issue of the *American Journal of Health Promotion* titled "Relationship between Urban Sprawl and Physical Activity, Obesity, and Morbidity" found that people living in sprawling counties "were likely to walk less, weigh more, and have greater prevalence of hypertension than those living in compact counties." An earlier study published in the *American Journal of Preventive Medicine* showed a direct relationship between the amount of walking and the age of the home in which a person lives, as a proxy for the style of urban residential development that is common in older versus newer communities. People who lived in older homes were found to walk more.

- Research conducted in 1999 by the Centers for Disease Control and Prevention found that "obesity and overweight



are linked to the nation's number one killer—heart disease—as well as diabetes and other chronic conditions." The report also states that one reason for Americans' sedentary lifestyle is that "walking and cycling have been replaced by automobile travel for all but the shortest distances."

- Today, there are nearly twice as many overweight children and almost three times as many overweight adolescents as there were in 1980. Results of the 1999 National Health and Nutrition Examination Survey showed that 13 percent of children and adolescents were overweight. Bicycling or walking to the store, school, or work also provides a time-efficient way of attaining the U.S. Surgeon General's recommended daily allowance of physical exercise.

- Pedestrian and bicycle transportation offers more opportunities for people to socialize than driving alone in automobiles.

Safety

- A Federal Highway Administration (FHWA) study that analyzed vehicle-pedestrian collisions and exposure under various roadway situations found that locations with no sidewalks are more than two times more likely to have vehicle-pedestrian crashes than sites with sidewalks.

- National and international evidence to date has demonstrated that the most important way to promote bicycle transportation is to provide bicycle facilities – safe and clear places where people can ride, including bicycle lanes. A major study sponsored by the Federal Highway Administration, for example, demonstrated that bicycle usage in urban areas is directly proportional to the percentage of arterial streets with bike lanes.



The placement of the stop bar set back from the crosswalk together with "stop here for pedestrian" signing and the flashing light system is showing improved driver compliance to pedestrians within the crosswalk. (Location: 156th Ave SE north of Eastgate Way SE)





Since pedestrian facilities must be accessible to persons with disabilities, Bellevue addresses ADA compliance on streets included in the City's overlay program. (2008 Ramp: NE 12th St and 176th Ave NE)

Accessibility

- People with disabilities make up nearly one-fifth of the U.S. population, so it is important that sidewalks meet their needs. Additionally, many Americans are aging into sensory or cognitive disabilities. It is important that sidewalks be usable by pedestrians for whom they may represent the only mode of independent travel.

- Based on the 2000 Census, the number of persons with a disability is 488,153 in the central Puget Sound region. This is approximately 15 percent of the total regional population.

II. Existing Pedestrian and Bicycle Facilities in Bellevue

Every year the City advances the implementation of the pedestrian and bicycle systems as envisioned in the adopted Pedestrian and Bicycle Transportation Plan. Projects are completed by leveraging support from a variety of sources, including stand-alone project and programmatic budgets (Pedestrian Access Improvements Program and Neighborhood Enhancement Program) in the Capital Investment Program. As a result of these investments, Bellevue currently maintains a wide range of on-street and off-street pedestrian, bicycle, and trail facilities. This combined network is shown in both the existing facility maps (Figure 1, Figure 2) and described below.



Example of 6 foot-wide sidewalk and a 4 foot-wide planter at 140th Ave NE and NE 1st Place.

Sidewalk Facilities

As defined in Washington State Department of Transportation's (WSDOT) Design Manual (Chapter



1025 Pedestrian Design Considerations), "Pedestrian travel is a vital transportation mode. It is used at some point by nearly all citizens and is the main link to everyday life for many others. Pedestrians vary in their physical abilities; this variation must be accommodated in design to allow near universal access." In response to this guidance, the sidewalk facility network is composed of a variety of different facility types (ranging from 5 feet to 12 feet in width) that appeal to pedestrians with varying levels of experience. There are an estimated 300 miles of existing sidewalk facilities in Bellevue.



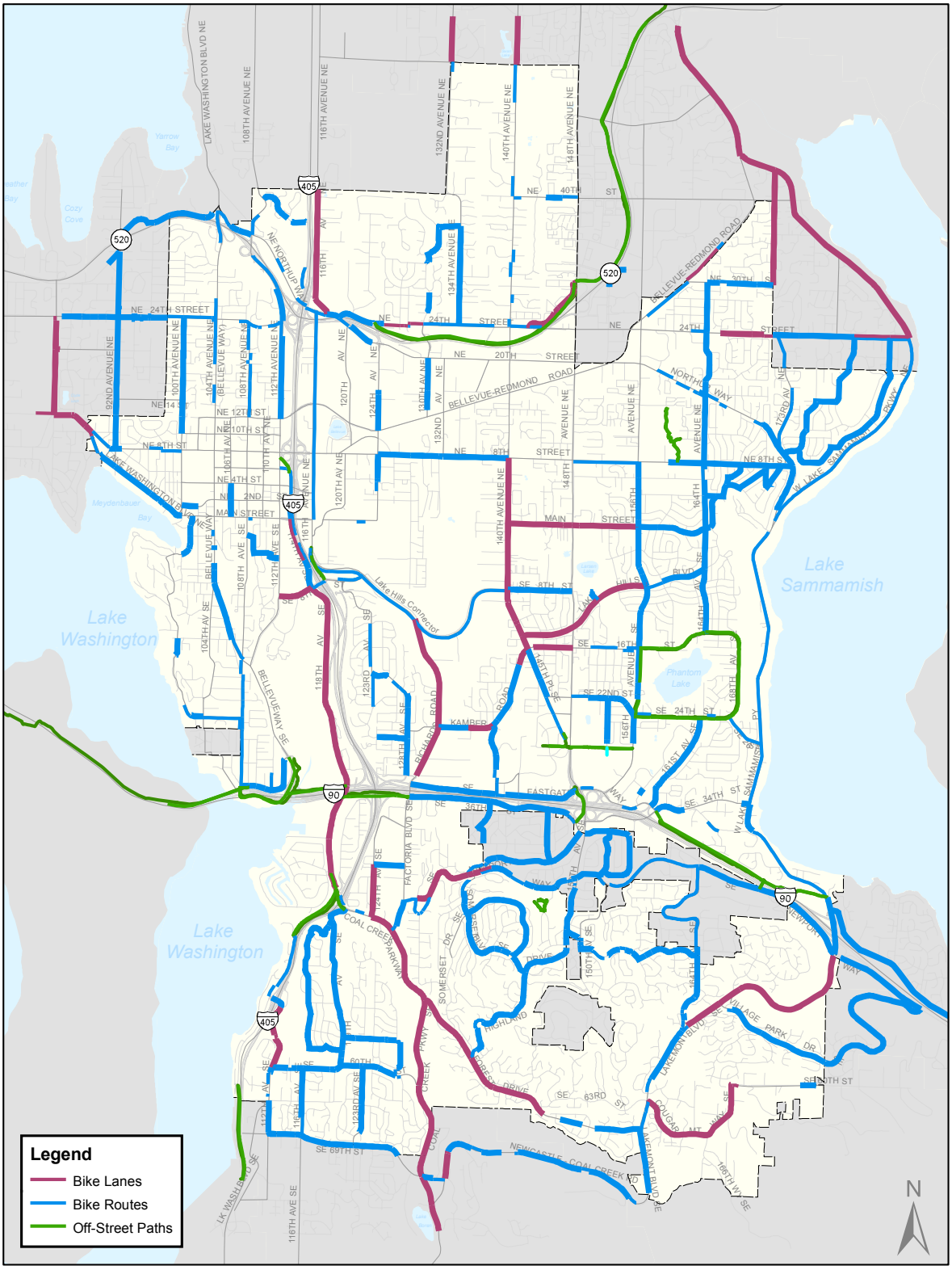
Designated bike lane along 118th Ave SE.

On-Street Bicycle Facilities

Bicycles are legally classified as vehicles and are ridden on most public roads in Washington, which are open to bicycle traffic with a few exceptions. On-street bicycle facilities are grouped into two distinct classifications: bicycle lanes and bicycle routes. In Bellevue there are an estimated 138 miles of bicycle facilities.

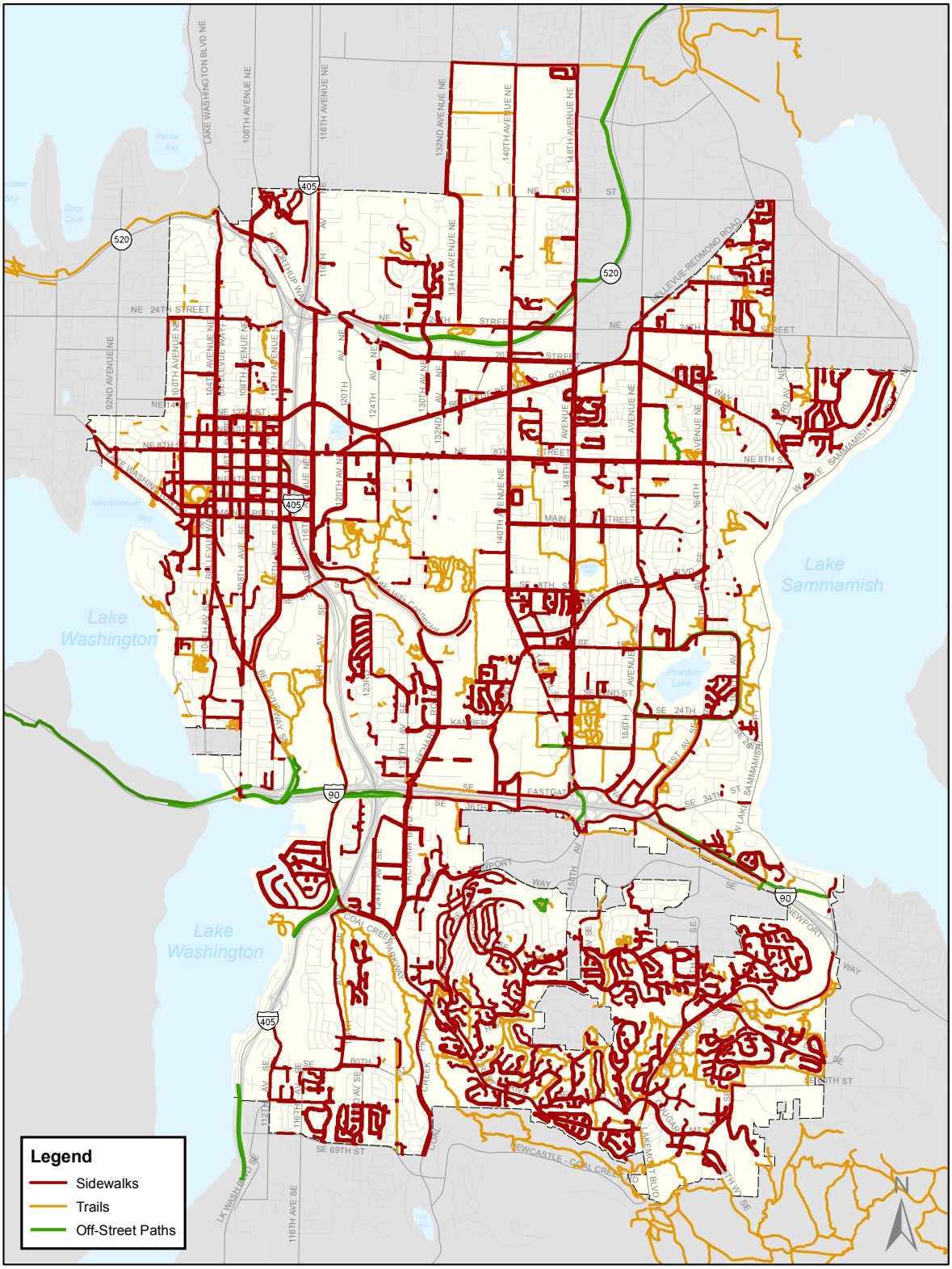
- *Bicycle Lanes:* As defined in WSDOT's Design Manual (Chapter 1020 Bicycle Facilities), a bike lane is "a portion of a highway or street identified by signs and pavement markings as reserved for bicycle use." Bike lanes provide bicyclists with their own lane designation along street corridors with high vehicular volumes or speeds. The following features of bicycles lanes increase the comfort of the average cyclist and the overall safety of the roadway: (i) more predictable movements of motorists and bicyclists; reducing motorist lane changes when passing bicyclists. (ii) Additional room for motorists to move right to allow emergency vehicles to pass, space for disabled vehicles to stop or drive slowly. (iii) Increased turning radius for

Existing Bicycle Facilities – *Figure 1*





Existing Sidewalk & Trail Facilities – *Figure 2*



trucks and space for off-tracking of truck's rear wheels in curved sections. (iv) Reduced number of bicyclists using the sidewalk or gutter pan. (v) Improves sign distances. (vi) Increased bikeway visibility in the transportation system. (vii) Compared to wide curb lanes, bicycle lanes also decrease the frequency of drivers encroaching into the adjoining travel lane when passing bicyclists. In Bellevue there are an estimated 33 miles of bicycle lane facilities.



Bike shoulder with fog line along SE 36th St.

- *Bicycle Routes:* The AASHTO *Guide for the Development of Bicycle Facilities* describes signed shared roadways (bike routes) as "those that have been identified by signing as preferred bike routes" and goes on to describe the reasons why routes might be so designated: (i) continuity between bicycle lanes, trails or other bicycle facilities; (ii) marking a common route for bicyclists through a high demand corridor; (iii) directing cyclists to low volume roads or those with a paved shoulder; and, (iv) directing cyclists to particular destinations (e.g. park, school or commercial district). Bellevue includes four different facility types in the bicycle route designation: (i) bicycle shoulder with fog line; (ii) shared shoulder with fog line; (iii) wide outside lane without fog line; and (iv) shared wide outside lane. All of these facilities are provided where delineated bike lanes are not possible. In general, 14 feet of usable lane width is the recommended width, wider if encroaching drainage grates are present. In Bellevue there are an estimated 105 miles of bicycle route facilities.

Off-Street Paths

As defined in WSDOT's Design Manual (Chapter 1020 Bicycle Facilities), an off-street path is "a facility physically separated



from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal cross-flow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both non-motorized and motorized), equestrians, and other non-motorized users."



Off-street path running parallel to SE 34th St. along the I-90 trail.

Ideally an off-street path should be 10 to 12 feet of paved surface width; with minimum 2 foot wide graded shoulders on each side to protect users from grade differences. These shoulders can be grass, sand, finely crushed rock or gravel, natural groundcover, or other material. Under severely constrained conditions, the paved path width may be reduced to 8-feet for a limited distance. Signing and pavement markings may be used to highlight the reduction in path width.

The key components to successful off-street paths include:

- *Continuous separation from traffic to reduce conflicts and maintain safety*, by locating paths along a river or a greenbelt such as a rail-to-trail conversion, with few street or driveway crossings; however, this must be balanced with;
- *Frequent connections to land-uses*, such as residential areas, shopping, schools and other destinations;
- *Security*, proximity to housing and businesses increases visibility (paths do not attract crime into adjacent neighborhoods); illumination helps provide a sense of security at night;
- *Scenic qualities*, offering an aesthetic experience that attracts cyclists and pedestrians that keeps the contour of the land for aesthetic and environmental reasons but for practicality reasons should not be unnecessarily curved;
- *Well-designed street crossings*, with measures such as

signals or median refuges islands (paths directly adjacent to roadways are not recommended, as they tend to have many conflict points);

- *Shorter trip lengths than the road network*, with connections between dead-end streets or cul-de-sacs, or as short-cuts through open spaces;
- *Good design*, by providing adequate width and grades, and avoiding problems such as poor drainage, blind corners and steep slopes; and,
- *Proper maintenance*, with regular sweeping and repairs. Paths that fall into disrepair are not used to their full potential and can be a liability.

Many inexperienced cyclists do not want to ride in traffic and may not ride on streets until they gain experience and confidence. An off-street path provides a learning ground for potential bicyclists and can attract cyclists who prefer a more aesthetically-pleasing experience. In Bellevue there are an estimated 11.5 miles of off-street path facilities.

Trail Facilities



A multi-use gravel trail in Wilburton Hill Park.

Bellevue's trail system is an interconnected, multiuse trail network that guides citizens through the Bellevue's Park and Open Space System and plays a significant role in the implementation of the City's non-motorized transportation plan. Although their primary function is to provide pasive recreational use, trails also provide a non-motorized transportation alternative and connect to larger regional systems.

Trails are planned and constructed to provide access to a a spectrum of opportunities for different users including walkers, bicyclists, wheelchairs, joggers, skaters, hikers, and equestrians. Different users may



require different surfacing, widths, and grades. For example, bikers or wheelchairs may require a smooth, firm, flat surface like asphalt or concrete. By contrast, equestrian or hikers prefer a softer surface such as gravel or bark and are able to traverse steeper terrain. Although some trails are designed for specific uses, Bellevue maintains an open trail policy unless otherwise posted.

The trail system is designed to minimize impacts to sensitive wildlife habitat and enhance the visitor experience. Trail construction and maintenance standards seek to create a system that is accessable year-round and accessible for all age groups and abilities. In Bellevue there are an estimated 109 miles of pedestrian, equestrian and multiple use trails located on park property, public easements and public rights of way.



Approximately 5,500 residential housing units have been constructed since 2000 or are planned for the downtown area by 2010 (to total 7,500 units). New housing will substantially increase pedestrian activity and allow more residents to be within walking distance to work. As part of the Comprehensive Plan, the number of planned units will increase the downtown total to upwards of 11,000 by 2022.

III. Bicycling and Walking in Bellevue Today

The primary source of information on bicycling and walking is the U.S. Census "Journey to Work" survey. The survey is conducted every 10 years and is targeted toward participants in the work force age 16 or older. It is important to note that the U.S. Census survey only reports on travel to and from work, excluding trips to school, shopping, and other frequent destinations. Data is collected for a one-week period in April, making it likely that bicycling and walking trips are underreported for many parts of the country due to cold weather. Moreover, only the predominant transportation mode is requested, so that occasional bicycling and walking trips as well as bicycling and walking trips, made to access transit or other travel modes, are not recorded.



Peer Group Assessment of Walking & Biking to Work Data Among Small Cities in Washington State *(2000 US Census)*			
Jurisdiction	**Population**	**% Bike Commuters**	**% Pedestrian Commuters**
Bellevue	109,189	0.42%	2.73%
Bellingham	66,815	2.71%	7.07%
Everett	91,290	0.48%	4.60%
Federal Way	83,233	0.18%	1.31%
Kennewick	55,090	0.17%	1.78%
Kent	79,325	0.24%	1.99%
Lakewood	58,317	0.19%	2.40%
Shoreline	52,954	0.43%	1.79%
Spokane	196,143	0.87%	3.78%
Tacoma	193,177	0.31%	3.60%
Vancouver	143,226	0.49%	1.90%
Yakima	72,294	0.60%	3.34%

With these limitations in mind, in 2000 an estimated 2.9% of all workers commuted to work by walking, and 0.44% commuted by bicycle. These are national averages; as reflected below, there is a great deal of variability in walking and bicycling levels to work among the cities surveyed.

Walking in Bellevue

Citywide, an estimated 2.73% of Bellevue employees walk to work; placing it at the 207th highest ranked small city (population 50,000-250,000) in the nation for walking to work. Within the Downtown area, a much larger percentage of residents walk to work (16.4% of working Downtown residents walked to work). This was largely due to the high number of jobs within the Downtown area. In 2000, Downtown Bellevue had more than 30,000 employees and very high employment densities.

Nationally, the top three highest ranked small cities in the nation for walking to work are: Cambridge, Massachusetts (25.76%); Jacksonville, North Carolina (19.79%); and, Ann Arbor, Michigan (16.52%).

In Washington State, Bellevue ranks sixth among the twelve small cities for residents who walk to work. The top three highest ranked small cities for walking to work are: Bellingham (7.07%); Everett (4.6%); and, Spokane (3.78%).



Bicycling in Bellevue

Citywide an estimated 0.43% bike to work; placing it at the 232nd highest ranked small city (population 50,000-250,000) in the nation for bicycling to work.

Nationally, the top three highest ranked small cities in the nation for bicycling to work are: Davis, California (15%); Boulder, CO (7.37%); and, Berkeley, CA (6.03%)

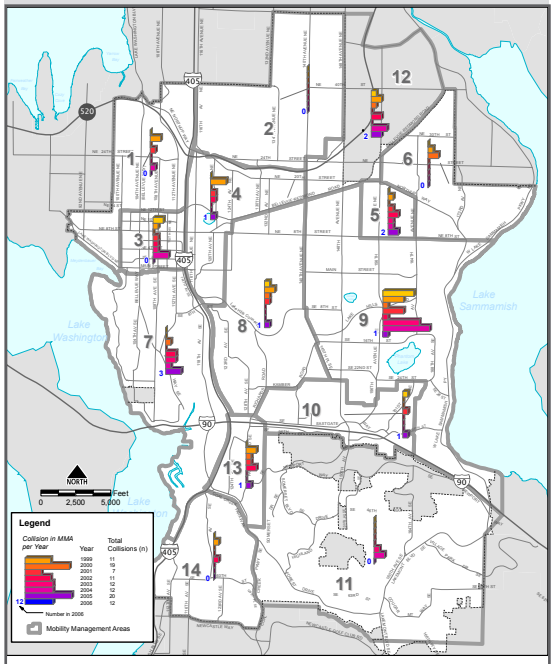
In Washington State, Bellevue ranks seventh among the twelve small cities for residents who bicycle to work. The top three highest ranked small cities for bicycling to work are: Bellingham (2.71%); Spokane (0.87%); and, Yakima (0.60%).

IV. Collision Data

Pedestrian and bicycle collisions throughout Bellevue are recorded in a database and used to assist in evaluating areas of improvements that benefit safety for non-motorized users. Often, safety is cited as a factor by persons choosing to walk, bike or use an alternative mode of travel to the single occupant vehicle. Therefore, street system safety improvements can have measurable changes in non-motorized activity levels and promote not only safer streets with fewer injuries but encourage more use of the street by pedestrians and bicyclists.

Combined, pedestrian and bicycle collisions make up about 3% of total accidents city-wide. The other 97% are vehicle-vehicle collisions. Although pedestrian and bicycle collisions make up a small percentage of overall collision occurrence, it is the potential severity of the collision which causes concern and demands added attention. The following conclusions represent some of the themes from a review of Bellevue's collision data from 1999 to 2006:





Bicycle/Vehicle Collisions by MMA
At Intersections

Maps reflecting pedestrian/vehicle and bicycle/vehicle collisions by Mobility Management Area in Bellevue from 1999 to 2006 (at intersections and at mid-block locations) are located in the Technical Appendix.

Bicycle/Vehicle Collisions

- From 1999 to 2006 there were a total of 14,067 reported collisions (all types). Bicyclists were involved in 194, or about 1.4 percent of these collisions averaging 24 per year.
- Of the 194 bicycle collisions, about half occurred at intersections while the other half occurred between intersections.
- About half of the bicycle collisions result in injury.
- Bicycle collision rates tend to fluctuate more from year to year than pedestrian collisions.
- Bicycle collisions tend to occur along primary arterial corridors. The NE 8th Street corridor running east-west through Bellevue is an example of this corridor concentration of bicycle related collisions.
- Bicycle collisions tend to peak during summer months, particularly in August.
- Bicycle collisions occur more often during the afternoon peak commute from 3:00 pm to 6:00 PM than other times of the day.

Pedestrian/Vehicle Collisions

- Of the total 14,067 reported collisions over 8 years (all types), pedestrians were involved in 273 collisions or about 1.9 percent, averaging 34 per year.
- Like bicycle injuries, over half of pedestrian collisions result in injury.
- About half of pedestrian versus car collisions occurred while pedestrians were in a marked crosswalk.
- A higher proportion of pedestrian collisions occur during the winter months, particularly in January.
- Pedestrian collisions are more common on weekdays than weekends.



- About 1/3 of the data set's pedestrian accidents are concentrated in the Downtown district, which makes up about 2% of the City's land area. Other high occurrence areas include commercial/retail districts with higher concentrations of pedestrians.

The Transportation and Police Departments have programs to reduce collision occurrences for pedestrian and bicycle users. Some of the efforts ongoing include:

- Educational campaigns at schools to better inform children on street safety and identify safe walking routes to and from schools.
- Police enforcement targeting crosswalks, traffic signal, and speed limit laws to promote non-motorized safety.
- Capital Investment Program projects targeted at safety enhancements such as crosswalks, sidewalks, and bike lane improvements.
- Improved lighting in areas where light conditions are affecting safety.
- Traffic calming measures such as speed bumps, curb extensions at intersections, and traffic circles to reduce vehicle speeds.
- Sight line improvements including vegetation clearing, cutting back slopes and setting walls for adequate sight lines, as well as working with developers to construct improvements with good sight lines for pedestrians and bicyclists.
- Instilling a work environment that supports safety of pedestrians and bicyclists in the many facets of government.



Bellevue is partnering with other agencies and organizations to help deliver safety information to school children.

V. Barriers to Bicycling and Walking in Bellevue

User counts done by various cities including San Francisco and Portland suggest that investments in non-motorized facilities correlate with increases in biking and walking. Data from Davis, California — a city about the same size as Bellingham, Washington — corroborates this hypothesis. Davis is recognized as having the most elaborate system of biking facilities of any American city. It also has, by far, the highest biking mode share. In Copenhagen, a European city with weather and topography closer to Bellevue's, 34 percent of work trips are made by bike and 20 percent of all trips are by bicycle. By comparison, it is estimated that only about two percent of all trips in the Puget Sound region are taken by bike.

There is strong public support for building safe places to walk and ride bikes. For example, the City of Bellevue *2008 Budget Survey* found that "improving and adding more sidewalks or improvements for bicyclists are the most often cited transportation problems at the neighborhood level –18% in 2008 which is significantly higher than in 2006 (8%) and 2004 (6%)."

Surveys and focus groups confirm that many Bellevue residents want to ride or walk more but are dissuaded by concern over traffic danger and other barriers, and case studies have shown that when those barriers to walking bicycling are removed, people start riding and walking more. Many factors influence choice of travel mode and, in particular, the decision to bicycle or walk. This section examines existing barriers to increasing bicycling and walking in Bellevue. A starting point for this review is consideration of the various user groups.

Meeting the Needs of Different Bicyclists

Any roadway treatment intended to accommodate bicycle use should consider the needs of both experienced and less



experienced riders. In the FHWA manual, "Selecting Roadway Design Treatments to Accommodate Bicycles," the concept of a "design cyclist" was developed and a classification system was adopted for bicycle users such as the following:

- **Advanced Bicyclists:** These are experienced riders who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets, and are best served by the following:
  - Direct access to destinations usually via the existing street and highway system;
  - The opportunity to operate at maximum speed with minimum delays; and
  - Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.

- **Basic Bicyclists:** These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many millions of basic bicyclists. They prefer:
  - Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic-volume streets or designated bicycle facilities; and
  - Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separate bike paths.

- **Children:** These are preteen riders whose roadway use is initially monitored by parents. Eventually they are granted independent access to the system. They and their parents prefer the following:
  - Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas;



Accommodating bicycles begins with the understanding that bicyclists vary greatly in age, skill, dimensions and needs.

- Residential streets with low motor vehicle speed limits and volumes; and
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets using sidewalks or separate bike paths.

Using a philosophy of progressive levels of skill and experience, novice cyclists gain the skill and confidence they need from off-road or low traffic volume routes, and gradually make the transition to on-road facilities. Over time, cyclists may become confident enough to ride on any road, integrated with vehicular traffic, including busy roads with wide curb lanes or without designated cycling facilities.

Meeting the Needs of Different Pedestrians



Crossing instructions in multiple languages on 156th Ave NE signal pole.

Everybody is a pedestrian to some extent during their journeys each day, whether at either end of their trip or at points along the way. Many persons walk or jog for personal fitness or enjoyment, as these activities are part of a healthy lifestyle. Although pedestrians share many similar attributes, there are various levels of physical and mental abilities that affect their ability to walk safely in certain conditions. For example:

- **Children** may have more difficulty seeing (and being seen by) drivers of all types of vehicles, and often have trouble deciding when and where it is safe to cross the street. They also have trouble with peripheral vision and gauging speed.
- **Older pedestrians** may have reduced motor skills that limit their ability to walk at certain speeds or turn their heads, so they may need more time to cross a street. They also may have trouble getting oriented and understanding traffic signs, so they may need more information on how to get around safely.



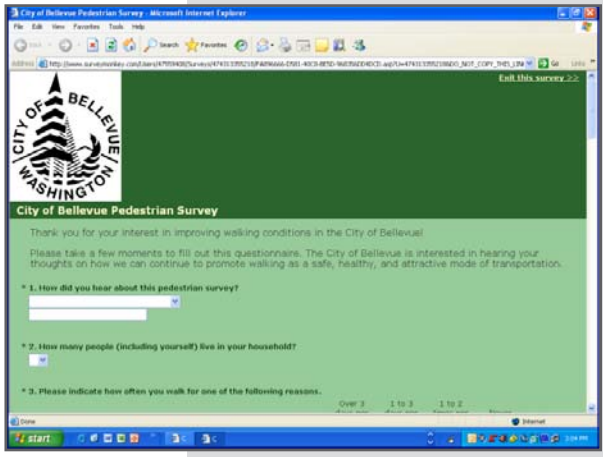
- **Recent immigrants** (often with little understanding of English, traffic laws, or roadway culture) may not understand the traffic and pedestrian signals that indicate when to walk or have the experience as to how to safely interact with drivers.

- **People with disabilities** (e.g., people using wheelchairs, crutches, canes, or those with visual or mental impairments) may be more affected by surface irregularities in the pavement, changes in slope, and width restrictions. Ample consideration must be given to the needs of these pedestrians when determining such parameters as pedestrian crossing time at intersections, placement of street furniture and signs, curb cuts at street crossings, pathway width and slopes, and maintenance of the pathway.

To better understand the issues faced by these various user groups, the City employed a number of targeted community engagement strategies aimed at identifying what would encourage people to walk or bicycle more often. Reflected below is a summary of these strategies; the full report on these outreach efforts and detailed findings are found in the Technical Appendix.

Opinion Surveys

The web-based surveys conducted in support of this project generated responses from 405 pedestrians and 919 bicyclists and allowed city staff to get an idea of where various types of bicycle and sidewalk facility enhancements are needed within Bellevue.



More than 1,300 people responded to on-line public opinion surveys.

Based on the on-line public opinion survey responses:

- The top bicycle facility improvements that would make it easier and safer for people to ride a bicycle in Bellevue are: adding designated bike lanes (78%); adding paved shoulders (73%); repairing pavement, fixing potholes, removing loose gravel or sand (57%); adding off-road greenways or trails (56%); and, educating motorists / bicyclists, encouraging share the road, improving attitudes (56%).

- The top pedestrian facility improvement categories that would make it easier and safer for people to walk, jog or run in Bellevue are: adding sidewalks (65%); adding off-road greenways and trails (56%); repairing sidewalks, fixing cracks, removing loose gravel or sand and improving street and intersection design were each considered very important (37%).

Focus Groups



Almost 40 community events with in excess of 500 attendees.

To delve deeper into these concerns, the City retained Opinion Research Northwest (formerly Northwest Research Group) to facilitate six follow-up focus groups (58 participants) to further explore citizen perceptions of walking and bicycling in Bellevue. The most common concerns expressed during these focus group sessions were: missing infrastructure, facility maintenance, inadequate facilities, blocked facilities, difficult street crossings, driver awareness, lack of amenities, and lack of cross-city bike corridors.

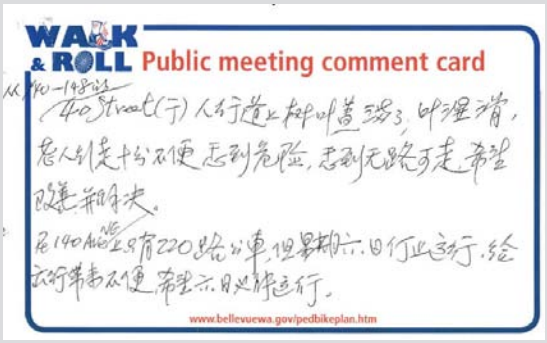
Public Events

To ensure that the public had ample opportunity to provide face-to-face comments, staff targeted outreach to seniors,



youth, cyclist and running organizations, Downtown employers, and non-native English speaking populations (Spanish, Mandarin, and Russian) at events throughout the City.

In addition to the many community events attended by staff, the Transportation Department learned about neighborhood priorities through public testimony and written comments shared at formal City Council, Transportation and Planning Commission, and Parks Board meetings.



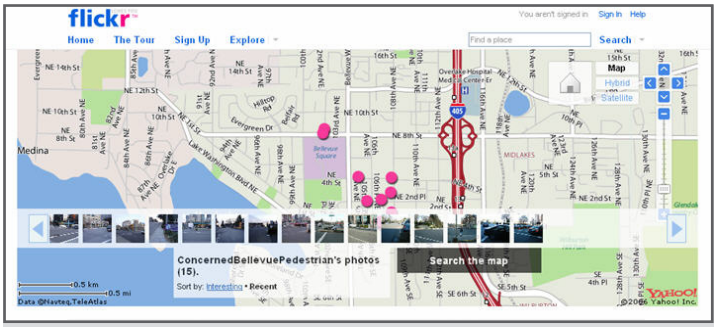
Comment card on pedestrian issues from Mandarin-speaking resident.

Web-Based Outreach

In undertaking the Pedestrian and Bicycle Plan, the City of Bellevue embraced changing trends in the use of World Wide Web technology to enhance citizen participation. For many Bellevue residents, a high percentage of whom use the Internet, finding the time to provide meaningful input into a planning process is challenging. It is in this context that the City supplemented traditional community engagement efforts like focus groups and public meetings with web-based applications.

Web-Based Photo-Sharing

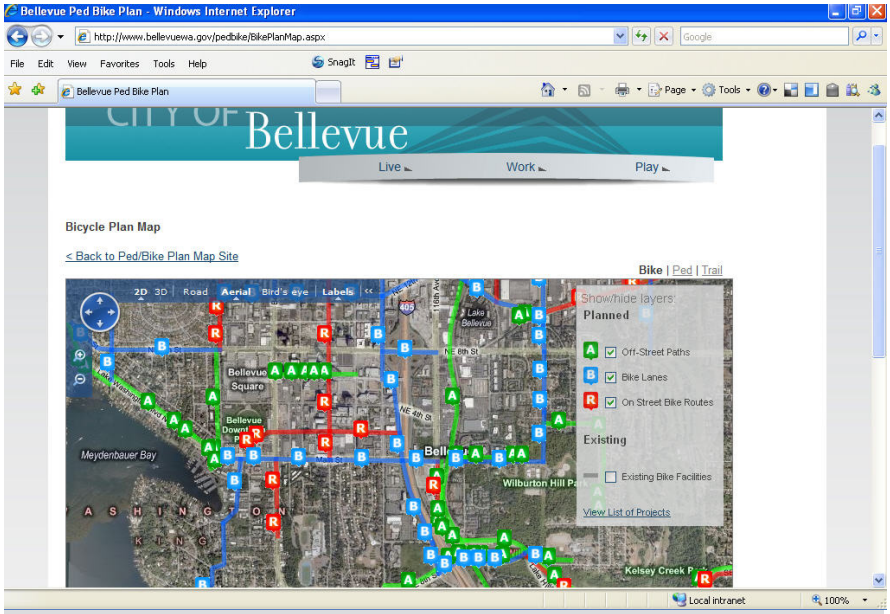
The City tapped the creative energy of residents by collecting digital photographic images and commentary on specific locations in the City warranting consideration in the planning process.



Use of the on-line photo-sharing site Flickr.Com***, enabled the public to contribute approximately 100 geo-tagged photographic images identifying areas n the City warranting attention.***

Web-Based Interactive Mapping

The City shared its preliminary thoughts on recommended facility with the public



Citizens are willing to interact online; the mapping interface generated over 600 comments.

early in the planning process through a web-based interactive mapping interface.

The mapping system allowed interested residents to view and comment on proposals to improve Bellevue's bicycle, pedestrian, and trail facilities. The City invited the public to review the project lists in three online maps, then submit comments on a particular project (using the links from the maps) or the plan as a whole.

Public Input

Through its outreach efforts, the City collected numerous ideas on existing opportunities and constraints to help develop a comprehensive walkway and bikeway system that will make it easier, safer, and more pleasant to get around by walking and cycling in Bellevue. The following is a summary of themes expressed through public input process, each of these concerns is reviewed in detail in the technical appendix.

Missing infrastructure

There is broad public agreement that there are gaps in the existing sidewalk network. Missing sidewalk segments along busy streets are particularly challenging for pedestrians of all ages and abilities; at the location below (11839 NE 8thStreet) pedestrians have the additional burden of needing to traverse a steep slope with a variety of obstructions including utility covers and light posts.



Many neighborhood streets in Bellevue also lack sidewalks. The public supports the City's efforts to "fill the gaps" to improve access to transit, schools, libraries, community centers, and parks. As reflected in the comments below, there is a sense of urgency that the City needs to address these barriers to safe pedestrian travel.



A recurring message from the public was that bike paths often "stop" and feed into dangerous main arterial roads before meeting back up with another path further down the way. Bellevue's focus group participants stated that: "Designated bike lanes are a good idea, especially in high volume areas for both commuter riding and recreational riding. Participants mentioned safety by separation as a huge benefit as it allows both cars and bicycles distance between each other."

A number of survey respondents noted that without on-street bicycle facilities, many cyclists opt to ride on sidewalks. There was consensus among the bicycle respondents that it would be preferred to separate the modes of walking and biking to minimize the potential for conflicts with motor vehicles at intersections, as well as with pedestrians and fixed objects.

- "Pedestrians have to dodge cyclists on the sidewalks all around Crossroads--the cyclists have the choice of getting run over because there is no bike lane or riding on the sidewalk."
- "Cyclists should not have to use the sidewalks. Cyclists are not visible to drivers pulling out of driveways when they are on the sidewalks."



Main St. (SE 1st to 124th Ave NE): "This is a very dangerous route for pedestrians and cyclists with limited sight distance. A sidewalk here will be so helpful for people walking from the neighborhood downtown or to catch the bus!"





173rd Ave NE (NE 19th to NE 18th St): "Please, a sidewalk is desperately needed along here, especially between NE 19th and NE 18th. We walk our son to the school bus stop every morning along 173rd and it is positively scary!"

As reflected in the following comments, the public appreciates the City's efforts to develop improved bicycle facilities:

- "My commute has become markedly safer since the new bike lanes on 145th SE were added so that bikes are separated from cars that are turning right. (I.e., the bike lane is painted in between the lane going straight and the lane for right turns.) Even though it is just a painted line, cars visibly obey it and give me much more room than they used to."

- "My company employs seven people, and half of us do some form of bicycle commuting. Having good access to bicycle trails and bike lanes is a key determinant about where we locate our business. We chose our current location because of its proximity to the 520 bike trail."

Maintenance Concerns: Focus group participants expressed concern over sidewalk surfaces that are uneven or broken and



"Now, if the bike lane didn't just end, squeezing you into a narrow lane of traffic on 108th."



Bicyclists riding on the sidewalk along NE 8th (possibly because they do not feel safe in the street) may cause conflicts with people walking.



emphasized the importance of providing a smooth and "soft surface" to walk on. Cycling participants were "aggravated with the condition of some bike lanes and often referred to the 'debris from the street' being pushed onto the paths. Many felt that although the roads and streets are being well-maintained the same could not be said of the bike lanes."



Example of 2 inch sidewalk heave at 148th Ave NE & NE 35th Street.

Sidewalk Maintenance: Sidewalks should be well maintained and free of cracks or lifted sections that could become tripping hazards and barriers to people in wheelchairs. Sidewalks that are buckled, lifted, or cracked due to tree roots or other causes can render a sidewalk unusable to pedestrians. The Americans with Disabilities Act (ADA) considers slab-to-slab heaving greater than ¼" vertical difference non-compliant and in need of a beveled treatment. This is typically done with an asphalt patch. Heaving greater than ½" should be beveled and treated as a ramp with a slope no greater than 8.3%.

Among the top pedestrian facility improvement categories that would make it easier and safer for people to walk, jog or run in Bellevue, "repairing sidewalks, fixing cracks, removing loose gravel or sand" was considered very important by 37% of online survey respondents.

Bicycle Facilities Maintenance: Bicycles and bicyclists tend to be sensitive to maintenance problems. Most bicycles lack suspension systems and, as a result, potholes that motorists would hardly notice can cause problems for bicyclists. Since bicyclists often ride near the right margin of the road they use areas that are generally less well maintained than central lanes. On higher speed roads, the passage of motor vehicle traffic tends to sweep debris to the right, again where most bicyclists travel. In addition, ridges, like those found where a new asphalt





Before and after photos showing bike path reconstruction and stabilization at 118th Ave & I-90 viaduct (Mercer Slough).

overlay does not quite cover the older roadway surface, can catch a wheel and throw a bicyclist to the ground.

The web-based surveys conducted in support of this project generated responses from 919 bicyclists. The results of the survey allowed city staff to get an idea of specific bicycle facility enhancements within Bellevue that need improvements. Based on the survey results, 57% of the bike respondents identified "repairing pavement, fixing potholes, removing loose gravel or sand" as among the top five bicycle facility improvement categories that would make it easier and safer for people to ride a bicycle in Bellevue. The following comments were received from the online survey:

- "Lake Wash Blvd bike trail S. of Newport Shores is very uneven with roots ruining pavement. Down by Pleasure Point past Bellevue the recent repaving is delightful."

- "I've found that Bellevue's streets are well-maintained compared to other cities. But the bike lanes often have debris in them for the winter time. This can make riding in the lanes hazardous. Then, one must ride in the lane and cars attempt to pass in an un-safe manner."

Focus group participants reiterated many of the same comments, stating that street sweepers will frequently move glass as well as branches, leaves, and other debris commonly found on roads directly into the shoulder of the street or bike lane. This makes it difficult to ride and forces bicyclists to ride in the street – aggravating both parties.



Facility Concerns: Although a number of 2 to 4 ft sidewalks were built in the past, this width does not provide adequate clearance or mobility for pedestrians, or people using wheelchairs, to pass in opposite directions. The minimum width for a new sidewalk in Bellevue is five (5) feet. Five foot sidewalks are found in low density areas like single family neighborhoods. As adjacent land uses become more concentrated the minimum widths for sidewalks increase to six (6) feet for medium density areas, such as townhouses or small commercial areas, and twelve (12) feet in high density areas, like the city's downtown corridors. These minimum widths are the clear area of the sidewalk and do not include things like street trees, street lights, traffic signal poles, signs and parking meters.



A fire hydrant on this 3 foot sidewalk on the north side of Main Street (between 107th and 106th) renders the entire sidewalk unusable.

Respondents to the on-line survey had the following comments on sidewalk widths:

- "My family lives on Bellevue Way, street with heavy traffic and narrow or non existing sidewalks. Since I have two small kids, I really feel very uncomfortable when we have to take a walk (usually that is a walk to Enatai elementary). Then, 108 Ave SE, next to Enatai school, is also missing sidewalks, and I would like to see something done about it."

- "The city core must be made more walker friendly. Narrow sidewalks should either be made wider or should have protection to keep the cars away from walkers."

Blocked facilities: Sidewalks and paths that are blocked by barriers such as vehicles, trash cans, vegetation, snow, utility poles, mail boxes, benches, fire hydrants can make walking difficult or impossible, especially for people pushing carts or



Sidewalk widened around this mailbox at 169th Ave NE and NE 37th Place increases the amount of clear walkway.

strollers, older pedestrians, those with impaired vision and people with mobility difficulties who may be using walkers, canes, wheelchairs, and crutches.

The following are some of the public comments on blocked facilities (from both pedestrians and cyclists):

- "Improve the condition of the sidewalks - make sure residents do not leave garbage cans blocking the sidewalks or park their cars across the sidewalks."

- "Shrubbery (trees, bushes, etc.) and signs obscure sight lines at intersections for both pedestrians and drivers."

Difficult street crossings: There are long crossing distances and wide intersections that allow cars to turn at higher speeds and that do not provide pedestrians enough time to cross streets. Countdowns on the light crossings was mentioned by participants as a way to "help both pedestrians and drivers gauge the amount of time remaining for both foot and car traffic." Shorter cycle lengths and longer WALK intervals generally provide better service to pedestrians. A recurring message from the public centered around the need to improve signal timing.

- "Can the City adjust signal timing to increase the time that walk signs are on to allow for slower and disabled walkers, and to change more quickly to the walk sign? Sometimes you have to wait for considerable time to cross."
- "Improve the pedestrian experience in downtown. Five minute wait cycles at lights due to all the left-hand turn lanes are infuriating. It really de-motivates people from walking. Moving to a one-way street design for several key arterials in downtown will go a long way to alleviating this problem."



Driver awareness: A number of people expressed concern about driver behavior. For example, the City received the following letter from employees at a downtown building: "Cars don't yield to pedestrians. Cars don't stop for right turns on red and don't look to see if pedestrians are in the crosswalk before turning. Cars don't stop for pedestrians in mid-block crosswalks. Cars stop in the crosswalks at intersections, particularly when traffic is heavy (which is also the time when there are more pedestrians)."



The City of Bellevue works with Cascade Bicycle Club in offering residents classes on how to ride safely and avoid injury.

The following is a summary of the issues noted on this topic from the public outreach process (both from pedestrians and cyclists):

- Drivers do not stop or yield to pedestrians or cyclists crossing the roadway.
- Drivers drive too fast through neighborhoods, around schools, or near other places where people are walking and bicycling.
- Drivers take short cuts through neighborhoods to avoid traffic on major streets.
- Red light or stop sign runners endanger pedestrians and bicyclists.
- Drivers pass other vehicles stopped at crosswalks for pedestrians or pass stopped school buses.
- Drivers are more distracted than ever by cell phones, passengers, and other activities.
- Drivers turning right at stop lights fail to see pedestrians and bicyclists.
- Aggressive drivers do not show cyclists respect on road.

Amenities – The City heard from a number of people that there are not enough amenities along pathways. A high-quality pedestrian and bicycle environment includes the ability to travel

through a comfortable and interesting environment provided by high-quality urban design, and to have appropriate pedestrian and bicycle amenities such as benches, shade, water fountains, bicycle racks, and way-finding.

Pedestrian amenities: Based on the May 2007 online survey results, the second highest ranking barrier to walking, jogging, and running are areas that are "unpleasant to walk" (28% of the respondents). These respondents noted that creating a pedestrian-oriented environment requires high quality urban design and pedestrian amenities. The following are representative comments from the on-line survey:

- "For future sidewalks, require developers to separate sidewalks from the vehicle traffic with a landscaped strip or vegetated buffer something so cars are more than an arm's length away."

- "Awnings along sidewalks provided by businesses downtown helps walkers & joggers."

- "Adding rests stops with bench, water, and trash cans might help people walk longer."

Bicycle Amenities: There are several ways to improve streets for cyclists. Both bike racks and route way-finding signage are items that surfaced as important considerations that would help all types of bicycle facilities operate effectively for cyclists.

Bike racks. The fear of bicycle theft or vandalism can discourage bicyclists from riding. Like motorists, bicyclists require secure and conveniently located facilities for bike storage at destinations. Based on the May 2007 online survey results, 6% of respondents indicated that more bike racks and secure places to park bikes was critical to encouraging more to



bicycle in Bellevue. The following is a representative comment received from the online survey: "Provide more places to secure bikes. I don't use my bike for errands (i.e. going to the grocery store, etc.) because there is no place to stow it while in the store."

Bike Signage. Implementing a well planned, attractive, and effective system of network signing enhances bikeway facilities by promoting their presence to potential and existing bicyclists as well as to the motorist. Signing helps increase bicycle use by leading people to city bikeways and also helps increase visibility for safety reasons. There are four major types of signs, including those used to identify a route, destination signs, access signs, and safety signs warning cyclists and motorists of each other. Surveys indicate that signage is lacking in Bellevue, and good signage would improve bicycling in the City. The following are representative comments received from the online survey:



The City of Bellevue is working with other Eastside jurisdictions in developing a way-finding template for streets that are part of the bicycle network.

- "Sign alternative routes which are good for cyclists without being much longer. It took me years to find an alternative to the above section of Northup Way. 164th should be signed as an alternative to 156th or 148th."

- "More signage is always helpful- it took me quite a while to find the I-90 bicycle route through Bellevue, even with a bicycle map in hand. The areas getting on and off the I-90 path between SE Eastgate Way and W Lake Sammamish Pkwy SE are especially tricky."

Cross-City Bike Corridors: A number of focus group participants and public comments stressed the importance of developing a connected network of cycling routes through the city that

provide safe and reasonably direct ways of traveling from destination to destination.

- "The establishment of a backbone of high quality North-South and East-West bicycle corridors that penetrate barriers is essential for realization of bicycling as a mainstream transportation option."

- "One of the problems with the existing bike lanes that I see is the piecemeal nature of them. With the projects listed, I am concerned that projects will be completed as money is available rather than focusing on a specific corridor. For example, finishing the bike lane on 112th but not completing other projects that will link them to Lake Hills connector and beyond."



Part 3: Network Planning



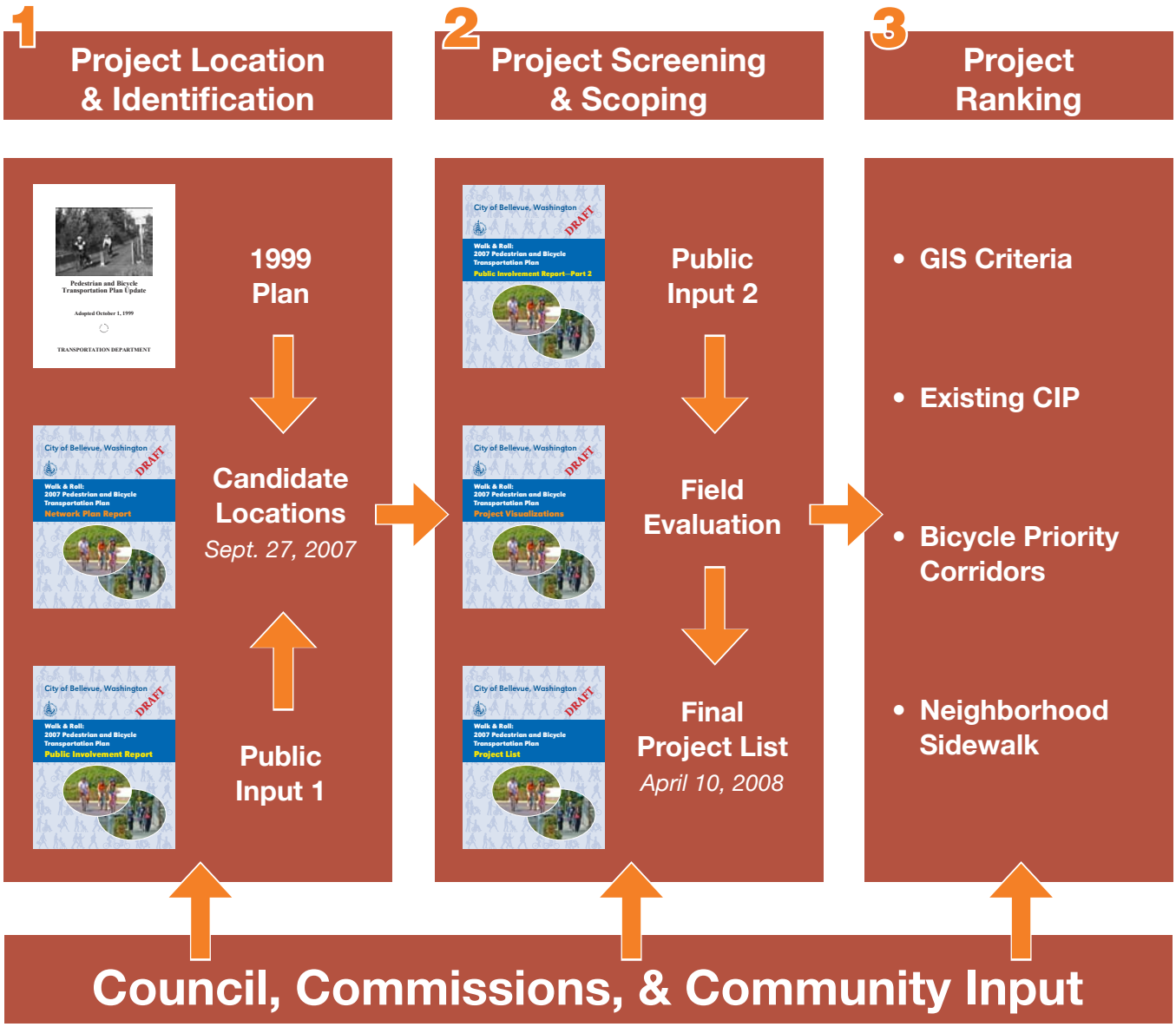
Part 3 is a description of the methodology Bellevue staff used to create the list of prioritized bicycle and pedestrian facilities contained in the Pedestrian and Bicycle Transportation Facilities Plan. Staff used a combination of technical analysis and public input to identify bicycle and pedestrian deficiencies and then prioritize the most important potential improvements. Staff strove to plan facilities that will function within the community context, balancing public input with an analysis of the potential good to be achieved.

I. Network Planning Process

The Pedestrian and Bicycle Transportation Plan Report project list and prioritization process took shape out of the following three-phased approach: (i) project location and identification; (ii) project screening and scoping; and, (iii) project ranking. Each of the phases of the network planning process are reflected in the image below (technical reports are found in the Technical Appendix).

- *Phase I: Project Location & Identification* – This phase built on the project list in the 1999 Pedestrian and Bicycle Transportation Plan and provided staff a snapshot of citywide pedestrian and bicycle conditions. While many areas of Bellevue have extensive sidewalk, bicycle, and trail coverage, there are also areas with only partial coverage or that lack sidewalks, bicycle facilities, and trail connections altogether. Phase I involved a community outreach effort with various user groups to document barriers to walking and cycling in Bellevue; the results of this outreach is documented in the Phase 1 Public Involvement Report. Community input at this phase of the planning process





was instrumental in helping the City formulate the first Draft Network Plan, released for public review and comment in September 2007. The Draft Network Plan provided the public with a proposed network of facility improvements aimed at responding to the many different issues faced by various user groups throughout the City.



- *Phase II: Project Screening & Scoping* – Between September 2007 and April 2008, City staff used a variety of community engagement strategies to review and refine the Draft Network Plan. During this phase of work the Transportation Commission also focused on reviewing and updating the policy framework in the existing Plan. The community feedback received from this second phase of outreach prompted numerous rounds of public and staff consultation, field assessment, and technical evaluation. Computer-generated images of project recommendations provided elected officials, staff, and the public with an opportunity to review and comment on proposed projects outlined in the Draft Network Plan. On April 10, after months of technical review and public input, and based on the policy deliberations to date, the Transportation Commission recommended a list of projects to include in the updated plan. If implemented, this list of projects will result in 90 miles of additional sidewalks, 143 miles of bicycle routes, and 21 miles of trail facility improvements.

- *Phase III: Project Ranking* – Between April and September 2008, staff worked with the Transportation Commission in arriving at a recommended "high, medium, and low" priority scoring for each of the projects. The Transportation Commission regarded all of the following evaluation considerations as critical to this assessment: Geographic Information System (GIS) analysis; existing CIP projects; Neighborhood Sidewalk Program priorities; priority bicycle corridors; and, plan policy direction.

This next section provides additional details on each of the three phases of the network planning process.



Phase I: Project Location and Identification

As indicated in Part 2: Walking & Bicycling (The Benefits and Barriers) of this Report, Bellevue staff undertook a public outreach process for the Pedestrian and Bicycle Transportation Plan Update. A recurring message from the online survey effort, the focus group sessions, public meetings, and online interactive mapping was that residents need improved connectivity to facilitate pedestrian and bicycle travel. There is broad public agreement that many of the existing corridors have been implemented in a piecemeal fashion and therefore do not connect to form an easily navigable network.

Phase I of the network planning process responds by identifying high-demand corridors for pedestrian and bicycle travel between various locations throughout the City. With a map of gaps in the network, this step in the process focused particular attention on those streets that combine important characteristics: (i) close proximity to residential areas; (ii) serve potentially popular destinations (parks, shops, schools, work centers); (iii) continuous with good access to surrounding neighborhoods; and (iv) few nearby alternatives for through access.

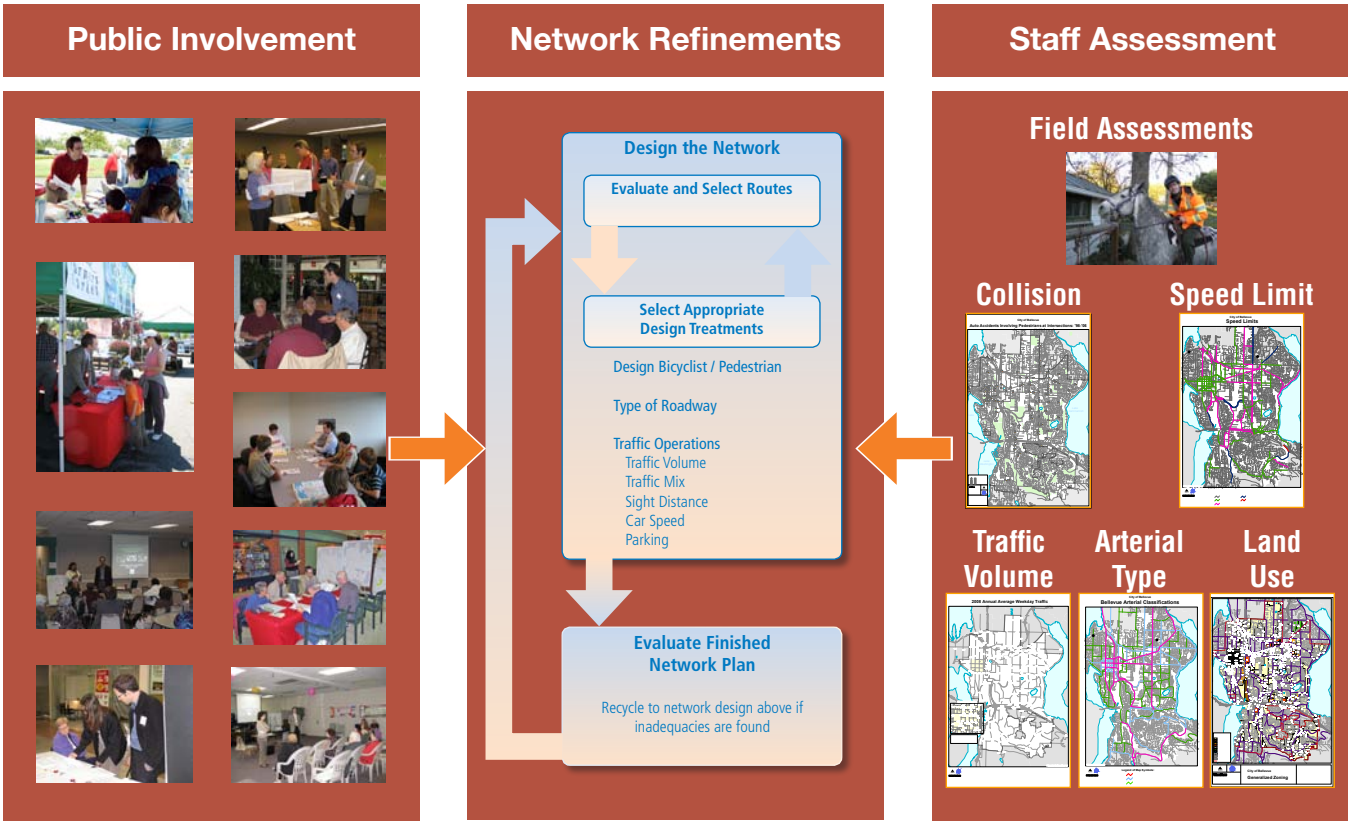
Phase II: Project Screening & Scoping

In Phase II, staff and Bellevue residents worked together to refine the list of potential projects in the updated Pedestrian and Bicycle Plan. A number of factors determine the most appropriate pedestrian and bicycle facility for a given corridor. These include the intended user or “design bicyclist/ pedestrian”, the type of roadway and land use being served, physical and environmental constraints, and a variety of traffic operations considerations. For example, most users on a corridor that connects a residential neighborhood with an



elementary school will probably be children. The objective is to provide a facility that serves pedestrians and cyclists as well as possible, while considering field conditions and the needs of other roadway users.

Below is a visual representation of the project screening and scoping phase that informed the network planning process. It was a collaborative, interdisciplinary approach involving the community in the identification of transportation facilities that fit within their physical setting and that preserve scenic, aesthetic, and environmental resources while maintaining safety and mobility.







Staff met with residents to assess sidewalk, bicycle, and trail facility improvement options.

Staff assessed the following factors during visits to project locations: (i) existing roadway widths; (ii) location of sidewalks and other objects that may occur within or adjacent to the road right-of-way and may restrict improvements; (iii) existing posted speed for motor vehicles; and, (iv) adjacent land use.

Staff formed a multi-department project review team to evaluate information about Bellevue corridors in a series of roundtable discussions. During these roundtables, staff determined whether the facility type that best matched the needs of the design user group could be accommodated within each road segment.

The City engaged the community to assist in the selection of appropriate non-motorized design treatments for Bellevue's street network. Computer-enhanced photographs assisted in this process, helping participants to assess whether a given project could be implemented in a way that was sensitive to community concerns.

Photo-realistic representations of project recommendations improved communication between staff and the public. It should be noted that these conceptual images (found in the Technical Appendix) of how sidewalk and bicycle facilities could be implemented in Bellevue were not created to design the project; design would not occur until a project is funded in the CIP, and would be done with additional input from community stakeholders.



Representative Visual Simulations of Improvements

Input from the community on the photo-visualizations and web-based interactive mapping interface assisted staff in formulating and then refining the network plan for the City. Staff combined the separate projects recommendations into a network plan that complements existing non-motorized facilities. The cross-city bicycle corridor report (found in the Technical Appendix) highlights how the bicycle project recommendations unite as continuous and cohesive corridors that facilitate cross-city travel.



Photo visualization depicting potential redevelopment of Main Street (100th Ave NE to 116th Ave NE) and pedestrian and bicycle environment resulting from projects: S-213-N, O-121-S, and B-129-N.

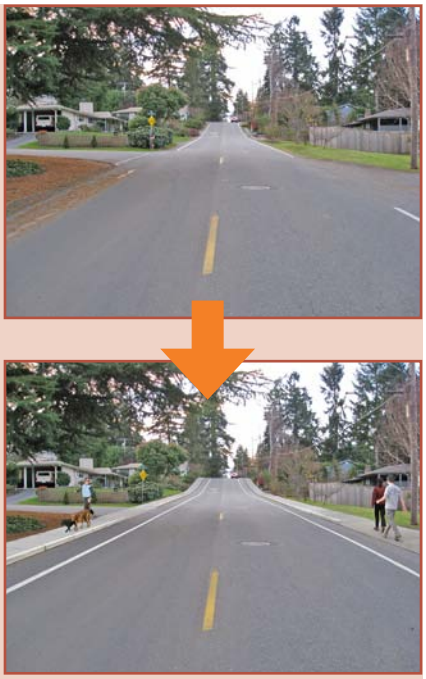


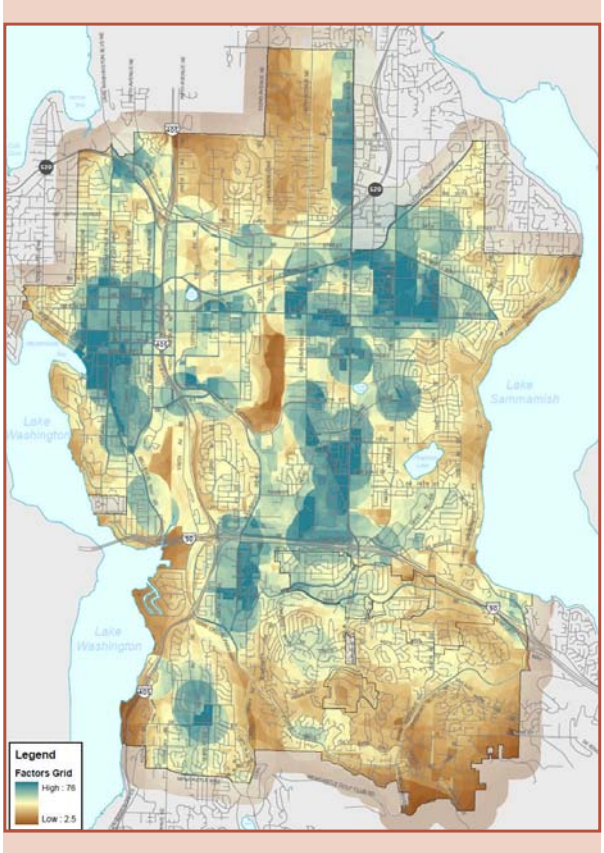
Photo visualization depicting SE 16th Street (104th Ave SE to 108th Ave SE) with pedestrian and bicycle environment resulting from projects: B-213-N, B-213-S, S-435-S, and S-435-N.

The final products of the Phase II: Project Screening & Scoping effort were:

1) project descriptions (included in the project list spreadsheet are the prioritized rankings developed in Phase III of the network planning process);
2) project maps that depict the location of each of the recommended improvements; and,
3) network maps that depict the overall vision of realizing a robust, integrated non-motorized network.

All of these documents are contained in Part 4: The Action Plan of this report.





Phase III: Project Prioritization

Non-motorized activity is influenced by density of development, the mix of land uses, and proximity to major destinations. The greater the intensity of these factors, the higher the potential for walking and bicycling and the greater the need for these facilities. The priority ranking system used by the City is the result of an extensive process involving a quantitative, GIS-based ranking system. The system considers additional factors, such as whether or not projects were along the same corridor as an existing CIP project, priority neighborhood sidewalk project, or priority bicycle corridor.

GIS Analysis

One can visualize the concentration of resources in a particular area by overlapping a series of maps, each representing one of several characteristics. If each characteristic is assigned a number value based on its importance or potential for a given condition, then the cumulative intensity of all characteristics at a specific location can be determined. That is how Geographic Information System (GIS) helps analysts identify the characteristics that most affect the potential for walking and cycling.

Priority was given to projects that improve system connectivity, complete missing links between existing facilities, address safety issues, and improve access to activity centers, transit, and school bus routes. The figure at right illustrates how the prioritization approaches uses the overlay concept (areas in blue being locations with the greatest potential for pedestrian and bicycle usage, followed by areas in yellow , and finally areas in brown).



The GIS-based quantitative overlay system, approved by the Transportation Commission builds on guidance reflected in Comprehensive Plan Policy TR-79.

TR-79: *Assign high priority to pedestrian and bicycle projects that:*

1. *Address safety issues;*
2. *Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing; and commercial areas;*
3. *Provide accessible linkages to the transit and school bus systems;*
4. *Complete and connect planned pedestrian or bicycle facilities or trails;*
5. *Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes;*
6. *Conform to and are consistent with Bellevue's roadway classification system; and*
7. *Serve concentrations of residents with special accessibility needs.*

After deliberating on the policy language, the Transportation Commission discussed the relative weighting of each of these criteria. Based on this discussion, the Commission directed staff to use the following GIS-based prioritization structure to identify areas of strong walking and bicycling potential.



GIS-Based Prioritization Framework

Category	Indicator	Points
Corridor Conditions	System linkage (connectivity to other sidewalk/bikeway facilities)	20
	Severity of problem (how many collisions have occurred)	10
	Roadway arterial classification	10
	Bus stop level ridership (1/4 mile proximity)	10
Social Justice	Vehicle ownership (%)	5
	Below poverty level (%)	5
	Under 18, 65 or over (%)	5
Destination Network	Park proximity (%)	5
	School proximity (%)	5
	Community center/social service/library proximity (%)	5
	Retail proximity (%)	5
	Major employment center (Comprehensive Plan)	5
	Housing density (Comprehensive Land Use Plan)	10

Data for each of these priority indicators was layered to derive a composite score for a particular geographic area or street. The areas or streets with the greatest concentrations of non-motorized characteristics receive the highest scores, and therefore have the highest priority. The Technical Appendix presents the detailed GIS criteria and weighting system.

The GIS-based priority ranking resulted in project scores ranging from: (i) 1 to 238 for pedestrian projects; (ii) 1 to 142 for bicycle projects; and, (iii) 1 to 55 for trail projects. The Transportation Commission recognized some advantages of GIS for analyzing spatial data, and decided to refine the GIS scores by including a number of other considerations; these include information on whether a given project is: (i) already identified in the current CIP; (ii) along a corridor that



is a component of a priority bicycle corridor; and, (iii) along a corridor that was identified as a priority neighborhood sidewalk program.

Existing CIP and Neighborhood Sidewalk Projects

At three of its meetings in June and July of 2008, the Commission evaluated the results of the GIS prioritization analysis and refined the rankings of the pedestrian, bicycle, and trail project lists based on whether or not the projects were along the same corridor of an existing CIP project or along corridors identified as priority neighborhood sidewalk projects.

The pedestrian prioritized project list included GIS priority rankings from 1 to 238. Of these 238 projects, there were 23 neighborhood projects that initially ranked either medium or low, and 11 CIP projects ranked medium or low.

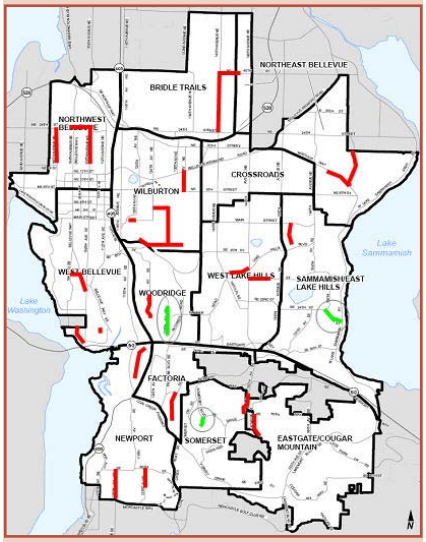
Given public support for the Neighborhood Sidewalk Projects, and dedicated funds programmed to CIP-related projects, the Transportation Commission determined that all of these projects should move into the high priority category, regardless of their GIS-based ranking.

Bicycle Priority Corridors

In the case of the bicycle projects, a significant factor in the Transportation Commission's ranking was whether the project helped complete a priority bicycle corridor. They based their decision to focus on projects along priority bicycle corridors on policy direction from the City Council about the importance of completing connections (see Comprehensive Plan Policy PB-2).

Responding to public input, the Commission directed staff to recommend a list of cross-city bicycle corridors that link

Neighborhood Sidewalk

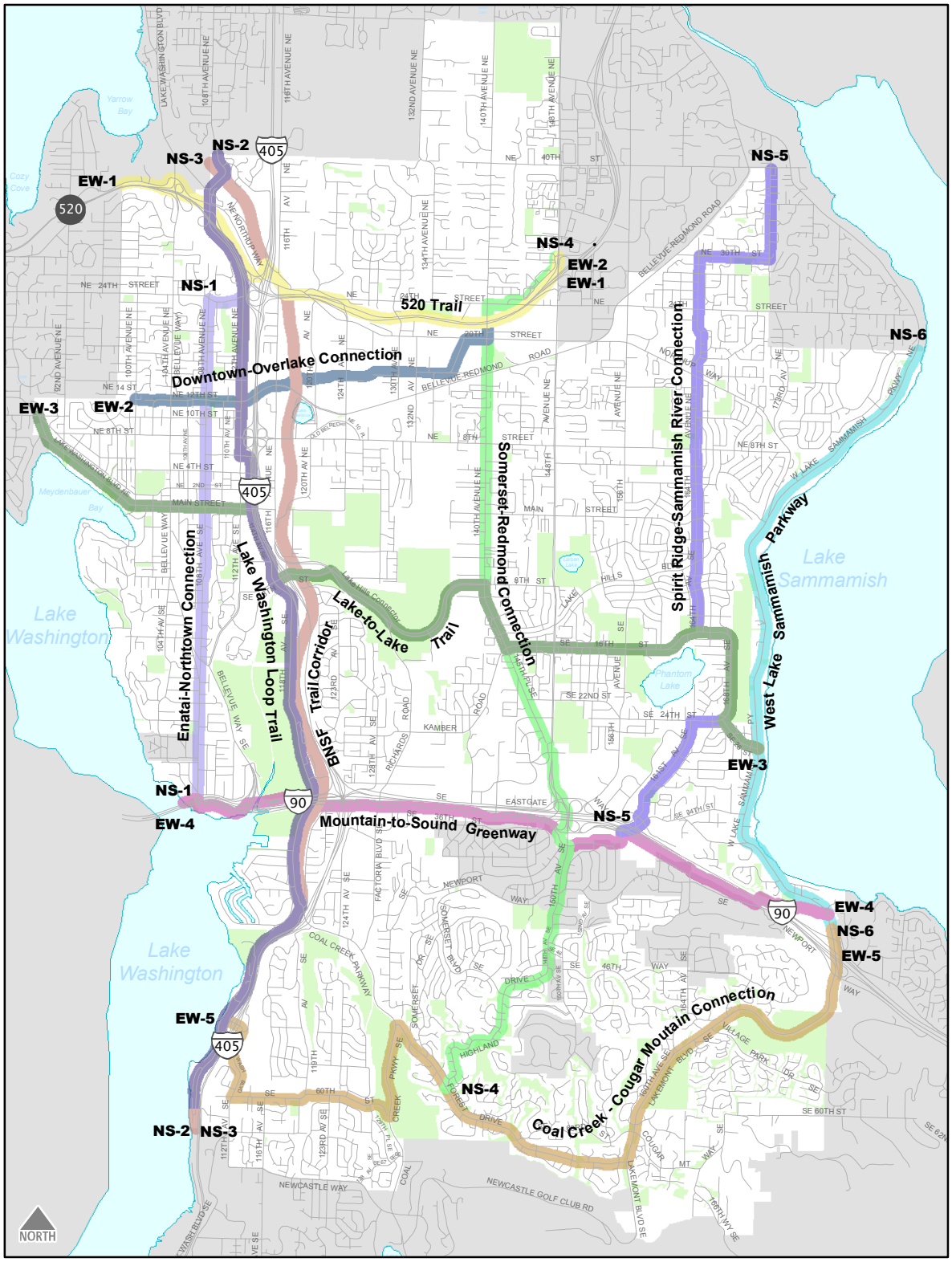


26 remaining unfunded Neighborhood Sidewalk Projects

Neighborhood Sidewalk Projects funded through the 2007 Supplemental CIP Process



Bicycle Priority Corridors





together the project segments documented in the bicycle project list. Regardless of the facilities that these proposed primary routes will be made up (bike lanes on major streets, separate bicycle paths, or routes on quieter streets), the routes must be well connected and each ought to provide safe and reasonably direct ways of traveling from destination to destination.

Bellevue staff identified 11 primary bicycle corridors (five east/west, six north/south) comprised of existing and proposed bicycle facilities that provide general bicycle mobility throughout the City. These cross-city bike corridors create a continuous network that promotes connections to surrounding jurisdictions and creates links among communities within the City. The following north/south and east/west routes are designed to provide direct links between major nodes throughout Bellevue, including commercial, employment, institutional, residential and recreational destinations.

- East-West Corridors: (i) EW-1: 520 Trail; (ii) EW-2: Downtown-Overlake Connection; (iii) EW-3: Lake-to-Lake Trail; (iv) EW-4: Mountain-to-Sound Greenway; and, (v) EW-5: Coal Creek-Cougar Mountain

- North-South Corridors: (i) NS-1: Enatai - Northtown Connection; (ii) NS-2: Lake Washington Loop Trail; (iii) NS-3: BNSF Trail Corridor; (iv) NS-4: Somerset-Redmond Connection; (v) NS-5: Spirit Ridge-Sammamish River; and, (vi) NS-6: West Lake Sammamish Parkway

The Transportation Commission used this bicycle corridor framework during the prioritization process to inform their decision-making. Projects that might have scored a lower numerical point ranking on the GIS network (because they were not near densely populated areas) were elevated in their “high,

medium, and low" rankings to account for their importance in realizing priority bicycle corridor connections.

After grouping the 69 component projects that make up the 11 priority bicycle corridors, the Transportation Commission examined each of the corridors and arrived at a determination of which of these corridors should receive a "high" or "medium" level priority rating. The outcome of these deliberations is: (i) high rating bicycle corridors: EW-1, EW-3, NS-2, NS-4, and, NS-6; and, (ii) medium rating bicycle corridors: EW-2, EW-4, EW-5, NS-1, NS-3, and, NS-5. A "high" or "medium" rating was then assigned to each of the project segments that make up the priority corridors.



Part 4: Action Plan

The facility recommendations



Part 4 contains pedestrian and bicycle network and project maps and a list of project recommendations. On February 17, 2009, the Bellevue City Council adopted these elements into the Bellevue Comprehensive Plan. Part 4 of this report includes more detailed project maps than found in the Comprehensive Plan.

Facility Summary

Providing a range of facility types that appeal to a variety of user groups creates a functional, comprehensive network for pedestrians and cyclists. From shared bicycle facilities and 5-foot-wide sidewalks on quiet streets, to bicycle lanes with 6-foot-wide sidewalks and 4-foot-wide planter strips on arterials, the pedestrian and bicycle network can address the needs of a range of users and be customized to a wide range of locations. This section details the number of existing and proposed miles of facility improvements resulting from the implementation of the project recommendations.

Existing Bicycle Facilities and Typologies



Off-street path running parallel to SE 34th St along the I-90 Trail.

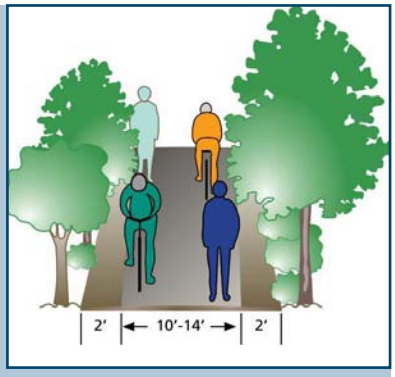


Diagram illustrating the desired dimensions of an off-street path facility.

Off-Street Path
(10-14 feet wide)

An off-street path provides a completely separated right of way for the exclusive use of various types of non-motorized users with a minimized amount of crossflow traffic.
Existing mileage: 11.5 miles
Proposed mileage: 37.9 miles



Designated bike lane along 118th Ave SE.

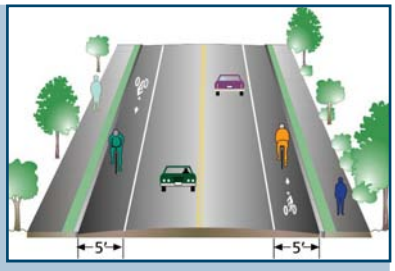


Diagram illustrating the desired dimensions of a 5 foot-wide bike lane facility.

Bike Lane (5 feet wide)

A bike lane is a striped area running parallel to street corridors, solely designated for the use of one-way bicycle traffic.
Existing mileage: 33.2 miles
Proposed mileage: 80.4 miles



Bike shoulder along SE 36th St, part of the Moutains to Sound Greenway.

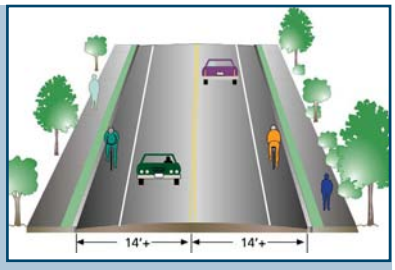


Diagram illustrating the desired dimensions of a designated bike shoulder with fog line facility.

Bicycle Shoulder with Fog Line (14 foot-wide travel lanes)

A bike shoulder with fog line can vary in width and has no bicycle stenciling. Such a facility can provide enhanced conditions in areas where the standards for a bicycle lane cannot be achieved.
Existing mileage: 26.1 miles
Proposed mileage: 20.9 miles



Shared Shoulder with Fog Line (14 foot-wide travel lanes)

A shared shoulder with a fog line is essentially a bike shoulder, also used by parked vehicles and/or pedestrians. This type of facility should only be considered complete in areas where traffic and speed levels are very low.
Existing mileage: 43 miles
Proposed mileage: 20.9 miles



Shared shoulder with fog line along 112th Avenue NE south of NE 24th Street.

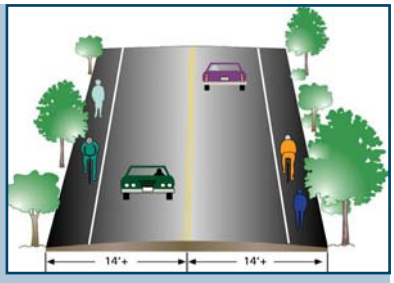


Diagram illustrating the desired dimensions of a shared bike shoulder facility.

Wide Outside Lane, No Fog Line (14 foot-wide travel lanes)

A wide outside lane means that traffic lanes closest to the curb are an extra couple of feet wide, allowing a bicyclist to comfortably share the lane with vehicles.
Existing mileage: 12.6 miles
Proposed mileage: 4.5 miles



Wide outside lane with no fog line along 116th Ave SE.

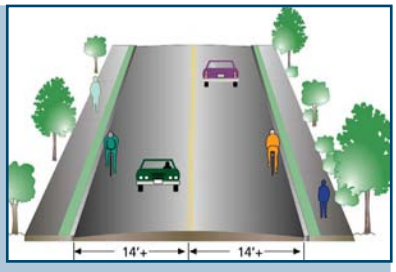


Diagram illustrating the desired dimensions of a wide outside lane, without a fog line.

Shared Wide Outside Lane (variable travel lane widths)

This type of bicycle facility is the same as the wide outside lane facility, differing only in that on-street parking might be present, and no sidewalks. This type of facility should only be recommended for areas where traffic and speed levels are very low.
Existing mileage: 23.2 miles
Proposed mileage: 1.12 miles



Shared wide outside lane along Lake Hills Blvd.

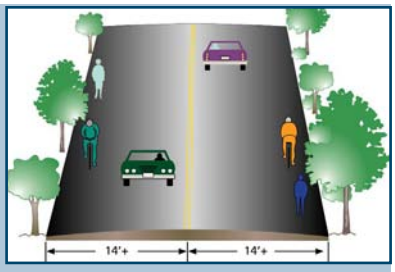


Diagram illustrating the desired dimensions of a shared wide outside lane.

Existing Pedestrian (sidewalk) Facilities and Typologies



A 5 foot-wide sidewalk along NE 10th Place, near NE 8th Street.

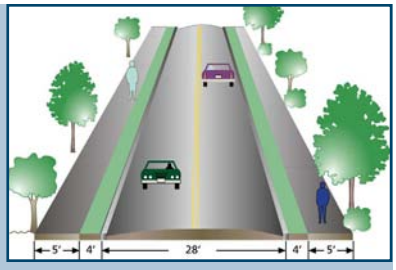


Diagram illustrating the desired dimensions of a 5 foot-wide sidewalk facility.

Residential Street (5 foot-wide sidewalk)

The minimum width for a new sidewalk in Bellevue is five feet. These facilities are found in low density areas, such as single family neighborhoods, and should only be built if space does not exist for a buffer such as a planting strip.
Existing mileage: N/A
Proposed mileage: 27.1 miles



Example of a a 6 foot-wide sidewalk and a 4 foot-wide planter at 140th Avenue NE and NE 1st Place.

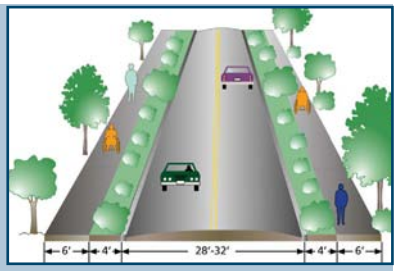


Diagram illustrating the desired dimensions of a 6 foot-wide sidewalk facility and 4 foot-wide planting strip.

Collector Arterial Street (6 foot-wide sidewalk and 4 foot wide planter strip)

Along arterial streets, not in downtown Bellevue, this type of sidewalk is desireable as a way to separate pedestrians from vehicular traffic.
Existing mileage: N/A
Proposed mileage: 52.9 miles



Major/Minor Arterial Street and Downtown Minor Connections (8 foot-wide sidewalk and 4 foot-wide planter strip)

Along downtown Bellevue minor connector roads, the width of sidewalks should be increased to 8 feet, in order to accomodate higher pedestrian volumes and encourage walking. In addition, the furniture zone (planting strip) can, in some places, be paved in order to contain various types of street furniture such as benches, bicycle racks, water fountains, etc.
Existing mileage: N/A
Proposed mileage: 5.9 miles



An 8 foot-wide sidewalk and 4 foot-wide planter strip along a Lakemont Boulevard, south of Village Park Drive SE.

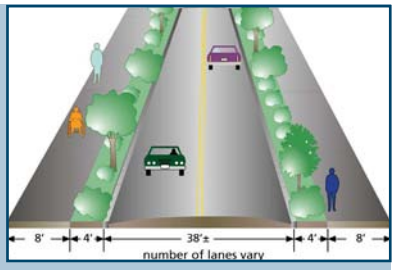


Diagram illustrating the desired dimensions of an 8 foot-wide pedestrian facility along a major/minor arterial street or downtown minor connection.

Downtown Principal Connection (12 foot-wide sidewalk and 4 foot-wide planter strip)

The largest sidewalks should be found along Bellevue downtown principal connections such as SE 8th Street and Bellevue Way. These facilities will see the highest level of pedestrian activity, and priority should be given to make walking the transportation mode of choice for trips within the area.
Existing mileage: N/A
Proposed mileage: 3.16 miles



A 12 foot-wide sidewalk and 4 foot-wide planter/furniture strip along 104th Avenue NE, a downtown principal connection.

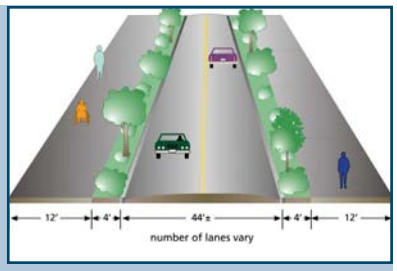


Diagram illustrating the desired dimensions of a 12 foot-wide sidewalk facility.

Existing Trail Facilities and Typologies



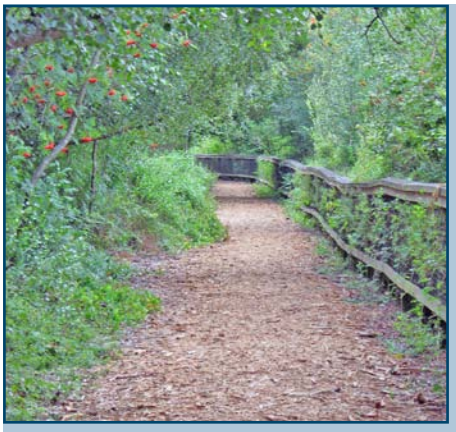
A primitive hiking trail, found in Coal Creek Park.



Diagram illustrating the desired dimensions of a 1-2 foot-wide primitive trail facility.

Primitive Hiking Trail (1-2 foot-wide trail)

These facilities provide foot-traffic access only through natural areas. To enhance physical and technical challeng, they are designed to incorporate rough or steep features, and their surfaces may be uneven, containing natural obstacles.
Existing mileage: N/A
Proposed mileage: the Parks Department does not proposed to expand upon the current primitive hiking trail system.



Example of a pedestrian walking trail in Mercer Slough Nature Park.

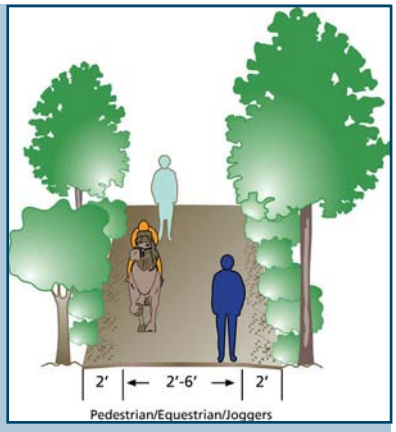


Diagram illustrating the desired dimensions of a 2-6 foot-wide pedestrian walking trail, with ability to accomodate equestrian users.

Pedestrian Walking Trail (2-6 foot-wide trail)

Another, less rigorous type of pedestrian trail facility is the soft surface walking trail. These trails are free of natural obstacles, but may have stairs, retaining walls, and other man-made structures to help users, mainly pedestirnas and/or equestrian traffic, access more challenging terrain and prevent resource degradation.
Existing mileage: N/A
Proposed mileage: 12.5 miles



Multiple Use Gravel Trail (8-12 foot-wide trail)

This type of trail facility provides access to and/or through parks and open space, schools, neighborhoods, and community hubs for pedestrians, equestrian, bikes, and other bubble tire non-motorized use.
Existing mileage: N/A
Proposed mileage: 4.4 miles



A multiple use gravel trail in Wilburton Hill Park.

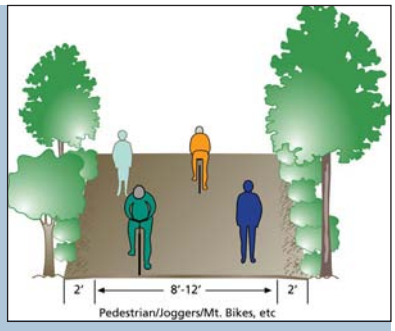


Diagram illustrating the desired dimensions of an 8-12 foot-wide multiple use gravel trail.

Boardwalk (6-10 foot-wide trail)

Boardwalks are trail structures that provide access for a wide variety of non-motorized users, and are typically built in wet areas to facilitate access, drainage and wildlife passage year round.

These facilities are ADA accessible and designed to accomodate many types of non-motorized used.
Existing mileage: N/A
Proposed mileage: 4.3 miles



A boardwalk facility found in Mercer Slough Nature Park.

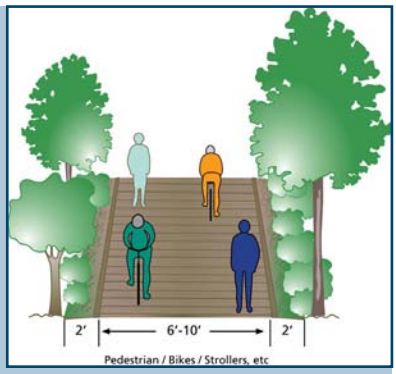


Diagram illustrating the desired dimensions of a 6-10 foot-wide boardwalk.

Network & Project Maps

The pedestrian and bicycle network maps provide a guide for building a functional non-motorized transportation system in the future. Both existing facilities and proposed facilities (or projects) are identified on the network maps. These maps were adopted by ordinance into the Transportation Element of the Comprehensive Plan.

In contrast to the network maps, the pedestrian and bicycle project maps only identify projects. Project maps show locations of proposed projects and identify projects by facility type. These maps were adopted by ordinance into the Pedestrian and Bicycle Transportation Facility Plan in Volume 2 of the Comprehensive Plan.

Project List

The project list was adopted by ordinance into the Pedestrian and Bicycle Transportation Facility Plan in Volume 2 of the Comprehensive Plan. Altogether, the Plan includes 435 projects that when implemented would result in: 90 miles of sidewalk, 144 miles of bicycle, and, 20 miles of trail facility improvements.

Each project in the project list was assigned a general priority: high, medium, or low. High priority projects are those that are most urgent and are recommended for construction as soon as possible. The benefit of including prioritization in the Plan Update and the Comprehensive Plan's Transportation Facility Plan is that it provides the first level of project prioritization for Bellevue's funded seven year-priorities outlined in the Capital Investment Program (CIP). It also assists the City in formulating the Transportation Facilities Plan (TFP), the city's 12-year, or intermediate-range, transportation planning document. Both the CIP & TFP documents include high-priority projects from other



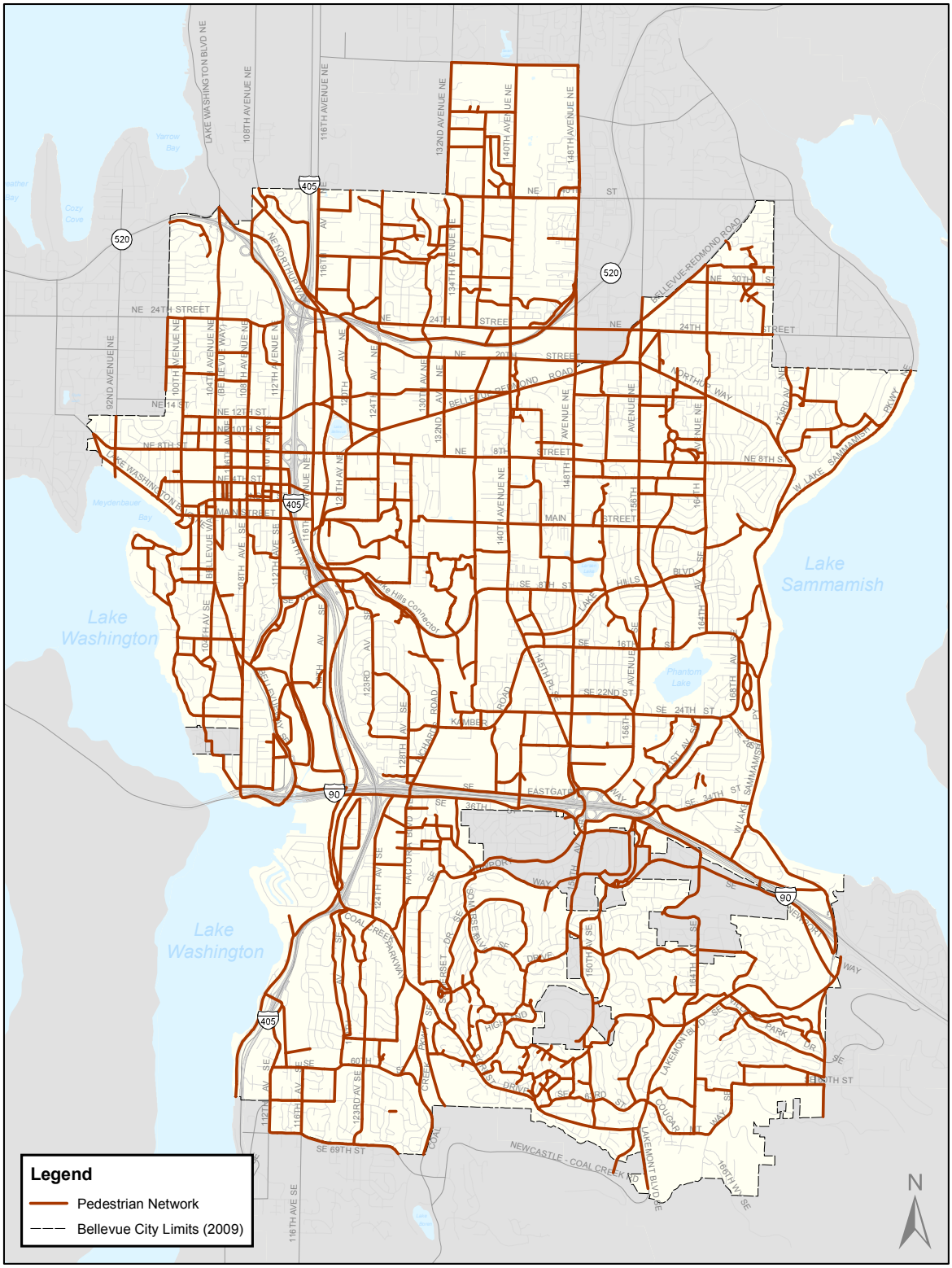
long-range plans and projects that address emerging needs and opportunities.

Given that the plan represents a long-range vision, all of the project descriptions in the plan are framed as "conceptual" at this stage. In fact, the introductory sentence to the project list reads that "the final details of design will be developed as the projects proceed further along in the implementation process." Like other public projects, neighborhood involvement will also be an important part of the evaluation during the implementation process.

Detailed Project Maps

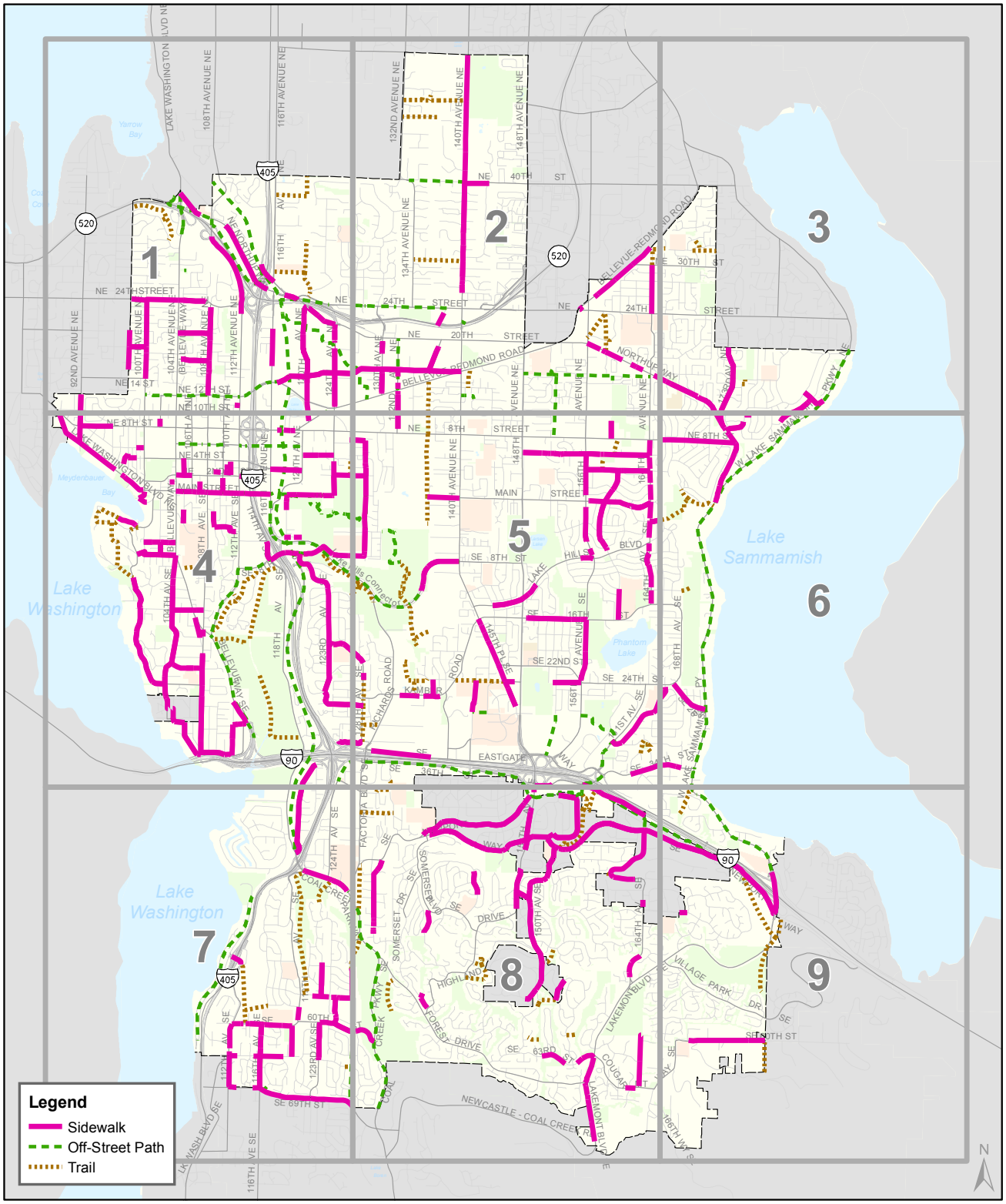
Detailed projects maps are not included in the City of Bellevue Comprehensive Plan. Project numbers listed on these maps are cross-referenced to the project lists contained in this report.

Pedestrian Network Map



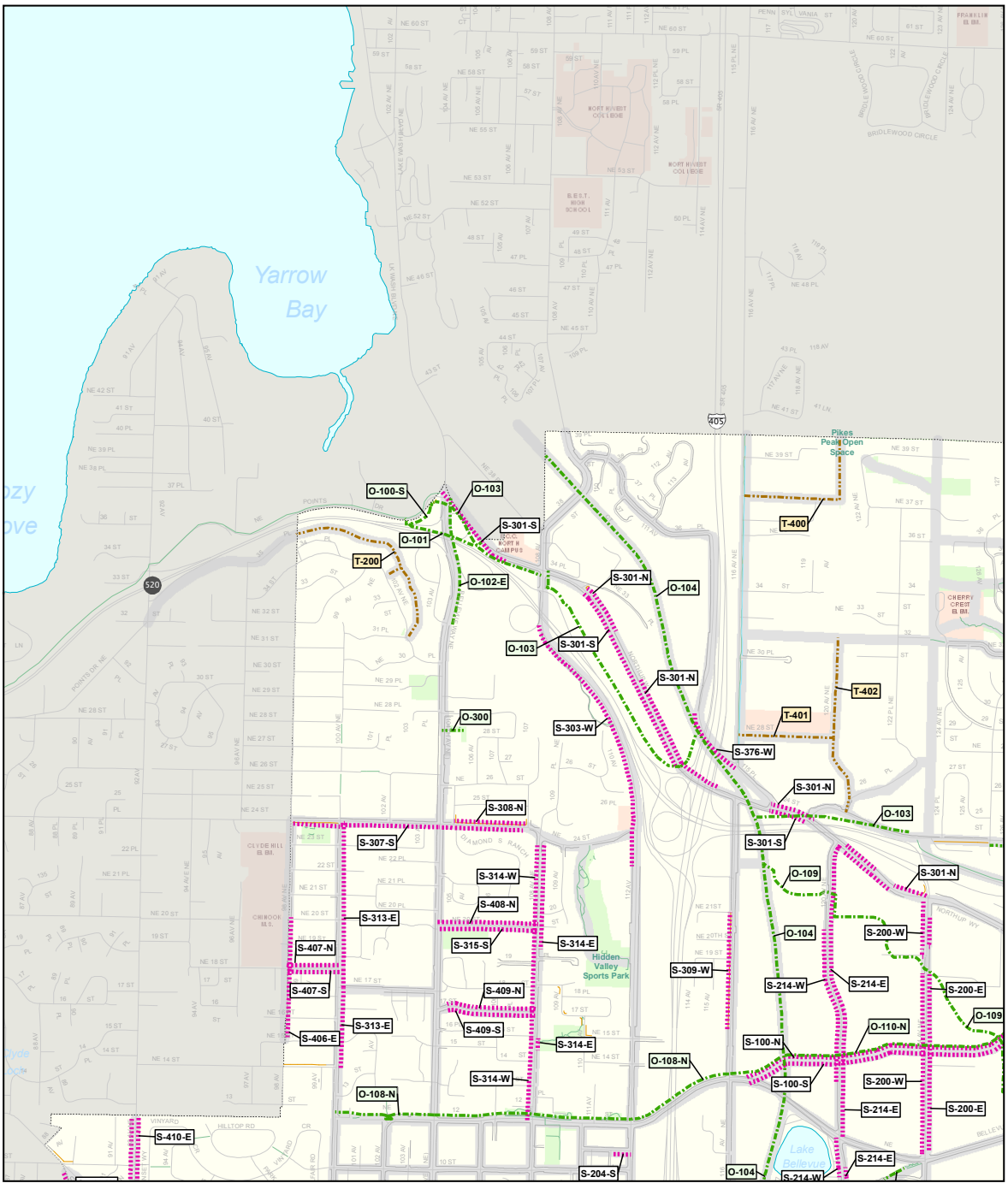


Pedestrian Project Map





Detailed Pedestrian Projects Map—Sheet 1



= 1,800 feet

NORTH

Legend

Proposed Facilities

- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network

- Network

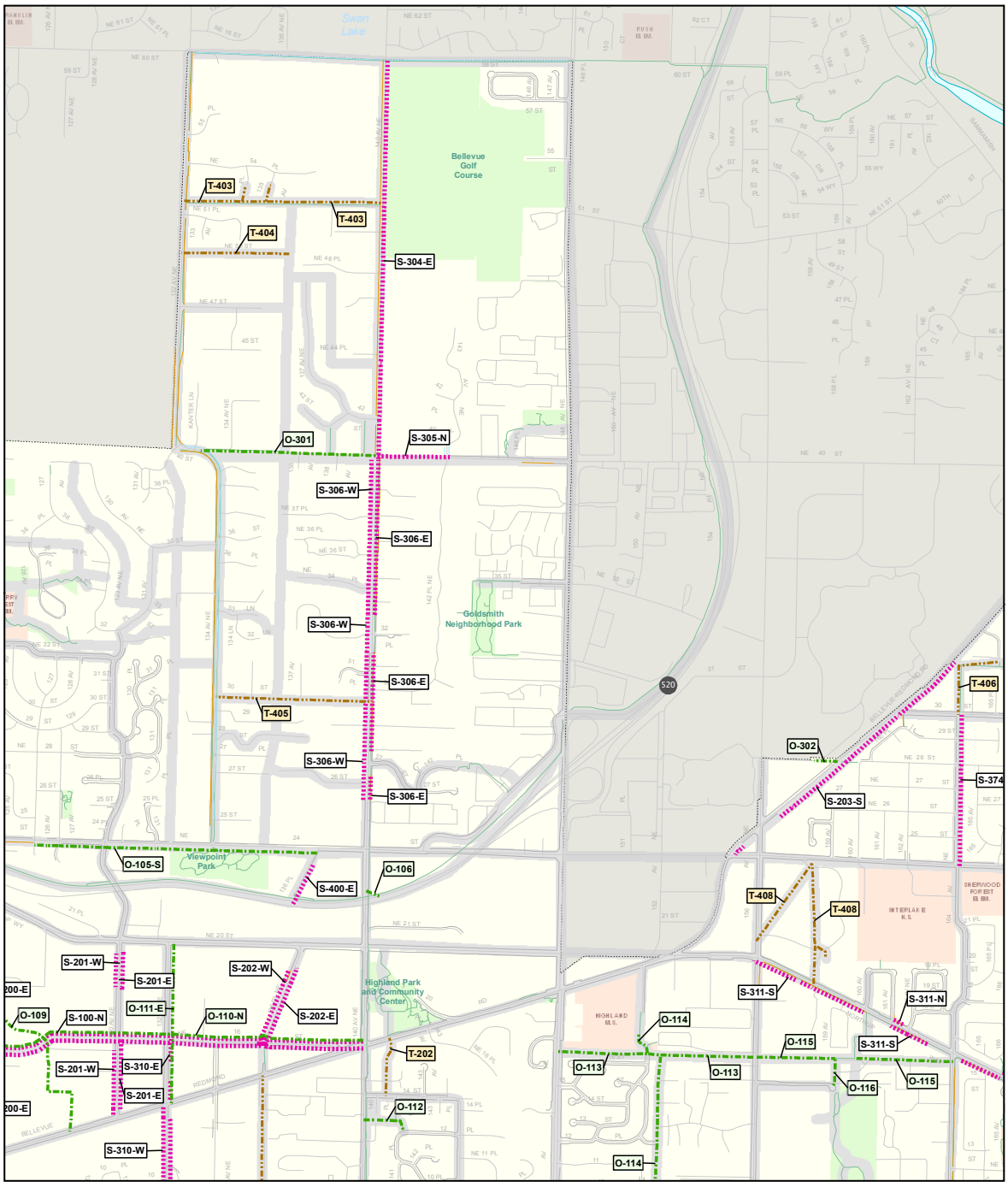
Existing Facilities

Walkway Material

- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails



Detailed Pedestrian Projects Map—Sheet 2



= 1,800 feet

NORTH

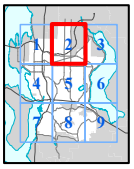
Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network
- Network

Existing Facilities

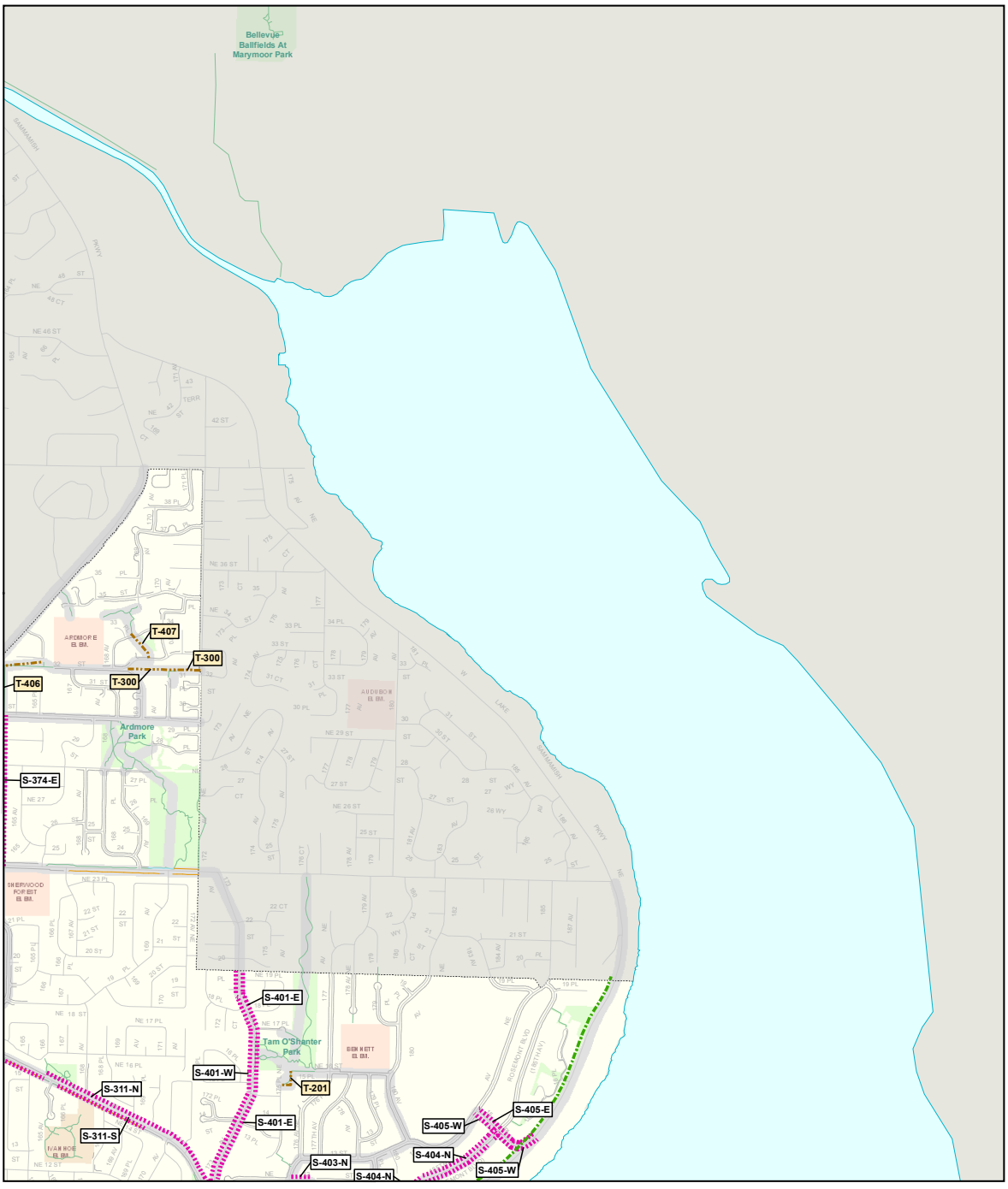
Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails





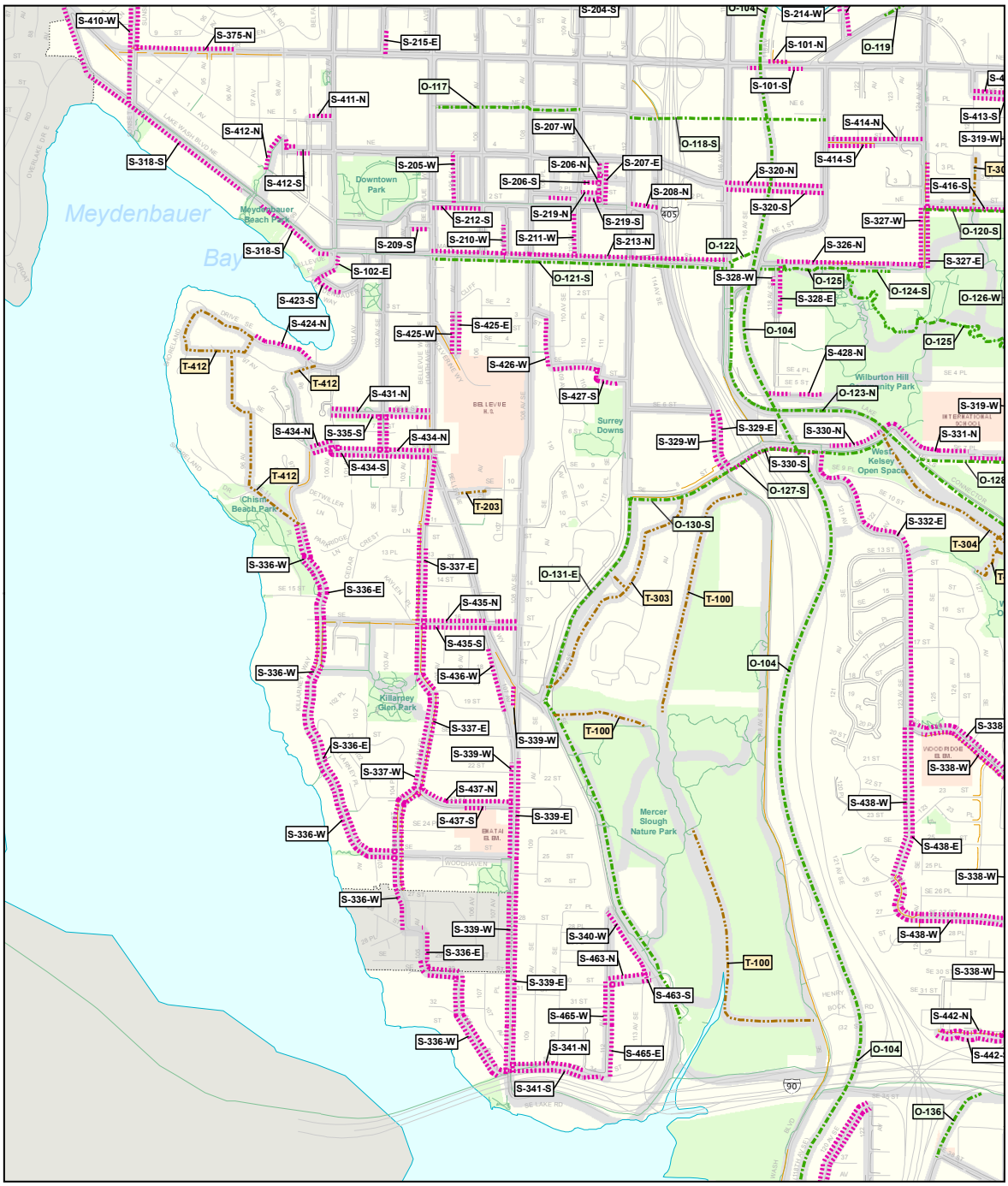
City of Bellevue

Detailed Pedestrian Projects Map—Sheet 3





Detailed Pedestrian Projects Map—Sheet 4



= 1,800 feet

NORTH

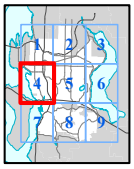
Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network
- Network

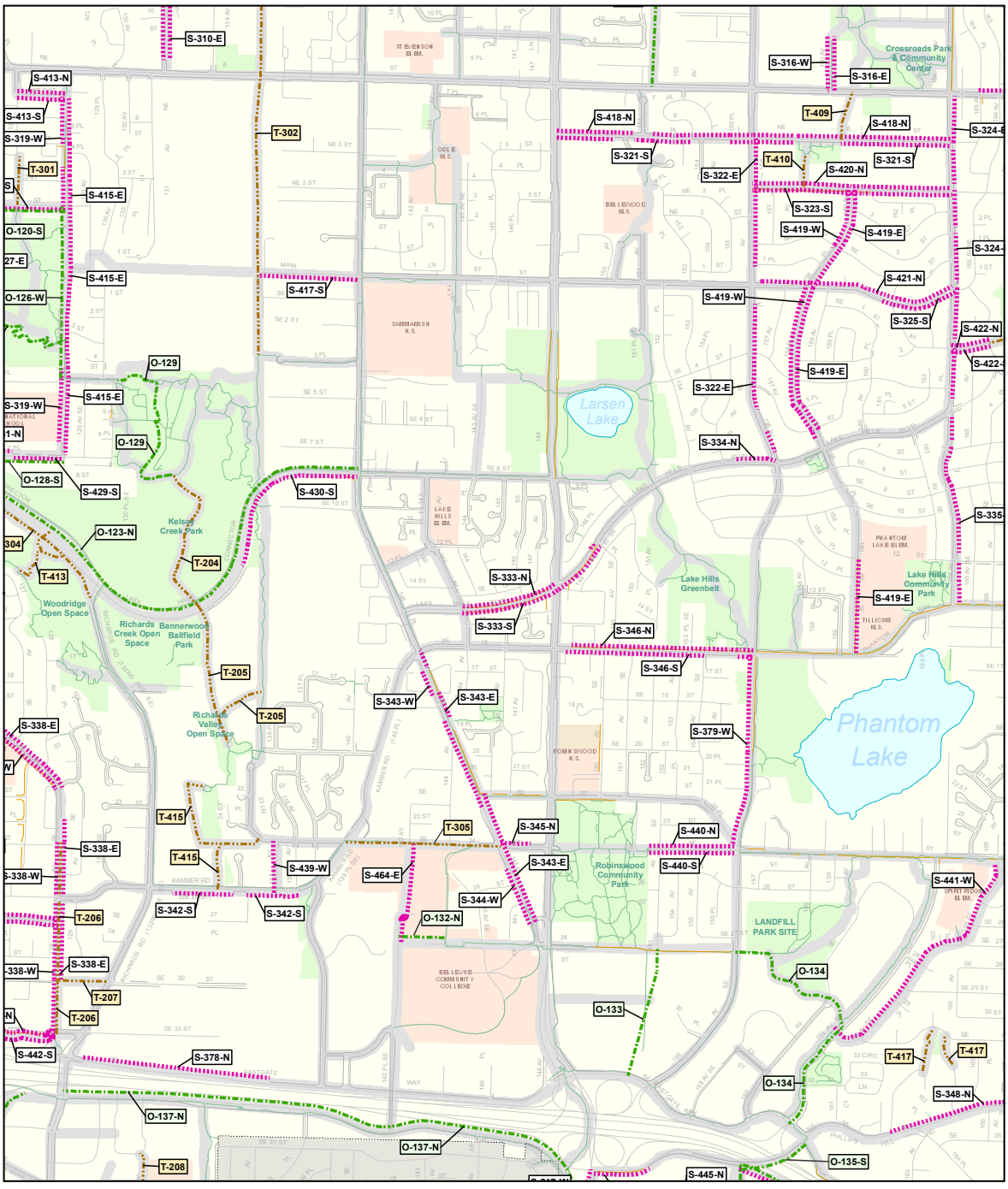
Existing Facilities

Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails





Detailed Pedestrian Projects Map—Sheet 5



= 1,800 feet

NORTH

Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network
- Network

Existing Facilities

Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails

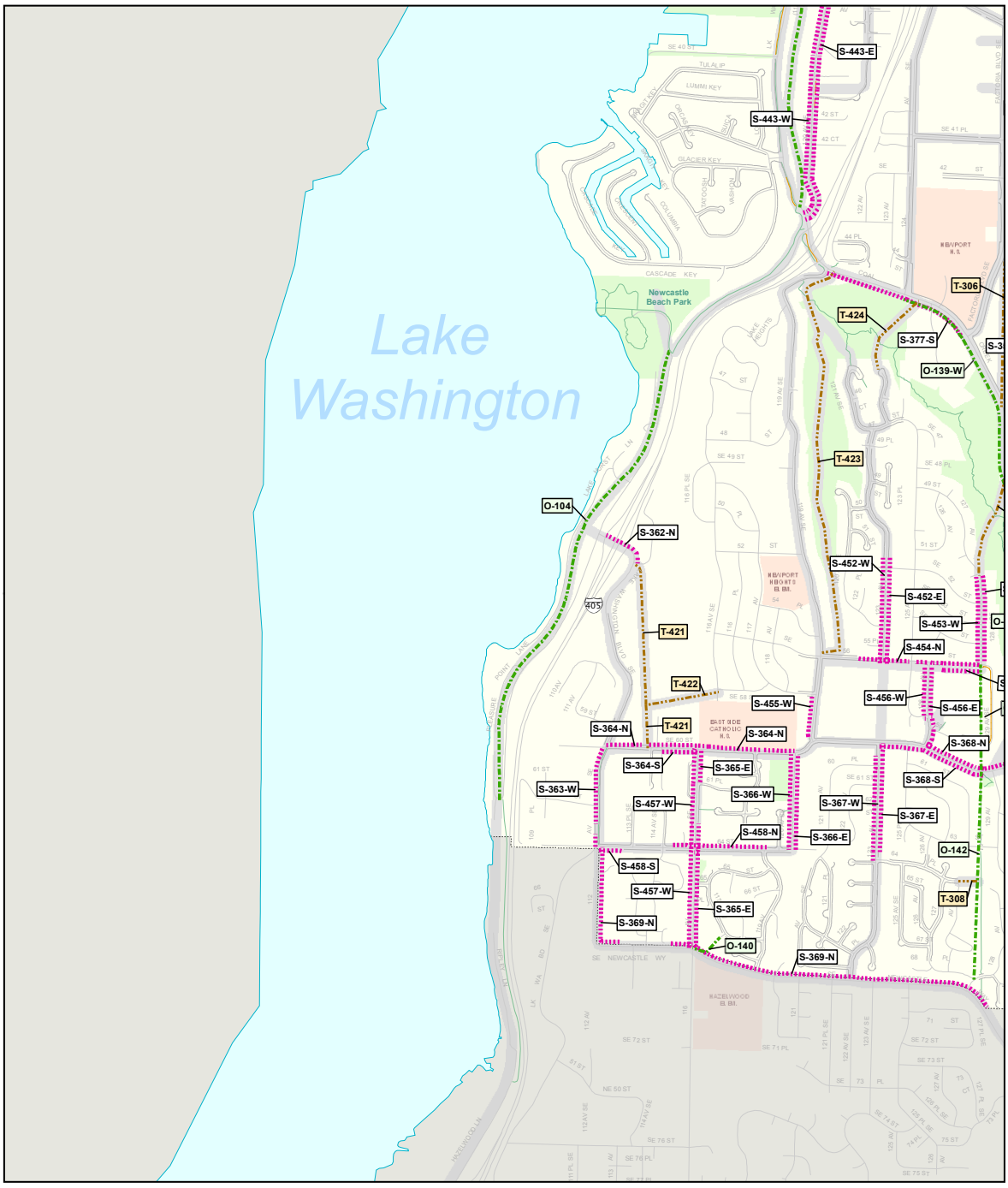


Detailed Pedestrian Projects Map—Sheet 6



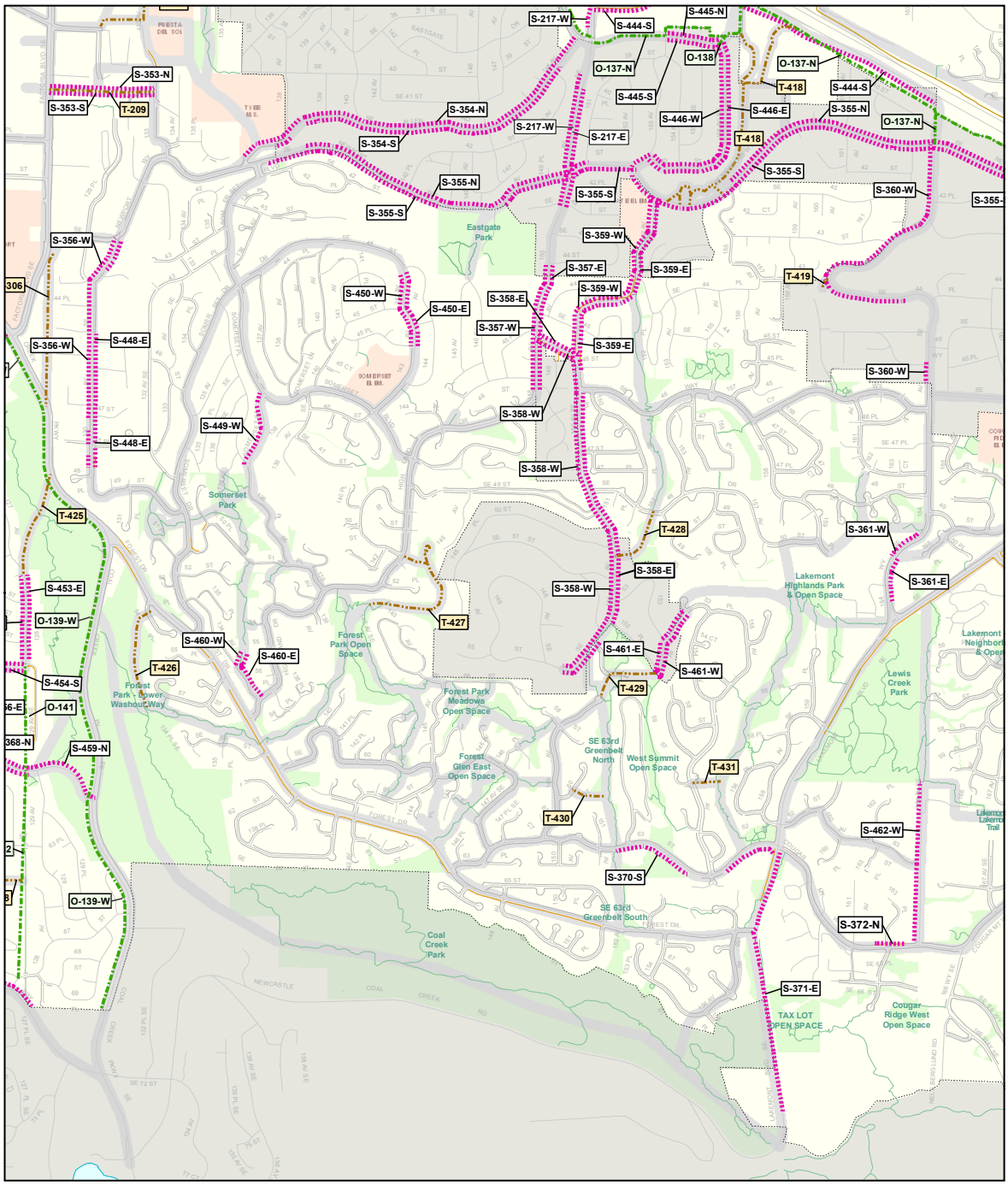


Detailed Pedestrian Projects Map—Sheet 7





Detailed Pedestrian Projects Map—Sheet 8



= 1,800 feet

NORTH

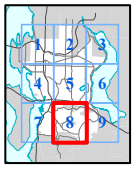
Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network
- Network

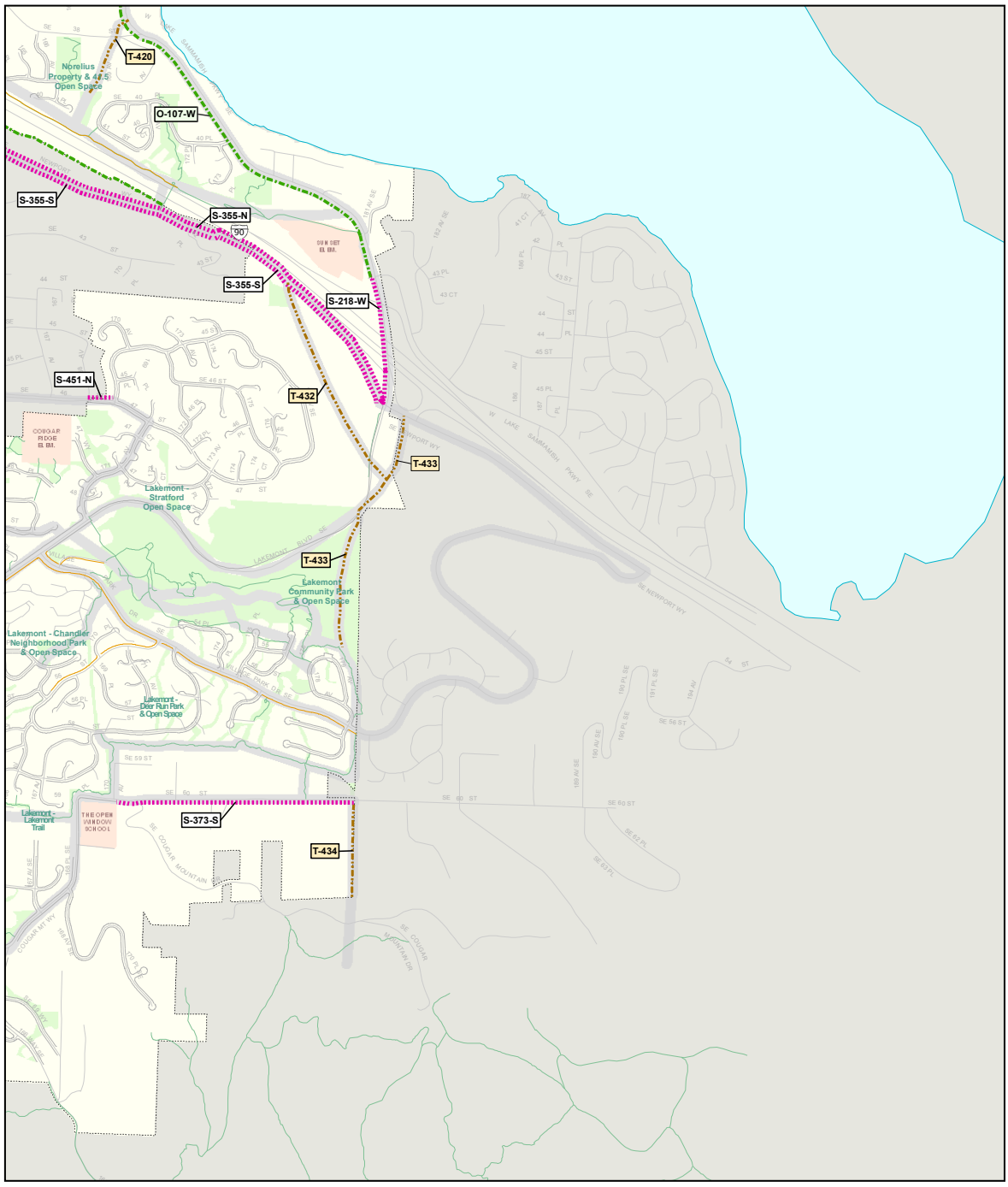
Existing Facilities

Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails





Detailed Pedestrian Projects Map—Sheet 9



= 1,800 feet

NORTH

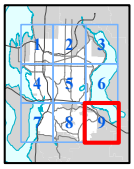
Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network
- Network

Existing Facilities

Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails





Pedestrian Network Plan Project List

Note: These projects are conceptual and the final details of design will be developed as the projects proceed further along in the implementation process.

Project Number	Link	Limits	Description	Priority
S-100-N	15th/16th St NE	NE 12th St to 140th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the north side of 15th/16th Street NE from NE 12th Street to 140th Avenue NE.	Medium
S-100-S	15th/16th St NE	NE 12th St to 140th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the south side of 15th/16th Street NE from NE 12th Street NE to 140th Avenue NE.	Medium
S-101-N	NE 8th St	116th Ave NE to 120th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 8th Street from 116th Avenue NE to 120th Avenue NE where not complete.	High
S-101-S	NE 8th St	116th Ave NE to 120th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 8th Street from 116th Avenue NE to 120th Avenue NE where not complete.	High
S-102-E	100th Ave SE/ SE Bellevue Pl	Meydenbauer Way SE to Main St	Add a 12 foot wide sidewalk and 4 foot wide planter strip on the east side of 100th Avenue SE and SE Bellevue Place from Meydenbauer Way SE to Main Street.	High
S-200-E	124th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot side planter strip on the east side of 124th Avenue NE from Northup Way to Bel-Red Road where not complete.	High
S-200-W	124th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot side planter strip on the west side of 124th Avenue NE from Northup Way to Bel-Red Road where not complete.	High
S-201-E	130th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 130th Avenue NE from Northup Way to Bel-Red Road where not complete.	Medium
S-201-W	130th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 130th Avenue NE from Northup Way to Bel-Red Road where not complete.	Medium
S-202-E	136th Pl NE	NE 20th St to NE 16th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 136th Place NE from NE 20th Street to NE 16th Street.	Medium
S-202-W	136th Pl NE	NE 20th St to NE 16th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 136th Place NE from NE 20th Street to NE 16th Street.	Medium



Project Number	Link	Limits	Description	Priority
S-203-S	Bel-Red Rd	NE 32nd St (alignment) to NE 24th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of Bel-Red Road from NE 32nd Street (alignment) to NE 24th Street where not complete.	Medium
S-204-S	NE 11th St	111th Ave NE to 112th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 11th Street from 111th Avenue NE to 112th Avenue NE.	High
S-205-W	105th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 105th Avenue NE from NE 4th Street to NE 2nd Street.	High
S-206-N	NE 3rd Pl	110th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 3rd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-206-S	NE 3rd Pl	110th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 3rd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-207-E	111th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 111th Avenue NE from NE 4th Street to NE 2nd Street.	High
S-207-W	111th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 111th Avenue NE from NE 4th Street to NE 2nd Street.	High
S-209-S	NE 1st St (Old Bellevue Sidewalks)	103rd Ave NE to Bellevue Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 1st Street from 103rd Avenue NE to Bellevue Way.	High
S-210-W	107th Ave NE	NE 2nd St to Main St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 107th Avenue NE from NE 2nd Street to Main Street where not complete.	High
S-211-W	110th Ave NE	NE 2nd St to Main St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 110th Avenue NE from NE 2nd Street to Main Street where not complete.	High
S-212-S	NE 2nd St	Bellevue Way to 106th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 2nd Street from Bellevue Way to 106th Avenue NE.	High
S-213-N	Main St	Bellevue Way to 116th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the north side of Main Street from Bellevue Way to 116th Avenue NE.	High
S-214-E	120th Ave NE	Bel-Red Road to Northup Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 120th Avenue NE from NE Bel-Red Road to Northup Way where not compete.	High



Project Number	Link	Limits	Description	Priority
S-214-W	120th Ave NE	Bel-Red Road to Northup Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 120th Avenue NE from Bel-Red Road to Northup Way where not compete.	High
S-215-E	102nd Ave NE	NE 10th St to NE 8th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the east side of 102nd Avenue NE from NE 10th Street to NE 8th Street where not complete.	High
S-217-E	150th Ave SE	SE 38th St to SE 43rd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 150th Avenue SE from SE 38th Street to SE 43rd Street where not complete.	High
S-217-W	150th Ave SE	SE 37th St to SE 43rd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west of 150th Avenue SE from SE 37th Street to SE 43rd Street where not complete.	High
S-218-W	WLSP	roundabout at Sunset School to SE Newport Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on west side of West Lake Samammish Parkway between the roundabout at Sunset School to SE Newport Way.	Low
S-219-N	NE 2nd Pl	110th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 2nd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-219-S	NE 2nd Pl	108th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 2nd Place from 108th Avenue NE to 111th Avenue NE where not complete.	Medium
S-301-N	Northup Way	NE 33rd Pl to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Northup Way from NE 33rd Place to 124th Avenue NE where not complete.	High
S-301-S	Northup Way	Bellevue Way to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Northup Way from Bellevue Way NE to 124th Avenue NE where not complete.	High
S-303-W	112th Ave NE	108th Ave NE to 400' S of NE 24th St	Add a 6 foot wide sidewalk and a 4 foot-wide planter strip along the west side of 112th Avenue NE from 108th Avenue NE to 400 feet south of NE 24th Street.	High
S-304-E	140th Ave NE	NE 60th St to NE 40th St	Add a 6 foot wide pathway or sidewalk on the east side of NE 140th Avenue NE from NE 60th Street to NE 40th Street.	High
S-305-N	NE 40th St	140th Ave NE to 142nd Pl NE	Add a curb, gutter, and separated pathway or sidewalk where physical constraints exist, on the north side of NE 40th Street from 140th Avenue NE to 142nd Place NE. (shared lanes and planter strip where feasible)	High



Project Number	Link	Limits	Description	Priority
S-306-E	140th Ave NE	NE 40th St to NE 24th St	Add a 6 foot wide pathway or sidewalk on the east side of 140th Avenue NE from NE 40th Street to NE 24th Street where not complete.	High
S-306-W	140th Ave NE	NE 40th St to NE 24th St	Add a 6 foot wide pathway or sidewalk on the west side of 140th Avenue NE from NE 40th Street to NE 24th Street where not complete.	High
S-307-S	NE 24th St	98th Ave NE to Bellevue Way	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 24th Street from 98th Avenue NE to Bellevue Way.	Medium
S-308-N	NE 24th St	105th Ave NE to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 24th Street from 105th Avenue NE to 108th Avenue NE.	High
S-308-S	NE 24th St	Bellevue Way NE to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 24th Street from Bellevue Way NE to 108th Avenue NE.	High
S-309-W	116th Ave NE	NE 21st St to NE 12th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 116th Avenue NE from NE 21st Street to NE 12th Street.	Medium
S-310-E	132nd Ave NE	NE 16th St to NE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 132nd Avenue NE from NE 16th Street to NE 8th Street where not complete.	High
S-310-W	132nd Ave NE	Bel-Red Rd to NE 8th St	Add an 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 132nd Avenue NE from Bel-Red Road to NE 8th Street where not complete.	High
S-311-N	Northup Way	161st Ave NE to NE 8th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of Northup Way from 161st Avenue NE to NE 8th Street where not complete.	High
S-311-S	Northup Way	156th Ave NE to NE 170th Ave NE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of Northup Way from 156th Avenue NE to 170th Avenue NE where not complete.	High
S-312-E	Northup Way	NE 8th St to WLSP	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of Northup Way from NE 8th Street to West Lake Sammamish Parkway.	High
S-313-E	100th Ave NE	NE 14th St to NE 24th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the east side of 100th Avenue SE from NE 14th Street to NE 24th Street.	High
S-314-E	108th Ave NE	NE 24th St to NE 14th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 108th Avenue NE from NE 24th Street to NE 14th Street where not complete.	High



Project Number	Link	Limits	Description	Priority
S-314-W	108th Ave NE	NE 24th St to NE 12th St	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 where not complete.	High
S-315-S	NE 20th St	Bellevue Way to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 20th Street from Bellevue Way to 108th Avenue NE.	Low
S-316-E	160th Ave NE	Crossroads Park to NE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
S-316-W	161st Ave NE	NE 8th to Crossroads Park	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
S-317-N	NE 8th St	164th Pl NE to Northup Way	Add an 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of NE 8th Street from 164th Place NE to Northup Way.	High
S-318-S	Lake Washington Blvd NE	NE 1th St to 100th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Lake Washington Boulevard NE from NE 1st Street to 100th Avenue NE where not complete.	Low
S-319-W	128th Ave NE/SE	NE 7th St to SE 7th Pl	Add a 6 foot wide sidewalk along the west side of 128th Avenue NE/SE from NE 7th Street to SE 7th Place, except in front of Wilburton Park.	High
S-320-N	NE 4th St Extension	116th Ave NE to 120th Ave NE	Add a 6 foot-wide sidewalk and 4 foot wide planter strip on the north side of NE 4th Street Extension from 116th Avenue NE to 120th Avenue NE.	Low
S-320-S	NE 4th St Extension	116th Ave NE to 120th Ave NE	Add a 6 foot-wide sidewalk and 4 foot wide planter strip on the south side of NE 4th Street Extension from 116th Avenue NE to 120th Avenue NE.	Low
S-321-S	NE 6th St	148th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 6th Street from 148th Avenue NE to 164th Avenue NE where not complete.	High
S-322-E	156th Ave NE/SE	NE 6th St to Lake Hills Blvd	Add a 6 foot wide sidewalk on the east side of 156th Avenue NE/SE from NE 6th Street to Lake Hills Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-323-S	NE 4th St	156th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 4th Street from 156th Avenue NE to 164th Avenue NE.	Low



Project Number	Link	Limits	Description	Priority
S-324-E	164th Ave NE/SE	NE 8th St to Lake Hills Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 164th Avenue NE/SE from NE 8th Street to Lake Hills Boulevard where not complete.	Medium
S-325-S	Main St	159th Ave to 164th Ave	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Main Street from 159th Avenue to 164th Avenue where not complete, while preserving the existing on-street bicycle facility.	Low
S-326-N	Main St	118th Ave SE to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot planter strip on the north side of Main Street from 118th Avenue SE to 124th Avenue NE.	High
S-327-E	124th Ave NE	NE 4th Pl to Main St	Add a 6 foot wide sidewalk and a 4 foot planter strip on the east side of 124th Avenue NE from NE 4th Place to Main Street.	High
S-327-W	124th Ave NE	NE 2nd St to Main St	Add a 6 foot wide sidewalk and a 4 foot planter strip on the west side of 124th Avenue NE from NE 2nd Street to Main Street.	High
S-328-E	118th Ave SE	Main Street to SE 4th Pl (Botanical Garden frontage)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 118th Avenue SE from Main Street to SE 4th Place where not complete. (mainly Botanical Garden frontage)	High
S-328-W	118th Ave SE	Main Street to SE 4th Pl (Botanical Garden frontage)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 118th Avenue SE from Main Street to SE 4th Place where not complete. (mainly Botanical Garden frontage)	High
S-329-E	114th Ave SE	SE 6th to SE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 114th Avenue SE from SE 6th Street to SE 8th Street.	High
S-329-W	114th Ave SE	SE 6th to SE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 114th Avenue SE from SE 6th Street to SE 8th Street.	High
S-330-N	SE 8th St	121th Ave SE to Lake Hills Connector	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of SE 8th Street from 121st Avenue SE to Lake Hills Connector.	High
S-330-S	SE 8th St	114th Ave/118th Ave SE to 121st Avenue SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of SE 8th Street from 114th Avenue SE/118th Avenue SE to 121st Avenue SE.	High
S-331-N	SE 7th Pl	Lake Hills Connector to 128th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of SE 7th Place from Lake Hills Connector to 128th Avenue SE where not complete.	High



Project Number	Link	Limits	Description	Priority
S-332-E	121st Ave SE/SE 12th St/123rd Ave SE	SE 8th St to SE 20th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 121st Avenue SE, SE 12th Street, and 123rd Avenue SE from SE 8th Street to SE 20th Pl.	Medium
S-333-N	Lake Hills Blvd	143rd Ave SE to SE 12th Pl	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of Lake Hills Boulevard from 143rd Avenue SE to SE 12th Place where not complete, while preserving the existing on-street bicycle facility.	High
S-333-S	Lake Hills Blvd	144th Ave SE to SE 12th Pl	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of Lake Hills Boulevard from 143rd Avenue SE to SE 12th Place, while preserving the existing on-street bicycle facility.	High
S-334-N	Lake Hills Blvd	155th Ave SE to 156th Ave SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip along the north side of Lake Hills Boulevard from 155th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	High
S-335-E	164th Ave SE	Lake Hills Blvd to SE 14th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 164th Avenue SE from Lake Hills Boulevard to SE 14th Street where not complete, while preserving the existing on-street bicycle facility.	Low
S-335-S	SE 6th St	100th Ave SE to 102nd Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of SE 6th Street from 100th Avenue SE to 102nd Avenue SE.	High
S-336-E	Lake Washington View Trail (97th Pl SE, Killarny Way SE, 104th Ave SE, SE 28th St, 105th Ave SE, SE 30th St, 106th Ave SE)	SE 11th St to 108th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side the Lake Washington View Trail from SE 11th Street to 108th Avenue SE where not complete.	High
S-336-W	Lake Washington View Trail (97th Pl SE, Killarny Way SE, 104th Ave SE, SE 28th St, 105th Ave SE, SE 30th St, 106th Ave SE)	SE 11th St to 108th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side the Lake Washington View Trail from SE 11th Street to 108th Avenue SE where not complete.	High



Project Number	Link	Limits	Description	Priority
S-337-E	104th Ave SE	SE 8th St to SE 25th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 104th Avenue SE from SE 8th Street to SE 25th Street.	Medium
S-337-W	104th Ave SE	SE 8th St to SE 25th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 104th Avenue SE from SE 8th Street to SE 25th Street.	Medium
S-338-E	SE 20th Pl/ 128th Ave SE	123rd Ave SE to SE 30th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of SE 20th Place and 128th Avenue SE from 123rd Avenue SE to SE 30th Street where not complete, while preserving the existing on-street bicycle facility.	High
S-338-W	SE 20th Pl/ 128th Ave SE	123rd Ave SE to SE 32nd St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of SE 20th Place and 128th Avenue SE from 123rd Avenue SE to SE 32nd Street where not complete, while preserving the existing on-street bicycle facility.	High
S-339-E	108th Ave SE	SE 21st St to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 108th Avenue SE from SE 21st Street to SE 34th Street.	High
S-339-W	108th Ave SE	Bellevue Way SE to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 108th Avenue SE from Bellevue Way SE to SE 34th Street where not complete.	High
S-340-W	Bellevue Way SE	SE 27th Pl (alignment) to SE 30th St Connector	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of Bellevue Way SE from SE 27th Place (alignment) to SE 30th Street Connector.	Medium
S-341-N	SE 34th St	108th Ave SE to 111th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 34th Street from 108th Avenue SE to 111th Avenue SE.	Low
S-341-S	SE 34th St	108th Ave SE to 112th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 34th Street from 108th Avenue SE to 112th Avenue SE.	Low
S-342-S	Kamber Rd (SE 26th St)	Richards Rd (132nd Ave SE) to 138th Ave SE (Sunset Mini Park)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Kamber Road from Richards Road to 138th Avenue SE and Sunset Mini Park where not complete, while preserving the existing on-street bicycle facility.	Medium
S-343-E	145th Pl SE	SE 16th St to SE 24th St	Add a 6 foot sidewalk and 4 foot wide planter strip where feasible on the east side of 145th Place SE between SE 16th and SE 24th Street where not complete.	High



Project Number	Link	Limits	Description	Priority
S-343-W	145th Pl SE	SE 17th St to SE 24th St	Add a 6 foot sidewalk and 4 foot wide planter strip where feasible on the west side of 145th Place SE between SE 17th and SE 24th Street where not complete.	High
S-344-E	145th Pl SE	SE 24th St to Landerholm Cir SE (BCC campus)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 145th Place SE from SE 24th Street to Landerholm Circle SE and the Bellevue Community College campus.	High
S-344-W	145th Pl SE	SE 24th St to Landerholm Cir SE (BCC campus)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 145th Place SE from SE 24th Street to Landerholm Circle SE and the Bellevue Community College campus where not complete.	High
S-345-N	SE 24th St	145th Pl SE to 148th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of SE 24th Street from 145th Place SE to 148th Avenue SE where not complete.	High
S-346-N	SE 16th St	148th Ave SE to 156th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 16th Street from 148th Avenue SE to 156th Avenue SE where not complete.	High
S-346-S	SE 16th St	148th Ave SE to 156th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 16th Street from 148th Avenue SE to 156th Avenue SE where not complete.	High
S-347-S	SE 26th St	SE 24th St to West Lake Sammamish Pkwy SE	Add a 6 foot-wide sidewalk and a 4 foot wide planter strip where feasible along the south side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway SE.	High
S-348-N	Phillips Hill Rd (SE 35th Pl and SE 34th St)	162nd Pl SE to 168th Pl SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Phillips Hills Road (SE 35th Place and SE 34th Street) from 162nd Place SE to 168th Place SE.	High
S-353-N	SE 40th Ln	Factoria Blvd to 133rd Ave SE	Add a 6 foot sidewalk and a 4 foot planter strip on the north side of SE 40th Lane from Factoria Boulevard to 131st Avenue SE.	High
S-353-S	SE 40th Ln	Factoria Blvd to 133rd Ave SE	Add a 6 foot sidewalk and a 4 foot planter strip on the south side of SE 40th Lane from Factoria Boulevard to 131st Avenue SE.	High
S-354-N	SE Allen Rd	SE Newport Way to SE 38th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE Allen Road from SE Newport Way to SE 38th Street, while preserving the existing on-street bicycle facility.	Medium

Project Number	Link	Limits	Description	Priority
S-354-S	SE Allen Rd	SE Newport Way to SE 38th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE Allen Road from SE Newport Way to SE 38th Street, while preserving the existing on-street bicycle facility.	Medium
S-355-N	Newport Way	SE Allen Rd to Lakemont Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Newport Way from SE Allen Road to Lakemont Boulevard SE where not complete.	High
S-355-S	Newport Way	SE Allen Rd to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Newport Way from SE Allen Rd to Lakemont Boulevard where not complete.	High
S-356-W	130th Ave SE/ 130th Pl SE	Newport Way to SE 48th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter on west side of 130th Avenue SE and 130th Place SE from Newport Way to SE 48th Place where not complete.	Medium
S-357-E	148th Ave SE	SE 44th St to SE 46th Pl	Add a 6 foot wide sidewalk on the east side of 148th Avenue SE from SE 44th Street to SE 46th Place, while preserving the existing on-street bicycle facility.	High
S-357-W	148th Ave SE	SE 44th St to SE 46th Pl	Add a 6 foot wide sidewalk on the west side of 148th Avenue SE from SE 44th Street to SE 46th Place, while preserving the existing on-street bicycle facility.	High
S-358-E	SE 46th St/ 150th Ave SE/ 151st Ave SE	148th Ave SE to SE 55th St	Add a 6 foot sidewalk on the east side of SE 46th Street, 150th Avenue SE and 151st Avenue SE from 148th Avenue SE to SE 55th Street where not complete.	High
S-358-W	SE 46th St/ 150th Ave SE/ 151st Ave SE	148th Ave SE to SE 55th St	Add a 6 foot sidewalk on the west side of SE 46th Street, 150th Avenue SE and 151st Avenue SE from 148th Avenue SE to SE 55th Street.	High
S-359-E	152nd Ave SE/ SE 45th St/ 150th Ave SE	Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	High
S-359-W	152nd/ SE 45th St/ 150th Ave SE	Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	High
S-360-W	164th Ave SE/ 164th Way SE/ SE 44th Way /164th Ave SE	SE Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 164th Avenue SE and 164th Way SE, and on the south side of SE 44th Way, from SE Newport Way to SE 46th Street where not complete, while preserving the existing on-street bicycle facility.	Medium



Project Number	Link	Limits	Description	Priority
S-361-E	164th Ave SE	Silverleaf Park to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 164th Avenue SE from SE 49th Street (Silverleaf Park) to Lakemont Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-361-W	164th Ave SE	SE 45th Way to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 164th Avenue SE from SE 49th Street to Lakemont Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-362-N	Lake Washington Blvd SE at I-405	I-405 overpass	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Lake Washington Boulevard SE at the I-405 overpass.	Low
S-363-W	112th Ave SE	SE 60th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 112th Avenue SE from SE 60th Street to SE 64th Street.	Low
S-364-N	SE 60th St	112th Ave SE/Lake Washington Blvd to 120th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 60th Street from 112th Avenue SE/Lake Washington Boulevard to 120th Avenue SE where not complete.	High
S-364-S	SE 60th St	114th Pl SE to 116th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 60th Street from 114th Place SE to 116th Avenue SE where not complete.	High
S-365-E	116th Ave SE	SE 60th St to Newcastle Way	Add a 6 foot wide sidewalk on the east side of 116th Avenue SE from SE 60th Street to Newcastle Way where not complete.	High
S-366-E	120th Ave SE	SE 60th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 120th Avenue SE from SE 60th Street to SE 64th Street.	Medium
S-366-W	120th Ave SE	SE 60th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 120th Avenue SE from SE 60th Street to SE 64th Street.	Medium
S-367-E	123rd Ave SE	SE 60th St to SE 64th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 123rd Avenue SE from SE 60th Street to SE 64th Place where not complete, while preserving the existing on-street bicycle facility.	High
S-367-W	123rd Ave SE	SE 60th St to SE 64th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 123rd Avenue SE from SE 60th Street to SE 64th Place where not complete, while preserving the existing on-street bicycle facility.	High

Project Number	Link	Limits	Description	Priority
S-368-N	SE 60th St	126th Ave SE to 129th Ave SE	Add a 6 foot wide sidewalk on the north side of SE 60th Street from 126th Avenue SE to 129th Avenue SE where not complete.	High
S-368-S	SE 60th St	123rd Ave SE to 129th Ave SE	Add a 6 foot wide sidewalk on the south side of SE 60th Street from 123rd Avenue SE to 129th Avenue SE where not complete.	High
S-369-E	112th Avenue SE/SE 68th St/ SE 69th Way (SE Newport Way)	SE 64th St to Coal Creek Pkwy	Add a 6 foot-wide sidewalk and a 4 foot-wide planter on the east side of 112th Avenue SE and the north side of SE 68th Street/SE 69th Way(SE Newport Way) from SE 64th Street to Coal Creek Parkway where not complete, while preserving the existing on-street bicycle facility.	Low
S-370-S	SE 63rd St	151st Ave SE to Lakemont Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of SE 63rd Street from 151st Avenue SE to Lakemont Boulevard SE where not complete.	Low
S-371-E	Lakemont Blvd SE	Cougar Mountain Way to the southern city limits	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of Lakemont Boulevard SE from Cougar Mountain Way to the southern city limits.	Low
S-372-N	SE Cougar Mountain Way	161st Ave SE to 164th Ave SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of SE Cougar Mountain Way from 161st Avenue SE to 164th Avenue SE where not complete.	Low
S-373-S	SE 60th St	170th Ave SE to eastern city limits	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of SE 60th Street from 170th Avenue SE to eastern city limits.	Low
S-374-E	164th Ave NE	NE 30th St to NE 24th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the east side of 164th Avenue NE from NE 30th Street to NE 24th Street, while preserving the existing on-street bicycle facility.	Medium
S-375-N	NE 8th St	92nd Ave NE to 96th Ave NE	Add a 6 foot-wide sidewalk and 3 foot-wide planter on the north side of NE 8th Street from 92nd Avenue NE and 96th Avenue NE.	High
S-376-W	115th Ave NE	railroad tracks, under I-405 to 116th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the west side of 115th Avenue NE from the railroad tracks, under I-405, to 116th Avenue NE.	Low
S-377-S	Coal Creek Pkwy	I-405 to Factoria Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Coal Creek Parkway from Factoria Boulevard SE to I-405.	High



Project Number	Link	Limits	Description	Priority
S-378-N	Eastgate Way	Richards Rd to 139th Ave SE	Add a 6 foot wide sidewalk and 4 foot wide planter strip on the north side of Eastgate Way from Richards Road to 139th Avenue SE where not complete.	High
S-379-W	156th Ave SE	SE 16th St to SE 24th St	Add a 6 foot wide sidewalk and a 4 foot wide planter on west side of 156th Avenue SE from SE 16th Street to SE 24th Street, while preserving the existing on-street bicycle facility.	Medium
S-400-E	136th Pl NE	north side of SR 520 to NE 24th St	Add a 5 foot wide sidewalk and 4 foot wide planter strip on east side of 136th Place NE from the north side of SR 520 to NE 24th Street where missing. Consolidate driveways and install landscaping as feasible. Stripe street end with parking for path and improve landscaping. Install street lighting as warranted.	Low
S-401-E	173rd Ave NE	NE 19th Pl to Northup Way	Add a 5 foot wide sidewalk along the east side of 173rd Avenue NE from NE 19th Place to Northup Way.	High
S-401-W	173rd Ave NE	NE 19th Pl to Northup Way	Add a 5 foot wide sidewalk along the west side of 173rd Avenue NE from NE 19th Place to Northup Way.	High
S-402-N	NE 10th St	Northup Way to NE 11th St	Add a 5 foot wide sidewalk along the north side of NE 10th Street from Northup Way to NE 11th Street, while preserving the existing on-street bicycle facility.	High
S-402-S	NE 10th St	Northup Way to NE 11th St	Add a 5 foot wide sidewalk along the south side of NE 10th Street from Northup Way to NE 11th Street, while preserving the existing on-street bicycle facility.	High
S-403-N	NE 12th St	176th Ave NE to 177th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 12th Street from 176th Avenue NE to 177th Avenue NE.	Low
S-403-S	NE 12th St	176th Ave NE to 177th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 12th Street from 176th Avenue NE to 177th Avenue NE.	Low
S-404-N	185th Ave NE (Rosemont Blvd)	NE 10th St to NE 15th Place	Add a 5 foot wide sidewalk on the north side of 185th Avenue NE (Rosemont Boulevard) from NE 10th Street to NE 15th Place, while preserving the existing on-street bicycle facility.	Low
S-404-S	186th Ave NE (Rosemont Blvd)	NE 10th St to NE 15th Place	Add a 5 foot wide sidewalk on the south side of 185th Avenue NE (Rosemont Boulevard) from NE 10th Street to NE 15th Place, while preserving the existing on-street bicycle facility.	Low
S-405-E	NE 15th Pl	184th Ave NE to West Lake Sammamish Pkwy NE	Add a 5 foot wide sidewalk on the east side of NE 15th Place from 184th Avenue NE to West Lake Sammamish Parkway NE.	Low



Project Number	Link	Limits	Description	Priority
S-405-W	NE 15th Pl	185th Ave NE to West Lake Sammamish Pkwy NE	Add a 5 foot wide sidewalk on the west side of NE 15th Place from 184th Avenue NE to West Lake Sammamish Parkway NE.	Low
S-406-E	98th Ave NE	NE 20th St to NE 15th St	Add a 5 foot-wide sidewalk on the east side of 98th Avenue NE from NE 20th Street to NE 15th Street.	Low
S-407-N	NE 18th St	98th Ave NE to 100th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 18th Street from 98th Avenue NE to 100th Avenue NE.	Low
S-407-S	NE 18th St	98th Ave NE to 100th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 18th Street from 98th Avenue NE to 100th Avenue NE.	Low
S-408-N	NE 20th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 20th Street from Bellevue Way to 108th Avenue NE.	Low
S-409-N	NE 17th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 17th Street from Bellevue Way to 108th Avenue NE where not complete.	Low
S-409-S	NE 17th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the south side of NE 17th Street from Bellevue Way to 108th Avenue NE where not complete.	Low
S-410-E	92nd Ave NE	NE 13th St (northern city limits) to NE 8th St	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the east side of 92nd Avenue NE from NE 13th Street (northern city limits) to NE 8th Street, while preserving the existing on-street bicycle facility.	Low
S-410-W	92nd Ave NE	NE 13th St (northern city limits) to Lake Washington Blvd NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the west side of 92nd Avenue NE from NE 13th Street (northern city limits) to Lake Washington Boulevard NE, while preserving the existing on-street bicycle facility.	Low
S-411-N	NE 5th St	99th Ave NE to 100th Ave NE	Add a 5 foot-wide sidewalk on the north side of NE 5th Street from 99th Avenue NE to 100th Avenue NE.	High
S-412-N	98th Pl NE/ 98th Ave NE/ NE 4th St	NE 1st St (Meydenbauer Park) to 99th Ave NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the north side of 99th Place NE, 98th Avenue NE and NE 4th Street from NE 1st Street and Meybenbauer Park to 99th Avenue NE.	Medium
S-412-S	NE 4th St	98th Ave NE to 99th Ave NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 4th Street from 98th Avenue NE to 99th Avenue NE where not complete.	Medium
S-413-N	NE 7th St	126th Ave NE to 128th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 7th Street from 126th Avenue NE to 128th Avenue NE.	Medium
S-413-S	NE 7th St	126th Ave NE to 128th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 7th Street from 126th Avenue NE to 128th Avenue NE.	Medium



Project Number	Link	Limits	Description	Priority
S-414-N	NE 5th St	120th Ave NE to 124th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 5th Street from 120th Avenue NE to 124th Avenue NE.	High
S-414-S	NE 5th St	120th Ave NE to 123rd Ave NE	Add a 5 foot wide sidewalk on south side of NE 5th Street from 120th Avenue NE to 123rd Avenue NE where not complete.	High
S-415-E	128th Ave NE/ SE	NE 7th St to SE 7th Pl	Add a 5 foot wide sidewalk along the east side of 128th Avenue NE/SE from NE 7th Street to SE 7th Place.	Medium
S-416-S	NE 2nd St	124th to 128th Ave NE	Add a 5 foot wide sidewalk along the south side of NE 2nd Street from 124th Avenue NE to 128th Avenue NE.	High
S-417-S	Main St	136th Ave to 140th Ave	Add a 5 foot-wide sidewalk on the south side of Main Street from 136th Avenue to 140th Avenue.	Medium
S-418-N	NE 6th St	148th Ave NE to 164th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 6th Street from 148th Avenue NE to 164th Avenue NE.	High
S-419-E	160th Ave NE/158th Pl NE/SE	NE 4th St to SE 16th St	Add a 5 foot wide sidewalk on the east side of 160th Avenue NE and 158th Place NE/SE from NE 4th Street to SE 16th Street where not complete.	High
S-419-W	160th Ave NE/ 158th Pl NE/SE/ 160th Ave SE	NE 4th St to Phantom Way	Add a 5 foot wide sidewalk on the west side of 160th Avenue NE, 158th Place NE/ SE, and 160th Avenue SE from NE 4th Street to Phantom Way where not complete.	High
S-420-N	NE 4th St	156th Ave NE to 164th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 4th Street from 156th Avenue NE to 164th Avenue NE.	Low
S-421-N	Main St	156th Ave to 164th Ave	Add a 5 foot wide sidewalk along the north side of Main Street from 156th Avenue to 164th Avenue, while preserving the existing on-street bicycle facility.	Low
S-422-N	SE 2nd St	164th Ave SE to 165th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 2nd Street from 164th Avenue SE to 165th Avenue SE.	Low
S-422-S	SE 2nd St	164th Ave SE to 165th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 2nd Street from 164th Avenue SE to 165th Avenue SE.	Low
S-423-S	Meydenbauer Way SE	SE Bellevue Pl to 101st Ave SE	Add a 5 foot wide sidewalk on the south side of Meydenbauer Way SE from SE Bellevue Place to 101st Avenue SE where not complete.	High
S-424-N	Shoreline Dr SE (Lake Washington View Trai)	SE Shoreland Pl to SE 5th St	Add a 5 foot-wide sidewalk on the north side of Shoreline Drive SE (Lake Washington View Trail) from SE Shoreland Place to SE 5th Street where not complete.	Low
S-425-E	105th Ave SE	SE Cliff Pl to Wolverine Way (high school)	Add a 5 foot wide sidewalk on the east side of 105th Avenue SE from SE Cliff Place to Wolverine Way (high school) where not complete.	High



Project Number	Link	Limits	Description	Priority
S-425-W	105th Ave SE	SE Cliff Pl to Wolverine Way (high school)	Add a 5 foot wide sidewalk on the west side of 105th Avenue SE from SE Cliff Place to Wolverine Way (high school) where not complete.	High
S-426-W	109th Ave SE	SE 2nd St to SE 4th St	Add a 5 foot wide sidewalk on the west side of 109th Avenue SE from NE 2nd Street to SE 4th Street, while preserving the existing on-street bicycle facilitiy	Medium
S-427-S	SE 4th St/ 111th Ave SE	109th Ave SE to 112th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 4th Street and 111th Avenue SE from 109th Avenue SE to 112th Avenue SE where not complete, while preserving the existing on-street bicycle facility.	Medium
S-428-N	SE 5th St	118th Ave SE to Wilburton Hill Community Park	Add a 5 foot-wide sidewalk on the north side of SE 5th Street from 118th Avenue SE to Wilburton Hill Community Park where not complete.	High
S-429-S	SE 7th Pl	Lake Hills Connector to 128th Ave SE	Add a 5 foot wide sidewalk along the south side of SE 7th Place from Lake Hills Connector to 128th Avenue SE where not complete.	High
S-430-S	Lake Hills Connector	134th Ave SE (Bannerwood Sports Park) to 140th Ave SE	Add a 5 foot wide sidewalk on the south side of Lake Hills Connector from 134th Avenue SE (Bannerwood Sports Park) to 140th Avenue SE.	High
S-431-N	SE 6th St	100th Ave SE to Bellevue Way SE	Add a 5 foot wide sidewalk along the north side of SE 6th Street from 100th Avenue SE to Bellevue Way SE where not complete.	High
S-431-S	SE 6th St	102th Ave SE to Bellevue Way SE	Add a 5 foot wide sidewalk along the south side of SE 6th Street from 102nd Avenue SE to Bellevue Way SE where not complete.	High
S-433-E	102nd Ave SE	SE 6th St to SE 8th St	Add a 5 foot wide sidewalk on the east side of 102nd Avenue SE from SE 6th Street to SE 8th Street.	Medium
S-433-W	102nd Ave SE	SE 6th St to SE 8th St	Add a 5 foot wide sidewalk on the west side of 102nd Avenue SE from SE 6th Street to SE 8th Street.	Medium
S-434-N	SE 7th St/ SE 8th St	99th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the north side of SE 7th Street and SE 8th Street from 99th Avenue SE to Bellevue Way.	Medium
S-434-S	SE 7th St/ SE 8th St	99th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the south side of SE 7th St and SE 8th Street from 99th Avenue SE to Bellevue Way.	Medium
S-435-N	SE 16th St	104th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 16th Street from 104th Avenue SE to 108th Avenue SE where not complete.	High



Project Number	Link	Limits	Description	Priority
S-435-S	SE 16th St	104th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
S-436-W	107th Ave SE	Bellevue Way SE to SE 20th St	Add a 5 foot wide sidewalk along the west side of 107th Avenue SE from Bellevue Way SE to SE 20th Street with a planter strip where feasible.	High
S-437-N	SE 23rd St	104th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 23rd Street from 104th Avenue SE to 108th Avenue SE.	Low
S-437-S	SE 23rd St	104th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 23rd Street from 104th Avenue SE to 108th Avenue SE where not complete.	Low
S-438-E	123rd Ave SE/ SE 27th St	SE 20th Pl to 128th Ave SE	Add a 5 foot wide sidewalk on the east side of 123rd Avenue SE and on the north side of SE 27th Street from SE 20th Place to 128th Avenue SE.	High
S-438-W	123rd Ave SE/ SE 27th St	SE 20th Pl to 128th Ave SE	Add a 5 foot wide sidewalk on the west side of 123rd Avenue SE and on the south side of SE 27th Street from SE 20th Place to 128th Avenue SE, while preserving the existing on-street bicycle facility.	High
S-439-W	137th Ave SE	Kamber Rd(SE 26th St) to SE 24th St	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the west side of 137th Avenue SE from Kamber Rd to SE 24th Street.	Medium
S-440-N	SE 24th St	Robinswood Park to 156th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 24th Street from Robinswood Park to 156th Avenue SE.	Low
S-440-S	SE 24th St	Robinswood Park to 156th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 24th Street from Robinswood Park to 156th Avenue S.E	Low
S-441-W	166th Ave SE/ 162nd Ave SE	SE 24th St to 161st Ave SE	Add a 5 foot wide sidewalk along the west side of 162nd Avenue SE and 166th Avenue SE from SE 24th Street to 161st Avenue SE.	Medium
S-442-N	SE 32nd St	125th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 32nd Street from 125th Avenue SE to 128th Avenue SE.	Medium
S-442-S	SE 32nd St	125th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 32nd Street from 125th Avenue SE to 128th Avenue SE.	Medium
S-443-E	120th Ave SE	SE 35th St to Lake Washington Blvd	Add a 5 foot wide sidewalk on the east side of 120th Avenue SE from SE 35th Street to Lake Washington Boulevard.	High
S-443-W	120th Ave SE	SE 35th St to Lake Washington Blvd	Add a 5 foot wide sidewalk on the west side of 120th Avenue SE from SE 35th Street to Lake Washington Boulevard.	High
S-444-S	SE 37th St/I-90 south Frontage Road	150th Ave SE to 164th Ave SE	Add a 5 foot-wide sidewalk on the south side of SE 37th Street and I-90 South Frontage Road from 150th Avenue SE to 164th Avenue SE.	Low



Project Number	Link	Limits	Description	Priority
S-445-N	SE 38th St	154th Ave SE to 156th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 38th Street from 154th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	Medium
S-445-S	SE 38th St	154th Ave SE to 156th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 38th Street from 154th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	Medium
S-446-E	156th Ave SE/ SE 42nd St	SE 38th St to 153rd Ave SE	Add a 5 foot wide sidewalk on the east side of 156th Avenue SE and the south side of SE 42nd Street from SE 38th St to 153rd Avenue SE, while preserving the existing on-street bicycle facility.	Medium
S-446-W	156th Ave SE/ SE 42nd S/ 153rd Ave SE	SE 38th St to SE Newport Way	Add a 5 foot wide sidewalk on the west side of 156th Avenue SE, the north side of SE 42nd Street, and the west side of 153rd Avenue SE from SE 38th St to SE Newport Way, while preserving the existing on-street bicycle facility.	Medium
S-448-E	130th Ave SE/ 130th Pl SE	Newport Way to SE 48th Pl	Add a 5 foot wide sidewalk on the east side of 130th Avenue SE and 130th Place SE from Newport Way to SE 48th Place where not complete.	High
S-449-W	Somerset Ave SE	Somerset Blvd to Somerset Pl	Add a 5 foot-wide sidewalk on the west side of Somerset Avenue SE from Somerset Boulevard SE to Somerset Place SE.	High
S-450-E	143rd Ave SE	N end of 144th Ave SE to SE 45th Pl	Add a 5 foot wide sidewalk on the east side of 143rd Avenue SE from the north end of 144th Avenue SE to SE 45th Place, while preserving the existing on-street bicycle facility.	Low
S-450-W	143rd Ave SE	N end of 144th Ave SE to SE 45th Pl	Add a 5 foot wide sidewalk on the west side of 143rd Avenue SE from the north end of 144th Avenue SE to SE 45th Place, while preserving the existing on-street bicycle facility.	Low
S-451-N	SE 46th St	168th Ave SE to 169th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 46th Street from 168th Avenue SE to 169th Avenue SE.	Low
S-452-E	123rd Ave SE	150 feet north of SE 52nd St (approx) to SE 56th St	Add a 5 foot wide sidewalk on the east side of 123rd Avenue SE from 150 feet north of SE 52nd Street (approx) to SE 56th Street.	Medium
S-452-W	123rd Ave SE	151 feet north of SE 52nd St (approx) to SE 56th St	Add a 5 foot wide sidewalk on the west side of 123rd Avenue SE from 150 feet north of SE 52nd Street (approx) to SE 56th Street.	Medium
S-453-E	128th Ave SE	SE 51st Pl to SE 56th St	Add a 5 foot wide sidewalk on the east side of 128th Avenue SE from SE 51st Place to SE 56th Street.	Low
S-453-W	128th Ave SE	SE 51st Pl to SE 56th St	Add a 5 foot wide sidewalk on the west side of 128th Avenue SE from SE 51st Place to SE 56th Street.	Low



Project Number	Link	Limits	Description	Priority
S-454-N	SE 56th St	119th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 56th Street from 119th Avenue SE to 128th Avenue SE where not complete.	Medium
S-454-S	SE 56th St	126th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 56th Street from 126th Avenue SE to 128th Avenue SE where not complete.	Medium
S-455-W	119th Ave SE	SE 58th St to 60th St	Add a 5 foot wide sidewalk and a 4 foot planter strip where feasible along the west side of 119th Avenue SE from SE 58th Street to SE 60th Street where not complete.	High
S-456-E	126 Ave SE	SE 56th St to SE 60th St	Add a 5 foot wide sidewalk on the east side of 126th Avenue SE from SE 56th Street to SE 60th Street where not complete.	Medium
S-456-W	126 Ave SE	SE 56th St to SE 59th St	Add a 5 foot wide sidewalk on the west side of 126th Avenue SE from SE 56th Street to SE 59th Street where not complete.	Medium
S-457-W	116th Ave SE	SE 60th St to Newcastle Way	Add a 5 foot wide sidewalk on the west side of 116th Avenue SE from SE 60th Street to Newcastle Way, while preserving the existing on-street bicycle facility.	Low
S-458-N	SE 64th St	114th Ave SE to 119th Pl SE	Add a 5 foot wide sidewalk on the north side of SE 64th Street from 114th Avenue SE to 119th Place SE where not complete.	Medium
S-458-S	SE 64th St	112th Ave SE to just east of 116th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 64th Street from 112th Avenue SE to just east of 116th Avenue SE where not complete.	Medium
S-459-N	SE 60th St	129th Ave SE to Coal Creek Pkwy SE	Add a 5 foot wide sidewalk on the north side of SE 60th Street from 129th Avenue SE to Coal Creek Parkway.	High
S-460-E	134th Ave SE/ 136th Pl SE	136th Place SE trailhead to Highland Drive	Add a 5 foot sidewalk on the east side of 134th Avenue SE and 136th Place SE from the 136th Place SE trailhead to Highland Drive.	Low
S-460-W	136th Pl SE	136th Place SE trailhead to Highland Drive	Add a 5 foot sidewalk on the west side of 136th Place SE from the 136th Place SE trailhead to 134th Avenue SE.	Low
S-461-E	153rd Ave SE (Summit)	152nd Pl SE to SE 53rd St	Add a 5 foot wide sidewalk on the east side of 153rd Avenue SE from 152nd Place SE to SE 53rd Street.	Low
S-461-W	153rd Ave SE (Summit)	152nd Pl SE to SE 53rd St	Add a 5 foot wide sidewalk on the west side of 153rd Avenue SE from 152nd Place SE to SE 53rd Street.	Low



Project Number	Link	Limits	Description	Priority
S-462-W	164th Ave SE	Lewis Creek Park to Cougar Mt Way	Add a 5 foot wide sidewalk on the west side of 164th Avenue SE from Lewis Creek Park to Cougar Mountain Way.	Low
S-463-N	SE 30th St Connector	112th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the north side of SE 30th Street connector from 112th Avenue SE to Bellevue Way.	Medium
S-463-S	SE 30th St Connector	112th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the south side of SE 30th Street connector from 112th Avenue SE to Bellevue Way where not complete.	Medium
S-464-E	Snoqualimie River Road Connection	SE 24th Street to SE 28th Street alignment	Add a 5 foot-wide sidewalk along the east side of Snoqualimie River Road from SE 24th Street to SE 28th Street alignment.	Medium
S-465-E	112th Ave SE	SE 30th St to SE 34th St	Add a 5 foot wide sidewalk on the east side of 112th Avenue SE from SE 30th Street to SE 34th Street.	High
S-465-W	112th Ave SE	SE 30th St to SE 34th St	Add a 5 foot wide sidewalk on the west side of 112th Avenue SE from SE 30th Street to SE 34th Street where not complete.	High
T-100	Mercer Slough Park Trail	I-90 to 118th Ave SE	Add a 6-10 foot wide boardwalk called the Mercer Slough Park Trail connecting I-90 to 118th Avenue SE.	Medium
T-200	35th PL NE	Western City Limits to 31st Pl NE	Add a 6-10 foot wide boardwalk along approximately 35th Place NE from the Western City Limits to 31st Place NE.	Low
T-201	Tam O'Shanter Trail (system within Park connections to neighborhood streets)	175th Pl NE street end to NE 16th Street ROW	Add a 6-8 foot wide pedestrian walking trail called the Tam O'Shanter Trail connecting the end of 175th Place NE to NE 16th Street right-of-way.	Medium
T-202	Rockwood to Highland	NE 14th St to Bel-Red Rd	Construct 6-10 foot wide boardwalk along Rockwood to Highland from NE 14th Street to Bel-Red Road.	High
T-203	SE 10th St	Bellevue Way to 106th Ave NE	Add a 6-10 foot wide boardwalk along SE 10th Street from Bellevue Way to 106th Avenue NE.	High
T-204	Kelsey Creek Park	Kelsey Creek to Richards Valley	Add a 6-10 foot wide boardwalk through Kelsey Creek Park connecting Kelsey Creek to Richards Valley.	High
T-205	Richards Valley Nature Trail	Richards Valley open space to the Lake Hills Connector	Add a 6-10 foot wide boardwalk called Richards Valley Nature Trail connecting the Richards Valley open space to Lake Hills Connector.	High
T-206	128th Ave SE	SE 25th St SE to SE 32nd St SE	Construct 6-10 foot wide boardwalk along 128th Avenue SE from SE 25th Street SE to SE 32nd Street SE.	High



Project Number	Link	Limits	Description	Priority
T-207	SE 30th St	128th Ave SE to Richards Rd	Add a 6-10 foot wide boardwalk along 128th Avenue SE from SE 24th Street to SE 32nd Street .	High
T-208	Monthaven-Factoria Connector	132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; and to SE 38th St	Construct 6-10 foot wide boardwalk along the Monthaven-Factoria Connector from 132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; and to SE 38th Street.	High
T-209	SE 41st St	Factoria Blvd to 133rd Ave SE	Add a 6-10 foot wide boardwalk along SE 41st Street from Factoria Boulevard to 133rd Avenue SE.	High
T-300	NE 32nd St	172nd Ave NE to 169th Ave NE	Add an 8-12 foot wide multiple use gravel trail along NE 32nd Street from 172nd Avenue NE to 169th Avenue NE.	Medium
T-301	126th Ave NE	Wilburton Hill Park and NE 4th Pl	Add an 8-12 foot wide multiple use gravel trail called the 126th Avenue NE Trail connecting Wilburton Hill Park and NE 4th Place.	Medium
T-302	136th Avenue Powerline Corridor	Bel-Red Rd to SE 3rd Pl	Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting Bel-Red Road to SE 3rd Place.	High
T-303	Bellefield Office Park	SE 8th St to SE 18th St alignment	Add an 8-12 foot wide multiple use gravel trail through the Bellefield Office Park connecting SE 8th Street to SE 18th Street alignment.	High
T-304	Lake Hills Connector	SE 8th St to Richards Road	Add an 8-12 foot wide multiple use gravel trail along Lake Hills Connector from SE 8th Street to Richards Road.	High
T-305	Richards Valley on SE 24th St	145th Pl SE to Kamber Rd	Add an 8-12 foot wide multiple use gravel trail through Richards Valley along SE 24th Street connecting 145th Place SE to Kamber Road.	High
T-306	Seattle Water Pipeline	Coal Creek Parkway to 128th Ave SE @ Newport Way	Add an 8-12 foot wide multiple use gravel trail called the Seattle Water Pipeline Trail from Coal Creek Parkway to 128th Avenue SE at Newport Way.	High
T-308	SE 64th Pl	127th SE to 129th Ave SE	Add an 8-12 foot wide multiple use gravel trail along SE 64th Place from 127th Avenue SE to 129th Avenue SE.	Low
T-400	Dusenberg to Bridle Trail	116th Ave NE to Bridle Trails State Park	Add a 2-6 foot wide pedestrian walking trail connecting Dusenberg and 116th Avenue NE to Bridle Trails State Park.	Low
T-401	NE 28th St ROW Trail	116th Ave NE to 120th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 28th Street ROW Trail connecting 116th Avenue NE to 120th Avenue NE.	Medium
T-402	120th Ave NE Trail	Bellemeade to NE 24th St	Add a 2-6 foot wide pedestrian walking trail called the 120th Avenue NE Trail connecting Bellemeade to NE 24th Street.	Medium

Project Number	Link	Limits	Description	Priority
T-403	Cantershire Trail	132nd Ave NE to 140th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Canteshire Trail connecting 132nd Avenue NE to 140th Avenue NE.	Low
T-404	NE 50th St Trail	132nd Ave NE to 135th Powerline Trail	Add a 2-6 foot wide pedestrian walking trail called the NE 50th Street Trail connecting 132nd Avenue NE to 135th Avenue NE Powerline Trail.	Low
T-405	NE 30th St Trail	140th Ave NE to 134th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 30th Street Trail connecting 140th Avenue NE to 134th Avenue NE.	Low
T-406	NE 32nd St ROW Trail	Ardmore School to 164th and 165th Aves NE	Add a 2-6 foot wide pedestrian walking trail called the NE 32nd Street ROW Trail connecting Ardmore School to 164th and 165th Avenues NE.	High
T-407	Burnside Greenbelt	NE 33rd St to NE 32nd St between 169th and 170th Avenues NE	Add a 2-6 foot wide pedestrian walking trail called the Burnside Greenbelt connecting NE 33rd Street to NE 32nd Street between 169th Avenue NE and 170th Avenue NE.	Medium
T-408	Unigard Trail System	Northup to NE 24th St E/O 156th Avenue NE	Add a 2-6 foot wide pedestrian walking trail within the Unigard Trail System connecting Northup Way to either NE 24th Street or 156th Avenue NE.	High
T-409	Hillaire to Crossroads	NE 6th Street to NE 8th Street	Add a 2-6 foot wide multiple use gravel trail from Hillaire to Crossroads connecting NE 6th Street to NE 8th Street.	High
T-410	Hillaire Access Trail	NE 4th Street to Hillaire Park	Add a 2-6 foot wide multiple use gravel trail called the Hillaire Access Trail connecting NE 4th Street to Hillaire Park.	High
T-411	Sunich Trail	Main St/NE 2nd @ 174th Pl to 165th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Sunich Trail connecting Main Street and NE 2nd Street at 174th Place NE to 165th Avenue NE.	Low
T-412	Meydenbauer to Chism	Shoreland Dr SE to SE 11th St	Improve the shoulder along Shoreland Drive to make it useful for walking; develop trail route through SE 4th Street ROW; develop 2-6 foot wide walking trail from 94th Avenue SE to 96th Avenue across Utilities property; acquire easement from south end 96th Avenue SE to Chism Park/ SE 11th Street.	Medium
T-413	Woodridge to Lk Hills Connect	Woodridge Div 9 to Lake Hills Connector	Add a 2-6 foot wide multiple use gravel trail that connects Woodridge Div 9 to Lake Hills Connector.	Medium
T-414	Weowna/ Sammamish View Trail	West Lake Sammamish Parkway at SE 12th St to SE 12th St cul-de-sac	Add a 2-6 foot wide pedestrian walking trail called the Weowna/Sammamish View Trail connecting West Lake Sammamish Parkway at SE 12th Street to the SE 12th Street cul-de-sac.	Medium



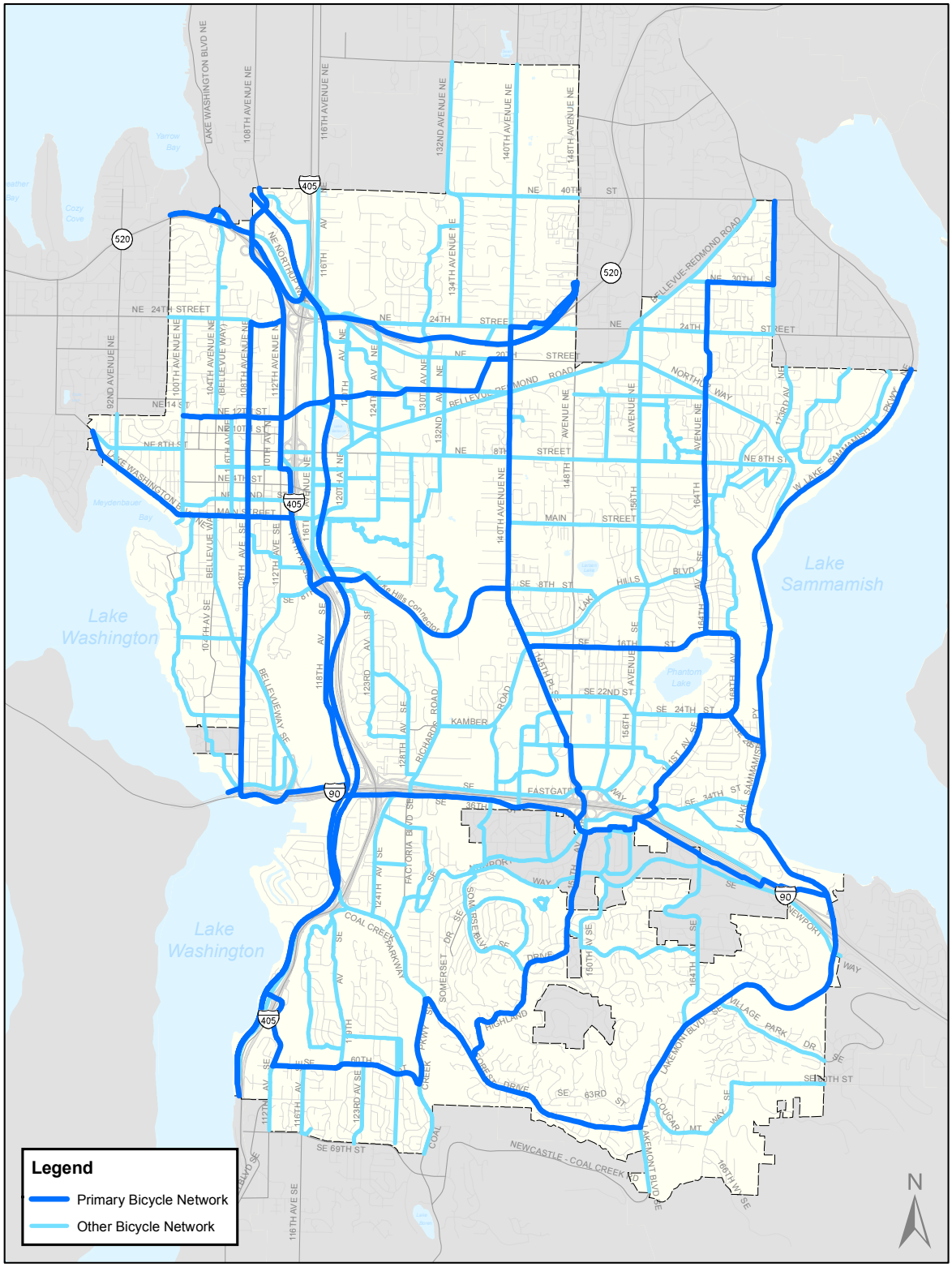
Project Number	Link	Limits	Description	Priority
T-415	Richards Valley Nature Trail	Richards Valley open space to Kamber Road	Add a 2-6 foot wide pedestrian walking trail called the Richards Valley Nature Trail connecting Richards Valley open space to Kamber Road.	High
T-417	Crestwood Park	SE 31st Street at 163rd Place SE to 164th Place SE	Add a 2-6 foot wide pedestrian walking trail through Crestwood Park connecting SE 31st Street at 163rd Place SE to 164th Place SE.	Medium
T-418	Vasa Creek System	Newport Way to I-90	Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting Newport Way and I-90.	Medium
T-419	Colingwood N. Extension	SE 46th Street to 164th Avenue SE.	Add a 2-6 foot wide pedestrian walking trail called Collingwood North Extension from SE 46th Street to 164th Avenue SE.	Low
T-420	Vasa Creek System	I-90 to Vasa Park/ Lake Sammamish	Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting I-90 to Vasa Park and Lake Sammamish.	Medium
T-421	Park & Ride Connection	I-405 Park & Ride to SE 60th St	Add a 2-6 foot wide pedestrian walking trail called the Park & Ride Connection connecting I-405 Park & Ride to SE 60th Street.	Medium
T-422	Newport Hills Connection	Park & Ride Connection to 116th Ave SE	Add a 2-6 foot wide pedestrian walking trail called the Eastside Catholic Connection connecting the Park & Ride to 116th Avenue SE.	Low
T-423	Newport Creek	Coal Creek Parkway to 119th Ave SE at SE 56th St (swim club)	Add a 2-6 foot wide pedestrian walking trail along Newport Creek connecting Coal Creek Parkway to 119th Avenue SE at SE 56th Street (swim club).	High
T-424	123rd Ave SE Connection	123rd Ave SE to Coal Creek Parkway	Add a 2-6 foot wide pedestrian walking trail called the 123rd Avenue SE Connection connecting 123rd Avenue SE to Coal Creek Parkway.	Medium
T-425	Water Line Trail (128th Ave SE)	Coal Creek Parkway to SE 51st St	Add a 2-6 foot wide pedestrian walking trail called the Water Line Trail (128th Avenue SE) connecting Coal Creek Parkway to SE 51st Street.	Low
T-426	Coal Creek West Access	Forest Park Greenbelt (south of Forest Drive)	Add a 2-6 foot wide pedestrian walking trail called the Coal Creek West Access connecting trails south of Forest Drive to Forest Drive.	Low
T-427	Forest Park Greenbelt	Connect to Highland Dr	Add a 2-6 foot wide pedestrian walking trail currently called the Forest Park Greenbelt connecting to Highland Drive.	Medium
T-428	Whispering Heights-Eagle Mere	152nd Pl SE from SE 48th St to 150th Ave SE	Add a 2-6 foot wide pedestrian walking trail called the Whispering Heights-Eagle Mere Trail connecting 152nd Place SE from SE 48th Street to 150th Avenue SE.	Low



Project Number	Link	Limits	Description	Priority
T-429	Summit West Trail	SE 63rd St Trail to 152nd Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Summit West Trail connecting the SE 63rd Street Trail to 152nd Avenue SE.	Low
T-430	SE 63rd St Trail	SE 63rd St Trail to SE 60th St	Add a 2-6 foot wide pedestrian walking trail called SE 63rd Street Trail connecting to SE 60th Street.	Low
T-431	Lakemont Highlands Connection	155th Ave SE to existing Lakemont Highlands N/S Trail	Add a 2-6 foot wide multiple use gravel trail that connects 155th Avenue/SE 60th Place to the existing Lakemont Highlands trail.	Low
T-432	Newport Way Off Street Trail	Newport Way at 176th Ave SE to Lakemont Blvd	Add an 8-12 foot wide multiple use gravel trail called the Newport Way Off Street Trail from Newport Way at 176th Avenue SE to Lakemont Boulevard.	High
T-433	Peggy's Trail	Newport Way to existing Peggy's Trail	After acquiring the necessary public easements, add a 2-6 foot wide pedestrian walking trail called Peggy's Trail connecting Newport Way to the existing Peggy's Trail segment.	High
T-434	Extension of Peggy's Trail	Lakemont Development to Cougar Mountain Park	Add a 2-6 foot wide pedestrian walking trail as an extension of the existing Peggy's Trail connecting Lakemont development to Cougar Mountain Park.	High

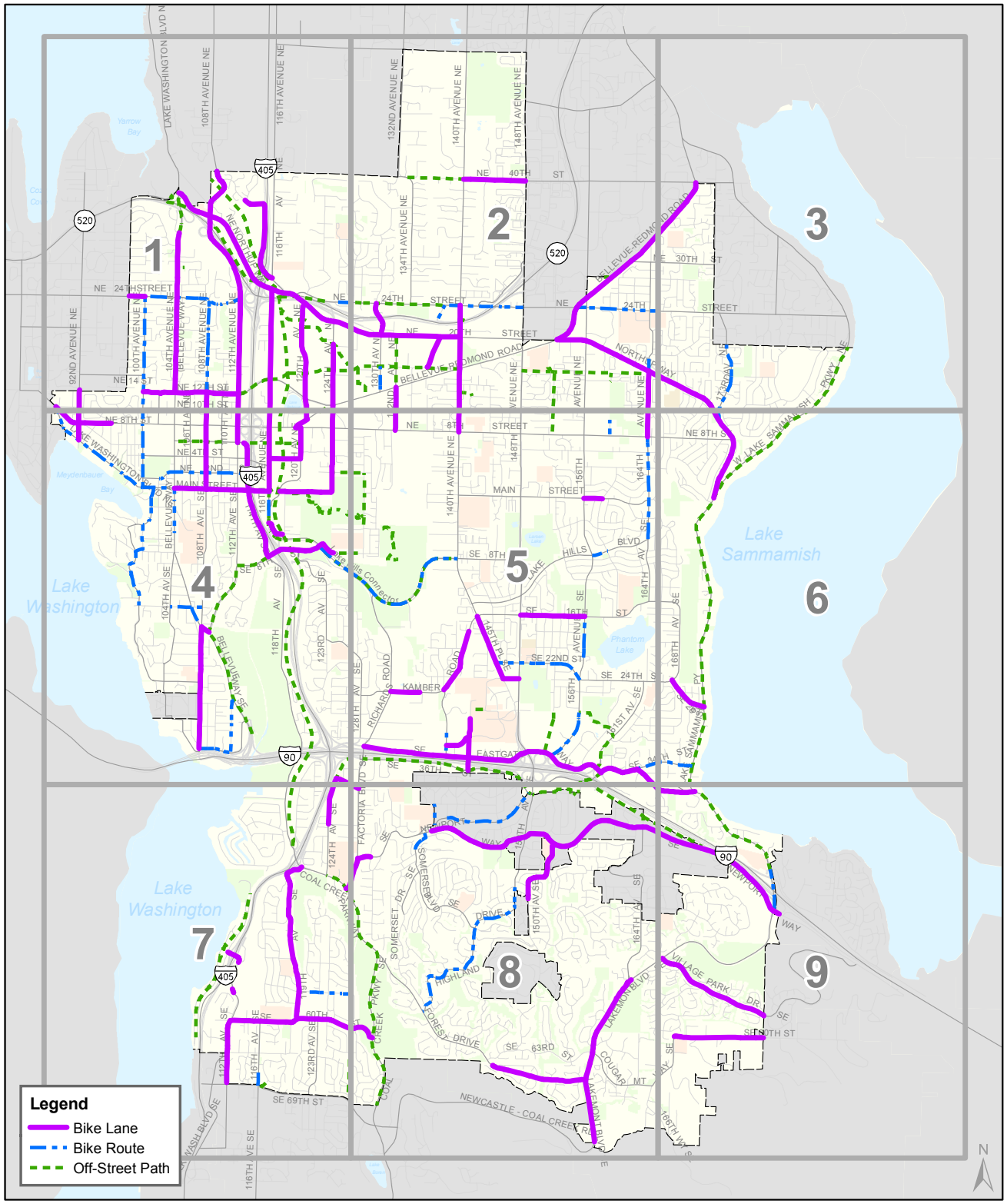


Bicycle Network Map



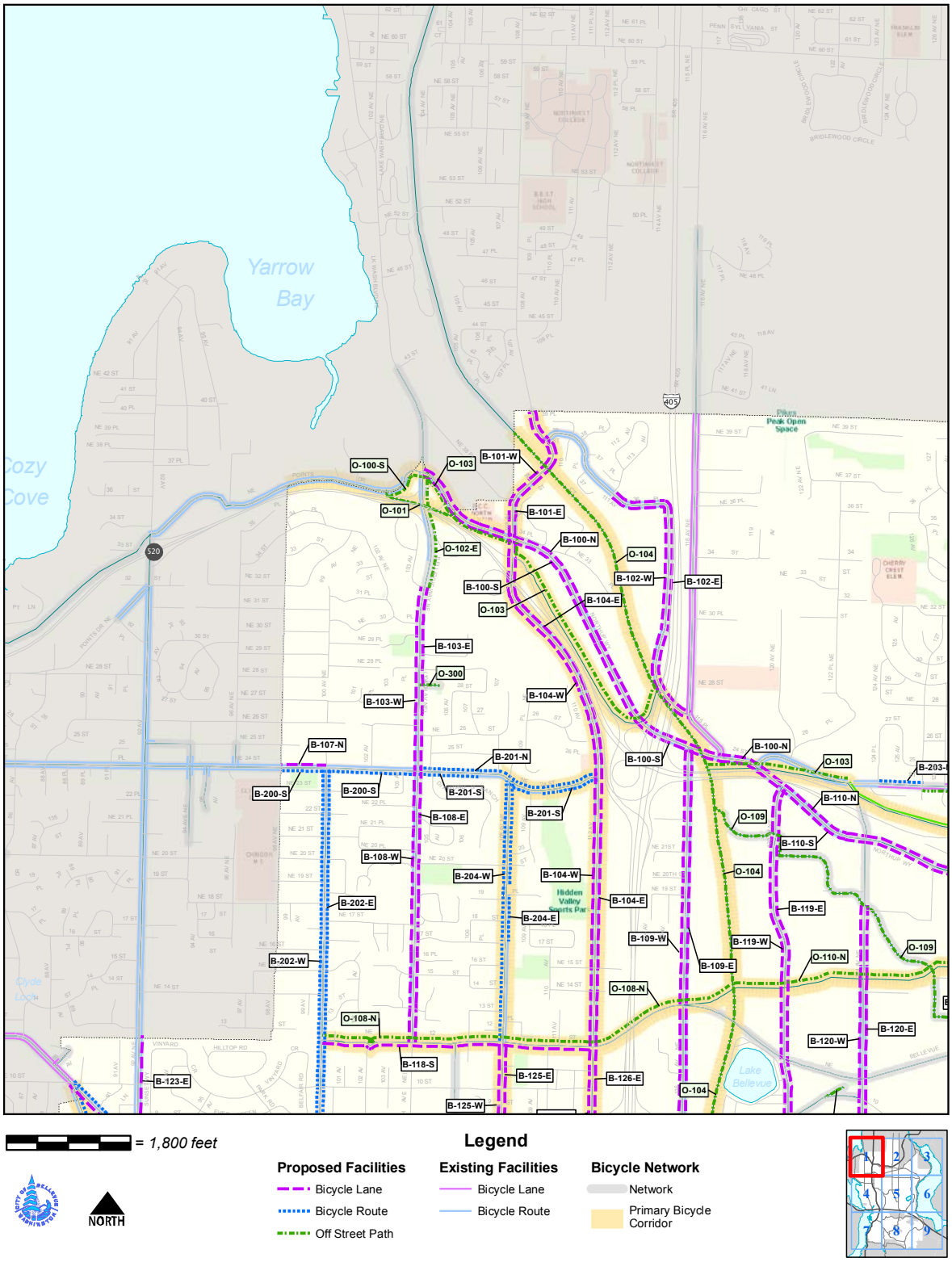


Bicycle Project Map





Detailed Bicycle Projects Map—Sheet 1



= 1,800 feet

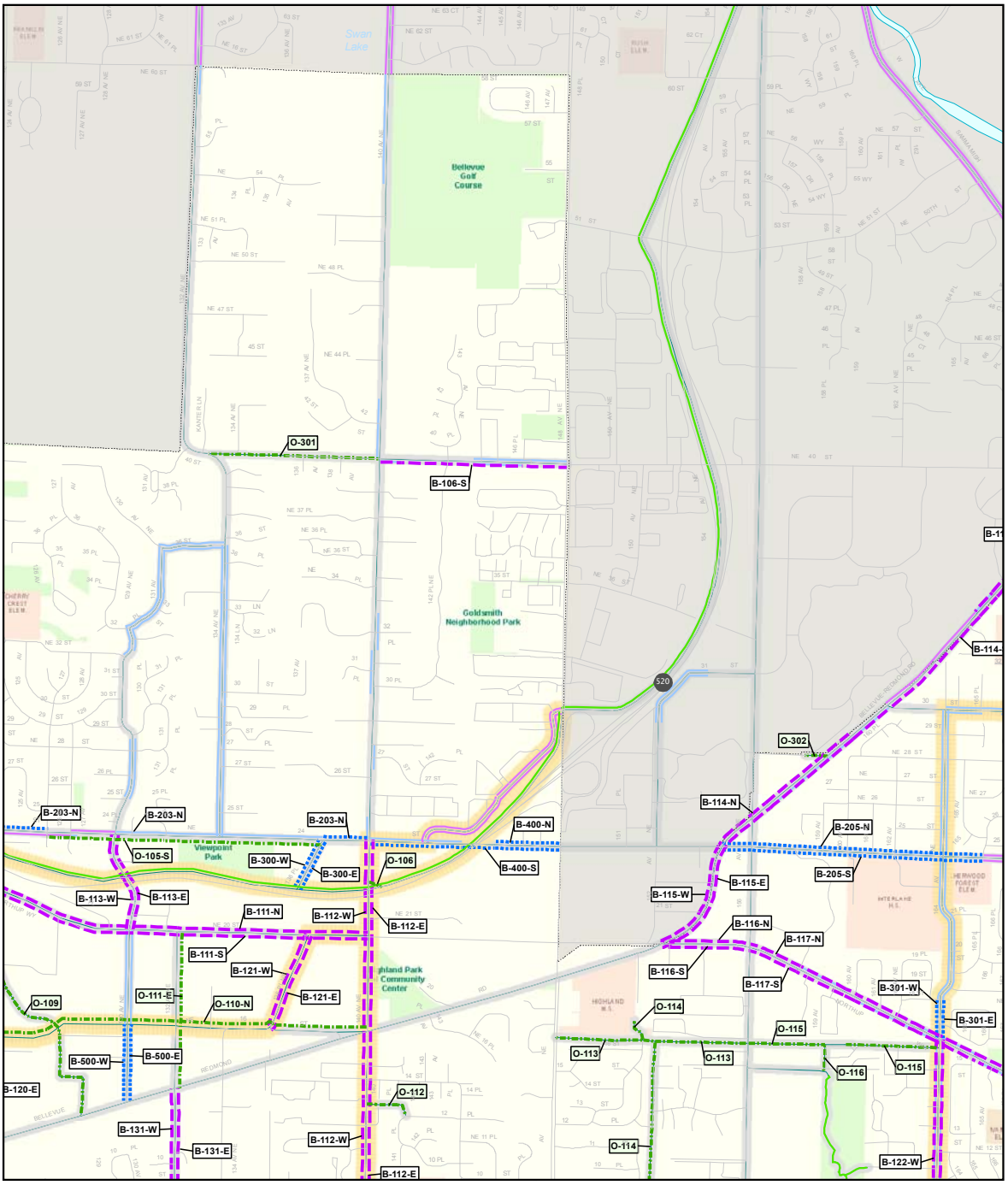
NORTH

Legend

Proposed Facilities	Existing Facilities	Bicycle Network
Bicycle Lane	Bicycle Lane	Network
Bicycle Route	Bicycle Route	Primary Bicycle Corridor
Off Street Path		



Detailed Bicycle Projects Map—Sheet 2



= 1,800 feet

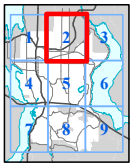
NORTH

Legend

Proposed Facilities
- Bicycle Lane
- Bicycle Route
- Off Street Path

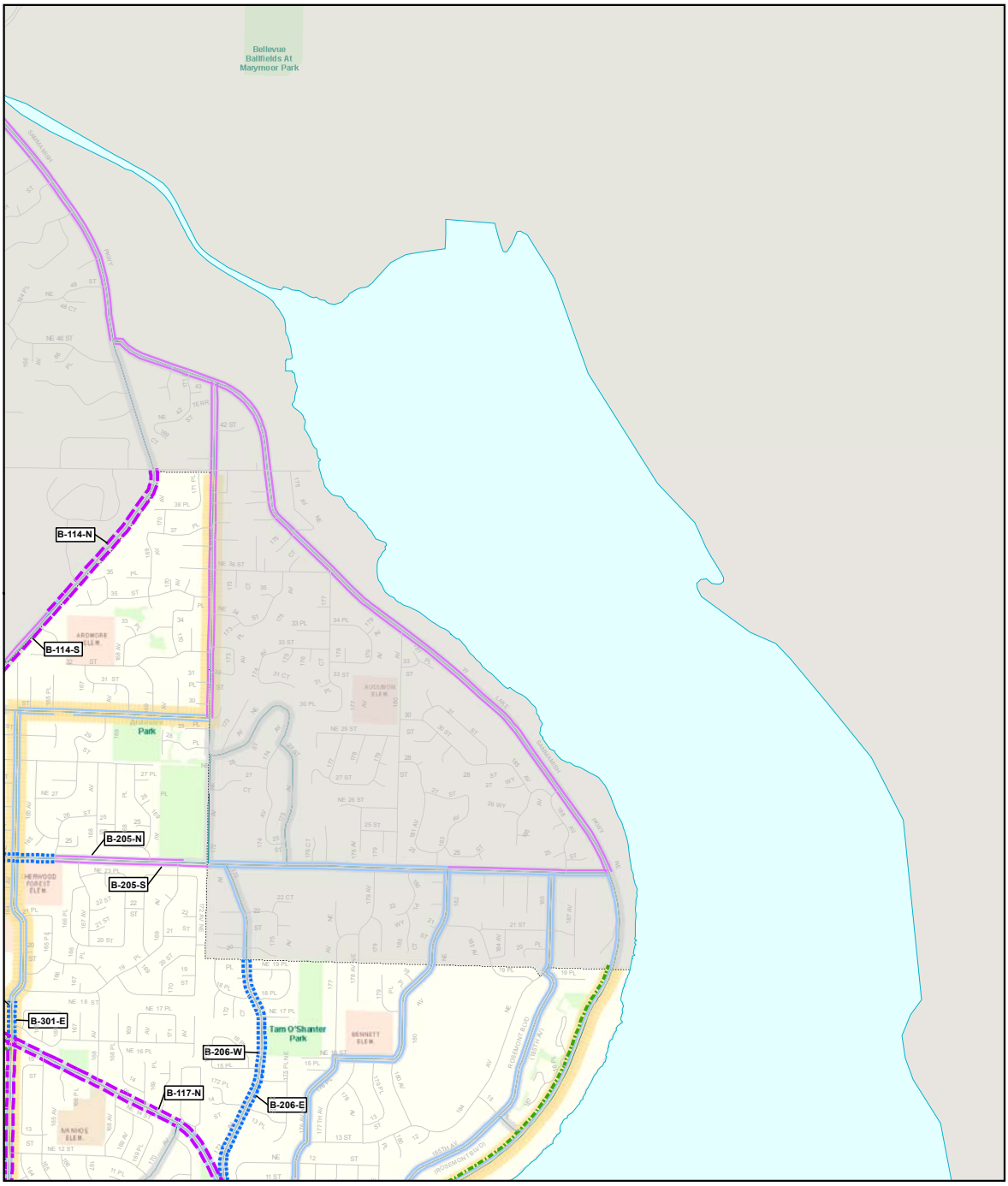
Existing Facilities
- Bicycle Lane
- Bicycle Route

Bicycle Network
- Network
- Primary Bicycle Corridor





Detailed Bicycle Projects Map—Sheet 3





City of Bellevue

Detailed Bicycle Projects Map—Sheet 4



= 1,800 feet

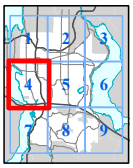
NORTH

Legend

Proposed Facilities
- Bicycle Lane
- Bicycle Route
- Off Street Path

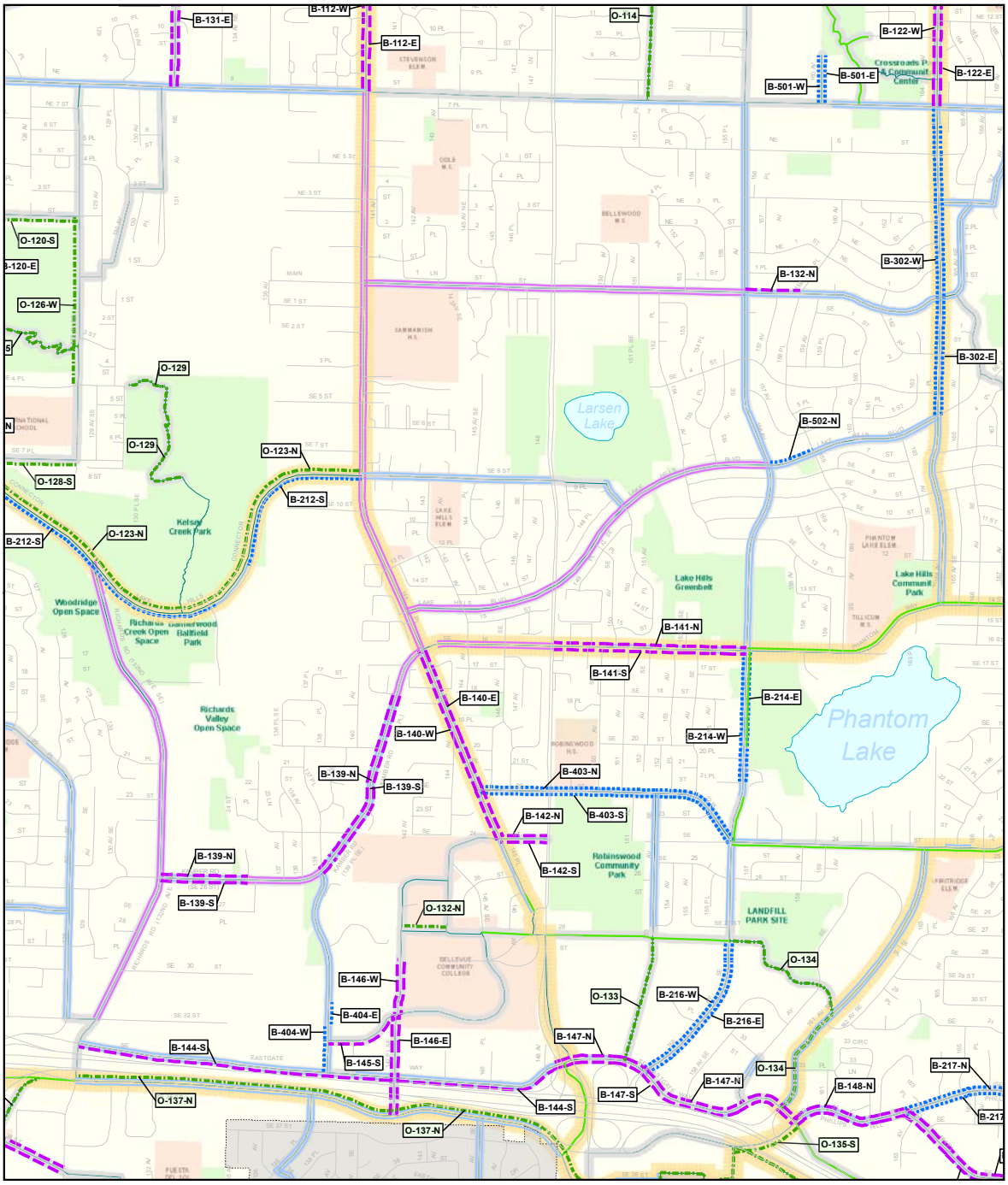
Existing Facilities
- Bicycle Lane
- Bicycle Route

Bicycle Network
- Network
- Primary Bicycle Corridor





Detailed Bicycle Projects Map—Sheet 5

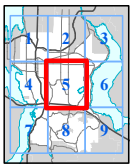


= 1,800 feet

NORTH

Legend

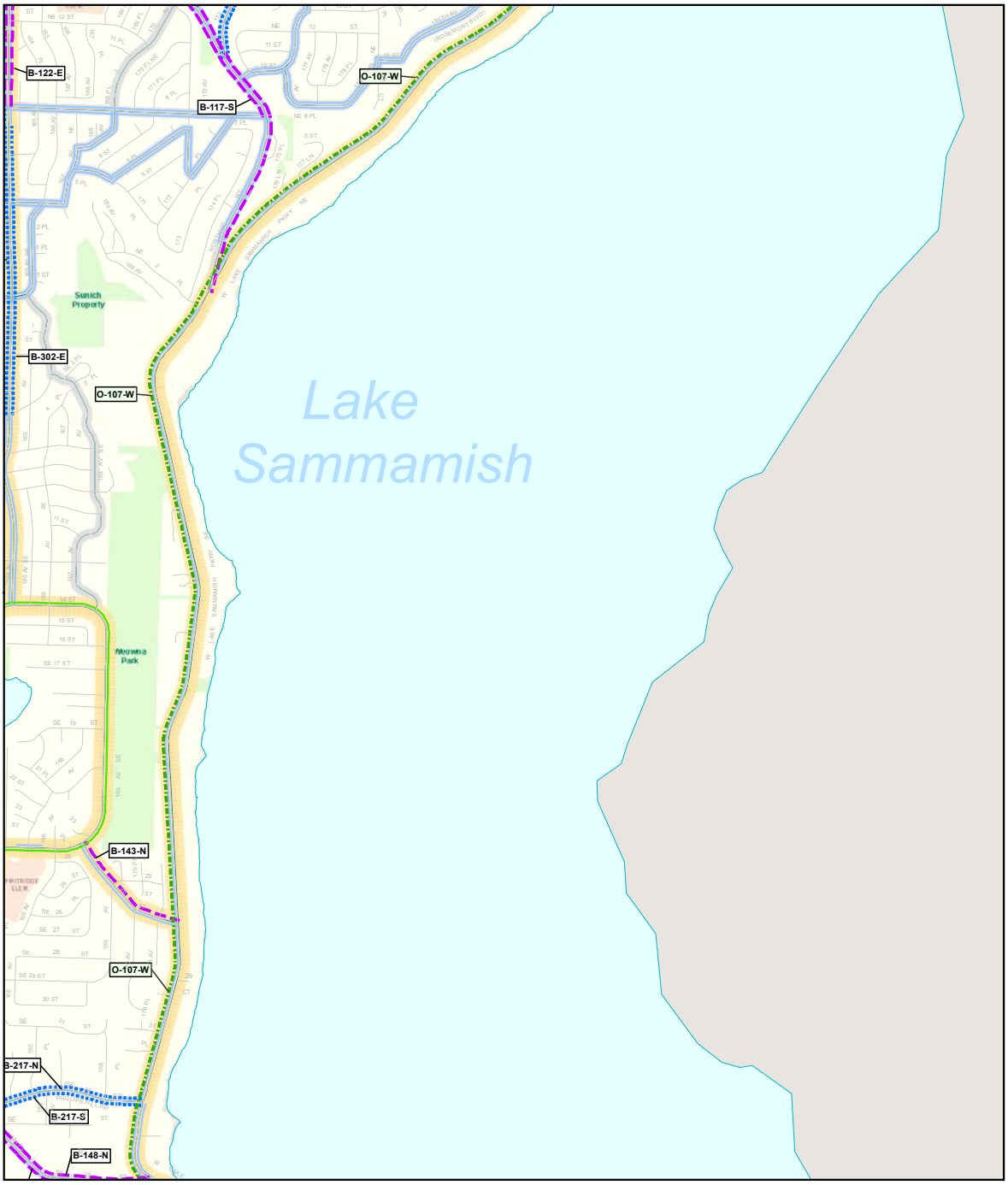
Proposed Facilities	Existing Facilities	Bicycle Network
Bicycle Lane	Bicycle Lane	Network
Bicycle Route	Bicycle Route	Primary Bicycle Corridor
Off Street Path		





City of Bellevue

Detailed Bicycle Projects Map—Sheet 6



= 1,800 feet

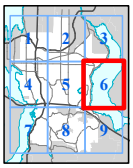
NORTH

Legend

Proposed Facilities
- Bicycle Lane
- Bicycle Route
- Off Street Path

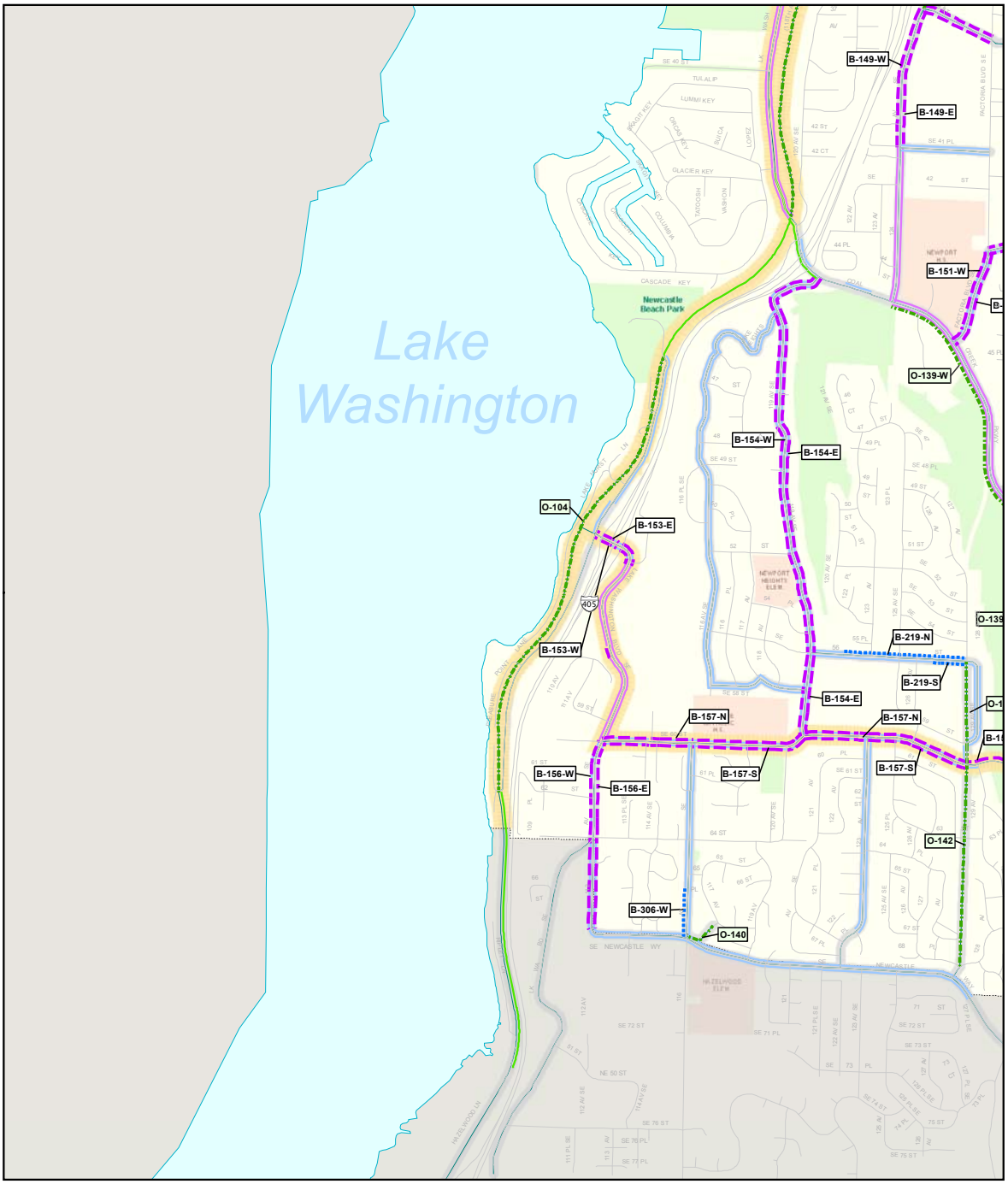
Existing Facilities
- Bicycle Lane
- Bicycle Route

Bicycle Network
- Network
- Primary Bicycle Corridor





Detailed Bicycle Projects Map—Sheet 7

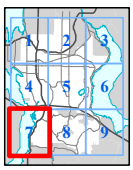


= 1,800 feet

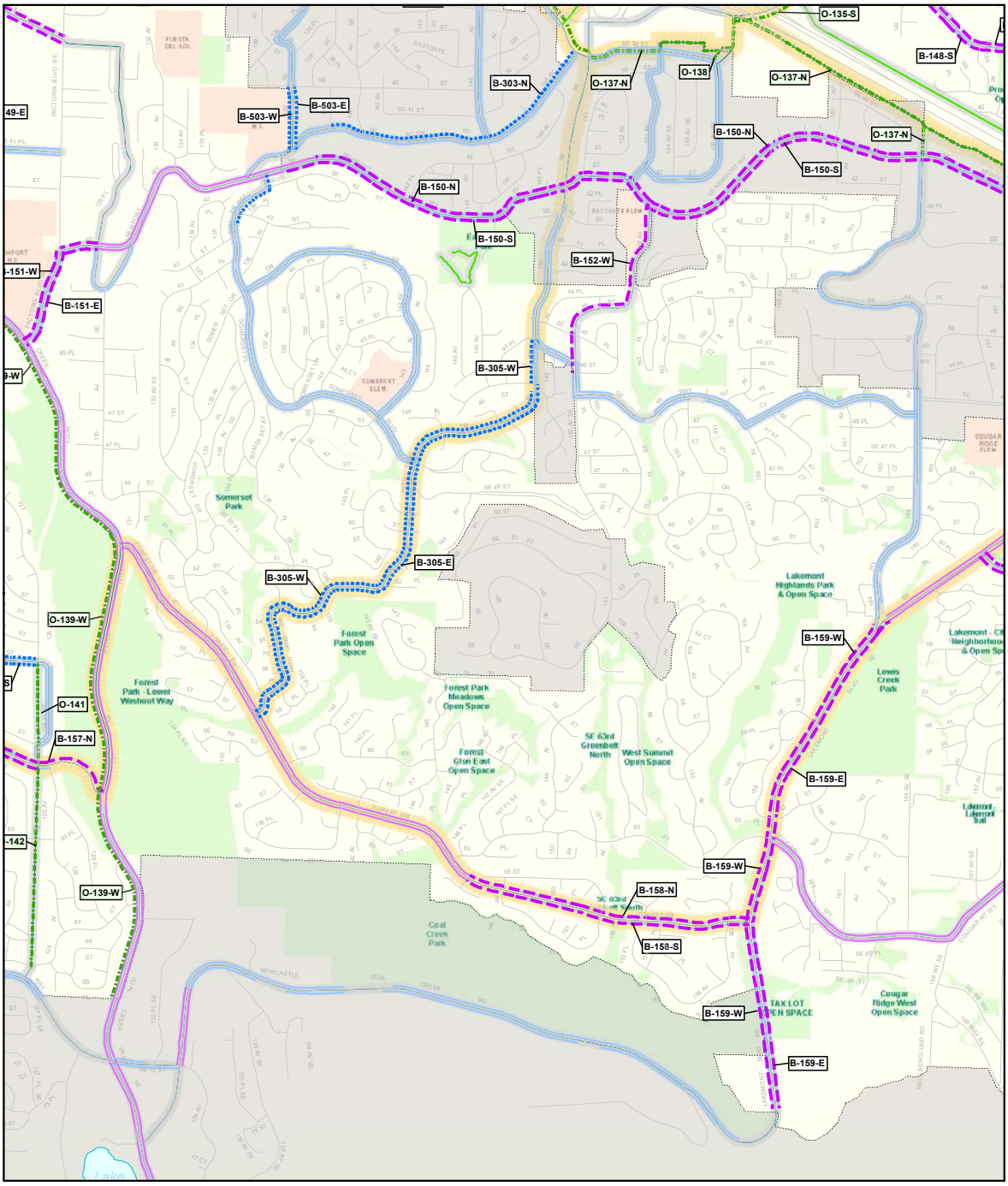
NORTH

Legend

Proposed Facilities	Existing Facilities	Bicycle Network
Bicycle Lane	Bicycle Lane	Network
Bicycle Route	Bicycle Route	Primary Bicycle Corridor
Off Street Path		



Detailed Bicycle Projects Map—Sheet 8



= 1,800 feet

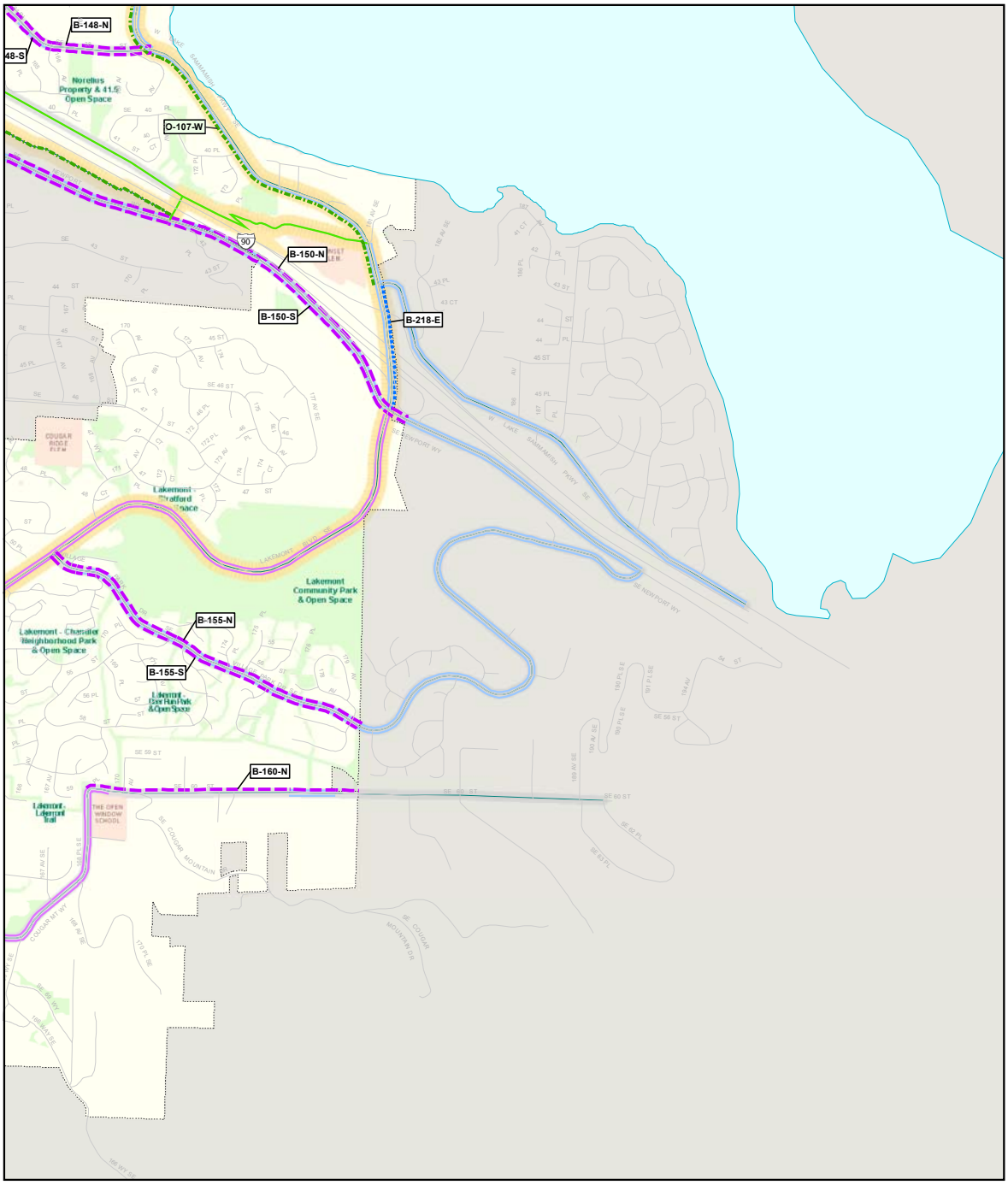
NORTH

Legend

Proposed Facilities	Existing Facilities	Bicycle Network
Bicycle Lane	Bicycle Lane	Network
Bicycle Route	Bicycle Route	Primary Bicycle Corridor
Off Street Path		



Detailed Bicycle Projects Map—Sheet 9





Bicycle Network Plan Project List

Note: These projects are conceptual and the final details of design will be developed as the projects proceed further along in the implementation process.

Project Number	Link	Limits	Description	Priority
B-100-N	Northup Way	Bellevue Way to 120th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from Bellevue Way to 120th Avenue NE.	High
B-100-S	Northup Way	Bellevue Way to 120th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from Bellevue Way to 120th Avenue NE.	High
B-101-E	108th Ave NE/ NE 38th St	northern city limits to Northup Way	Add a 5 foot-wide bike lane on the east side of 108th Avenue NE and NE 38th Street from the northern city limits to Northup Way. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-101-W	108th Ave NE/ NE 38th St	northern city limits to Northup Way	Add a 5 foot-wide bike lane on the west side of 108th Avenue NE and NE 38th Street from the northern city limits to Northup Way. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-102-E	NE 36th Pl/ 115th Ave NE	113th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lane on the east side of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE.	Low
B-102-W	NE 36th Pl/ 115th Ave NE	113th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lane on the west side of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE.	Low
B-103-E	Bellevue Way	NE 24th St to 103rd Ave NE	Add a 5 foot bike lane on the east side of Bellevue Way from NE 24th Street to 103rd Avenue NE.	Low
B-103-W	Bellevue Way	NE 24th St to 103rd Ave NE	Add a 5 foot bike lane on the west side of Bellevue Way from NE 24th Street to 103rd Avenue NE.	Low
B-104-E	112th Ave NE	Northup Way to NE 12th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue NE from Northup Way to NE 12th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-104-W	112th Ave NE	Northup Way to NE 12th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue NE from Northup Way to NE 12th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-106-S	NE 40th St	140th Ave NE to 148th Ave NE	Convert the existing wide shoulder on the south side NE 40th Street from 140th Avenue NE to 148th Avenue NE into a bicycle climbing lane.	Medium



Project Number	Link	Limits	Description	Priority
B-107-N	NE 24th St	98th Ave NE to 100th Ave NE	Add a 5 foot-wide bike lane on the north side of NE 24th Street from 98th Avenue NE to 100th Avenue NE.	Low
B-108-E	Bellevue Way	NE 24th St to NE 12th St	Convert the existing wide shoulder on the south side NE 40th Street from 140th Avenue NE to 148th Avenue NE into a bicycle climbing lane.	Medium
B-108-W	Bellevue Way	NE 24th St to NE 12th St	Add a 5 foot-wide bike lane on east side of Bellevue Way from NE 24th Street to NE 12th Street.	Medium
B-109-E	116th Ave NE	Northup Way to Main St	Add a 5 foot-wide bike lane on the west side of Bellevue Way from NE 24th Street to NE 12th Street.	Medium
B-109-W	116th Ave NE	Northup Way to Main St	Add a 5 foot-wide bike lane on the east side of 116th Avenue NE between Main Street and Northup Way.	Medium
B-110-N	Northup Way	120th Ave NE to 124th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from 120th Avenue NE to 124th Avenue NE.	Low
B-110-S	Northup Way	120th Ave NE to 124th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from 120th Avenue NE to 124th Avenue NE.	Low
B-111-N	Northup Way/ NE 20th St	124th Ave NE to 140th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-111-S	Northup Way/ NE 20th St	124th Ave NE to 140th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-112-E	140th Ave NE	NE 24th St to NE 8th St	Add 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-112-W	140th Ave NE	NE 24th St to NE 8th St	Add 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-113-E	130th Ave NE	NE 24th St to NE 20th St	Add a 5 foot-wide bike lane on the east side of 130th Avenue NE from NE 24th Street to NE 20th Street.	Medium
B-113-W	130th Ave NE	NE 24th St to NE 20th St	Add a 5 foot-wide bike lane on the west side of 130th Avenue NE from NE 24th Street to NE 20th Street.	Medium
B-114-N	Bel-Red Rd	NE 40th St to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of Bel-Red Road from NE 40th Street to 156th Avenue NE.	Medium
B-114-S	Bel-Red Rd	NE 40th St to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of Bel-Red Road from NE 40th Street to 156th Avenue NE.	Medium



Project Number	Link	Limits	Description	Priority
B-115-E	Bel-Red Rd	156th Ave NE to NE 20th St	Add a 5 foot-wide bike lane on the east side of Bel-Red Road from 156th Avenue NE to NE 20th Street.	High
B-115-W	Bel-Red Rd	156th Ave NE to NE 20th St	Add a 5 foot-wide bike lane on the west side of Bel-Red Road from 156th Avenue NE to NE 20th Street.	High
B-116-N	NE 20th St	Bel-Red Rd to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of NE 20th Street from Bel-Red Road to 156th Avenue NE.	Medium
B-116-S	NE 20th St	Bel-Red Rd to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of NE 20th Street from Bel-Red Road to 156th Avenue NE.	Medium
B-117-N	Northup Way	NE 8th St to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from NE 8th Street to 156th Avenue NE.	High
B-117-S	Northup Way	NE 8th St to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from NE 8th Street to 156th Avenue NE.	High
B-118-S	NE 12th St	100th Ave NE to 112th Ave NE	Add a 5 foot-wide bike lane on the south side of NE 12th Street from 100th Avenue NE to 112th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-119-E	120th Ave NE	Northup Way to NE 4th Street	Add a 5 foot-wide bike lane on the east side of 120th Avenue NE from Northup Way to the NE 4th Street extension.	High
B-119-W	120th Ave NE	Northup Way to NE 4th Street	Add a 5 foot-wide bike lane on the west side of 120th Avenue NE from Northup Way to the NE 4th Street extension.	High
B-120-E	124th Ave NE	West Tributary Trail to Main St	Add a 5 foot-wide bike lane on the east side of 124th Avenue NE from West Tributary Trail to Main Street.	High
B-120-W	124th Ave NE	West Tributary Trail to Main St	Add a 5 foot-wide bike lane on the west side of 124th Avenue NE from West Tributary Trail to Main Street.	High
B-121-E	136th Pl NE	NE 16th St to NE 20th St	Add a 5 foot-wide bike lane on the east side of 136 Place NE from NE 16th Street to NE 20th Street. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-121-W	136th Pl NE	NE 16th St to NE 20th St	Add a 5 foot-wide bike lane on the west side of 136 Place NE from NE 16th Street to NE 20th Street. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-122-E	164th Ave NE	Northup Way to NE 8th St	Add 5 foot-wide bike lanes on the east side of 164th Avenue NE from Northup Way to NE 8th Street. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium



Project Number	Link	Limits	Description	Priority
B-122-W	164th Ave NE	Northup Way to NE 8th St	Add 5 foot-wide bike lanes on the west side of 164th Avenue NE from Northup Way to NE 8th Street. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-123-E	92nd Ave	northern city limits to Lake Washington Blvd	Add a 5 foot-wide bike lane on the east side of 92nd Avenue NE from northern city limits to Lake Washington Boulevard NE.	Low
B-124-S	NE 8th St	Lake Washington Blvd to 96th Ave NE	Add a 5 foot bike lane on south side of NE 8th Street between Lake Washington Boulevard and 96th Avenue NE.	Low
B-125-E	108th Ave NE	NE 12th St to Main Street	Add a 5 foot-wide bike lane on the east side of 108th Avenue NE from NE 12th Street to Main Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-125-W	108th Ave NE	NE 12th St to Main Street	Add a 5 foot-wide bike lane on the west side of 108th Avenue NE from NE 12th Street to Main Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-126-E	112th Ave NE	NE 12th St to NE 6th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue NE from NE 12th Street to NE 6th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-126-W	112th Ave NE	NE 12th St to NE 6th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue NE from NE 12th Street to NE 6th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-127-E	114th Ave NE (Frontage Road)	NE 6th St to SE 8th St	Add a 5 foot-wide bike lane on the east side of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th 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. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High

Project Number	Link	Limits	Description	Priority
B-127-W	114th Ave NE Frontage Road)	NE 6th St to SE 8th St	Add a 5 foot-wide bike lane on the west side of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th 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. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-128-E	Northup Way	NE 8th St to West Lake Sammamish Pkwy	Add a 5 foot-wide climbing lane on the east side of Northup Way from West Lake Sammamish Parkway NE to NE 8th Street.	High
B-129-N	Main St	Bellevue Way NE to 116th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-130-N	NE 4th Street extension	120th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lanes on the north side of the NE 4th Street extension from 120th Avenue NE to 116th Avenue NE.	Low
B-130-S	NE 4th Street extension	120th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lanes on the south side of the NE 4th Street extension from 120th Avenue NE to 116th Avenue NE.	Low
B-131-E	132nd Ave NE	Bel-Red Rd to NE 8th St	Add a 5 foot-wide bike lane on the east side of 132nd Avenue NE from Bel-Red Road to NE 8th Street.	Low
B-131-W	132nd Ave NE	Bel-Red Rd to NE 8th St	Add a 5 foot-wide bike lane on the west side of 132nd Avenue NE from Bel-Red Road to NE 8th Street.	Low
B-132-N	Main St	156th Ave NE to 158th Pl NE	Add a 5 foot-wide bike lane on the north side of Main Street from 156th Avenue NE to 158th Place NE.	Low
B-133-S	SE 5th St	116th Ave SE to BNSF corridor	Add a 5 foot wide bike lane on the south side of SE 5th Street from 116th Avenue SE to the BNSF corridor.	Medium
B-134-N	Main St	NE 1st St to 124th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from NE 1st Street to 124th Avenue NE.	High
B-135-N	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 5 foot-wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High



Project Number	Link	Limits	Description	Priority
B-136-N	SE 7th Pl	Lake Hills Connector to east edge of Wilburton Hill Community Park	Add a 5 foot-wide bike lane on the north side of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park.	Low
B-136-S	SE 7th Pl	Lake Hills Connector to east edge of Wilburton Hill Community Park	Add a 5 foot-wide bike lane on the south side of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park.	Low
B-137-N	Bellevue Way	108th Ave SE to 112th Ave SE	Add a 5 foot-wide bike lane on the north side of Bellevue Way from 108th Avenue SE to 112th Avenue SE.	High
B-137-S	Bellevue Way	108th Ave SE to 112th Ave SE	Add a 5 foot-wide bike lane on the south side of Bellevue Way from 108th Avenue SE to 112th Avenue SE.	High
B-138-E	108th Ave SE	Bellevue Way to SE 34th St	Add a 5 foot-wide bike lane to the east side of 108th Avenue SE from Bellevue Way to SE 34th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-138-W	108th Ave SE	Bellevue Way to SE 34th St	Add a 5 foot-wide bike lane to the west side of 108th Avenue SE from Bellevue Way to SE 34th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-139-N	Kamber Road (SE 26th St)	Richards Rd (132nd Ave SE) to 145th Pl SE	Add 5 foot-wide bike lanes on the north side of Kamber Road (SE 26th Street) between Richards Road (132nd Avenue SE) to 145th Place SE.	Low
B-139-S	Kamber Road (SE 26th St)	Richards Rd (132nd Ave SE) to 145th Pl SE	Add 5 foot-wide bike lanes on the south side of Kamber Road (SE 26th Street) between Richards Road (132nd Avenue SE) to 145th Place SE.	Low
B-140-E	145th Pl SE	SE 16th Street to SE 24th St	Add a 5 foot-wide bike lane on the east side of 145 Place SE from SE 16 Street to SE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-140-W	145th Pl SE	SE 16th Street to SE 24th St	Add a 5 foot-wide bike lane on the west side of 145 Place SE from SE 16 Street to SE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-141-N	SE 16th St	148th Ave SE to 156th Ave SE	Add a 5 foot-wide bike lane on the north side of SE 16th Street from 148th Avenue SE to 156th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High



Project Number	Link	Limits	Description	Priority
B-141-S	SE 16th St	148th Ave SE to 156th Ave SE	Add a 5 foot-wide bike lane on the south side of SE 16th Street from 148th Avenue SE to 156th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-142-N	SE 24th St	145th Pl SE to 148th Ave SE	Add a 5 foot-wide bike lane on the north side of SE 24th Street from 145th Place SE to 148th Avenue SE.	High
B-142-S	SE 24th St	145th Pl SE to 148th Ave SE	Add a 5 foot-wide bike lane on the south side of SE 24th Street from 145th Place SE to 148th Avenue SE.	High
B-143-N	SE 26th St	SE 24th St to West Lake Sammamish Pkwy	Add a 5 foot-wide bicycle lane on the north side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-144-S	Eastgate Way	Richards Road to 148th Ave SE	Add a 5 foot-wide bike lane on the south side of Eastgate Way from Richards Road (132nd Avenue SE) to 148th Avenue SE.	High
B-145-S	SE 32nd St	139th Ave SE to 142nd Ave SE	Add a 5 foot wide bike lane on the south side of SE 32nd Street from 139th Avenue SE to 142nd Avenue SE.	High
B-146-E	142nd Pl SE	SE 28th St to SE 36th St	Add a 5 foot-wide bike lane on the south side of 142nd Place SE from SE 28th Street to SE 36th Street.	Medium
B-146-W	142nd Pl SE	SE 28th St to SE 36th St	Add a 5 foot-wide bike lane on the west side of 142nd Place SE from SE 28th Street to SE 36th Street.	Medium
B-147-N	Eastgate Way	148th Ave SE to Phillips Hill Rd (SE 35th St)	Add a 5 foot-wide bike lane on the north side of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street).	High
B-147-S	Eastgate Way	148th Ave SE to Phillips Hill Rd (SE 35th St)	Add a 5 foot-wide bike lane on the south side of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street).	High
B-148-N	Phillips Hill Rd/ 164th Pl SE/ SE 38th St	Eastgate Way to West Lake Sammamish Pkwy	Add a 5 foot-wide bike lane on the north side of SE 38th Street, 164th Place SE, and Phillips Hill Road from Eastgate Way to West Lake Sammamish Parkway SE.	Low
B-148-S	Phillips Hill Rd/ 164th Pl SE/ SE 38th St	Eastgate Way to West Lake Sammamish Pkwy	Add a 5 foot-wide bike lane on the south side of SE 38th Street, 164th Place SE, and Phillips Hill Road from Eastgate Way to West Lake Sammamish Parkway SE.	Low
B-149-E	124th Ave SE/ SE 38th St	SE 38th St at Factoria Blvd SE to 124th St at SE 41st Pl	Add a 5 foot-wide bike lane on the east side of 124th Avenue SE from SE 41st Place to SE 36th Street and on the south side of SE 38th Street from 124th Avenue SE to Factoria Boulevard.	Medium



Project Number	Link	Limits	Description	Priority
B-149-W	124th Ave SE/ SE 38th St	SE 38th St at Factoria Blvd SE to 124th St at SE 41st Pl	Add a 5 foot-wide bike lane on the west side of 124th Avenue SE from SE 41st Place to SE 36th Street and on the north side of SE 38th Street from 124th Avenue SE to Factoria Boulevard.	Medium
B-150-N	Newport Way	Somerset Blvd to the eastern city limits (past Lakemont Blvd)	Add a 5 foot-wide bike lane on the north side of SE Newport Way from Somerset Boulevard to the eastern city limits past Lakemont Boulevard SE.	High
B-150-S	Newport Way	Somerset Blvd to the eastern city limits (past Lakemont Blvd)	Add a 5 foot-wide bike lane on the south side of SE Newport Way from Somerset Boulevard to the eastern city limits past Lakemont Boulevard SE.	High
B-151-E	Factoria Blvd/ SE Newport Way	Coal Creek Pkwy to 129th Pl SE	Add a 5 foot-wide bike lane on the east side of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE.	Medium
B-151-W	Factoria Blvd/ SE Newport Way	Coal Creek Pkwy to 129th Pl SE	Add a 5 foot-wide bike lane on the west side of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE.	Medium
B-152-W	152nd Ave SE, SE 45th St and 150th Ave SE	SE Newport Way to SE 46th St	Add a 5 foot-wide climbing lane on the uphill segment (west side) of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	Low
B-153-E	Lake Washington Blvd SE	106th Ave SE to SE 60th St	Add a 5 foot-wide bike lane on the east side of Lake Washington Boulevard SE from 106th Avenue SE to SE 60th Street where not complete. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-153-W	Lake Washington Blvd SE	106th Ave SE to SE 60th St	Add a 5 foot-wide bike lane on the west side of Lake Washington Boulevard SE from 106th Avenue SE to SE 60th Street where not complete. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-154-E	119th Ave SE	Coal Creek Pkwy to SE 60th St	Add a 5 foot-wide bike lane on the east side of 119th Avenue SE from Coal Creak Parkway to SE 60th Street.	Low
B-154-W	119th Ave SE	Coal Creek Pkwy to SE 60th St	Add a 5 foot-wide bike lane on the west side of 119th Avenue SE from Coal Creak Parkway to SE 60th Street.	Low
B-155-N	Village Park Drive SE	Lakemont Blvd SE to eastern city limits	Add a 5 foot-wide bike lane on the north side of Village Park Drive SE from Lakemont Boulevard SE to the eastern city limits	Low



Project Number	Link	Limits	Description	Priority
B-155-S	Village Park Drive SE	Lakemont Blvd SE to eastern city limits	Add a 5 foot-wide bike lane on the south side of Village Park Drive SE from Lakemont Boulevard SE to the eastern city limits	Low
B-156-E	112th Ave SE	SE 60th to SE 68th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue SE from SE 60th Street to SE 68th Street.	Low
B-156-W	112th Ave SE	SE 60th to SE 68th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue SE from SE 60th Street to SE 68th Street.	Low
B-157-N	SE 60th St	Lake Washington Blvd to Coal Creek Pkwy	Add a 5 foot-wide bike lane on the north side of SE 60th Street from Lake Washington Boulevard to 129th Avenue SE; and then only on the north side from 129th Avenue SE to Coal Creek Parkway. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-157-S	SE 60th St	Lake Washington Blvd to Coal Creek Pkwy	Add a 5 foot-wide bike lane on the south side of SE 60th Street from Lake Washington Boulevard to 129th Avenue SE; and then only on the north side from 129th Avenue SE to Coal Creek Parkway. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-158-N	Forest Dr SE	147th Ave SE to Lakemont Blvd SE	Add a 5 foot-wide bike lane on the north side of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-158-S	Forest Dr SE	147th Ave SE to Lakemont Blvd SE	Add a 5 foot-wide bike lane on the south side of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-159-E	Lakemont Blvd SE	164th Way SE to the southern city limits	Add a 5 foot-wide bike lane on the east side of Lakemont Boulevard SE from 164th Way SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-159-W	Lakemont Blvd SE	164th Way SE to the southern city limits	Add a 5 foot-wide bike lane on the west side of Lakemont Boulevard SE from 164th Way SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-160-N	SE 60th St	168th Pl SE to eastern city limits	Add a 5 foot-wide bike lane on the north side of SE 60th Street from 168th Place SE to the eastern city limits.	Low
B-200-S	NE 24th St	98th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the south side of NE 24th Street from 98th Avenue NE to Bellevue Way NE where not complete.	Low



Project Number	Link	Limits	Description	Priority
B-201-N	NE 24th St	Bellevue Way NE to 112th Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from Bellevue Way to 112th Avenue NE. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-201-S	NE 24th St	Bellevue Way NE to 112th Ave NE	Add a wide bike shoulder on the south side of NE 24th Street from Bellevue Way to 112th Avenue NE. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-202-E	100th Ave NE	NE 24th St to NE 8th St	Add a wide bike shoulder on east side of 100th Avenue NE from NE 24th Street to NE 8th Street.	High
B-202-W	100th Ave NE	NE 24th St to NE 8th St	Add a wide bike shoulder on the west side of 100th Avenue NE from NE 24th Street to NE 8th Street.	High
B-203-N	NE 24th St	124th Pl NE to 140th Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from 136th Place NE to 134th Avenue NE (make use of existing 4 foot-wide gutter pan).	Low
B-204-E	108th Ave NE	NE 24th St to NE 12th St	Add a wide bike shoulder on the east side where not complete on 108th Avenue NE from NE 24th Street to NE 12th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-204-W	108th Ave NE	NE 24th St to NE 12th St	Add a wide bike shoulder on the west side where not complete on 108th Avenue NE from NE 24th Street to NE 12th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-205-N	NE 24th St	Bel-Red Rd to 172nd Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from Bel-Red Road to 172nd Avenue NE, in front of Ardmore Park.	High
B-205-S	NE 24th St	Bel-Red Rd to 172nd Ave NE	Add a wide bike shoulder on the south side of NE 24th Street from Bel-Red Road to 172nd Avenue NE, in front of Ardmore Park.	High
B-206-E	173rd Ave NE	northern city limits to the intersection with Northup Way NE	Add a wide bike shoulder on the east side of 172nd Avenue NE/173rd Avenue NE from the northern city limits to Northup Way where not complete.	Low
B-206-W	173rd Ave NE	northern city limits to the intersection with Northup Way NE	Add a wide bike shoulder on the west side of 172nd Avenue NE/173rd Avenue NE from the northern city limits to Northup Way where not complete.	Low
B-207-N	NE 8th St	Lake Washington Blvd to 96th Ave NE	Add a 3 foot-wide bike shoulder on the north side of NE 8th Street between Lake Washington Blvd and 96th Avenue NE.	Low

Project Number	Link	Limits	Description	Priority
B-208-N	Lake Washington Blvd	NE 10th St to 100th Ave NE	Add a wide bike shoulder on the north side of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-208-S	Lake Washington Blvd	NE 10th St to 100th Ave NE	Add a wide bike shoulder on the south side of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-209-E	100th Ave NE	NE 8th St to Main St	Add a wide bike shoulder on the east side of 100th Avenue NE from Main Street to NE 8th Street.	Medium
B-209-W	100th Ave NE	NE 8th St to Main St	Add a wide bike shoulder on the west side of 100th Avenue NE from Main Street to NE 8th Street.	Medium
B-210-N	Main St	100th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the north side of Main Street from 100th Avenue NE to Bellevue Way NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-210-S	Main St	100th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the south side of Main Street from 100th Avenue NE to Bellevue Way NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-211-E	101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th Pl	Main St to SE 16th St	Provide bike shoulders on 101 Avenue SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Low
B-211-W	101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th Pl	Main St to SE 16th St	Provide bike shoulders on 101 Avenue SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Low
B-212-S	Lake Hills Connector	Main St to 140th Ave SE	Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-213-N	SE 16th St	104th Ave SE to 108th Ave SE	Add a wide bike shoulder on the north side of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
B-213-S	SE 16th St	104th Ave SE to 108th Ave SE	Add a wide bike shoulder on the south side of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
B-214-E	156th Ave SE	SE 16th St to SE 21st St	Add a wide bike shoulder on the east side of 156th Avenue SE from SE 16th Street to SE 21th Street.	Low
B-214-W	156th Ave SE	SE 16th St to SE 21st St	Add a wide bike shoulder on the west side of 156th Avenue SE from SE 16th Street to SE 21th Street.	Low



Project Number	Link	Limits	Description	Priority
B-215-E	112th Ave SE/ SE 34th St	Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE	Add a wide bike shoulder on the east side of 112th Avenue SE and SE 34th Street from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE.	Low
B-215-W	112th Ave SE/ SE 34th St	Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE	Add a wide bike shoulder on the west side of 112th Avenue SE and SE 34th Street from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE.	Low
B-216-E	156th Ave SE	SE 27th St to SE Eastgate Way	Add a wide bike shoulder on the east side of 156th Avenue SE from SE 27th Street to SE Eastgate Way.	Low
B-216-W	156th Ave SE	SE 27th St to SE Eastgate Way	Add a wide bike shoulder on the west side of 156th Avenue SE from SE 27th Street to SE Eastgate Way.	Low
B-217-N	Phillips Hill Rd (SE 34th St)	164th Pl SE to West Lake Sammamish Pkwy	Add a wide bike shoulder on the north side of Phillips Hill Road (SE 34th Street) from 164th Place SE to West Lake Sammamish Parkway.	Low
B-217-S	Phillips Hill Rd (SE 34th St)	164th Pl SE to West Lake Sammamish Pkwy	Add a wide bike shoulder on the south side of Phillips Hill Road (SE 34th Street) from 164th Place SE to West Lake Sammamish Parkway.	Low
B-218-E	Lakemont Boulevard SE/I-90 overpass	West Lake Sammamish Pkwy SE to Newport Way	Add a 4 foot-wide continuous paved shoulder on the east side of the Lakemont Boulevard SE, I-90 overpass from West Lake Sammamish Parkway SE to SE Newport Way. Component of priority bike corridor; NS-6: West Lake Sammamish Parkway.	High
B-219-N	SE 56th St	119th Ave SE to 128th Ave SE	Add a wide bike shoulder the north side of SE 56th Street and 119th Avenue SE to 128th Avenue SE where not complete.	Low
B-219-S	SE 56th St	119th Ave SE to 128th Ave SE	Add a wide bike shoulder on the south side of SE 56th Street and 119th Avenue SE to 128th Avenue SE where not complete.	Low
B-300-E	136th Pl NE	NE 24th St to SR-520 Trail	Add a shared shoulder on the east side of 136th Place NE from NE 24th Street to the SR-520 trail.	Low
B-300-W	136th Pl NE	NE 24th St to SR-520 Trail	Add a shared shoulder on the west side of 136th Place NE from NE 24th Street to the SR-520 trail.	Low
B-301-E	164th Ave NE	NE 18th St to Northup Way	Add a shared shoulder on the east side of 164th Avenue NE from NE 18th Street to Northup Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium



Project Number	Link	Limits	Description	Priority
B-301-W	164th Ave NE	NE 18th St to Northup Way	Add a shared shoulder on the west side of 164th Avenue NE from NE 18th Street to Northup Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-302-E	164th Ave NE	NE 8th St to Lake Hills Blvd	Add a shared shoulder on the east side of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-302-W	164th Ave NE	NE 8th St to Lake Hills Blvd	Add a shared shoulder on the west side of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-303-N	SE Allen Rd	139th Ave SE to SE 40th St	Add a shared shoulder on the north side of SE Allen Road from 139th Avenue SE to SE 40th Street.	Low
B-304-E	Somerset Blvd	SE Newport Way to SE 43rd St	Add a shared shoulder on the east side of Somerset Boulevard from SE Newport Way to SE 43rd Street.	Low
B-305-E	Highland Dr/ 148th Ave SE	SE 45th Pl to Forest Dr	Add a shared shoulder on the east side of Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-305-W	Highland Dr/ 148th Ave SE	SE 45th Pl to Forest Dr	Add a shared shoulder on the west side of Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-306-W	116th Ave SE	SE 65th Pl to SE Newcastle Way	Add a shared shoulder on the west side of 116th Avenue SE from SE 65th Place to SE Newcastle Way.	Low
B-400-N	NE 24th St	140th Ave NE to 148th Ave NE	Add a wide outside lane on the north side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete.	Low
B-400-S	NE 24th St	140th Ave NE to 148th Ave NE	Add a wide outside lane on the south side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete. Portion from 140th Ave NE to NE 29th Place is a component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-401-N	NE 2nd St	102nd Ave SE to 114th Ave NE	Add a wide outside lane on the north side of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE.	Medium
B-401-S	NE 2nd St	102nd Ave SE to 114th Ave NE	Add a wide outside lane on the south side of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE.	Medium



Project Number	Link	Limits	Description	Priority
B-402-E	Bellevue Way	Main St to 108th Ave SE	Add a wide outside lane on the east side of Bellevue Way SE from Main Street to 108th Avenue SE where not complete.	Medium
B-402-W	Bellevue Way	Main St to 108th Ave SE	Add a wide outside lane on the west side of Bellevue Way SE from Main Street to 108th Avenue SE where not complete.	Medium
B-403-N	SE 22nd St	145th Pl SE to 156th Ave SE	Widen the existing 11 foot-wide lane to 14 feet (without fog line) on the north side of SE 22nd Street from 145th Place SE to 156th Avenue SE.	Medium
B-403-S	SE 22nd St	145th Pl SE to 156th Ave SE	Widen the existing 11 foot-wide lane to 14 feet (without fog line) on the south side of SE 22nd Street from 145th Place SE to 156th Avenue SE.	Medium
B-404-E	139th Ave SE	Eastgate Way to the southern edge of Sunset Mini Park	Add a wide outside lane on the east side of 139th Avenue SE from Eastgate Way to the southern edge of Sunset Mini Park where not complete.	High
B-404-W	139th Ave SE	Eastgate Way to the southern edge of Sunset Mini Park	Add a wide outside lane on the west side of 139th Avenue SE from Eastgate Way to the southern edge of Sunset Mini Park where not complete.	High
B-500-E	130th Ave NE	NE 16th St to Bel-Red Rd	Add a shared wide outside lane on the east side of 130th Avenue NE from NE 16th Street to Bel-Red Road.	Low
B-500-W	130th Ave NE	NE 16th St to Bel-Red Rd	Add a shared wide outside lane on the west side of 130th Avenue NE from NE 16th Street to Bel-Red Road.	Low
B-501-E	160th Ave NE	Crossroads Park and Community Center to NE 8th St	Add a shared wide outside lane on the east side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
B-501-W	160th Ave NE	Crossroads Park and Community Center to NE 8th St	Add a shared wide outside lane on the west side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
B-502-N	Lake Hills Blvd	156th Ave SE to 159th Pl SE	Add a shared wide outside lane on the north side of Lake Hills Boulevard from 156th Avenue SE to 159th Place SE.	High
B-503-E	138th Ave SE	SE 40th St to SE Allen Road	Add a shared wide outside lane on the east side of 138th Avenue SE from SE 40th Street to SE Allen Road.	Low
B-503-W	138th Ave SE	SE 40th St to SE Allen Road	Add a shared wide outside lane on the west side of 138th Avenue SE from SE 40th Street to SE Allen Road.	Low
O-100-S	SR520 / NE Points Dr	Bellevue Way Interchange area to Bellevue Way	Add a 10-14 foot-wide off street path along the south side of NE Points Drive from the western part of the interchange area to the south side of Northup Way just east of the interchange. Component of priority bike corridor; EW-1: SR-520 Trail.	High

Project Number	Link	Limits	Description	Priority
O-101	SR520 / NE Points Dr	Bellevue Way Interchange area (just north of SR-520) to Bellevue Way	Add a 10-14 foot-wide off street path along SR-520 connecting NE Points Drive to Northup Way over the Bellevue Way Interchange area (just north of SR-520). Component of priority bike corridor; EW-1: SR-520 Trail.	High
O-102-E	Bellevue Way	Northup Way to 103rd Ave NE	Add a 10-14 foot-wide off street path along the east side of Bellevue Way from 103rd Avenue NE to Northup Way.	Medium
O-103	SR-520 Regional Trail	Evergreen Point Bridge to 124th Ave NE	Construct 10-14 foot-wide path from Bellevue Way/ Evergreen Point Bridge to the west terminus of existing SR-520 trail at 124th Avenue NE. This facility extends east of Bellevue Way along the south side of Northup Way to 108th Avenue NE; along the east side of 108th Avenue NE; continuing east along the north side of SR-520 and eventually leading back to the proposed BNSF regional trail. East of the BNSF regional trail, completing the connection along the north side of SR-520 and south side of NE 24th Street to the existing trail system. Component of priority bike corridor; EW-1: SR-520 Trail.	High
O-104	Burlington Northern Bike Path	southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.	Medium
O-105-S	NE 24th St	126th Ave NE to 136th Pl NE	Add a 10-14 foot-wide off street path along south side of NE 24th Street connecting 126th Avenue NE to 136th Place NE.	Low
O-106	SR 520 Trail connection	140th Avenue, east, as an on-ramp/off-ramp to the 520 trail	Add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High



Project Number	Link	Limits	Description	Priority
O-107-W	West Lake Sammamish Pkwy	North City Limit to I-90	Through an extensive public involvement process city staff and the community identified a recommended alternative that will provide: 1) Ten-foot vehicle travel lanes in each direction 2) 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. 3) 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. 4) Five mid-block crossings, and three intersection crossings. 5) A new traffic signal at West Lake Sammamish Parkway and SE 34th Street. Component of priority bike corridor; NS-6: West Lake Sammamish Parkway.	High
O-108-N	NE 12th St	100th Ave NE to 116th Ave NE	Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
O-109	West Tributary Trail	BNSF Corridor to Bel-Red Rd	Add a 10-14 foot-wide off street path along the West Tributary of Kelsey Creek between the BNSF Corridor and Bel-Red Road. Provide grade separation of this trail at arterial crossings.	Low
O-110-N	NE 16th St	116th Ave NE to 140th Ave NE	Add 10-14 foot-wide off street path along the north side of NE 16th Street from 116th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
O-111-E	132nd Ave NE	NE 20th St to Bel-Red Rd	Add a 10-14 foot-wide off street path on the east side of 132nd Avenue NE from NE 20th Street to Bel-Red Road.	Low
O-112	East Highland/ Rockwood	140th Ave NE to 141st Pl NE	Add a 10-14 foot-wide off street path connecting Rockwood/East Highland from 140th Avenue NE to 141st Place NE.	Low
O-113	trail	148th Ave NE to 156th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE.	Low
O-114	trail	Highland Middle School to NE 8th St	Add a 10-14 foot-wide off street path connecting Highland Middle School to NE 8th Street.	Medium



Project Number	Link	Limits	Description	Priority
O-115	Crossroads E-W Connection	156th Ave NE to 164th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE, called the Crossroads east-west Connection.	High
O-116	trail	159th Ave NE to Crossroads Park and Community Center	Add a 10-14 foot-wide off street path connecting 159th Avenue NE and Northup Way to Crossroads Park and Community Center.	High
O-117	NE 6th St (ped corridor)	Bellevue Way to 110th Ave NE	Construct NE 6th Street "Pedestrian Corridor" between Bellevue Way and 110th Avenue NE consistent with design guidelines; pursue interim improvements (ahead of full redevelopment) where appropriate.	Medium
O-118-S	NE 6th St extension	112th Ave NE to 120th Ave NE	Add a 10-14 foot wide off street path along the south side of the NE 6th Street extension, across I-405, from 112th Avenue NE to 120th Avenue NE.	Medium
O-119	Bel-Red Mini Park	Bel-Red Rd at 122nd Ave (alignment) to Bel-Red Rd at 124th Ave NE	Add a 10-14 foot-wide off street path through the Bel-Red Mini Park from Bel-Red Road at 112nd Avenue (alignment) to Bel-Red Road at 124th Avenue NE.	Low
O-120-S	NE 2nd St	124th Ave NE to 128th Ave NE	Add a 10-14 foot-wide off street path along the south side of NE 2nd Street from 124th Avenue NE to 128th Avenue NE.	Low
O-121-S	Main St	Bellevue Way NE to 116th Ave NE	Add a 10 to 14 foot wide off street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-122	Main St extension	116th Ave NE to BNSF	Add a 10-14 foot wide off street path along the Main St extension from 116th Avenue NE to the BNSF corridor.	Low
O-123-N	Lake Hills Connector	Main St to 140th Ave SE	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-124-S	Main St	NE 1st St to 124th Ave NE	Add a 10-14 foot-wide off street path on the south side of Main Street from NE 1st Street to 124th Avenue NE where not complete.	High
O-125	Existing BBG/ Wilburton Hill Trails	118th Ave SE to SE 4th Pl	Add a 10-14 foot wide off street path along the existing trails through the Bellevue Botanical Garden and Wilburton Hill Community Park from approximately 118th Avenue SE in the BBG to SE 4th Place outside of Wilburton Hill Community Park.	Low



Project Number	Link	Limits	Description	Priority
O-126-W	128th Ave NE/SE	NE 2nd St to SE 4th Pl	Add a 10-14 foot-wide off street path on the west side of 128th Avenue NE/SE from NE 2nd Street to SE 4th Place.	Low
O-127-S	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-128-S	SE 7th Pl	Edge of Wilburton Hill Community Park to 128th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 7th Place from edge of Wilburton Hill Community Park to 128th Avenue SE.	High
O-129	Kelsey Creek Trail	130th Pl SE to Lake Hills Connector	Add a 10-14 foot-wide off street path along mostly existing trails through Kelsey Creek Park from 130th Place SE to end of gravel portion.	Low
O-130-S	SE 8th St	112th Ave SE to 114th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to 112th Avenue SE.	High
O-131-E	112th Ave SE/ Bellevue Way SE	SE 8th St to I-90 trail	Add a 10-14 foot-wide off street path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	Medium
O-132-N	BCC Thruway	142nd Pl SE to 144th Ave SE	Add a 10-14 foot-wide off street path along the north side of the BCC Thruway from 142nd Place SE to 144th Avenue SE.	Medium
O-133	Robinswood to Eastgate	SE 28th St to Eastgate Way	Add a 10-14 foot-wide off street path along the connection from Robinswood to Eastgate from SE 28th Street to SE Eastgate Way.	Low
O-134	161st Ave SE across Landfill Park Site	156th Ave SE to SE Eastgate Way	Add a 10-14 foot-wide off street path on along 161st Avenue SE from 156th Avenue SE to SE Eastgate Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
O-135-S	I-90 Tunnel	SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to 10 feet to offer cyclists improved accommodation from SE 37th Street. under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
O-136	Factoria to I-90	I-90 trail to SE 38th St	Add a 10-14 foot-wide off street path from the I-90 trail to SE 38th Street.	Low

Project Number	Link	Limits	Description	Priority
O-137-N	Mountains to Sound Greenway	Factoria Blvd to Sunset Pedestrian Bridge	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 St to the curve near the southwest quadrant's ramps of the 148th-150th Ave SE interchange, then following a new independent alignment to the 150th Avenue SE/SE 37th St intersection at 150th Ave SE. Eastward from 150th Ave SE the trail would follow SE 37th St (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 WLSP. 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 Ave interchange as SE 36th St curves to become SE 37th St. Additional coordination between City of Bellevue, WSDOT, King County, and Greenway Trust required to study this route. Identified as priority bike corridor EW-4.	Medium
O-138	156th Ave SE	SE 37th St to intersection with east/west portion of B-256	Add a 10-14 foot-wide off street path along 156th Avenue SE from SE 38th Street to the intersection where it connects with project B-256. Improve ROW to create connection.	Low
O-139-W	Coal Creek Pkwy	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. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
O-140	SE 67th Pl connection	SE 68th St/ SE 69th Way to SE 67th Pl/ 117th Ave SE	Add a 10-14 foot-wide off street path connecting SE 68th Street and SE 69th Way to SE 67th Place and 117th Avenue SE.	Low
O-141	Pipeline Trail	SE 56th St to SE 60th St	Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 56th Street to SE 60th Street.	Low
O-142	Pipeline Trail	SE 60th St to SE 68th Pl	Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 60th Street to SE 68th Place.	Low
O-300	Northtowne Center Trail	106th Ave NE to Bellevue Way via shopping center	Add a 6 foot-wide off street path as a connection thru the shopping center site, extending the existing neighborhood-shopping center trail to Bellevue Way and Northtowne Park. Obtain easement and maintain existing trail to shopping center .	Low



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O-301	NE 40th St	134th Ave NE to 140th Ave NE	Add a 6 foot-wide off street path on NE 40th Street from 134th Avenue NE to 140th Avenue NE.	Low
O-302	NE 28th St	Bel-Red Road to NE 28th St and MS Campus	Add a 6 foot-wide off street path along NE 28th Street right-of-way from Bel-Red Road to NE 28th Street and MS Campus.	Low
P-100	Citywide	Citywide	Develop an education program to better inform users of the pedestrian, trail, and bicycle system. The program should develop an effective “share the road/ share the trail” concept for the broader public, and include updated system maps available from the City in a variety of forms. The program should also focus on implementing signage, wayfinding, and other mechanisms to help users navigate the pedestrian and bicycle system.	High

PEDESTRIAN & BICYLE
TRANSPORTATION PLAN

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