



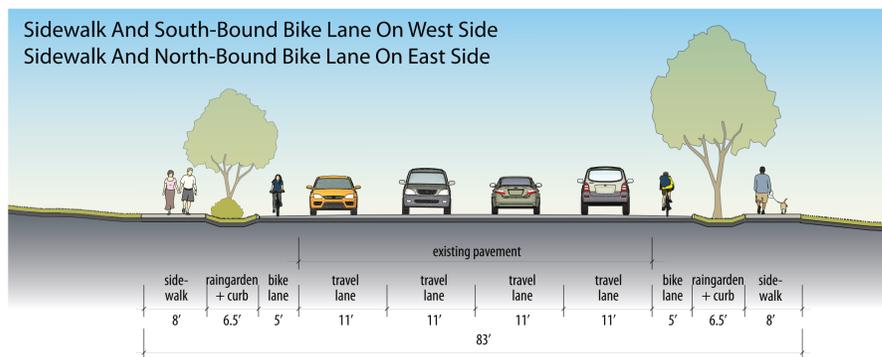
124th Avenue Corridor

Improvements Non-Motorized Alternatives

NE 8th Street - NE 15th Street

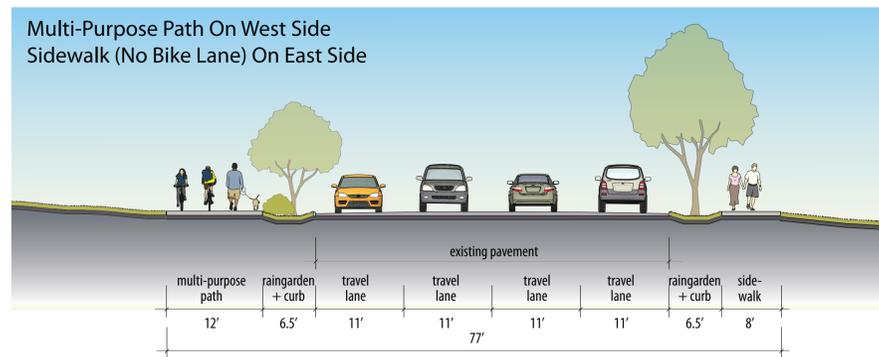
Alternative 1

Typical Section NE 8th Street-NE 12th Street



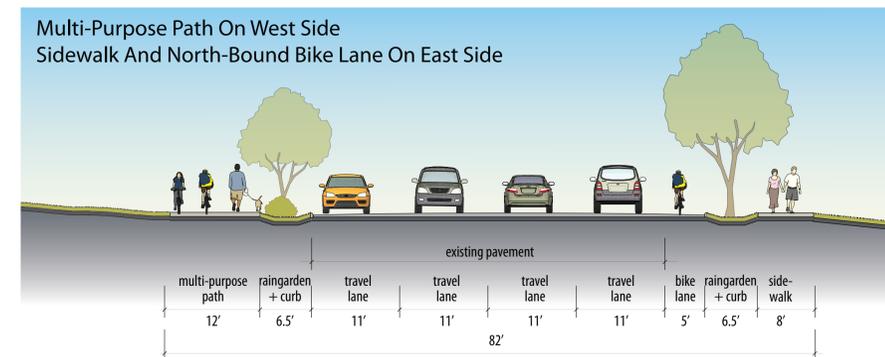
Alternative 2

Typical Section NE 8th Street-NE 12th Street

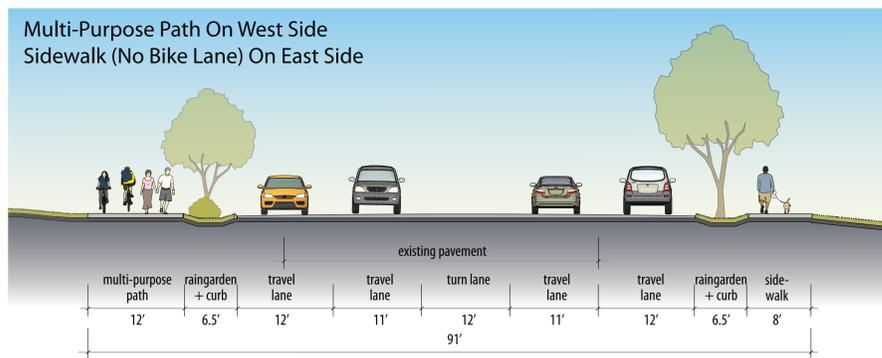


Alternative 3

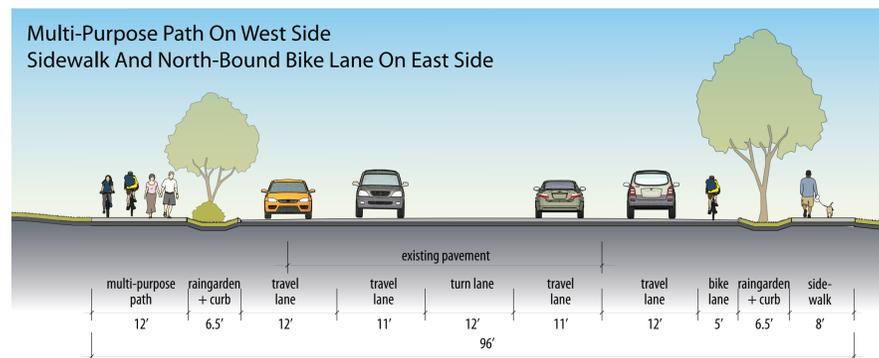
Typical Section NE 8th Street-NE 12th Street



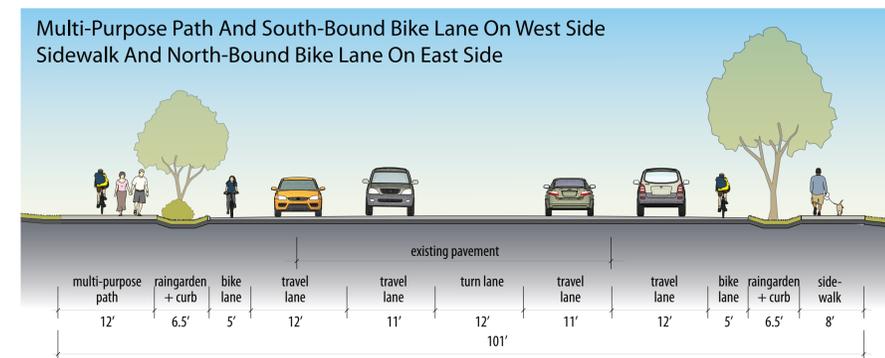
Typical Section NE 12th Street-NE 15th Street



Typical Section NE 12th Street-NE 15th Street



Typical Section NE 12th Street-NE 15th Street





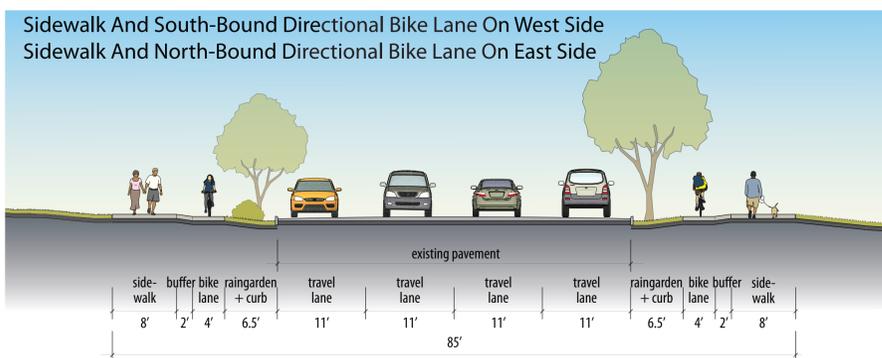
124th Avenue Corridor Improvements

Non-Motorized Alternatives

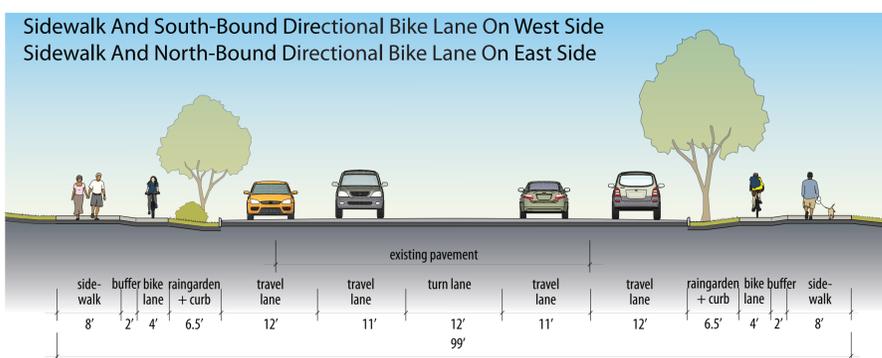
NE 8th Street - NE 15th Street

City Preferred Cross Sections

Typical Section NE 8th Street-NE 12th Street



Typical Section NE 12th Street-NE 15th Street



Possible Bike/Ped Configurations for Preferred Alternative

City Preferred



Option 1



Option 2



Evaluation Criteria

- Policy Considerations
 - Compatible with the COB Ped / Bike Plan
 - Supportive of Land Use Goals
- Technical Considerations
 - Maintenance
 - Multi-Modal Separation
 - Least Pollution Generating Surfaces
- Property Impacts
 - Land
 - Parking
 - Circulation
- Non-Motorized User Considerations
 - Commuter Cyclist Experience
 - Recreational Cyclist Experience
 - Pedestrian Experience

Proposed Bike/Ped Configuration





124th Avenue Corridor

Improvements Non-Motorized Alternatives

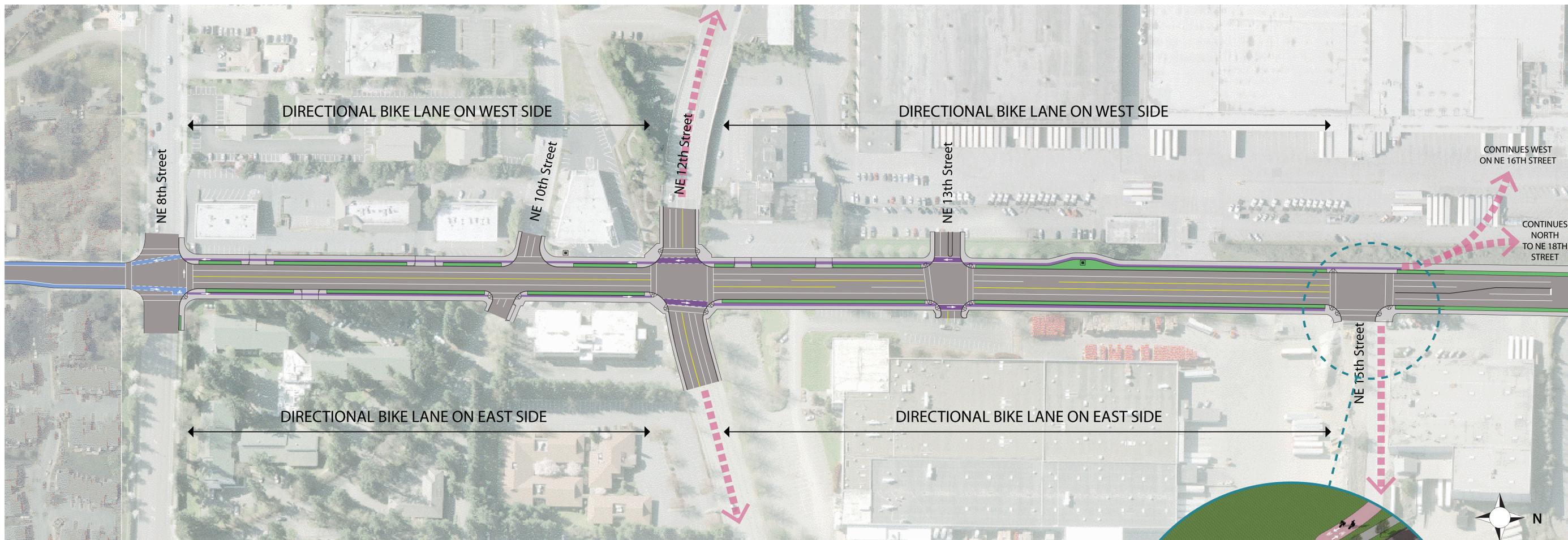
NE 8th Street - NE 15th Street

KEY

-  IN-STREET BIKELANE (5 FT)
-  DIRECTIONAL BIKE LANE (4 FT)
-  BI-DIRECTIONAL MULTI-PURPOSE PATH (12 FT)
-  SIDEWALK (8 FT)
-  RAINGARDEN/PLANTER
-  FUTURE MULTI-PURPOSE PATH CONNECTION

City Preferred Cross Sections and Bike/Ped Configurations

Non-Motorized Connections



The City Preferred Alternative for NE 8th Street – NE 12th Street and NE 12th Street – NE 15th Street Offers the Following Advantages:

- Improves Safety by Separating Bicycle Traffic From Street Traffic, and Creating Separation from Pedestrians
- Allows Bike Traffic on East and West Side of 124th Avenue NE
- Provides Facilities for the Recreational Bicyclist and the Commuter Bicyclist
- Maintains Bicycle/Pedestrian Separation
- Reduces Pollutant Generating Surfaces and Promotes Green Infrastructure
- Supportive of Land Use Goals in the Bel-Red Subarea Plan

