Primary Cross-City Bicycle Corridors

Bellevue staff undertook a significant public outreach process for this project. A recurring message from the on-line survey effort, the focus-groups sessions, public meetings, and on-line interactive map was the need for improved connectivity to facilitate cross-city bicycle trips. There is broad public agreement that many of the existing bicycle corridors, particularly on-road segments, have been implemented in a piecemeal approach and therefore lack a connected and easily navigable cycling network. In discussions held to date with the Transportation Commission on the policy framework of the Pedestrian and Bicycle Plan, the desire for a more connected set of bicycle routes has also been articulated by the Commission

Responding to this public input and Commission direction to date, the City has designated a series of proposed cross-city bicycle corridors that link together the numerous 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, routes on quieter streets), the components of 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. Together, these primary cross-city bike corridors represent a continuous network aimed at promoting connections to surrounding jurisdictions, while at the same time creating links among communities within the City. The primary north/south and east/west routes documented in this report are designed to provide direct links between major nodes throughout Bellevue, including commercial, employment, institutional, residential and recreational destinations.

The primary bicycle corridors include:

East-West Corridors (map page 3)

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North-South Corridors (map page 33)

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East-West Corridors

There are five east-west corridors identified in the Pedestrian and Bicycle Transportation Plan. These are reflected in the map below.

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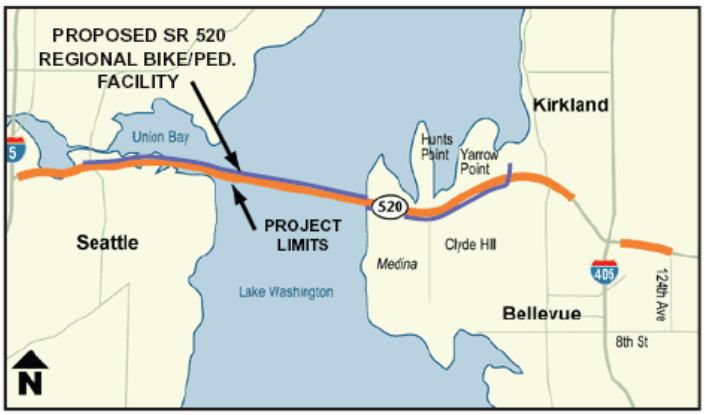
EW-1: 520 Trail

The SR 520 corridor spans Lake Washington and seven jurisdictions:

- Seattle
- Medina
- Hunts Point
- Yarrow Bay
- Clyde Hill
- Kirkland
- Bellevue
- Redmond



A bicycle/pedestrian path along SR 520 and on the new Evergreen Point Bridge has the potential to connect the region's longest and most popular trails including:

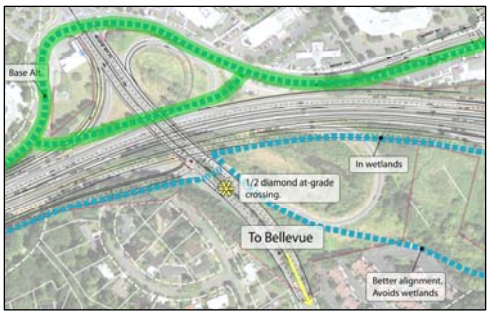
- Burke Gilman Trail
- Washington Park Arboretum Waterfront Trail
- Lake Washington Loop Route
- Sammamish River Trail
- East Lake Sammamish Trail
- As well as many on-street bike routes.

Existing SR 520 Trail

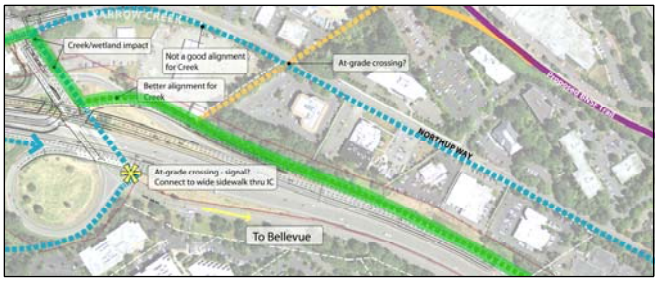
On the northeast side, there is an existing paved 10-14 foot wide path that hugs the side of SR 520 from Evergreen Point to the I-405 interchange in Bellevue (approximately). There is a fence between car traffic and the trail, and sometimes a wide buffer.

WSDOT's SR 520 Transit and HOV project, as part of the overall SR 520 Bridge Replacement and HOV project, is critical in completing design and construction of the SR 520 Trail System in the City of Bellevue (EW-1). As the SR 520 project proceeds, the timing and how the elements will be constructed through Bellevue will be better defined.

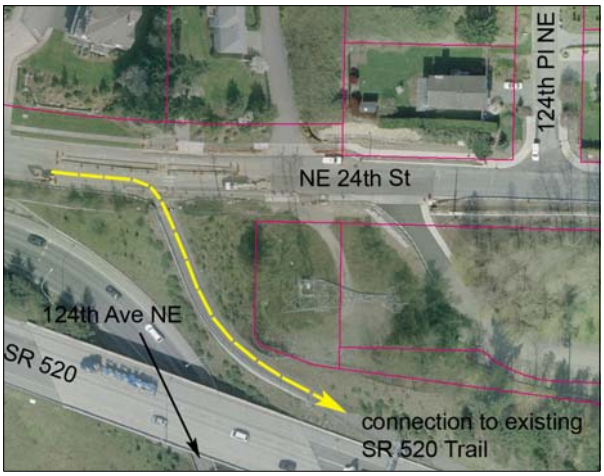
The City of Bellevue, City of Kirkland and WSDOT evaluated a number of options regarding possible train and bicycle route configurations and connections. All options considered the development of an interconnected system linking existing and future non-motorized systems in an effort to provide a continuous east-west route for bicyclists. This would include completing a regional trail connection to the existing west terminus of the SR 520 trail at approximately 124th Avenue NE and NE 24th Street, while further considering differences between local versus regional non-motorized elements, and addressing system access and safety. The route, highlighted in green in the following images, is the recommended alternative.



The SR 520 trail within Bellevue city limits would run along the south side of Northup Way between Bellevue Way and 108th Avenue NE, then turning south to follow the east side of 108th Avenue SE to the north margin of SR 520.



The trail would then continue east along the north margin of SR 520 and the south margin of the WSDOT maintenance facility to a curve heading north (which is also along the west side of southbound I-405). From there users would follow the westbound SR 520 on-ramp, crossing Northup Way to intersect the BNSF rail alignment. At this junction, the SR 520 and BNSF regional trail facility would jointly continue southeasterly again, running underneath I-405, to the northern margin of SR 520 (about 260 feet east of 116th Avenue NE). Departing from the BNSF corridor, EW-1 would continue east along the north margin of SR 520 crossing Northup Way and connecting along the south side of NE 24th Street. Thence continuing east between NE 24th Street and SR 520, connecting with the existing terminus of the SR 520 regional trail. The crossings of Northup Way are considered at grade, unless topography and slope of the regional trail can be reduced through a grade separated facility. This alignment reflects an evaluation of other options and major points of connection with other systems in Bellevue, Kirkland, and west termination of the existing regional trail to east Bellevue, and eventually to the City of Redmond.



Focus Group Comments on 520 Trail

This area of the 520 Trail had the most red "top priority" dots (4) of any area in Bellevue.

- Participants noted:

  1. Lack of shoulder space
  2. Lack of trail connectivity

- Participants (pedestrian and bicyclists) suggestions:

  1. Creating larger or new shoulders in and around Northup Way
  2. Connecting the 520 Trail to South or Central Bellevue starting around 120th Ave
  3. Connecting the 520 Trail to other routes and areas within Bellevue

Connections to Other Main Bicycle Corridors:

BNSF Connection
Downtown-Overlake Connection
Enatai-Northtown Connection
Lake Washington Loop Trail
Somerset-Redmond Connection

Connections to Park Facilities:

Viewpoint Park: http://www.ci.bellevue.wa.us/viewpoint.htm

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EW-1: SR520 Trail

Looking east from NE 96th Street and NE Points Drive, which runs parallel to SR520, and is also part of the City of Kirkland.

Along Northup Way there is an existing bike shoulder on the south side.

This intersection of Northup Way and NE 24th Street must be navigated by bicyclists heading east, trying to link up to the existing SR520 Trail that officially starts up just west of 124th Place NE.

Spacious bicycle shoulders along NE 24th Street heading east.

Existing SR520 Trail running directly adjacent to the SR520 Freeway, south of the 148th Avenue NE on- and off-ramps.

EW 2: Downtown-Overlake Connection

From downtown NE 12th Street connecting up to SR 520 and into Redmond.

NE 12th Street between 100th Avenue NE and 116th Avenue NE

This corridor begins at NE 12th Street and 100th Avenue NE, ending at 116th Avenue NE. NE 12th Street is an important bicycle corridor connection and is included in both EW-2 and NS-1.

NE 12th Street and 108th Avenue NE

Staff received a number of public comments about this area and the original project B-237 which proposed bike lanes on both sides.

- This is sorely needed. Please make sure the new NE 12th Street bridge over I-405 has sufficient space for bike lanes. Space for bikes on the 10th Street bridge was left out due to limitations on construction near the hospital.
- This is a great place to add a bike lane as the current road is not safe for bicyclists. When the rail/bike/ped path is installed we will need access from the road to the trail. Thanks.
- East/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and SE 8th, would be my first picks for projects.
- Much needed. Great addition. Thank you.

Additional comments were received early in the project on the NE 12th Street corridor from the on-line survey:

- Add bike lanes on major thoroughfares such as Bellevue Way, NE 8th, NE 12th.
- Traffic on NE 12th, NE 10th, NE 2nd and Main Street does not require 4 lanes each way in addition to a turn lane, except for Bellevue Way and 112th. Bikes can take the lane for short distances at choke points and downhill.
- Designated bike lanes in downtown Bellevue (CBD) would help a lot. Also, there are very few east-west connectors that allow people to enter/leave the CBD. In that regard, Main Street and NE 12th are the best alternatives and they aren't really all that good due to traffic volumes. Even in areas (in the CBD) where there aren't bike lanes, it would be helpful to have a designated area at intersections for bikes. Currently it is confusing to bicycles and motorists because of the conflict with right turn movements of the vehicles.
- Getting to downtown Bellevue on a bike is not easy. Please provide a dedicated bike path or wide, clean bike lanes at least into downtown Bellevue. I currently take the SR 520 bike trail to NE 24th Street to Northup Way to 116th Avenue to NE 12th Street. Northup, 116th and NE 12th do not have bike lanes.
- I bicycle commute to work everyday and everyday a car passes too close without trying to move over. It would be nice if people would understand that I'm peddling as fast as I can and their car could kill me. I'd like to see more bicycle lanes along, NE 12th over the freeway, Bel-Red Road, and roads in Downtown Bellevue.
- Dark, rainy weather in the winter makes it is nearly impossible to ride across the downtown area of Bellevue from east to west. Riding in traffic is frightening. A bike lane on NE 12th & then Bel/Red Road would help.

After additional review of these comments and other considerations, B-237 was split into two projects that still address bike travel on both sides of the road, but will better accommodate the users expected along this corridor. The new Pedestrian and Bicycle Plan recommendations are: add a 10-14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE (**O-108-N**), and **a**dd a 5 foot wide bike lane on the south side of NE 12th Street from 100th Avenue NE to 112th Avenue NE (**B-118-S**).

The portion of NE 12th Street, between 100th Avenue NE to 102nd Avenue NE is split into two separate sections by a row of trees, cutting off any through access from 102nd Avenue NE to 100th Avenue NE and vice versa. All traffic (except for local cars) must veer south onto 102nd Avenue NE to NE 10th Street in order to continue west. A bicycle-only route that would cut through that planter would be ideal as well as feasible due to the minimal amount of traffic in this area.

NE 12th Street between 102nd Avenue NE and 116th Avenue NE has a much higher traffic-volume and limited room for additional bicycle and pedestrian facilities.

NE 12th Street and 102nd Avenue NE

There is a new 8 foot wide sidewalk on the north side of NE 12th Street from 102nd Avenue NE to Bellevue Way. The absence of bicycle facilities and narrow traffic lanes force bicyclists to use this sidewalk going both directions for this segment of NE 12th Street. The proposed off-street path on the north side is consistent with present usage as well as the new Pedestrian and Bicycle Plan Update project O-108-N.

On the south side however, the sidewalk is not as pedestrian friendly, veering awkwardly away from the street to bypass the drive-thru post office mailboxes. Although the travel lanes are only 11 feet wide, the creation of a 5 foot wide designated bike lane on the south side is feasible and would effectively accommodate west bound bicycle traffic along this portion of NE 12th Street, consistent with project B-118-S. This bike lane would end at 112th Avenue NE, the Enatai-Northtown Connection.

NE 12th Street, from 106th Avenue NE to 112th Avenue NE, is an important link to McCormick Park on the north side and the Bellevue Regional Library on the south. The length of the park provides opportunity for the proposed off-street path, as well as possible street widening as a means of accommodating a bike lane on the south side, although that might require expensive structural changes to the existing pedestrian bridge.

NE 12th Street and McCormick Park

A large amount of residential housing is being built along the south side of NE 12th Street across from McCormick Park. In tandem with this development, a new sidewalk and planter strip have recently been completed. This new infrastructure, although beneficial for pedestrian traffic, might pose a problem if road widening is necessary to accommodate a 5 foot wide bike lane on this south side.

NE 12th Street across from McCormick Park

This corridor continues east along NE 12th Street, utilizing a critical connection over I-405. Although project B-118-S would end at 112th Avenue NE, before the overpass, project O-108-N, the 10-14 foot wide off street path, is proposed to connect to the next part of the Downtown-Overlake Connection (O-110-N) at 116th Avenue NE.

NE 12th Street, I-405 overpass

NE 16th Street between NE 12th Street/116th Avenue NE and 136th Place NE

This corridor continues east on NE 12th Street crossing over I-405, and connecting to a new bridge which will eventually link up with the existing portion of NE 16th Street. The bike route will follow NE 16th Street, continuing to 132nd Avenue NE. This linkage is part of the Bel-Red Subarea Plan.

NE 16th Street and 132nd Avenue NE

The Bel-Red Subarea Plan offers the potential to create transit-rich development nodes and neighborhoods in which walking and bicycling opportunities abound. A wide range of non-motorized improvements are anticipated; from sidewalks and mid-block pedestrian connections, to trails along riparian corridors and the Burlington Northern Santa Fe (BNSF) railroad corridor, to neighborhoods and roadways that are designed from the start with pedestrians and bicyclists in mind. Some bicycle facilities would be geared toward the commuter, and others more towards the more recreational cyclist. Links to local parks and connections to the regional system are also part of the vision.

As a major future arterial and light rail corridor, an extension of NE 16th Street is planned to be the primary component of the east-west non-motorized transportation system. Providing a high quality pedestrian and bicycling environment along this arterial will create auto-free access between neighborhoods, to regional trail systems, as well as light rail stations. This east-west pedestrian and bicycle corridor is also intended to link the various north-south trails and sidewalks.

The new Pedestrian and Bicycle Plan Update recommends the following project as a reflection of this east-west bicycle corridor extension: add a 10-14 foot wide off-street path on the north side of NE 16th Street from 116th Avenue NE to 140th Avenue NE (**O-110-N**).

This recommendation received support from the interactive map:

- I suppose this means actually building NE 16th Street as well?
- We desperately need a safe way for bikes to get over I-405 from downtown Bellevue
- Yes, Please include this bike path. There have been too many weekends where I am walking with my young (4 and 6 yrs) children and somebody comes flying down the sidewalk over the NE 12th I-405 overpass. I love the idea of the bike path here and my kids do as well.
- If we're NEVER going to widen Bel-Red, or put a bike lane on it, then some sort of way to get easily from downtown to Crossroads by bike has to be developed. (NE 8th is too up/down; 520 bike trail goes too far north). This is I guess as good as we're going to get.

The Bel-Red Subarea Plan proposes extending NE 16th Street from 132nd Avenue NE to 116th Avenue NE/NE 12th Street. This extension, as part of the Downtown-Overlake Connection, will be not only a major east-west route for bicyclists, but a safer alternative to Bel-Red Road. The portion of NE 16th Street that is currently built, between 132nd Avenue and Bel-Red Road, has variable on-street parking, wide shoulders and 13 foot wide travel lanes. The City of Bellevue right-of-way also extends 30 feet north from the edge of the pavement, allowing plenty of room for an off-street path.

NE 16th Street, facing east

136th Place NE between NE 16th Street and NE 20th Street

At the intersection of NE 16th Street and 136th Place NE, this east-west bicycle corridor jogs north along 136th Place NE to NE 20th Street. The off-street path proposed along the north side of NE 16th Street connects with project B-121-E/W, proposed in the new Pedestrian and Bicycle Plan Update for 136th Place NE, that calls for a 5 foot wide bike lane on the east and west sides of 136th Place NE from NE 16th Street to NE 20th Street.

136th Place NE has 11 foot wide travel lanes, and on-street parking is currently allowed for about 600 feet on the east side. The shoulder on the west side is to small to accommodate bicyclists, and a drainage ditch runs adjacent.

136th Place NE and NE 16th Street

It will be important to ensure that the sidewalk facilities (**S-202-E/W** which call for an 8 foot wide sidewalk and a 4 foot wide planter strip on both sides of 136th Place NE from NE 20th Street to NE 16th Street) envisioned for this same corridor do not encroach on the space available to create a 5 foot wide bicycle lane on either side (**B-121-E/W**).

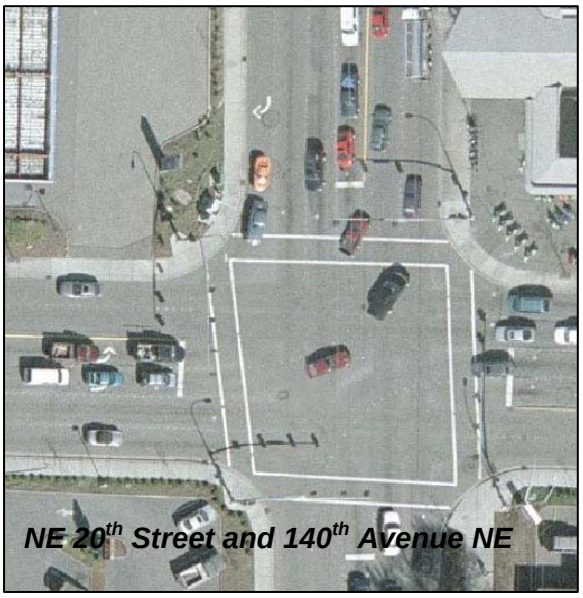
Towards the north end of 136th Place NE, there are already bicycle and pedestrian facilities in place on the west side. The proposed projects in the new Pedestrian and Bicycle Plan Update will connect to these.

136th Place NE

Northup Way/NE 20th Street between 136th Place NE and 140th Avenue NE

The Downtown-Overlake Connection briefly continues east along NE 20th Street turning left onto 140th Avenue NE. Bicyclists must navigate the busy intersection of NE 20th Street and 140th Avenue NE in order to continue along this east-west corridor. The new Pedestrian and Bicycle Plan Update suggests adding a 5 foot wide bike lane on both sides of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE (**B-111-N/S)** in order to help create a more bicycle friendly environment.

Although this portion of the route is short, it is a critical link to the Somerset-Redmond Connection and the SR 520 Trail.



NE 20th Street and 140th Avenue NE

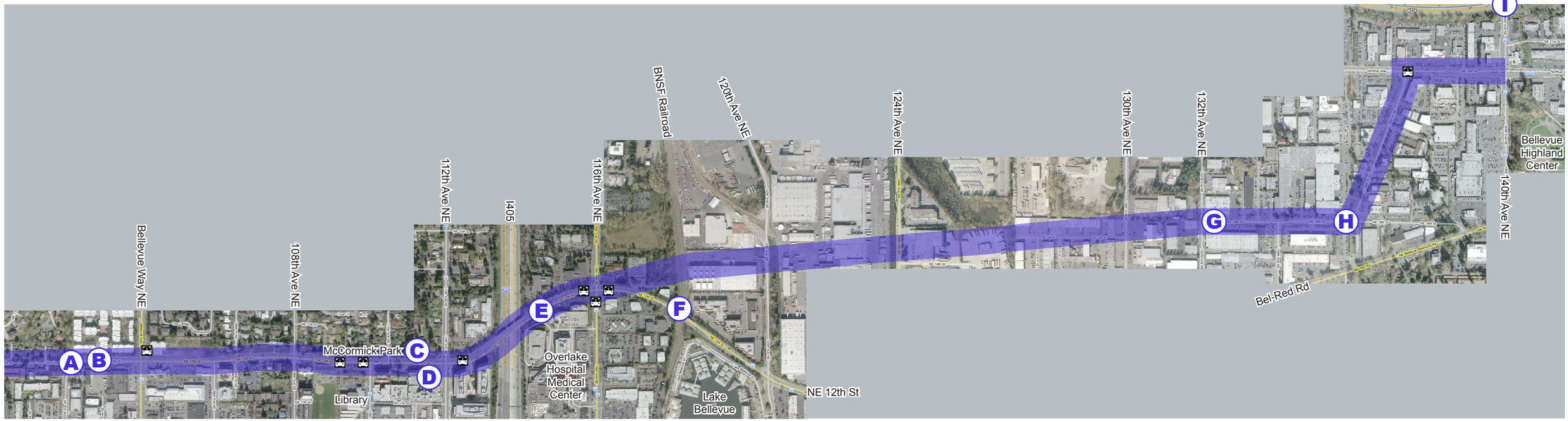
Connections to Other Main Bicycle Corridors:

520 Trail
BNSF Connection
Enatai-Northtown Connection
Lake Washington Loop Trail
Somerset-Redmond Connection

Connections to Park Facilities:

McCormick Park: http://www.ci.bellevue.wa.us/mccormick.htm
Ashwood Playfield: http://www.ci.bellevue.wa.us/ashwood_playfield.htm
Bel-Red Mini Park: http://www.ci.bellevue.wa.us/bel-red_mini_park%20.htm
Highland Park and Community Center: http://www.ci.bellevue.wa.us/highland.htm
http://www.ci.bellevue.wa.us/highland_community_center_sk8_park.htm

EW-2: Downtown Overlake Connection



Looking east along NE 12th Street, from the 102nd Avenue NE intersection. There are no bicycle facilities located along this portion of EW-2.

A close-up of the new 8 foot-wide sidewalk recently completed on the north side of NE 12th Street from 102nd Avenue NE and 116th Avenue NE.

McCormick Park runs along the north side of NE 12th Street from 106th Avenue NE to 112th Avenue NE, and includes a 4 foot-wide sidewalk and planter strip. (pg 7)

Facade of the new development occuring along the south side of NE 12th Street.

Pedestrians crossing I405 via the sidewalk on the south side of NE 12th Street. Currently there are no bicycle facilities along this critical connection across the interstate. (pg 8)

Facing north, looking out over the BNSF Railroad Corridor from the NE 12th Street overpass. As ourtlined in the Bel-Red Master Plan, a new bridge will connect to NE 12th Street at this point, and head east connecting to the existing portion of NE 16th Street.

The existing NE 16th Street runs from 132nd Avenue NE to Bel-Red Road. Currently traffic volume along this street is extremely low, however one the extension to NE 12th Street is complete that will change and bike facilities will be necessary. (pg 8)

The EW-2 Corridor veers north from NE 16th Street onto 136th Place NE which provides an easy connection to NE 20th Street/Northup Way.

Once this corridor meets up with NS-2 (140th Avenue NE), cyclists will able to utilize the bicycle on-ramp that is proposed for vacant land just north of the SR520 bridge over 140th as a continuing east-west connection along the SR520 Trail. .

EW-3: Lake-to-Lake Trail

This trail is the primary east-west non-motorized corridor through Bellevue and links Lake Sammamish with Lake Washington. The Lake-to-Lake route connects parks, schools, neighborhoods, and urban areas with a variety of trail types. To accommodate various non-motorized uses, the trail provides facilities for bicycles, walkers, joggers, and hikers through the use of separated pathways, bike lanes, boardwalks and gravel trails as one traverses the City through 800 acres of interconnected park and open space property.

This corridor begins at the city limits, running southeast along Lake Washington Boulevard, continuing east on Main Street before cutting south to access Lake Hills Connector, 145th Place SE, and Phantom Lake, ultimately emerging on West Lake Sammamish Parkway.

Lake Washington Boulevard between NE 10th Street and 100th Avenue NE

Between 92nd Avenue NE and 99th Avenue NE, there is a 3-5 foot wide shoulder on the south side, as well as a 5 foot wide sidewalk along a short bridge.

Lake Washington Boulevard

On-street parking obstructs the south side shoulder following 99th Avenue NE. On the north side a 5 foot wide sidewalk and 2-4 foot wide shoulder extend to just before 99th Avenue NE, where the sidewalk splits (2 feet wide at curb level, 5 feet wide on small up-down hill).

Projects **B-208-N/S** call for a wide bike shoulder on both sides of Lake Washington Boulevard between NE 10th Street to 100th Avenue NE where not already complete. This is in conjunction with pedestrian project **S-318-S**, which calls for a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Lake Washington Boulevard between NE 1st Street and 100th Avenue NE where not complete. This section of Lake Washington Boulevard provides access to Clyde Beach Park and Meydenbauer Beach Park as well as the Ground Zero Teen Center.

Main Street between 100th Avenue NE and 114th Avenue NE

Crossing 100th Avenue NE brings riders to 'Old Main' Street, a two-lane road with on-street parking between 100th Avenue NE and Bellevue Way. Staff is planning on retaining this on-street parking and the bicycle facilities for this area reflect that decision. Projects **B-210-N/S** calls for a wide bike shoulder on both sides of Main Street from 100th Avenue NE to Bellevue Way. Project **B-129-N** calls for a 5 foot wide bike lane on the north side of Main Street between Bellevue Way NE and 116th Avenue NE. Project **O-121-S** calls for a 10-14 foot wide off-street path on the south side of Main Street between Bellevue Way NE and 116th Avenue NE. Given its narrow width and the presence of on-street parking, this section of Main Street may be better served by sharrows.

Sidewalks narrow dramatically on both sides of Main Street between Bellevue Way and 107th Avenue, at which point an 8 foot wide sidewalk on the north side begins, extending to 112th Avenue NE. Pedestrian project **S-213-N** calls for 8 foot wide sidewalk with a 4 foot wide planter strip along the north side of Main Street from Bellevue Way to 116th Avenue NE.

The following represents a before/after photo-visualization of Main Street with the proposed bike lane and sidewalk.

Public support for these projects is indicated in the following comments:

- This is an incredibly good idea to improve east/west bicycle traffic. This, along with planned improvements on NE 12th, are my top picks among the projects
- I am very curious of how this street can handle a 5 foot bike line added when there are 0-2 feet available in some places there now. I love the idea of a bike lane on Main, I just do not see how you can pull it off!
- This is great. It's hard to get through downtown Bellevue on a bike right now.
- Would be great to make sure the Main and Bellevue Way intersection also had bike lanes for crossing

114th Avenue SE between Main Street and SE 8th Street

An on-ramp routes cyclists to 114th Avenue SE, where the corridor turns south. Contrary to some current line work, bike lanes are not present on the west side of the street. Instead, a 6 foot wide sidewalk extends to SE 6th Street before converting to a wide on-street parking shoulder. A 2-6 foot wide shoulder runs along the east side. Riders also have access to the Wilburton Park and Ride from this street.

Projects **B-127-E/W** call for a 5 foot wide bike lane on both sides of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Further, improvements should preserve opportunities for an off-street multi-purpose pathway between Main 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. The following comment was received regarding this proposal:

- This is a very good fit-and-finish project to clearly delineate the bike usage on this street.

Projects **S-329-E** and **S-329-W** were developed in conjunction with **B-127-E/W**, and call for a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of 114th Avenue SE between SE 6th Street and SE 8th Street.

SE 8th Street between 114th Avenue SE and Lake Hills Connector

Turning left on SE 8th Avenue, cyclists currently encounter an 8 foot wide sidewalk on the north side of the street that continues to the Lake Hills Connector. On the south side of the street, a hard-to-reach 6 foot shoulder ends after the southbound I-405 on-ramp. After the railroad trestle, an off-street path appears on the south side, ending at Lake Hills Connector.

SE 8th Street, north side

Projects **O-127-S** and **B-135-N** propose, respectively, adding a 10-14 foot wide off-street path on the south side, and a 5 foot wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector, west of the I-405 interchange.

SE 8th Street, south side

Comments on the off-street path project included the following:

- When planning the off-street bike path, it will help future safety if the path is wide enough for safe passing even if another bicycle is coming the other way. Also, avoid sharp turns and hidden sightlines to ensure adequate visibility
- While I am not a fan of off-street paths, east/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and NE 12th, would be my first picks for projects.

Bike lane supporters said:

- This will be a big improvement to help cyclists navigate through some dicey traffic sections.
- Much needed improvement.

Lake Hills Connector between SE 8th Street and 140th Avenue SE

Turning right on the Lake Hills Connector, cyclists find a 6-8 foot wide shoulder on the south side of the street, though this is littered with road debris in certain places. The north side of the street has a narrow 3 foot wide shoulder that narrows and at times disappears.

Lake Hills Connector, south side

Project **B-212-S** calls for a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not already complete.

Traveling southeast, at the intersection of Richards Road, an island divides traffic south to Richards Road, or southwest, continuing on Lake Hills Connector. Comments from the public have suggested that this island not be overlooked when enhancing the Lake Hills Connector facilities.

Lake Hills Connector, north side

Heading westbound from 140th Avenue SE, cyclists would likely use a 3-4 foot wide off-street path on the north side of the road, though this is strewn with debris. There is a narrow shoulder on the south side of the street, but this periodically disappears, making it unlikely that cyclists would find it safe for their use.

The addition of a 10-14 foot wide off-street path on the north side of the Lake Hills Connector from Main Street to 140th Avenue SE, as called for in project **O-123-N**, has met with approval from cyclists who currently use the corridor.

- Great addition – long overdue. I commute by bike along the very narrow sidewalk now and with the long downhill it's too narrow for cyclists to pass pedestrians safely. Thank you.
- This is an absolutely great plan! I bike to work in downtown Bellevue and I've noticed cars being very aggressive especially in the west-to-east direction of Lake Hills Connector. Having a dedicated trail leading to downtown Bellevue is perfect!! Thanks for doing this.
- Wonderful!

An earlier public survey comment also called for enhanced facilities along this corridor:

- Lake Hills Connector and 116th needs bike lanes east/south and west/north bound

The new Pedestrian and Bicycle Plan Update proposes the following pedestrian project: **S-430-S**, which calls for a 5 foot wide sidewalk on the south side of Lake Hills Connector from 134th Avenue SE (Bannerwood Sports Park) to 140th Avenue NE.

The following represents a before/after photo-visualization of Lake Hills Connector, showing the 10-14 foot wide off-street path on north side.

140th Avenue SE/145th Place SE between SE 8th Street and SE 16th Street

Turning south on 140th Avenue SE, riders find a 5 foot wide bike lane on both sides of the street.

SE 16th Street/Phantom Way between 145th Place SE and 168th Avenue SE/SE 24th Street

Turning east on SE 16th Street, there is a 5 foot wide bike lane on both sides of the street. Crossing 148th Avenue SE, cyclists encounter an 8 foot wide sidewalk along the north side of the street, which gives way to a 5 foot shoulder that occasionally narrows to 2 feet. There is currently no shoulder or sidewalk on the south side between 148th Avenue SE and 156th Avenue SE.

Projects **B-141-N/S** would add a 5 foot wide bike lane on both sides of SE 16th Street between 148th Avenue SE and 156th Avenue SE. These lanes would connect with existing lanes that currently end at 148th Avenue SE, as well as to the off-street trail that begins at 156th Avenue SE.

This project is developed in conjunction with pedestrian projects **S-346-N** and **S-346-S**, which call for the addition of a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of SE 16th Street from 148th Avenue SE to 156th Avenue SE where not complete.

The off street-trail that begins on the north side of the SE 16th Street at 156th Avenue SE, continues, turning into SE Phantom Way and SE 14th Street. The trail then veers south along 168th Avenue SE to SE 26th Street where a 2-4 foot wide shoulder runs along the north side.

The following represents a before/after photo-visualization of SE 16th Street, showing the proposed bicycle and pedestrian projects in place.

SE 26th Street between SE 24th Street and West Lake Sammamish Parkway

Turning east on to SE 26th Street, cyclists ride downhill on the south side of the street, where a 4 foot wide shoulder exists. A 1 foot shoulder on the north side is all that exists for those riding uphill from Lake Sammamish Parkway.

Project **B-143-N** calls for a 5 foot wide bicycle lane on the north side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway. This project is funded as part of the new Neighborhood Sidewalk Program of the CIP (CIP # WIB-76); construction will be completed in Spring 2009. Construction of B-143-N will be coordinated with pedestrian project **S-347-S** that will result in 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.

The following represents a before/after photo-visualization of SE 26th Street, showing a designated bike lane and sidewalk, looking southeast.

Connections to Other Main Bicycle Corridors:

West Lake Sammamish Parkway Connection
Spirit Ridge-Sammamish River Connection
Somerset-Redmond Connection
BNSF Connection
Lake Washington Loop Trail
Enatai-Northtown Connection

Connections to Park Facilities:

Clyde Beach Park: http://www.ci.bellevue.wa.us/clyde_beach.htm
Meydenbauer Beach Park: http://www.ci.bellevue.wa.us/meydenbauer_beach.htm
Kelsey Creek: http://www.cityofbellevue.org/kelsey_creek_park.htm
Lake Hills Park: http://www.cityofbellevue.org/lake_hills_park.htm
Lake to Lake Walk: http://www.cityofbellevue.org/pdf/Parks/lake2lake_a.pdf
Robinsglen Nature Park: http://www.ci.bellevue.wa.us/robinsglen.htm
Phantom Lake Walkway: http://www.cityofbellevue.org/phantom_lake_walkway.htm
Mercer Slough Nature Park Trails: http://www.cityofbellevue.org/mercer_slough_trail.htm
Weowna Park Trail: http://www.cityofbellevue.org/weowna_trail.htm
Wilburton Hill Park Trail: http://www.cityofbellevue.org/wilburton_trail.htm

Connections to Schools:

Bellevue High School: http://www.bsd405.org/Default.aspx?tabid=70
International School: http://www.bsd405.org/Default.aspx?tabid=121
Tillicum Middle School: http://www.bsd405.org/Default.aspx?tabid=137
Phantom Lake Elementary: http://www.bsd405.org/Default.aspx?tabid=128
Spiritridge Elementary: http://www.bsd405.org/Default.aspx?tabid=135

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EW-3: Lake to Lake Trail

There are limited bicycle and pedestrian facilities along Lake Washington Boulevard, the westernmost portion of EW-3 Corridor.

In November 2002, the new Meydenbauer Bridge along Lake Washington Boulevard opened with bicycle shoulders on either side.

A portion of Main Street from Meydenbauer Way SE to 104th Avenue SE has been redeveloped to include bulb-outs, on-street parking and mid-block crossings.

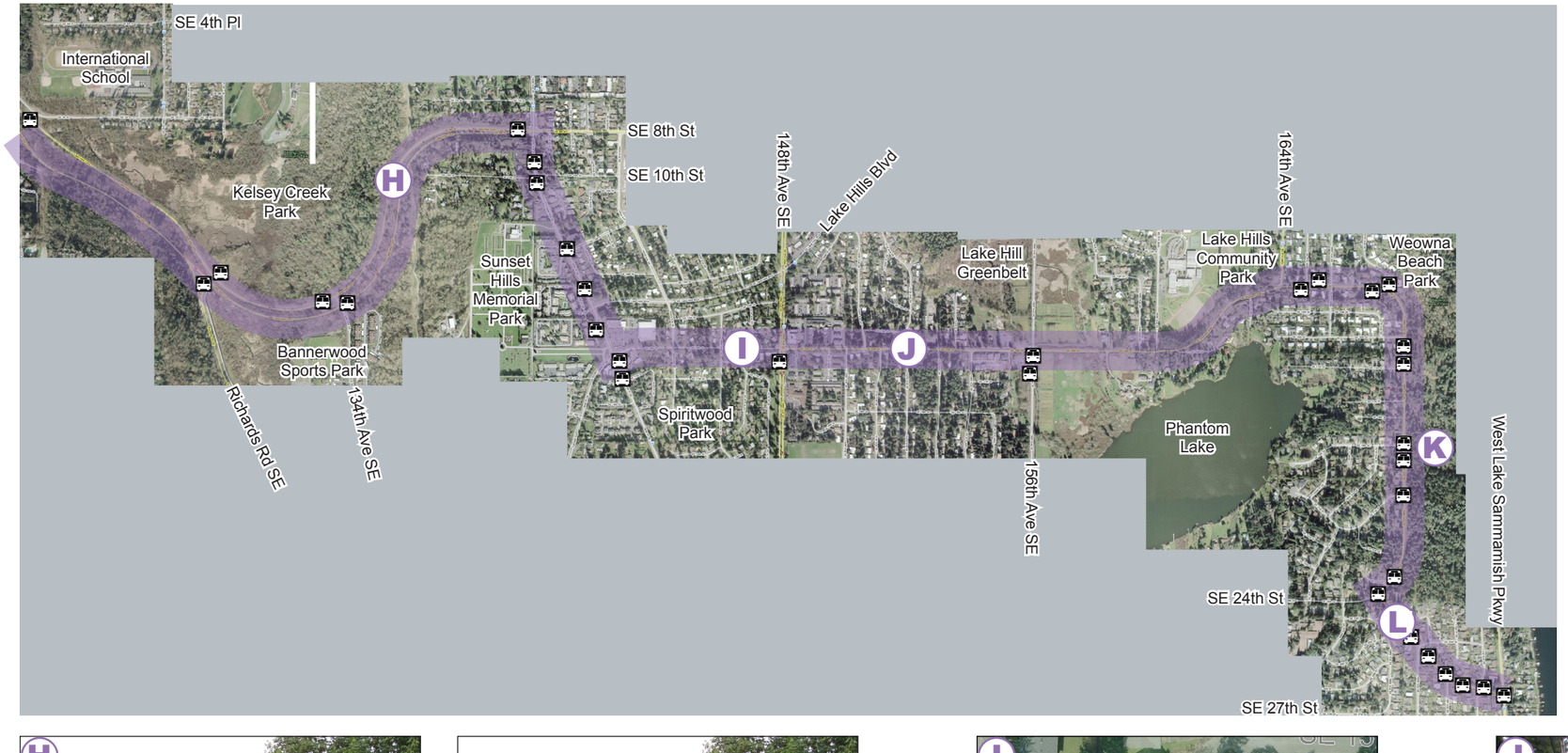
A before and after photovisualization showing what the proposed bike lane along the north side of Main Street between 106th Avenue SE and 107th Avenue NE would look like. (pg 13)

114th Avenue SE is part of the EW-3 and NS-2 Corridors, and is also a segment of the Lake to Lake Trail. (pg 13)

The bike shoulder on the south side of SE 8th Street ends at 21st Avenue SE, and a 4 foot-wide sidewalk picks up with an impenetrable planter strip that separates pedestrians from the traffic.

Lake Hills Connector is surrounded by public open space and parks allowing more space to work with,if the proposed projects are approved. (pg 15)

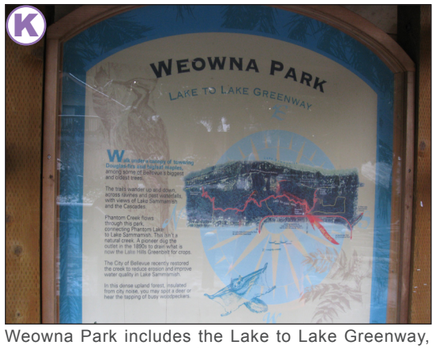
EW-3: Lake to Lake Trail (continued)



A before and after photovisualization showing what the proposed off-street path would look like along the north side of Lake Hills Connector. (pg 16)

5 foot-wide bike lanes and 6 foot-wide sidewalks were recently built along SE 16th Street from 145th Place SE to 148th Avenue SE.

SE 16th Street facing west, bicycle facilities are non-existant and the sidewalk along the north side is repeatedly interrupted by powerline poles. The photovisualization on the right shows what this portion of EW-3 could look like with the proposed projects. (pg 17)



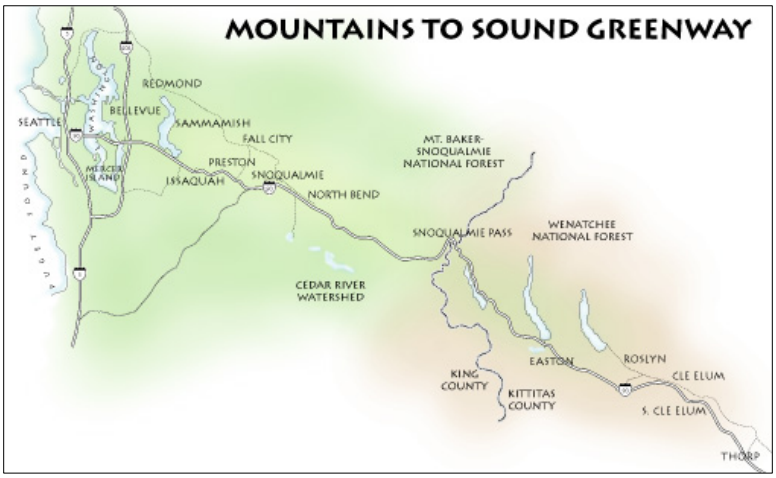
Weowna Park includes the Lake to Lake Greenway, however bicyclists will utilize the Lake Hills Greenbelt which runs along 168th Avenue SE.

At the east end of the EW-3 Corridor, SE 26th Street, intersects West Lake Sammamish Parkway, the NS-6 Corridor. The photovisualization above represents the bicyle and pedestrian environment projects proposed for this area. (pg 17)

EW-4: Mountains to Sound Greenway

The Mountains to Sound Greenway is a nationally designated scenic highway surrounded by forests, trails and history, stretching for 100 miles along Interstate 90, from the Seattle waterfront, over the Cascade Mountains to Central Washington. The Greenway is a significant, connected and natural landscape set aside to provide recreation, tourism, environmental benefits and education, for both current and future generations.

Since 1990, the goals in the Greenway Concept Plan have inspired landowners and government agencies at the local, state and federal level to secure over 125,000 acres of farm and forest land in public ownership as working forests, parks and open spaces. The Trust has worked closely with municipalities and state transportation planners to connect a trail system that will allow everyone to walk or ride their bike to the mountains.



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 Boulevard. The next safe and separated multi-use trail begins 1.9 miles east at the Sunset Trail and 161st Avenue SE. Corridor EW-4: Mountains to Sound Greenway, represents a unique opportunity to fill one of only five short missing links in this cross-state facility that will link Bellevue residents and people throughout the region to major population centers. Additionally, EW-4 has the added benefit of linking to each of the north-south priority bicycle corridors. Finally, realizing this link is consistent with Bellevue Comprehensive Plan Policy UD-53: "Integrate designs of frontage roads along the I-90 freeway corridor as contributors to the Mountains to Sound Greenway concept. Give particular attention to multi-use trails, large scale landscaping and pedestrian amenities."

The Mountains-to-Sound-Greenway Trust (MTSGT) has recommended to the City the completion of the missing links in the I-90 Trail system component of the MTSG. The City's new Pedestrian and Bicycle Transportation Plan acknowledges the benefits of addressing this missing link with project **O-137-N**.

A paved multiuse trail of 10-feet or greater width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th Street to 150th Avenue SE. It would cross 150th Avenue SE, and continue along the north side of SE 37th Street.

Eastward from 150th Avenue SE, the trail would follow the north side of SE 38th Street,, before cutting north towards I-90, along 166th Avenue SE (right-of-way) to SE 37th Street (which also serves as an I-90 frontage road) to the Sunset Pedestrian Bridge. Here cyclists would be able to cross to the north side of I-90 and make use of the Sunset Trail to West Lake Sammamish Parkway. The old, easternmost segment of the Sunset Trail is narrow and has substandard switch-backed alignment and other tight curves and needs that should be upgraded.

It is recommended that construction of the above mentioned MTSG I-90 trail links such as the segment along SE 36th Street 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 Avenue SE and 150th Avenue SE interchange as SE 36th Street curves to become SE 37th Street.

Today, several Greenway municipalities and partner agencies are working to fill the last 5 remaining gaps in this corridor. The separated trail gap in Seattle is in the design and engineering phase thanks to cooperation between the City of Seattle and WSDOT. The City of Issaquah is currently conducting technical studies of an off-road trail from West Lake Sammamish Parkway to the East Lake Sammamish trail and eastward. A few miles east, another gap in the Greenway trail is in the final stages of design by WSDOT and the State Legislature has allocated $3.6 million to construct this trail in the next two years. Additional coordination between the City of Bellevue, WSDOT, King County, and the Greenway Trust is required to study this route.

The following represent before/after photo-visualizations of project **O-137-N**, showing the placement of the proposed off-street path in three different location along the Mountains to Sound Greenway route:

1) SE 36th Street and 146th Avenue SE, looking west

2) SE 38th Street and 155th Avenue SE, looking west

3) I-90 Frontage Road/SE 37th Street, across from Crossroads Bible Church, looking

southeast

Connections to Other Main Bicycle Corridors:

West Lake Sammamish Parkway Connection
Spirit Ridge-Sammamish River Connection
Somerset-Redmond Connection
BNSF Connection
Lake Washington Loop Trail
Enatai-Northtown Connection

Connections to Park Facilities:

Enatai Beach Park: http://www.ci.bellevue.wa.us/enatai_beach.htm
Mercer Slough Nature Park: http://www.ci.bellevue.wa.us/mercer_slough.htm
Sunrise Park: http://www.ci.bellevue.wa.us/sunrise%20.htm

Connections to Schools:

Bellevue Community College: http://bellevuecollege.edu/

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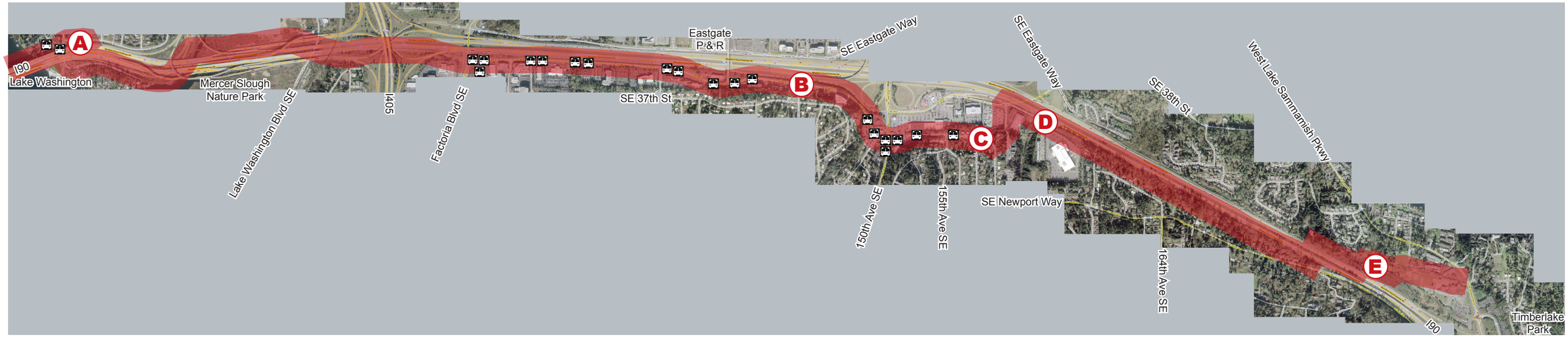
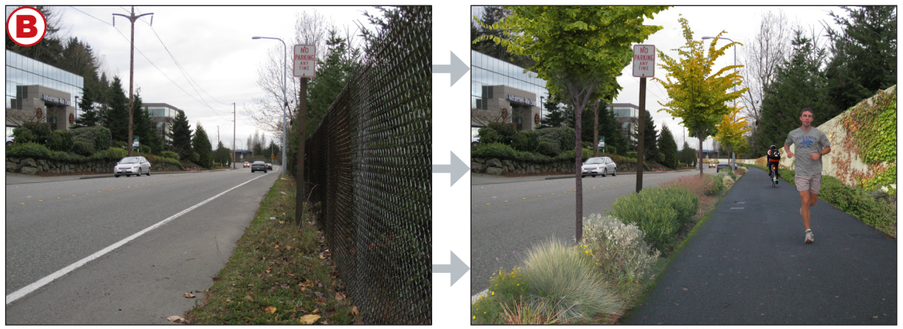
EW-4: Mountain to Sound Greenway



A completed portion of the Mountains to Sound Trail, running parallel to SE 34th Street.



Photovisualization showing the off-street path proposed for the north side of SE 36th Street as part of the Mountains to Sound Greenway Project . (pg 20)

Photovisualization showing the off-street path proposed for the north side of SE 38th Street as part of the Mountains to Sound Greenway Project. (pg 21)

Photovisualization showing the off-street path proposed for the north side of I-90 Frongtage Road/SE 37th Street as part of the Mountains to Sound Greenway Project (pg 21)

Switchbacks on the north side of I-90 approaching West Lake Sammamish Parkway on the Mountain to Sound Greenway.

EW-5: Coal Creek-Cougar Mountain Connection

In the southwestern corner of Bellevue, EW-5: Coal Creek-Cougar Mountain Connection has links to the following four main North-South bicycle corridors in Bellevue: NS-1 Lake Washington Loop Trail; NS-3 BNSF; and NS-4 Somerset-Redmond Connection.

Lake Washington Boulevard SE between 106th Avenue SE and SE 60th Street

Designated bike lanes are in place for most segments of Lake Washington Boulevard SE from 106th Avenue SE to SE 60th Street. Those portions of Lake Washington Boulevard SE that are not presently designated as bicycle lanes have been targeted for facility improvements in the new Pedestrian and Bicycle Plan. Project **B-153-E/W** calls for the addition of a 5 foot wide bike lane on both sides of Lake Washington Boulevard SE from 106th Avenue SE to SE 60th Street where not complete

Lake Washington Boulevard and I-405

To realize this bicycle vision for Lake Washington Boulevard SE it will be important to ensure that the sidewalk facilities envisioned for this same corridor do not encroach on the space available to create continuous bike facilities along this corridor. The pedestrian project recommended for this portion of the EW-5 corridor is **S-362-N**, which would add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Lake Washington Boulevard at the I-405 overpass.

Headed eastbound, this corridor traverses I-405 and continues onto SE 60th Street from Lake Washington Boulevard.

SE 60th Street between 112th Avenue SE and Coal Creek Parkway SE

There is a bicycle shoulder that exists along the majority of SE 60th Street. This shoulder could relatively easily be designated as a continuous bicycle lane (reflected in this section are those portions of the corridor that will require additional follow-up to address potential impacts to on-street parking).

SE 60th Street and 114th Place SE

To realize the bicycle vision for SE 60th Street, it will be important to ensure that the sidewalk facilities envisioned for this same corridor do not encroach on the space available to create a designated bicycle lane system along this corridor. The pedestrian projects for this corridor include:

1. **S-364-N** which would 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.
2. **S-364-S** which would 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.
3. **S-459-N**, which calls for a 5 foot wide sidewalk on the north side of SE 60th Street from 129th Avenue SE to Coal Creek Parkway. Projects S-364-N/S, S-368-N/S and S-368-N are partially funded by CIP#W/B-72 and are expected to be completed by 2011.
4. **S-368-N**, which would 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.
5. **S-368-S**, which would 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.

Eastbound on SE 60th Street, the bicycle lanes found on Lake Washington Boulevard SE are replaced with wide shoulders on both the north and south sides of the street. The new Pedestrian and Bicycle Plan proposes project **B-157-N/S** which has also been partially funded by CIP#W/B-72. This funding will allow the City of Bellevue to design and construct the first phase of the project, which includes 5 foot wide bike lanes and 6 foot wide sidewalks, where missing, to provide continuous improvements along the south side of SE 60th Street from Lake Washington Boulevard to Coal Creek Parkway, and on the north side of SE 60th Street from 119th Avenue SE to 129th Avenue SE. Funding for the second phase of the project will be determined at a later date. This second phase of design and construction will take place on the north side from Lake Washington Boulevard 119th Avenue SE and the south side from 119th Avenue SE to 129th Avenue SE in 2009-2011.

It appears that the south side of the street allows for on-street parking on SE 60th between 112th Avenue SE and 113th Place SE. From 113th Place SE to 119th Avenue SE there are wide shoulders and “No Parking Any Time” signs.

From 119th Avenue SE to 125th Avenue SE the wide shoulders on both the north and south sides of the street allow for on-street parking.

SE 60th Street and 120th Avenue SE

From 125th Avenue SE to 129th Avenue SE, the 5 foot wide shoulders on both the north and south side of SE 60th Street do not allow for on-street parking.

SE 60th Street and 125th Avenue SE

From 129th Avenue SE to Coal Creek Parkway SE, cars are found encroaching on the 5 foot wide shoulders on both sides of SE 60th Street.

SE 60th Street and 129th Avenue SE

Coal Creek Parkway SE between SE 60th Street and Forest Drive

Continuing northbound on Coal Creek Parkway SE, EW-5 corridor users enjoy the availability of existing bicycle lanes. Although a bicycle lane is in place along this stretch of roadway, the facility is not regarded as an ideal cycling environment given adjacent auto traffic speeds and volumes.

Bellevue staff are proposing to supplement the existing bicycle lanes along Coal Creek Parkway with an off-street pathway that will benefit pedestrians as well as more casual cyclists.

Coal Creek Parkway and SE 60th Street

Project **O-139-W** would 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.

The following represents a before/after photo-visualization of the off-street path along Coal Creek Parkway.

Forest Drive between Coal Creek Parkway and Lakemont Boulevard SE

Continuing eastbound on Forest Drive, 5 foot wide designated bicycle lanes can be found on both sides, ending at SE 63rd Street.

Between SE 63rd Street and 152nd Avenue SE Forest Drive consists of two travel lanes that occupy the 34 foot wide roadway for most of the corridor (several instances of center turn lanes). This corridor is envisioned as having bicycle lanes reflected in the new Pedestrian and Bicycle Plan which proposes project **B-158-N/S** which would add a 5 foot wide bike lane on the north side of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE..

Forest Drive and 152nd Avenue SE

Continuing eastbound on Forest Drive, there are existing 5 foot shoulders on both sides of the street, between 152nd Avenue SE and Lakemont Boulevard. SE. This corridor appears to be fairly easy to designate as a bicycle lane, requiring just stenciling and signage.

Forest Drive to SE Cougar Mountain Way

Lakemont Boulevard SE between Forest Drive and 164th Way SE

Continuing northbound on Lakemont Boulevard SE, there is a 7 foot wide shoulder on the east side of the street and a 3 foot wide shoulder on the west side. It would be fairly easy to move the center line over in order to accommodate a bicycle lane on both sides of this street, realizing the vision for this corridor. Project **B-159-E/W** recommends adding a 5 foot wide bike lane on both sides of Lakemont Boulevard SE from 164th Way SE to the southern city limits. This project should be coordinated with TFP#205 which is currently unfunded.

Forest Drive & Lakemont Blvd SE

Northbound on Lakemont Boulevard SE from SE Cougar Mountain Way to 164th Way SE there are missing segments of off-street pathway on the eastside of the street linking to the Lewis Creek Park. The presence of well-worn goat paths indicate that Lakemont Boulevard needs to be improved, preferably with a sidewalk facility consistent with surrounding ones.

Continuing northbound on Lakemont Boulevard SE, between 164th Way SE and SE Newport Way, cyclists will make use of the existing wide shoulders.

164th Way SE to Lewis Creek Park

Lakemont Boulevard SE between 164th Way SE and West Lake Sammamish Parkway

5 foot wide bicycle lanes are already in place along both sides of Lakemont Boulevard from 164th Way SE to Newport Way. There is also a continuous 10 foot wide sidewalk along the north side of the same section. The south side only has a small portion of sidewalk from 164th Way SE to 171st Avenue SE.

Project B-218-E of the new Pedestrian Bicycle Plan Update would link the EW-5 corridor to the following two major bike routes; EW-4 Mountain-to-Sound Greenway Corridor and the NS-6 West Lake Sammamish Parkway Corridor. **B-218-E** recommends adding a 4 foot wide continuous paved shoulder on the east side of the Lakemont Boulevard SE I-90 overpass from SE Newport Way to West Lake Sammamish Parkway SE.

Connections to Other Main Bicycle Corridors:

West Lake Sammamish Parkway Connection
Mountains to Sound Greenway
Somerset-Redmond Connection
BNSF Connection
Lake Washington Loop Trail

Connections to Parks Facilities

Newcastle Beach Park: http://www.ci.bellevue.wa.us/newcastle_beach.htm
Lewis Creek Park: http://www.ci.bellevue.wa.us/lewis_creek_park.htm
Lakemont Community Park: http://www.ci.bellevue.wa.us/lakemont_community.htm

Connections to Schools

Newport Heights Elementary School: http://www.bsd405.org/Default.aspx?tabid=126
Eastside Catholic High School: http://eastsidecatholic.org/s/232/form2.aspx

EW-5: Coal Creek - Cougar Mountain Connection

South of I90 the EW-5 Corridor begins heading east, crossing over I405.

An 5 foot-wide bike lane runs along both sides of Lake Washington Boulevard SE from I405 to SE 60th Street, as well as an 8 foot sidewalk only on the east side.

Fairly wide bike shoulders and intermittant patches of sidewalk currently exist along SE 60th Street.

Intersection of SE 60th Street and 120th Avenue SE, near Newport High School and Newport High Community Park.

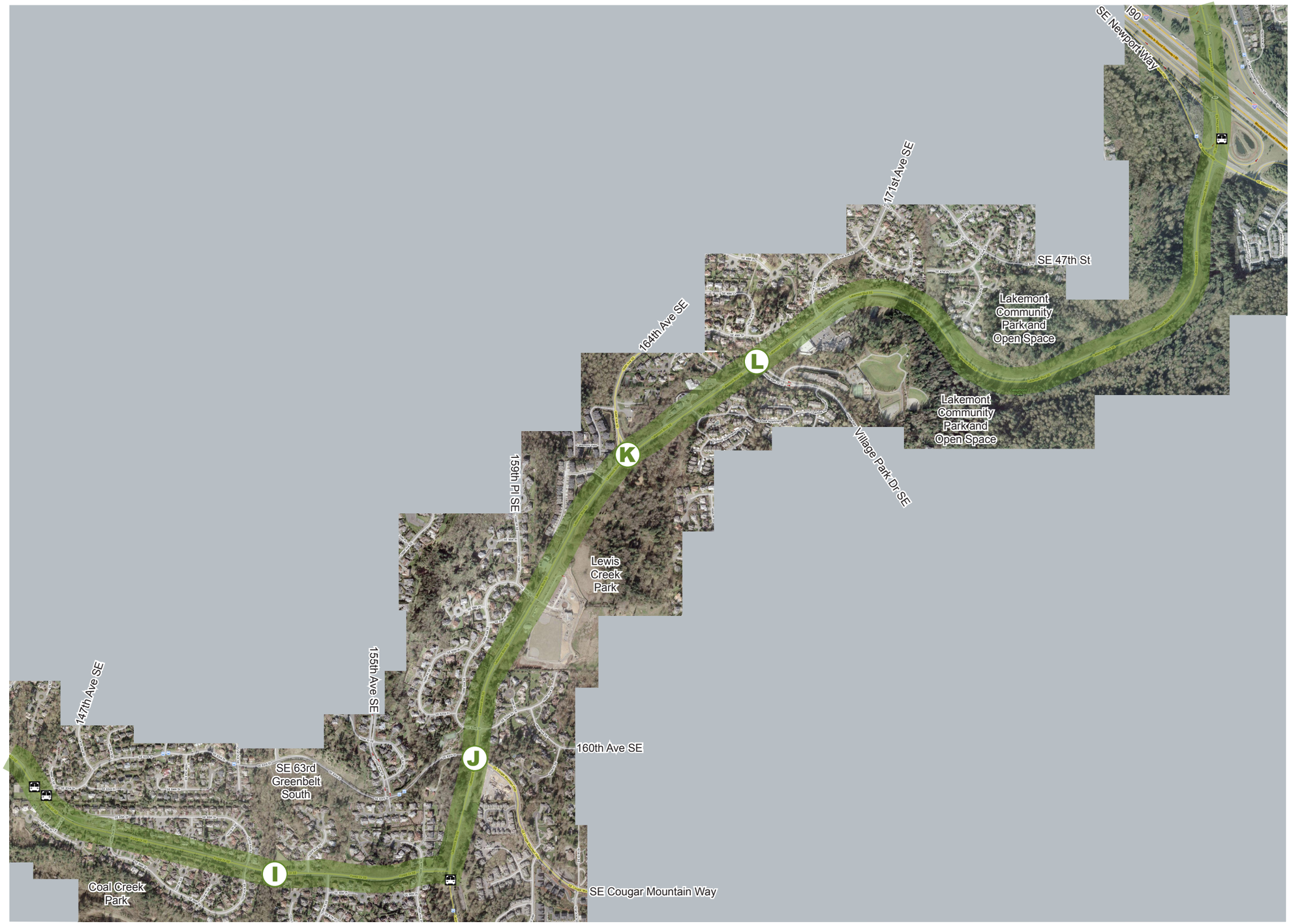
On-street parking, like that along SE 60th Street from 119th Avenue SE to 123rd Avenue SE, can be difficult to navigate for bicyclists trying to utilize the large shoulder.

SE 60th Street becomes steep before it ends at Coal Creek Parkway, and the bike shoulders on either side are covered in pine needles and other debris.

5 foot-wide bike lanes and 6 foot-wide sidewalks run along both sides of Coal Creek Parkway.

An off-street asphalt path, in addition to a bike lane on the south side, can be found on Forest Drive SE.

EW-5: Coal Creek - Cougar Mountain Connection (continued)



Bicyclists enjoy 5 foot-wide lanes in both directions along Forest Drive from Coal Creek Parkway to Lakemont Boulevard SE.

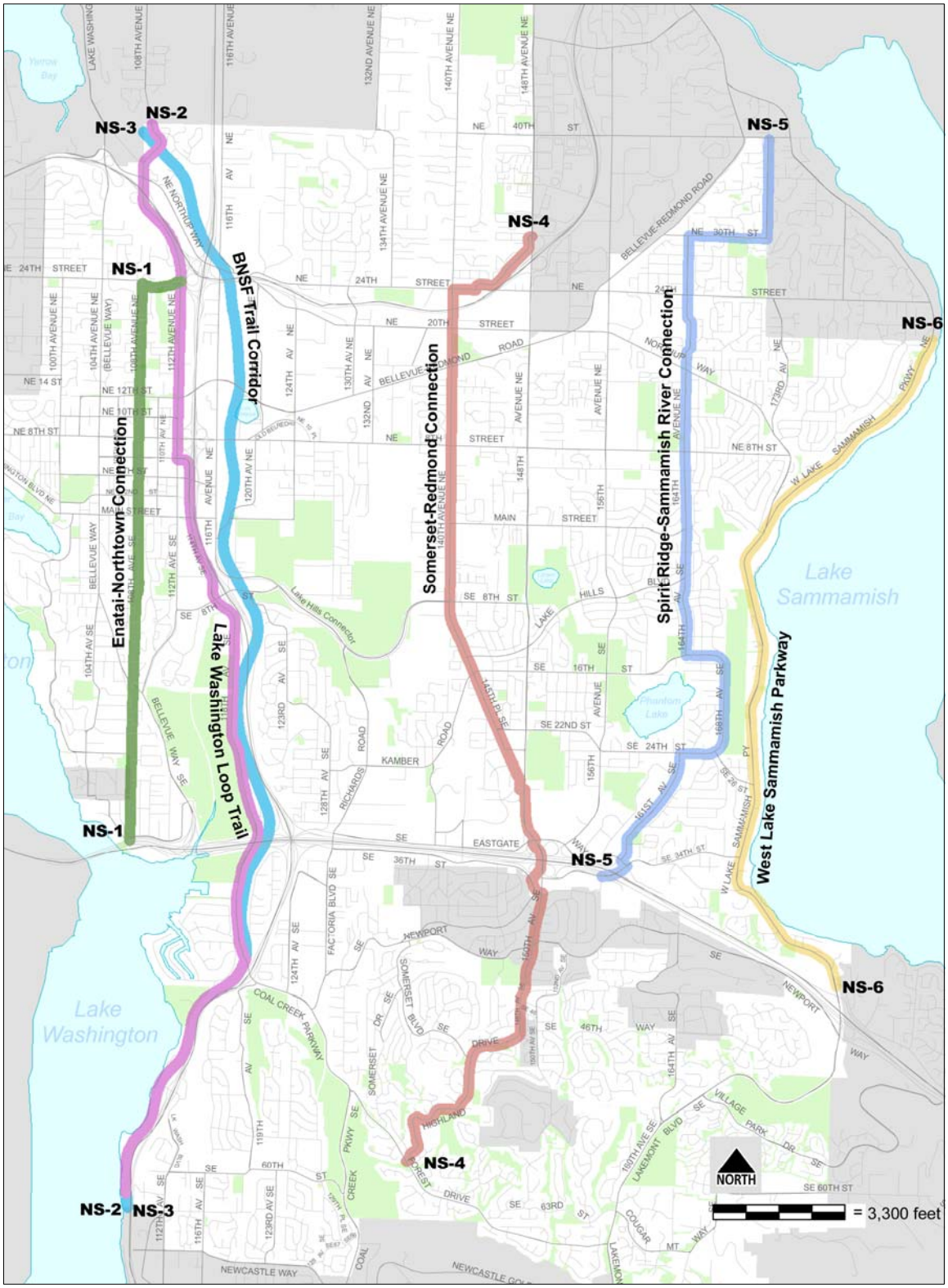
Intersection of Lakemont Boulevard SE and Cougar Mountain Way. Small bike shoulders run along either side of Lakemont Boulevard.

The shoulders on either side of Lakemont Boulevard widen considerably near 164th Avenue SE.

The wide bike shoulders transition into designated bike lanes along Lakemont Boulevard SE further northeast near Village Park Drive.

North-South Corridors

There are six north-south corridors identified in the Pedestrian and Bicycle Transportation Plan. These are reflected in the map below.



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NS-1: Enatai-Northtown Connection

To the north, NS-1: Enatai-Northtown Connection links to NS-2: Lake Washington Loop Trail at NE 24th Street and 116th Avenue NE. This connection to NS-2 facilitates linkages to Kirkland to the north. To the south, this corridor connects to EW-4: Mountains to Sound Greenway at the I-90 Trail. This connection to EW-4 facilitates linkages to Seattle as well as Issaquah.

NE 24th Street between 112th Avenue NE and 108th Avenue NE

At its northern most point, the NS-1 route begins by heading west on NE 24th Street from 116th Avenue NE and 108th Avenue NE. The new Pedestrian and Bicycle Plan Update recommends project **B-201-N/S** which will develop bicycle shoulders on both sides of NE 24th Street from Bellevue Way to 112th Avenue NE.

NE 24th Street and 108th Avenue NE

108th Avenue NE between NE 24th Street and NE 12th Street

Continuing south on 108th Avenue NE between NE 24th Street and NE 12th Street this corridor makes use of existing bicycle shoulders that are not only intermittent, but also alternate from the east to the west sides of the street. Before reaching NE 12th Street, this corridor passes by Bovee Park.

108th Avenue NE and NE 16th Street

The new Pedestrian and Bicycle Plan Update recommends developing bicycle shoulders on both sides of this corridor where not complete. This is accomplished with projects **B-204-E/W** which call for a wide bike shoulder on both sides of 108th Avenue NE from NE 24th Street to NE 12th Street where not complete.

B-204-E/W are developed in conjunction with two sidewalk projects: 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 (**S-314-E**), and 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 (**S-314-W**).

108th Avenue NE between NE 12th Street and Main Street

South of NE 12th Street the NS-1 bike route enters downtown along 108th Avenue NE. The sidewalks, particularly on the west side, are varying in condition and width, partly due to construction.

108th Avenue NE and NE 12th Street

108th Avenue NE and Main Street

At it's widest through the core of downtown, 108th Avenue NE is 55 feet wide with 4 foot travel lanes and a central turning lane. This section of roadway is on either side of NE 6th Street, where the downtown Bellevue transit station is located.

108th Avenue NE and NE 6th Street

Currently, there are no bicycle facilities along this section of the corridor except for a small 300 foot length of striped shoulder south of NE 6th Street on the west side. The new Pedestrian and Bicycle Plan Update includes projects **B-125-E/W** which would add a 5 foot wide bike lane on both sides of 108th Avenue NE from NE 12th Street to Main Street. This project would create better access for bicyclists traveling through downtown Bellevue as well as serve as a critical connection to the transit center.

108th Avenue SE between Main Street and Bellevue Way SE

The roadway environment along 108th Avenue SE changes drastically south of Main Street, as it enters a much ore residential area. Currently there is intermittent sidewalk alternating from side-to-side, and a two lane road with a 22 foot wide right-of-way which passes by Bellevue High School.

Due to the low traffic volumes and limited width, the new Pedestrian and Bicycle Plan does not recommend any bicycle facilities along this corridor. Cyclists who choose to use this corridor are encouraged to operate on the roadway.

108th Avenue SE and Bellevue High School

108th Avenue SE between Bellevue Way and the I-90 Trail

There is an existing 5 foot wide paved bicycle shoulder along portions of this corridor. Residents have expressed concern over the bicycle shoulder on the west side of the street disappearing at 108th Avenue SE and SE 21st Street. The image to the right was submitted with comments by Matt Leber who would like bike lanes to continue south along this corridor.
The new Pedestrian and Bicycle Plan recommends developing bicycle

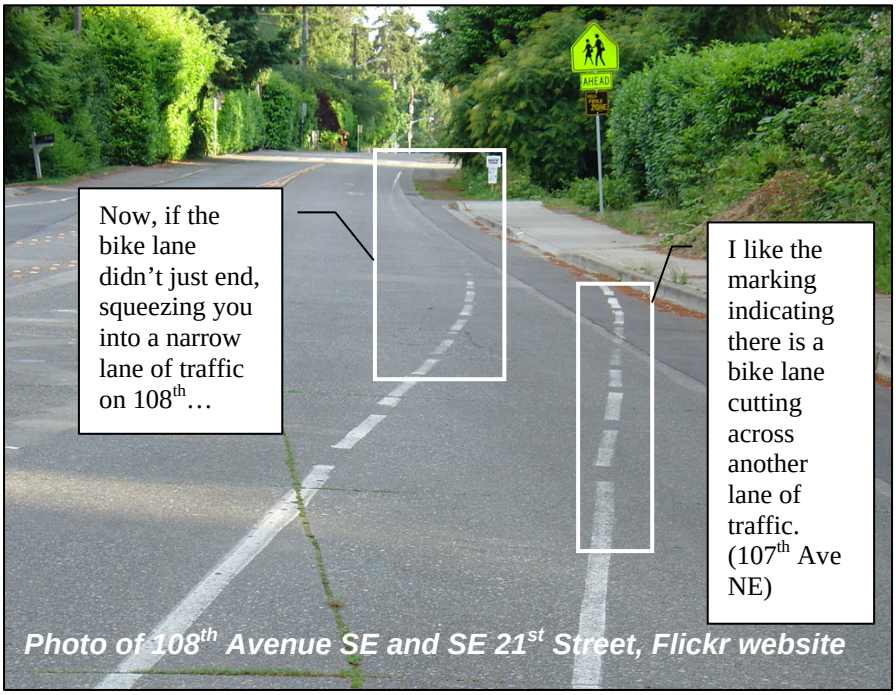


Photo of 108th Avenue SE and SE 21st Street, Flickr website

lanes on both sides of this corridor where not complete. This is accomplished with projects **B-138-E/W** which propose adding a 5 foot wide bike lane to both sides of 108th Avenue SE from Bellevue Way to SE 34th Street.

Additionally, sidewalks are envisioned on both sides vis-à-vis projects **S-339-E**: 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, and **S-339-W**: 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. Both the bicycle and pedestrian projects are funded from 2009 to 2012 through the CIP project W/B-71. The first side chosen for pedestrian facility improvements will be determined in the initial design process which will include community outreach/involvement facilitation. Implementation of the project will be coordinated with PW-M-1: Overlay Program to rehabilitate or replace the concrete surface.

The following represents a before/after photo-visualization of 108th Avenue SE with bike lanes and sidewalks.

Connections to Other Main Bicycle Corridors:

Lake Washington Loop Trail
Downtown-Overlake Connection
Lake to Lake Trail
Mountain-to Sound Greenway

Connections to Park Facilities:

Hidden Valley Sports Park: http://www.ci.bellevue.wa.us/hidden_valley.htm
Bovee Park: http://www.ci.bellevue.wa.us/bovee.htm
McCormick Park: http://www.ci.bellevue.wa.us/mccormick.htm
Ashwood Playfield: http://www.ci.bellevue.wa.us/ashwood_playfield.htm
Bellevue Way SE open space
Mercer Slough Nature Park: http://www.ci.bellevue.wa.us/mercer_slough.htm
Enatai Neighborhood Park: http://www.ci.bellevue.wa.us/enatai_neighborhood.htm
Enatai Beach Park: http://www.ci.bellevue.wa.us/enatai_beach.htm

Connections to Schools:

Bellevue Montessori School: http://www.bellmontessori.org/
Bellevue High School: http://www.bsd405.org/
Enatai Elementary School: http://www.bsd405.org/Default.aspx?tabid=118

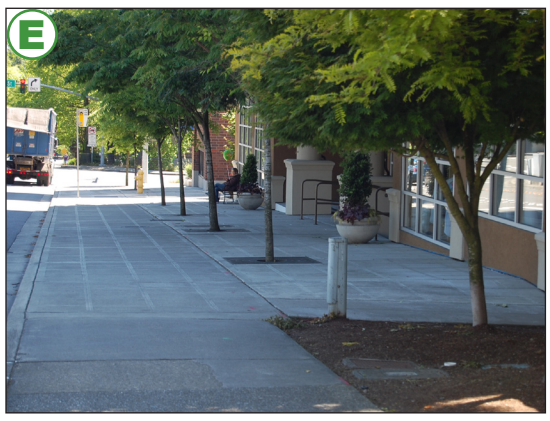
NS-1: Enatai-Northtown Connection

The NS-1 Corridor would be the most direct route into downtown Seattle, spurring off from NS-2 (the Lake Washington Loop Trail) on NE 24th Street, before turning south on 108th Avenue NE. This route follows 108th through downtown, past Mercer Slough Nature Park and ends at I-90 and Mountains to Sound Greeway.

The northern portion of 108th Avenue NE has existing bike shoulders on either side that vary in width and connectivity. (facing south, pg 29)

South of NE 12th Street, this route navigates through downtown Bellevue. Bicycle facilities are absent for the most part, and sidewalk conditionsl are variable. (facing south, pg 30)

Perpendicular to NE 6th Street, 108th Avenue NE has a large right-of-way. The travel lanes in both directions are 14 feet wide, in addition to a central turning lane, both of which support the high volume of bus traffic in this area near the transit center. Bicyclists must navigate a scramble crosswalk and bus activity, which can be especially challenging during peak hours. (facing south, pg 30)



Sidewalks along 108th Avenue SE at the southern end of downtown are at least 12 feet wide with little pedestrian activity, making it possible for bikes to utilize the sidewalk rather than the street. (facing south, pg 30)

South of Main Street, near Bellevue High School, the street environment is much more residential with significantly lower traffic volumes, allowing bicyclists to safely ride in the traffic lanes if they choose this route out of downtown. (pg 31)

NS-1: Enatai-Northtown Connection (continued)

Heading south, uphill from the Bellevue Way intersection, there is a bike shoulder/climbing lane on the west side. (facing south)

The bike lane at 108th Avenue NE and SE 21st Street completely disappears after the intersection, as does the sidewalk. This forces bicyclists into a dangerous situation of merging into moving traffic without warning. (pg 31)

Looking south from 108th Avenue SE and SE 22nd Street , the shared shoulders on either side are visible. On-street parking is allowed on either side, however traffic volumes are low with little topography, and bicyclists can easily take the lane (facing south)

A before and after photovisualization along 108th Avenue SE, showing the street with the proposed designated 5 foot-wide bike lane and sidewalk on either side. (pg 32)

NS-2: Lake Washington Loop Trail

The Lake Washington Loop Trail is a series of trail segments and frontage roads next to I-405 from the Kirkland/Bellevue city limits to the north, to Renton which is to the south. This corridor has numerous connections to other main bicycle corridors in Bellevue; including: EW-1: 520 Trail; NS-2: Enatai-Northtown Connection; EW-4: Mountains to Sound Greenway; and, NS-3: BNSF.

108th Avenue NE between the northern city limit (Kirkland Park & Ride) and Northup Way

This short segment of 108th Avenue NE/NE 38th Street connects the Kirkland Park & Ride, situated directly on the northern boundary between the city limits of Bellevue and Kirkland and SR 520. Currently there are 6 foot wide sidewalks on both sides, 11 foot wide travel lanes and no designated bicycle facilities. The right-of-way is narrow, and bordering topographical and built constraints will make it difficult to accommodate a 5 foot wide bike lane on both sides, as proposed in the new Pedestrian and Bicycle Plan. The projects **B-101-E/W** call for a 5 foot wide bike lane on both sides of 108th Avenue NE/NE 38th Street from Northup Way to northern city limits.

108th Avenue NE and NE 38th Place

Although there are no new pedestrian facilities recommended for this section of 108th Avenue NE, after an additional site visit, Bellevue staff feel it might be more feasible and appropriate to create a designated climbing lane on just the east side due to the lack of space. The 1999 Pedestrian and Bicycle Plan originally called for “extra-wide, 15 foot wide lanes heading uphill.”

Headed southbound, this corridor makes use of 112th Avenue NE.

112th Avenue NE between Northup Way and NE 12th Street.

Currently, there is a wide shoulder on both sides of 112th Avenue NE from Northup Way to NE 12th Street, varying in width between 5 and 10 feet. There is ample room to accommodate the proposed bicycle project, although this portion of 112th Avenue NE runs directly adjacent to I-405 where a wall, which has been built to mitigate the sound, will also constrict future expansion to the west. It will also be important to ensure that the sidewalk facilities envisioned for this same corridor do not encroach on the space available to create a designated bicycle lane system. The pedestrian project for this section of the NS-2 Corridor is **S-303-W** which recommends 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. This project is consistent with TFP Project #173, however it is unfunded.

Since this section of 112th Avenue NE has been designated a major North-South bike corridor by the City of Bellevue, the current striped shoulders need to be updated to actual bike lanes to reflect projects **B-104-E/W** in the new Pedestrian and Bicycle Plan. These are also consistent with TFP Project #173, which proposes constructing 5 foot wide bike lanes on both sides of 112th Avenue NE from Northup Way to NE 12th Street.

112th Avenue NE and NE 24th Street

The following represents a before/after photo-visualization of 112th Avenue NE with designated bike lanes.

Current Environment

Recommended Improvement (B-104-E/W)

From I-405 to 110th Avenue NE (alignment) there is a short segment of off-street path along the west side of 112th Avenue NE in front of Lake Corporate Campus East.

There are two important connections to 112th Avenue NE between Northup Way and NE 12th Street. NE 24th Street, heading west, is the start/end of NS-1: the Enatai-Northtown Connection. This connections allows bikers to access 108th Avenue NE from 112th Avenue NE via NE 24th Street for a more direct route into downtown Bellevue, I-90, and the east-west Mountains-to-Sound Greenway Trail. Project B221.1 ends at NE 12th Street, intersecting the EW-2: the Downtown-Overlake Connection.

112th Avenue NE and I-405

112th Avenue NE between NE 12th Street and NE 6th Street.

112th Avenue NE and NE 11th Street

A new sidewalk and planter strip were recently completed on the east side of 112th Avenue NE, from NE 12th Street to NE 10th Street. At present, 112th Avenue NE provides an adequate bicycle environment for an advanced level cyclist during off-peak hours, in the downhill, south bound direction. The same can't be said heading northbound, uphill, during peak hours. 112th Avenue NE has a high traffic-volume, generating 9,300 vehicle trips per average weekday. Unfortunately because of the narrow, 11 foot wide traffic lanes in this area, there is not adequate room to stripe a 5 foot wide designated bike lane on both sides without altering the new sidewalk. Creating a bicycle facility here, compliant with the new Pedestrian Bicycle Plan projects, **B-126-E/W** which recommend adding a 5 foot wide bike lane on both sides of 112th Avenue NE from NE 12th Street to NE 6th Street, will be challenging.

This portion of 112th Avenue NE is one of two critical north-south connections through downtown Bellevue and east of I-405. For bicyclists wanting to bypass downtown, it is also the most direct.

114th Avenue NE between NE 6th Street and SE 8th Street

112th Avenue NE and NE 8th Street

Directly south of the 112th Avenue NE and NE 8th Street intersection the NS-2 corridor jogs east along an off-street path, before continuing southbound on 114th Avenue NE, also referred to as Frontage Road. 114th Avenue NE runs adjacent to I-405, and has significantly less traffic, driveways and intersections creating a safe environment for bicyclists.

Along the west side of 114th Avenue NE there is a 6 foot wide sidewalk from NE 6th Street to Main Street, along with a shoulder on both sides of varying width.

114th Avenue NE and NE 2nd Street

Bicycle lanes are in place for most segments of this corridor, and those portions of 114th Avenue NE that are not presently designated as bicycle lanes are targeted for facility improvements in the new Pedestrian and Bicycle Plan. These recommendations are identified in the plan in projects **B-127-E/W**: add a 5 foot wide bike lane on the east and west sides 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.

From Main Street to SE 8th Street, 114th Avenue NE serves as a link for both the Lake Washington Loop Trail (NS Corridor 1) as well as the Lake-to-Lake Trail (EW Corridor 3) which then heads east under I-405 to the Lake Hills Connector. The southern portion of this project runs adjacent to the Wilburton Park and Ride, an important transportation hub within Bellevue.

Lake Washington Boulevard/118th Avenue SE between SE 8th Street and Newcastle Beach Park

A large portion of the NS-2 Corridor is complete with 5 foot wide bike lanes/shoulders on both sides of Lake Washington Boulevard SE and 118th Avenue SE from SE 8th Street, under I-90, to Newcastle Beach Park.

SE 8th Street and 118th Avenue SE

There is also a cohesive pedestrian facility along the west side, varying between an 8 foot wide sidewalk and a 10 foot wide off street path through Mercer Slough Nature Park. This section of the NS-2 Corridor not only runs adjacent to I-405, but the BNSF Railroad right-of-way as well. The off-street path runs along the west side of Lake Washington Boulevard from the Newport Keys neighborhood to the I405 Coal Creek Parkway on ramp.

118th Avenue SE

Lake Washington Boulevard/118th Avenue SE between Newcastle Beach Park and southern city limits

Here, the NS-2 corridor passes underneath the BNSF Railroad tracks, as it separates from Lake Washington Boulevard to continue heading south, through Newcastle Beach Park. The off-street path runs through the east portion of the Park, eventually intersecting 118th Avenue SE/Lake Washington Boulevard further south. This road will then connect to 106th Avenue SE and continue south on the west side of I-405, and parallel to the BNSF right-of-way.

Southern entrance to Newcastle Beach Park

From the Newcastle Beach Park to the southern city limits, Lake Washington Loop users enter onto 106th Avenue SE, a two-lane, 20 foot wide road with low traffic volumes completing the southern-most portion of the NS-2 Corridor.

Bellevue staff have explored developing a bicycle shoulder along 106th Avenue SE Lake Washington Blvd as recently as 2006, at that time the consensus of the group was that given the project footprint and budgetary constraints, and since King County was probably going to build a new trail here at a later date, that this project should

106th Avenue SE and Pleasure Point Lane

be canceled. At the time, an investment of $600,000 was arrived at to construct a 3 foot wide shoulder on the eastside of 106th Avenue SE. The road itself needs improvements, but as a bike facility is it adequate, at least until the adjacent BNSF Trail Corridor is completed.

Connections to Other Main Bicycle Corridors:

BNSF Corridor
SR520 Trail
Enatai-Northtown Connection
Downtown-Overlake Connection
Lake-to-Lake Trail
Mountains-to-Sound Greenway
BNSF Corridor

Connections to Park Facilities:

Hidden Valley Sports Park: http://www.ci.bellevue.wa.us/hidden_valley.htm
McCormick Park: http://www.ci.bellevue.wa.us/mccormick.htm
Mercer Slough Nature Park: http://www.ci.bellevue.wa.us/mercer_slough.htm
SE 40th Street Boat Launch: http://bellevuewa.gov/se_40th_boat_launch.htm
Newcastle Beach Park: http://www.ci.bellevue.wa.us/newcastle_beach.htm

Connections to Schools:

none

NS-2: Lake Washington Loop Trail

NE 38th Street/108th Avenue NE, just south of the Kirkland Park & Ride looking south. (pg 32)

112th Avenue NE from I-405 to 110th Avenue NE along Lake Corporate Campus East frontage, looking north. (pg 33)

A sound barrier wall built along the east side of 112th Avenue NE constrains any expansion in that direction to accomodate the proposed projects. (pg 33)

A before and after photovisualization along 112th Avenue NE, showing the street with the proposed designated 5 foot-wide bike lane on either side. (pg 33)

Recently, a sidewalk and planter strip were completed on the east side of 112th Avenue NE, between NE 12th Street and NE 10th Street (facing north). This new addition to the right-of-way limits the amount of space available to accomodate future projects. (pg 34)

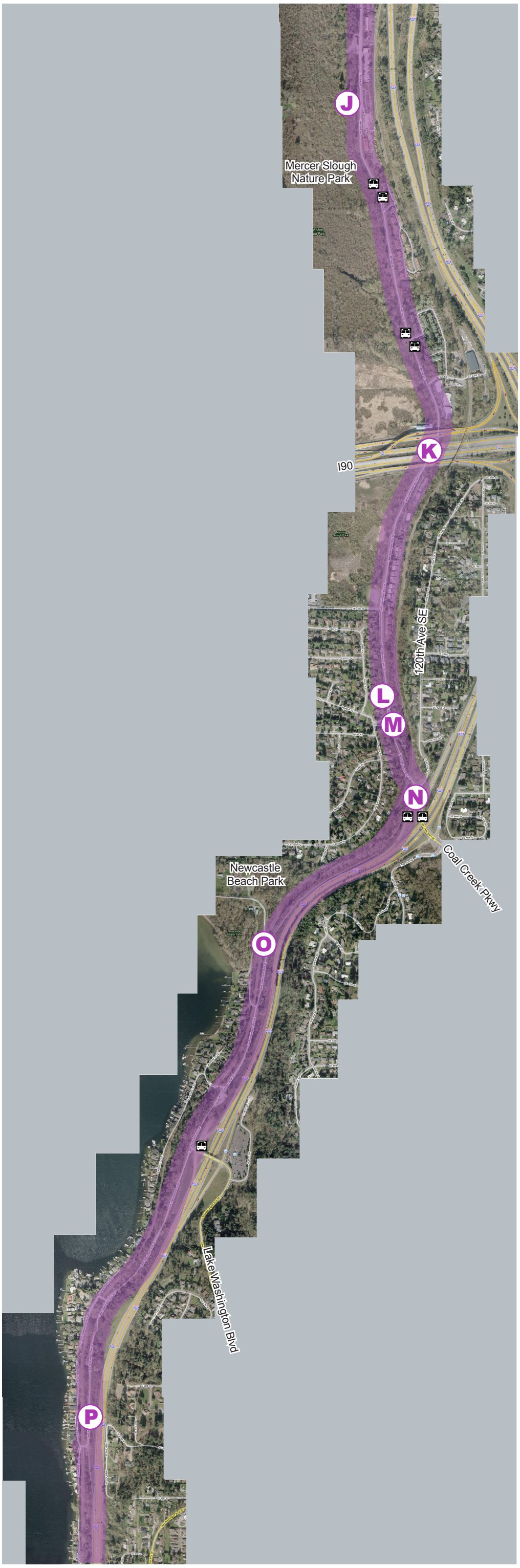
This off-street path, south of NE 8th Street, allows bicyclists to easily cut over to 114th Avenue NE which has a much lower traffic volume than 112th. (pg 34)

A bicyclist merges onto 114th Avenue SE, and the continuation of the NS-2 Corridor, heading south. I405 can be seen in the background. (pg 35)

Looking north, a bicyclist utilizes the existing bicycle lane along 118th Avenue SE, south of SE 8th Street. (pg 36)

Designated 5 foot bike lanes on either side of 118th Avenue SE, as well as an existing 5 foot sidewalk with intermittant planter on the west side. (facing south)

NS-2: Lake Washington Loop Trail (continued)



Looking south, the existing wide bike shoulder continues along 118th Avenue SE, while the parallel off-street path, the Lake to Lake Trail, moves away from the roadway taking advantage of Mercer Slough Nature Park. (pg 35)

The Lake to Lake Trail meanders through the pillars supporting I-90, providing an important link for bicyclists looking to continue north or south of the interstate. (facing south)

The bike shoulder/lane is consistent along the west side of SE 118th Avenue from about NE 6th Street, south, to the Newport Keys neighborhood. (facing south)

At the Newport Keys neighborhood entrance (facing south), bicycles are directed onto an off-street path separated from traffic by a concrete wall heading south towards I405 and Newcastle Beach Park.

The NS-2 off-street path passes underneath the BNSF Railroad tracks, as it separates from Lake Washington Boulevard to continue heading south through Newcastle Beach Park, before connecting with 106th Avenue SE. (facing southeast)

An off-street path connects two sections of Lake Washington Boulevard SE through Newcastle Beach Park. The path runs along the west side of Lake Washington Boulevard from Cascade Key to the Coal Creek Parkway on-ramp at I405 before it splits off to remain on the west side of the Interstate. From there it runs through the east portion of Newcastle Beach Park eventually intersecting 118th Avenue SE/ Lake Washington Blvd. The NS-2 route follows this road as it turns into 106th Avenue NE at the I405 overpass, remaining parallel to the BNSF Railroad. (pg 36, facing north)

106th Avenue SE, although in need of repair, has a low enough traffic volume that staff decided bike facilities are not necessary to accomodate current and future bicycle traffic. (pg 36m, facing north)

NS-3: BNSF Trail Corridor

The eastside BNSF rail corridor is approximately 100 feet wide and 42 miles long, including a 34-mile segment from Renton (near Gene Coulon Park) to Snohomish with an 8-mile spur from Woodinville to Redmond. Approximately 7.5 miles of the rail corridor is located within Bellevue beginning at the southern city limits near I-405 and Northup Way, to the northern city limits near I-405 and SE 64th Street. This rail corridor is located in close proximity to several Bellevue neighborhoods and recreational and commuter facilities including Newcastle Beach Park, Greenwich Crest, I-90 (and the I-90 trail), Mercer Slough, Mercer Slough Environmental Center, Woodridge, Wilburton, Bellevue Botanical Gardens, downtown Bellevue, Bel-Red, and SR 520.

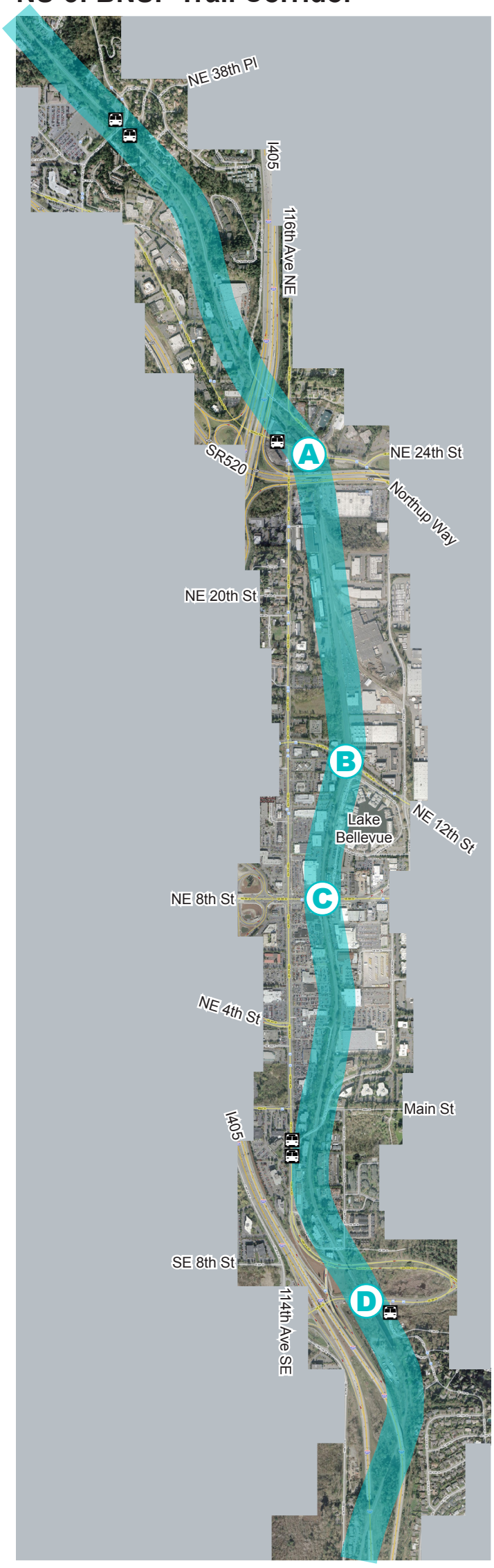
In May of 2007, the PSRC issued an extensive report recommending that the corridor be developed as a multi-use trail with the potential for high-capacity transit. The Port of Seattle is expected to finalize an agreement to purchase the rail corridor from BNSF in early 2008 and then begin a public process to determine the best use of the corridor for both rail and trails.

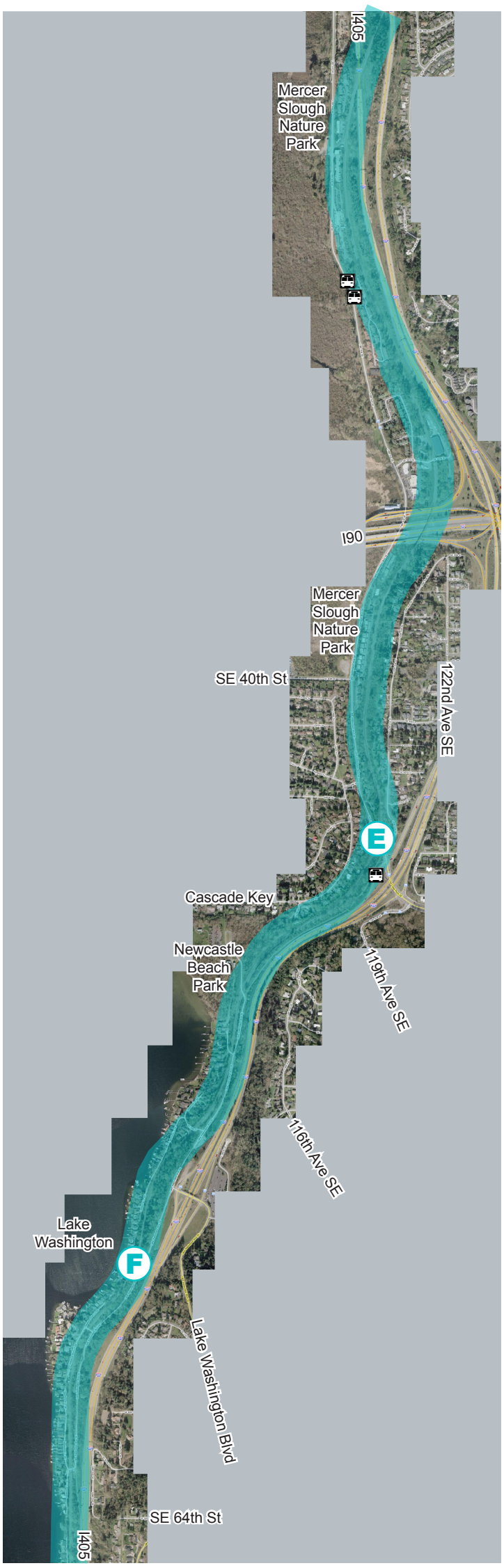
Existing users of the Eastside Rail Corridor include Boeing, Safeway, Weyerhaeuser and the Spirit of Washington Dinner Train. Weyerhaeuser operates a box plant on the line in Bellevue and the Boeing Company uses it for certain fuselages. BNSF is working with existing users to accommodate their needs as it moves to discontinue operations on the line.

This north-south corridor can be identified in the new Pedestrian and Bicycle Plan Update as project **O-104.** The project description reads: 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.

King County link to a news release on actions towards purchasing the BNSF right-of-way:
http://www.metrokc.gov/exec/news/2005/0531trailPurchase.htm
Background information on the deal and its status as of Spring 2006:
http://dnr.metrokc.gov/dnrp/pa/bnsf/fact-sheet.htm
2004 report from the Eastside Corridor Advisory Committee:
http://obatik.com/advisory-committee-report
Eastside articles on the BNSF deal:
http://obatik.com/links

NS-3: BNSF Trail Corridor





BNSF Railroad from the Northup Way overpass. (pg 39)

BNSF Railroad from the NE 12th Street overpass looking north. (pg 39)

BNSF Railroad from NE 8th Street looking north. (pg 39)

BNSF Railroad bridge from SE 8th Street. (pg 39)

BNSF Railroad bridge spanning the Lake Washington Loop Trail off-street path.

A view of the BNSF Railroad tracks and Lake Washington from 106th Avenue SE.

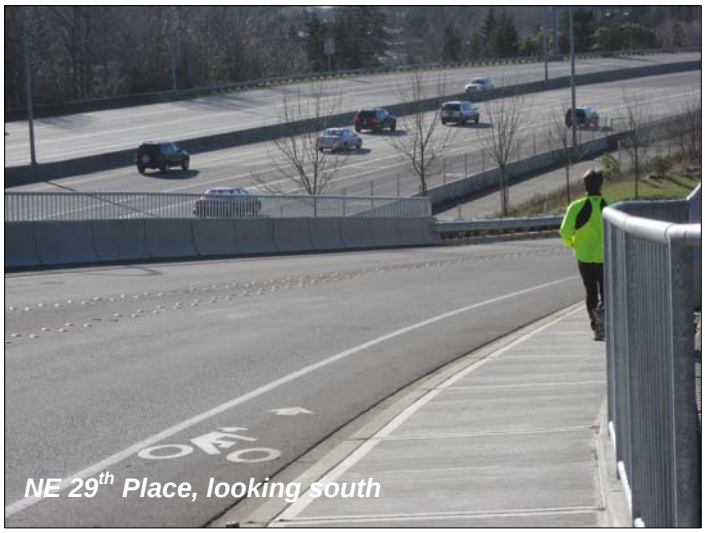
NS-4: Somerset-Redmond Connection

From the north, the Somerset-Redmond Connection features access to EW-1: 520 Trail and EW-2: Downtown-Overlake Connection at the intersection with 520; EW-3: Lake-to-Lake Trail between SE 8th Street and SE 16th Street; EW-4: Mountain-to-Sound Greenway at SE 36th Street; and EW-5: Coal Creek-Cougar Mountain Connection at Forest Drive.

This corridor heads south-west from Redmond, beginning at the intersection of 148th Avenue NE and NE 29th Place, with access to the SR 520 trail, Bel-Red Road, and the Bellevue Community College.

NE 29th Place between 148th Avenue NE and NE 24th Street

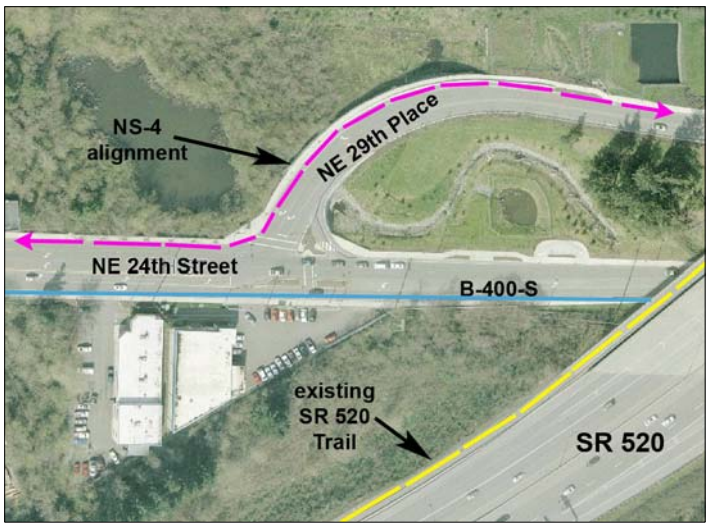
At its northernmost point, the Somerset-Redmond Connection enters Bellevue at the intersection of 148th Avenue NE and NE 29th Place. Running south-west along NE 29th Place, bicyclists are able to take advantage of the designated bike lanes along either side of the road from 148th Avenue NE to NE 24th Street.



NE 29th Place, looking south

NE 24th Street between NE 29th Place and 140th Avenue NE

The Somerset-Redmond connection heads due west from NE 29th Place along NE 24th Street towards 140th Avenue NE. No bicycle facilities are present along the north side of this portion of NE 24th Street, however the new Pedestrian and Bicycle Plan includes a project for the south side, **B-400-S**. This project proposes to add a wide outside lane on the south side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete.



140th Avenue NE between NE 24th Street and NE 8th Street

At 140th Avenue NE, the NS-4 Corridor turns left, heading south. This section of 140th Avenue NE is an important north-south arterial for automobiles and bicyclists, but bicycle facilities are not in place to accommodate this mode of transportation. Currently, south of NE 24th Street there are two 10 foot wide travel lanes in both directions, a 13 foot wide center lane. On the west side, there is a 10 foot wide sidewalk, intermittently narrowing to 5 feet.

140th Avenue NE and NE 24th Street, west side

On the east side of the street, an 8-foot sidewalk begins, but is regularly interrupted by utility poles. These existing pedestrian facilities will remain the same, however projects **B-112-E/W** recommend the addition of a 5 foot wide bike lane on both sides of 140th Avenue NE between NE 24th Street and NE 8th Street. Advanced commuter cyclists would utilize these facilities which will also provide a connection for local residents living in the neighborhoods north of NE 24th Street to the Highland Park/Community Center.

140th Avenue NE and NE 24th Street, east side

This bicycle facility/project will link up to a critical connection point also being recommended in the new Pedestrian and Bicycle Plan Update, project O-106. **O-106** recommends adding a 10-14 foot wide off-street path connecting 140th Avenue SE to the SR 520 Trail.

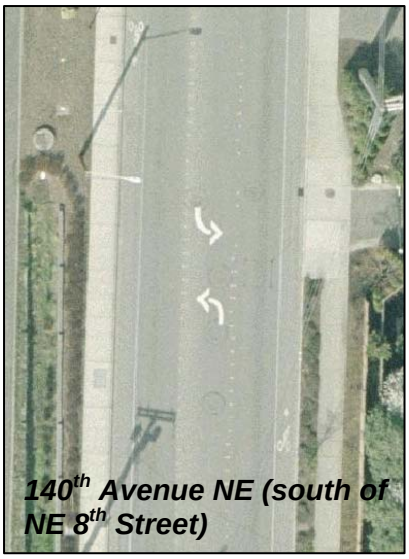
Proposed Project O-106 (formerly B07-006)

Continuing south on 140th Avenue NE, crossing NE 20th Street, sidewalks on the west side narrow to 6 feet. On the east side, an 8 foot sidewalk and off-street path with boardwalk facility provides access to Highland Park and Community Center.

Boardwalk on the east side of 140th Avenue NE

140th Avenue NE between NE 8th Street and SE 8th Street

South of NE 8th Street, bike lanes begin on both sides of the street, as well as 6 foot sidewalks separated in many places by a 2 to 3 foot planter. These facilities continue to SE 8th Street.



140th Avenue NE (south of NE 8th Street)

145th Place SE between SE 8th Street and SE 28th Street

Bike lanes and sidewalks continue along 140th Avenue SE, past SE 8th Street (where 140th Avenue SE continues as 145th Place SE). The sidewalks end at SE 16th Street, with bike lanes transitioning to 4 to 6 foot wide shoulders on both sides of the street. A 4-5 foot sidewalk begins on the west side of the street south of SE 22nd Street.

Projects **B-140-E/W** will add a 5 foot wide bike lane on both the east and west sides of 145th Place SE between SE 16th Street and SE 24th Street. This project is funded as a

145th Place SE and 22nd Street SE

part of CIP Plan No. PW-R-151: 145th Place SE improvements/SE 16th Street to SE 24th Street and SE 22nd Street/145th Place to 156th Avenue. Construction of B-140-E/W will be coordinated with sidewalk projects **S-343-W** which would 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, and **S-343-E** which would 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.

Pedestrian projects **S-344-W** and **S-344-E** recommends the following for the southern most portion of 145th Place SE, a 6 foot sidewalk and a 4 foot wide planter strip on both sides from SE 24th Street to Landerholm Circle SE (BBC campus) where not complete.

Website comments for this project have been positive:

- Completing bike lanes along this stretch would increase the viability of this route to BCC and the I-90/Eastgate area

Past SE 24th Street, the shared shoulders continue on both side until 146th Avenue SE, where motor traffic is forced to turn around. A 5 foot sidewalk continues, leading pedestrians and cyclists to a paved trail accessing Landerholm Circle SE.

Turning left on Landerholm Circle SE, cyclists encounter an 8 foot wide sidewalk that leads to the 148th Avenue SE arterial. Crossing this street cyclists follow an off-street path, running south along the east side of 148th Avenue SE.

Landerholm Circle

Off-street paths between SE 28th Street and SE 38th Street

Continuing on the 9 foot wide off-street path beginning at the southeast corner of SE 28th Street and 148th Avenue SE cyclists are able to avoid the busy I-90 interchange.

148th Place SE and SE 28th Street

At the bottom of the hill, this route crosses 148th Avenue SE, and veers around the Eastgate Way interchange on a continuation of the off-street path, ending at SE 38th Street and briefly utilizing project **O-137-N** which recommends a paved multi-use trail of 10 feet or greater along the north side of SE 38th Street. Crossing SE 38th Street, cyclists encounter an 8 foot wide sidewalk on the south side of the street (compared to a 6 foot sidewalk on the north side) which takes them back to the arterial, now continuing as 150th Avenue SE.

Pedestrian/Bicycle overpass over I-90

150th Avenue SE/148th Avenue SE/Highland Drive between SE 38th Street and Forest Drive

South of SE 38th Street, cyclists encounter 150th Avenue SE, a four-lane arterial without a wide shoulder or a narrow sidewalk on the east side.

150th Avenue SE, looking north

Neither pedestrian or bike facilities exist on the west side of 150th Avenue SE, and the presence of a well worn goat path signifies the apparent need.

Although no bicycle projects are proposed, there are two pedestrian projects. **S-217-E** and **S-217-W** recommend the addition of an 8 foot wide sidewalk and a 4 foot wide planter strip along 150th Avenue SE, on the east side from SE 38th Street to SE 43rd Street and on the west side from SE 37th Street to SE 43rd Street where not complete.

150th Avenue SE, looking south

150th Avenue SE veers west, turning into Highland Drive where the street widens to a split two-lane boulevard, 15 foot lanes in each direction, separated by a 15 foot median. Sidewalks on both sides are 5 feet wide, with a 3 foot planting strip facing the street.

Descending past SE 52nd Place, the road loses the median and begins to wind, with traffic calming and speed bump facilities further reducing speeds. A 5 foot sidewalk continues on both sides. Cyclists encounter some rolling hills before a final descent brings them to Forest Drive.

Highland Avenue and 144th Place SE

Projects **B-305-E/W** would add a shared shoulder on both sides of Highland Drive and 148th Avenue SE between SE 45th Place and Forest Drive. This project is developed in conjunction with pedestrian projects **S-357-E** and **S-357-W**, which call for a 6 foot wide sidewalk on both sides of 148th Avenue SE from SE 44th Street to SE 46th Place.

Connections to Other Main Bicycle Corridors:

520 Trail
Downtown-Overlake Connection
Lake-to-Lake Trail
Mountain-to-Sound Greenway
Coal Creek-Cougar Mountain Connection

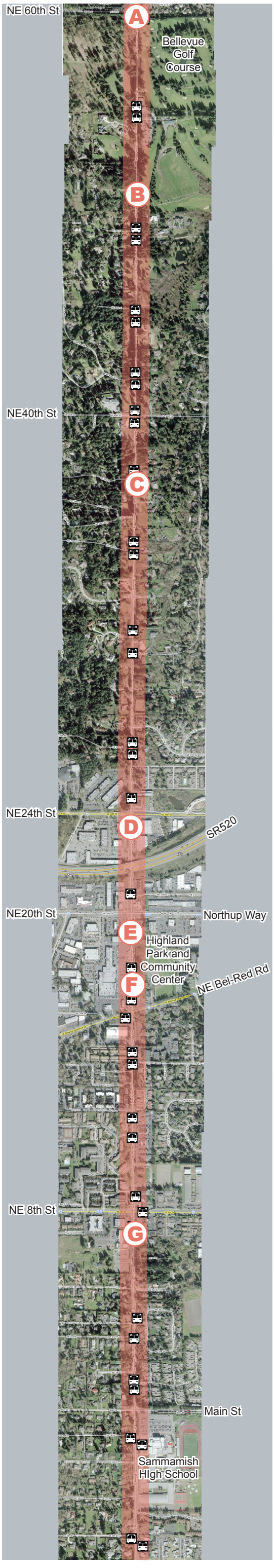
Connections to Park Facilities:

Bellevue Golf Course: http://bellevuewa.gov/bellevue_golf_course.htm
Highland Park: http://www.ci.bellevue.wa.us/highland.htm
http://www.ci.bellevue.wa.us/highland_community_center_sk8_park.htm
Robinswood Community Park: http://www.ci.bellevue.wa.us/robinswood_park.htm
Eastgate Park: http://www.ci.bellevue.wa.us/eastgate.htm

Connections to Schools:

Stevenson Elementary: http://www.bsd405.org/Default.aspx?tabid=136
Odle Middle School: http://www.bsd405.org/Default.aspx?tabid=127
Sammamish High School: http://www.bsd405.org/Default.aspx?tabid=131
Lake Hills Elementary: http://www.bsd405.org/Default.aspx?tabid=123
Eastgate Elementary: http://www.bsd405.org/Default.aspx?tabid=117

NS-4: Somerset-Redmond Connection



The bicycle and pedestrian facilities that exist along both sides of 140th Avenue NE in Redmond, north of SE 60th Street, end at the Bellevue city limits.

140th Avenue NE, at the Bellevue Golf Course, facing north towards Redmond. The east side of the road does not have any pedestrian or bicycle facilities, and a goat path has developed in the grass.

Looking nouth, the recently constructed 6 foot-wide porous asphalt pathway and planter strip/buffer can be seen on the west side.

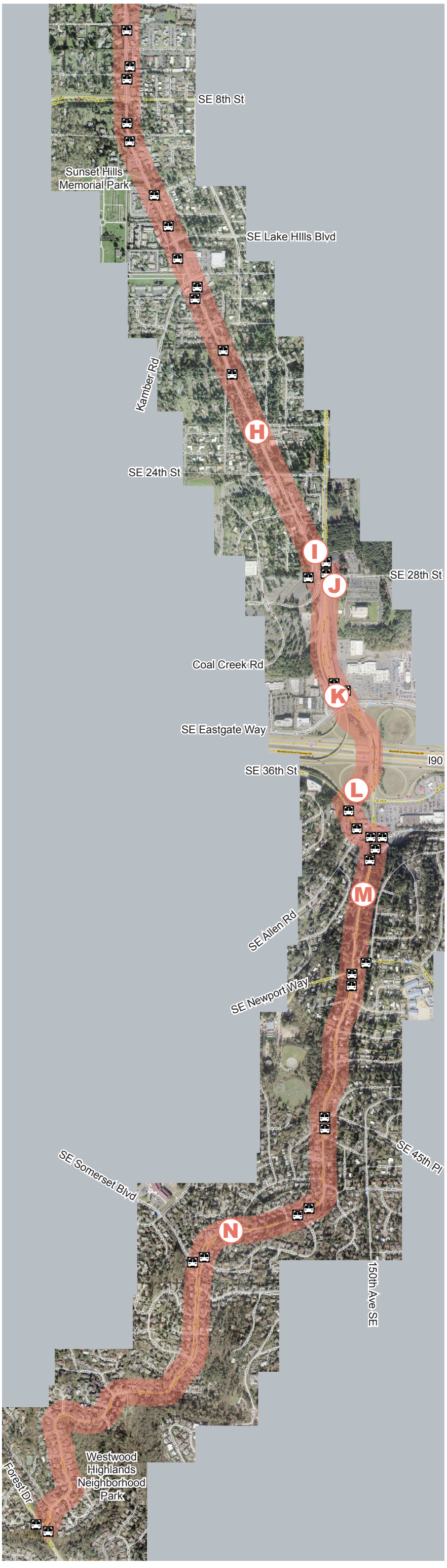
140th Avenue NE and NE 24th Street, facing south towards the SR520 overpass. Currently there are no bicycle facilities in place along this section of the NS-4 Corridor.

Along the Highland Park and Community Center frontage on 140th Avenue NE, a boardwalk has been built separating pedestrians and bicyclists from the traffic lanes. (pg 43)

The boardwalk transitions into an asphalt off-street path further south. Taking advantage of the extra space along the Parks Department property frontage, which allows for a significant separation between users and vehicles.

Along 140th Avenue NE, south of NE 8th Street the bicycling environment becomes much friendlier with 5 foot-wide bike lanes on either side, in addition to sidewalks and planter strips. There are also multiple marked mid-block crosswalks.

NS-4: Somerset-Redmond Connection (continued)

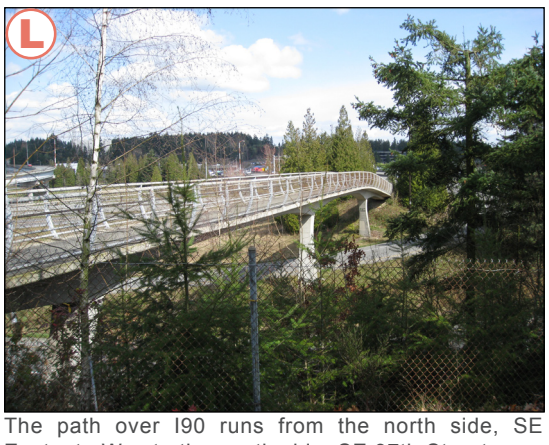


The NS-4 Corridor follows 140th Avenue NE as it transitions into 145th Place SE. The bike lane facilities continue from NE 8th street, before turning into wide shoulders south of SE 16th Street. Facing south at 22nd Street SE, shoulders that vary in width can be seen. (pg 44)

An off-street path from the south end of Landerholm Circle provides a connection for cyclists and pedestrians only, allowing them to access 148th Avenue SE and continue on the NS-4 Corridor. (pg 44)

An off-street path continues on the east side of 148th Avenue NE, just south of the intersection with SE 28th Street, towards I-90. (pg 45)

The on and off ramp infrastructure built at the 148th Avenue SE, SE Eastgate Way and I90 area includes an overpass solely for pedestrians and bicyclists.



The path over I90 runs from the north side, SE Eastgate Way to the south side, SE 37th Street.

A narrow sidewalk on the east side is the only non-motorized pedestrian or bicycle facility along 150th Avenue SE south of I90. (pg 45)

150th Avenue SE turns into 148th Place SE, and at 149th Avenue SE veers west turning into Highland Drive. An intermittant median dominates this portion of NS-4 all the way to Forest Drive, EW-5. (pg 46).

NS-5: Spirit Ridge-Sammamish River Connection

This north-south bicycle corridor begins at Bellevue's northern city limits, near the Sammamish River, down 164th Avenue NE, continuing past Phantom Lake on 168th Avenue SE, finally following 161st Avenue SE and connecting to the Mountains to Sound Greenway, EW-4.

172nd Avenue NE between NE 40th Street and NE 30th Street

Entering Bellevue from Redmond on 172nd Avenue NE, bicyclists will encounter a 5 foot wide bike lane on the east side, and a 4 foot wide bike shoulder on the west. These facilities, along with the 5 to 6 foot wide sidewalks continue across NE 40th Street (the Bellevue-Redmond border) and ascend a short hill.

172nd Avenue NE and NE 35th Street

NE 30th Street between 172nd Avenue NE and 164th Avenue NE

Turning right onto NE 30th Street, cyclists encounter a prohibitively steep hill with a 5 foot wide shoulder on the north side, and a 3 to 5 foot wide shoulder on the south side. Additionally, a 6 foot wide sidewalk runs along the north side of the road. At the top of the hill, the south shoulder widens to accommodate off-street parking. Opposite 168th Place NE, a 5 foot wide sidewalk begins along the south side.

164th Avenue NE between NE 30th Street and Northup Way

Turning left on 164th Avenue NE, a 4 foot shoulder accompanies a 6 foot sidewalk on the west side of the street. On the east side, an 8 foot wide shoulder accommodates on-street parking. These shoulders fall away on the approach to NE 24th Street to allow for a vehicle turning lane.

Crossing NE 24th Street, 164th Avenue NE becomes an arterial route. After initially widening to accommodate a transit pull-out, the west shoulder narrows to 1 foot. The east side shoulder immediately narrows to between 3 and 4 feet wide and an 8 foot wide sidewalk runs along both sides of the street.

164th Avenue NE, facing south

The shoulders completely disappear closer to Northup Way allowing for a turn lane. There is one bicycle project proposed for this section of the NS-5 Corridor, **B-301-E/W** proposes a shared shoulder on both sides of 164th Avenue NE from NE 18th Street to Northup Way.

164th Avenue NE between Northup Way and NE 8th Street

Beginning at Northup Way, a 6 foot wide off-street path runs along the east side of 164th Avenue NE, along with a 5 foot wide shoulder. On the west side, cyclists find a 5 foot wide shoulder and a 6 foot wide sidewalk. The shoulders on both sides narrow on the approach to NE 8th Street to accommodate a turn lane.

164th Avenue NE and NE 8th Street (east side)

The new Pedestrian Bicycle Plan Update includes the follow bicycle project which will create a more consistent bike network through this section of the NS-5 corridor. **B-122-E/W** recommend adding 5 foot wide bike lanes on both the east and west sides of 164th Avenue NE from Northup Way to NE 8th Street.

164th Avenue NE between NE 8th Street and SE 14th Street (Phantom Way)

Crossing NE 8th Street, 164th Avenue NE loses bicycle facilities on the east side, keeping a very narrow shoulder. On the west side there is a 5 foot wide sidewalk. The lanes of the street are wider along this section – between 14 and 15 feet wide and the road begins a gradual decent towards Lake Hills Boulevard. Projects **B-302-E/W** call for a shared shoulder on both sides of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard.

After crossing Lake Hills Boulevard, the east side continues with no facilities to SE 12th Street, where a 5 foot wide sidewalk begins. On the west side, a shoulder that varies between 4 feet and 6 feet in width is sometimes used for street parking. There is also a 5 foot wide sidewalk on the west side.

It will be important to ensure that the two sidewalk facilities envisioned for this NS-5 Corridor do not encroach on the space available to create the above mentioned bicycle facilities. **S-324-E** recommends adding 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 and **S-335-E** recommends adding 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.

NE 14th Street (Phantom Way)/ 168th Avenue SE/ SE 24th Street between 164th Avenue SE and 161st Avenue SE

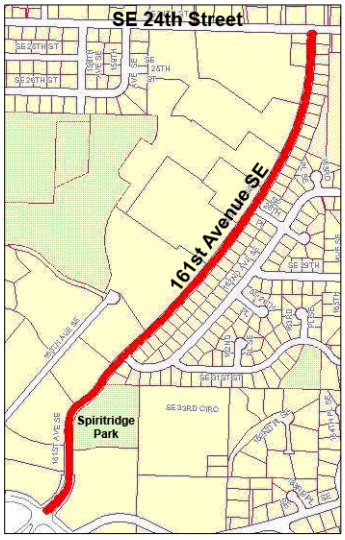
Turning east on Phantom Way, an off-street path on the north side of the street continues following the road south along 168th Avenue SE and west on SE 24th Street. A shoulder of 2 to 4 feet in width runs along this side of the street. On the south side, an off-street path begins at 160th Avenue SE and continues to 166th Avenue SE, where it gives way to a narrow, 1 foot wide shoulder. This shoulder continues to SE 24th Street and 166th Avenue SE . West of 166th Avenue SE, a 4 foot wide sidewalk begins on the north side of the street, but ends just prior to 161st Avenue SE.

161st Avenue SE between NE 24th Street and SE Eastgate Way

Turning left on to 161st Avenue SE, a 6 foot shoulder on the east side accommodates parking. A 3-4 foot wide sidewalk on the east side becomes an off street path upon reaching Spirit Ridge Park. A 4 foot wide sidewalk on the west side of 161st Avenue SE begins at the corner of SE 24th Street, but ends abruptly after a short distance. In order to create a more consistent bicycle network, project **O-134** recommends adding a 10-14 foot wide off-street path along 161st Avenue SE (across Landfill Park site) from 156th Avenue SE to SE Eastgate Way.

161st Avenue SE and Spirit Ridge Park

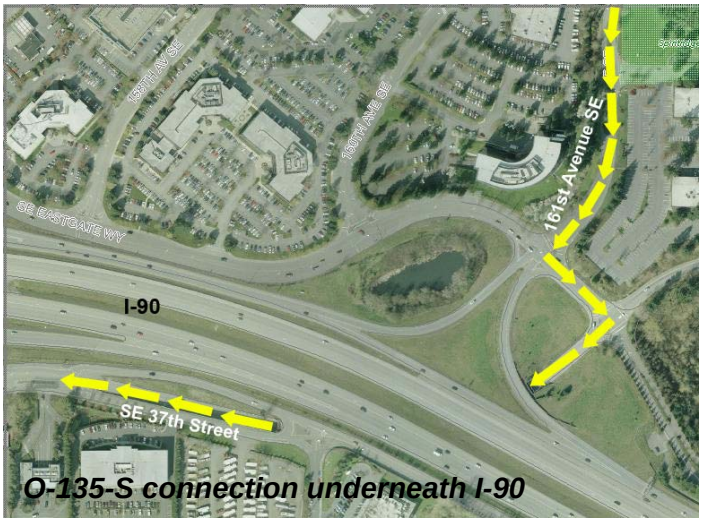
Recently, as of September 27, 2008, the City of Bellevue initiated a pilot project in the Fall of 2008 to implement a relatively new type of pavement marking intended to promote and enhance safety for bicyclists. Bicyclist shared lane markings, or sharrows were placed along the southern end of the NS-5 corridor on both sides of 161st Avenue SE from SE 24th Street to Eastgate Way. This first of a three-phased experiment was designed to test out the effectiveness of sharrows along a major north-south bike corridor in Bellevue, as well as work towards creating a more consistent bicycle network. The second phase is projected to occur on the same corridor, just further north along 164th Avenue NE from NE 24th Street to SE 14th Street.



Bicyclist on 161st Ave SE

Phillips Hill (SE 35th Place) between SE Eastgate Way and SE 40th Street

This last section of the NS-5, Spirit Ridge-Sammamish River Corridor, connects bicyclists from the north side of I-90 to the south side and the Mountains-to-Sound Greenway via a tunnel that runs underneath the Interstate. **O-135-S** addresses bicycle facility updates through the tunnel. This project recommends increasing the sidewalk width on the south side of the tunnel to 10 feet, in order to offer cyclists improved accommodation through SE 37th Street tunnel under I-90 to Eastgate Way/SE 35th Place intersection. Coordination with WSDOT will also be necessary to improve lighting within the tunnel. Signage, directing cyclists to the tunnel, as well as increasing their awareness will also be included in this project.



O-135-S connection underneath I-90

Connections to Other Main Bicycle Corridors:

Lake-to-Lake Trail
Mountain-to-Sound Greenway

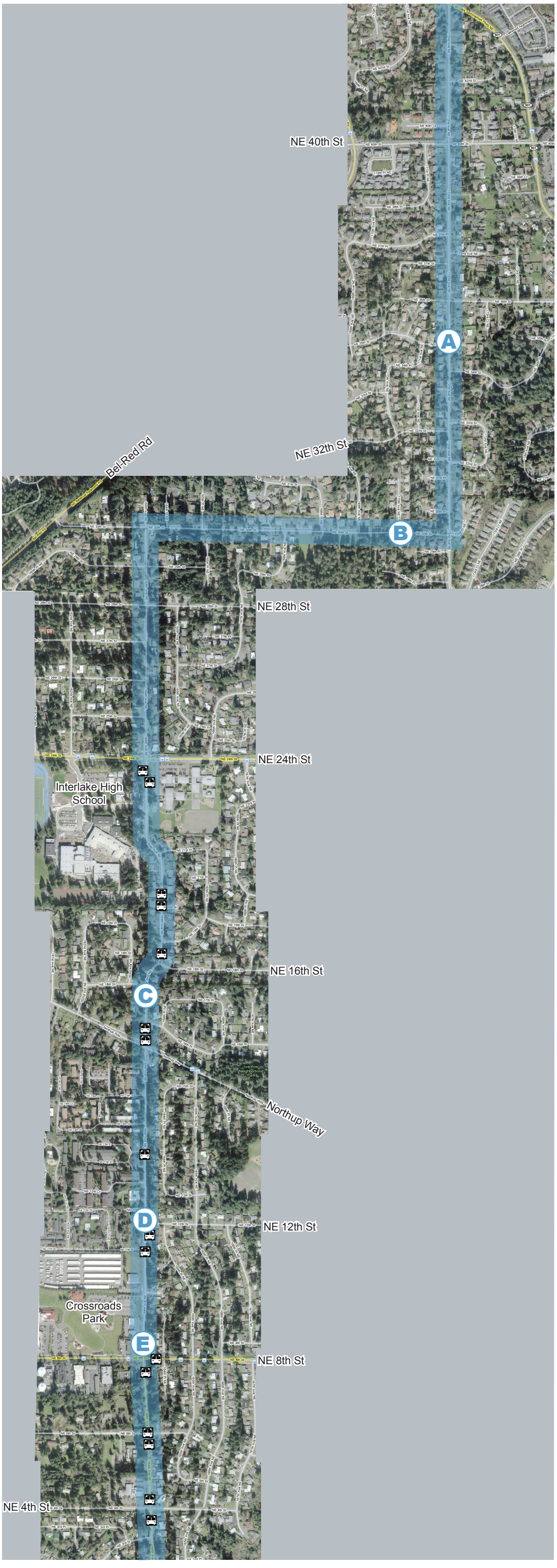
Connections to Park Facilities:

Ardmore Park: http://www.ci.bellevue.wa.us/ardmore.htm
Crossroads Park and Community Center:
http://www.ci.bellevue.wa.us/crossroads_par_3_golf.htm
Lake Hills Park: http://www.ci.bellevue.wa.us/lake_hills_community.htm
Weowna Park: http://www.ci.bellevue.wa.us/weowna%20.htm
Spiritridge Park: http://www.ci.bellevue.wa.us/spiritridge.htm

Connections to Schools:

Ardmore Elementary: http://www.bsd405.org/Default.aspx?tabid=80
Sherwood Forest Elementary: http://www.bsd405.org/Default.aspx?tabid=132
Interlake High School: http://www.bsd405.org/Default.aspx?tabid=120
Tillicum Middle School: http://www.bsd405.org/Default.aspx?tabid=137
Phantom Lake Elementary: http://www.bsd405.org/Default.aspx?tabid=128
Spiritridge Elementary: http://www.bsd405.org/Default.aspx?tabid=135

NS-5: Spirit Ridge-Sammamish River Connection



Along 172nd Avenue NE there is a designated bike lane on the east side, and a bike shoulder on the west side. (pg 48)

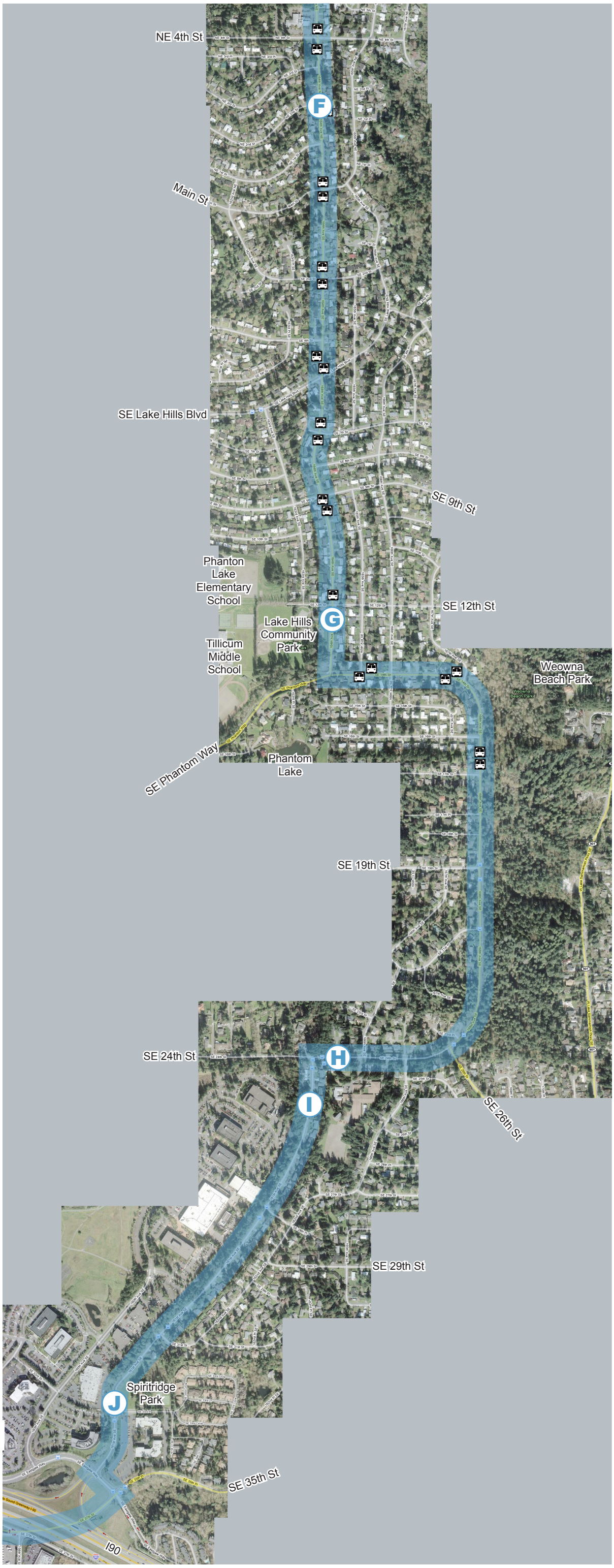
The NS-5 Corridor veers west from 172nd Avenue NE onto NE 30th Street. A bike shoulder is present on the north side acting as a climbing lane up the steep hill for bicyclists. (pg 48)v

The longest portion of this Corridor runs along 164th Avenue, from NE 30th Street to SE 14th Street. For the most part there are limited bicycle facilities, aside from a short stretch of striped bike shoulder from Northup Way to NE 8th Street. The pedestrian facilities are a bit more consistent, but still disconnected and intermittant. (pg 48)

Bicycle shoulder on either side of 164th Avenue NE from NE 30th Street to NE 8th Street, along Crossroads Park frontage.

The wide outside lane along 164th Avenue NE, south of Northup Way, creates a comfortable amount of room for bicyclists, and could possibly be wide enough to stripe a bicycle lane. That facility improvement would increase the safety and connectivity of this Corridor. (pg 49, facing north)

NS-5: Spirit Ridge-Sammamish River Connection (continued)



At NE 2nd Street and 164th Avenue NE, a 5 foot-wide sidewalk runs along the west side, and the bicycle facilities consist of shared wide shoulders. This area is primarily residential, but bicyclists do have to navigate sporadic bus traffic.

On street parking on the west side of 164th Avenue NE, south of SE 12th Street along the Lake Hills Community Park frontage. Both Phantom Lake Elementary School and Tilicum Middle School are located immediately behind the Park.

Bike shoulders exist on either side of SE 24th Street to accomodate current bicycle traffic. The NS-5 Corridor then turns south onto 161st Avenue SE.

6 foot-wide shoulder on the east side of SE 161st Avenue SE accomodates parking, and the narrow sidewalk on the west side begins at NE 24th Street, but is an extremely short segment, ending shortly thereafter.

161st Avenue SE and Spirit Ridge Park. The sidewalk on the east side of the street utilizes the Park property to resemble more of an off-street meandering path, while the on-street parking ends. (pg 50, facing south)

NS-6: West Lake Sammamish Parkway

The parkway was constructed nearly 50 years ago, made up of approximately 10 foot by 10 foot concrete panels. No significant maintenance has occurred since it was first constructed, and some of the panels are heaving and sinking. The parkway has a multi-use trail on the west side of the roadway. This west side asphalt path is generally about 10 feet wide, with a few spot locations that are only 8 feet wide. The pavement along the west side shoulder has intermittent patching from past utility work, and due to the lack of maintenance there are places with significant gaps between the shoulder and the concrete panels that make up the roadway surface.

The shoulder on the east side varies in width, 0 to 5 feet, as well as in surface types, and there is an absence of any bike lanes or buffers from the two way traffic. This parkway it is not usable for bike travel, or consistent enough for any pedestrian travel.

The City of Redmond completed a project on West Lake Sammamish Parkway from NE 24th Street to it's confluence with Bellevue-Redmond Road. This project cracked and seated the old concrete panels in place and provided an asphalt overlay, and although the Parkway was not widened, it was re-striped to provide a continuous 4 foot bike lane on both sides. Some locations along the west side were also wide enough to stripe a 4 foot pedestrian pathway, but since Redmond's project did not increase the impervious surface no detention or water quality treatment was provided.

Improvements to the 5 ½ mile-long West Lake Sammamish Parkway were first proposed in the early 1990s. City staff completed a detailed study from 1994 to 1996. This study was a joint project between King County and the cities of Bellevue and Redmond. No consensus emerged among user groups on how to proceed, and council members placed the project on indefinite hold.

In March, 2001, Bellevue annexed about three miles of the parkway from King County. The following month, parkway residents presented a petition to the council requesting the improvement project be revisited and Council members directed staff to re-initiate the process.

In July 2003 the Transportation Department began an extensive public outreach process with residents and other stakeholders to encourage participation to help shape what improvements should be made to the parkway that could be supported by the various users. Over a nearly two-year period, the Transportation Department conducted a public involvement process with the surrounding community that included open houses, workshops and a public forum.

Council approved the final recommendation April 11, 2005 that will provide, **O-107-W**:

Ten-foot vehicle travel lanes in each direction
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
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. Five mid-block crossings, and three intersection crossings
Five mid-block crossings, and three intersection crossings
A new traffic signal at West Lake Sammamish Parkway and SE 34th Street

This recommended alternative addresses the many needs established by stakeholders by:

Addressing traffic concerns: narrower lanes, with intermittent buffers causes drivers to slow down, the installation of the signal at SE 34th will break of traffic flow and allow cars to access the parkway
Enhancing pedestrian safety: providing a consistent 4 foot shoulder on the east side for kids waiting for buses; mail box access, and pedestrians getting to crossing locations to access the multi-use trail; 3 intersections and 5 other locations along the parkway will have marked crossings; separation of pedestrians and vehicles on the west side
Enhancing bicyclist safety: providing a consistent 4 foot shoulder on the east side for northbound bicyclists; southbound cyclists can utilize the 10 foot wide trail; kids and families can utilize the multi-use trail
Enhancing neighborhood character: respecting the constraints of the parkway and not installing large concrete retaining walls. The project would include landscaped planters, and retaining as much of the existing significant trees as possible, enhancing drainage, and improve the roadway surface

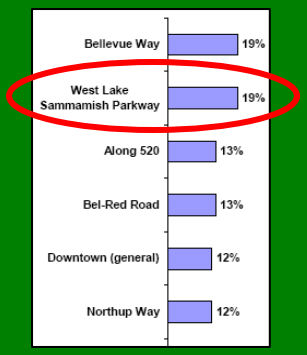
The recommended alternative compared to Redmond's section:

East side shoulder is the same dimension is the same at 4 feet wide, but Redmond stenciled the bike symbol on the pavement
West side shoulder is the same in some locations, but Redmond painted a white stripe 4 feet off the edge of the travel lane and stenciled the bike symbol on the pavement. Some areas of Redmond only provide a 6 foot shoulder, with a line painted at 4 feet off the edge of the travel lane, and only 2 feet of pedestrian area.
Bellevue's recommendation is to install buffers where they will fit, to provide additional safety improvements between vehicles an non-motorized travel, and to give drivers a perceived width reduction which caused drivers to slow down.

The image below provides a rendering of proposed improvements along this corridor, as described in the new Pedestrian and Bicycle Plan Update project **O-107-W** for West Lake Sammamish Parkway and SE 14th Lane.

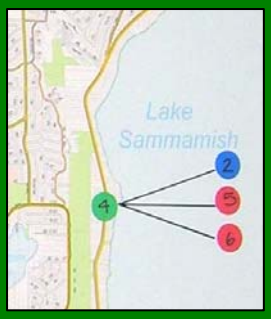
With improvements estimated to cost approximately $20 million dollars in 2005 dollars, Council directed staff to begin identifying potential funding for improvements, including grants. The project would likely be completed in phases over a multi-year period.

Locations with Safety Concerns (N=919)



The project remains one of the most popular projects in the City; it was repeatedly referenced as a safety concern during the on-line survey effort:

Focus Group Activity



In addition, during the focus group sessions, participants mentioned concerns regarding the entire street, not just one specific area: (i) Lack of east/west directional paths; (ii) Cars neglecting to pay attention to foot/bike traffic and running red lights; and (iii) Poor pavement quality. The red dots indicate that multiple focus groups that labeled WLSP as a "top priority" area.

- ***Participant (pedestrians and bicyclists) suggestions***:
  1. *Bi-directional lanes along the Parkway allowing pedestrians and bicyclists to avoid oncoming traffic*
  2. *Fixing and maintaining paths*

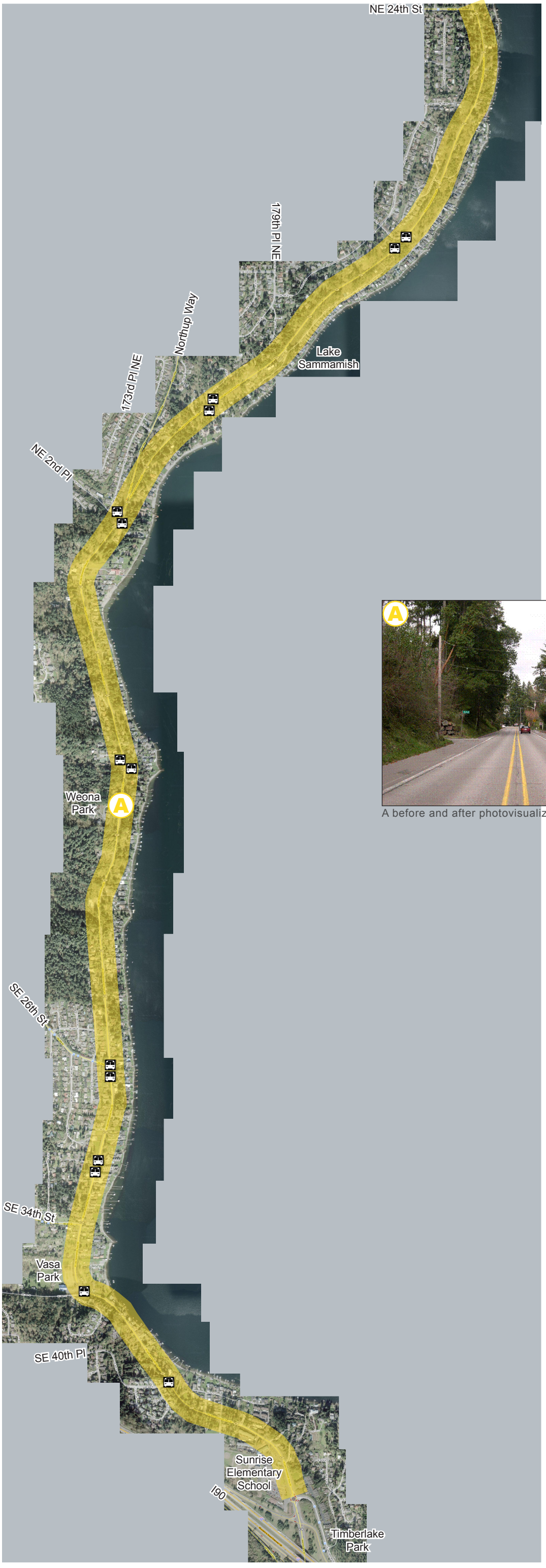
Connections to Park Facilities:

Weowna Park: http://www.cityofbellevue.org/weowna%20.htm
Sunrise Park: http://www.cityofbellevue.org/sunrise%20.htm

Connection to Schools:

Sunset Elementary: http://www.bsd405.org/Default.aspx?tabid=133

NS-6: West Lake Sammamish Parkway



A before and after photovisualization of projects proposed along West Lake Sammamish Parkway.