



DATE: October 30, 2008

TO: Chair Orrico
Bellevue Planning Commission

FROM: Franz Loewenherz, Senior Transportation Planner, 452-4077
floewenherz@bellevuewa.gov

SUBJECT: Pedestrian and Bicycle Transportation Plan Update Comprehensive Plan
Amendment (07-123138-AC)
November 19, 2008, Public Hearing

I. PROPOSAL

This 2008 Comprehensive Plan amendment updates the Pedestrian and Bicycle Transportation Facility Plan, Transportation Element and other related components of the Comprehensive Plan. Bellevue's Comprehensive Plan acknowledges that responding to anticipated growth in travel necessitates a multi-modal transportation approach that offers the public real choices about how they travel within, to, and through Bellevue. The City Council's (and past Councils') strong commitment to a multi-modal transportation system, including a robust pedestrian, bicycle, and trail network, is demonstrated by many policies supporting non-motorized travel in existing plans (including the current Pedestrian and Bicycle Plan) and investments in pedestrian and bicycle facilities throughout the city.

At its March 12, 2007, meeting the City Council initiated the update to the 1999 Pedestrian and Bicycle Transportation Plan, consistent with Comprehensive Plan policy objective for periodic updates. Council charged the Transportation Commission with overseeing the update process which included reviewing the Plan's policies, implementation strategies, and priorities to ensure they remain consistent with the City's transportation needs, funding opportunities, and overall trends. New and updated policies are proposed, redundant and obsolete policies are proposed to be removed, and similarly, the list of pedestrian and bicycle projects is proposed to be updated for consistency with the Comprehensive Plan and new subarea planning (such as Bel-Red) and to remove out-of-date and completed projects. The complete set of amendments to the Comprehensive Plan, including the updated policies and projects are included in Attachment 1.

The proposed Pedestrian and Bicycle Plan Comprehensive Plan amendments are the product of extensive public outreach, background research, inter-agency coordination, and detailed field work. The policies, projects, and priorities for project implementation were reviewed multiple times and ultimately endorsed by the City's Transportation Commission at its September 11, 2008, meeting. Based on discussions with the Planning Commission, several staff refinements are proposed to the 2008 CPA package endorsed by the Transportation Commission. Outlined below are the proposed refinements (also captured in the attached draft amendments) as well as discussion of several specific issues.

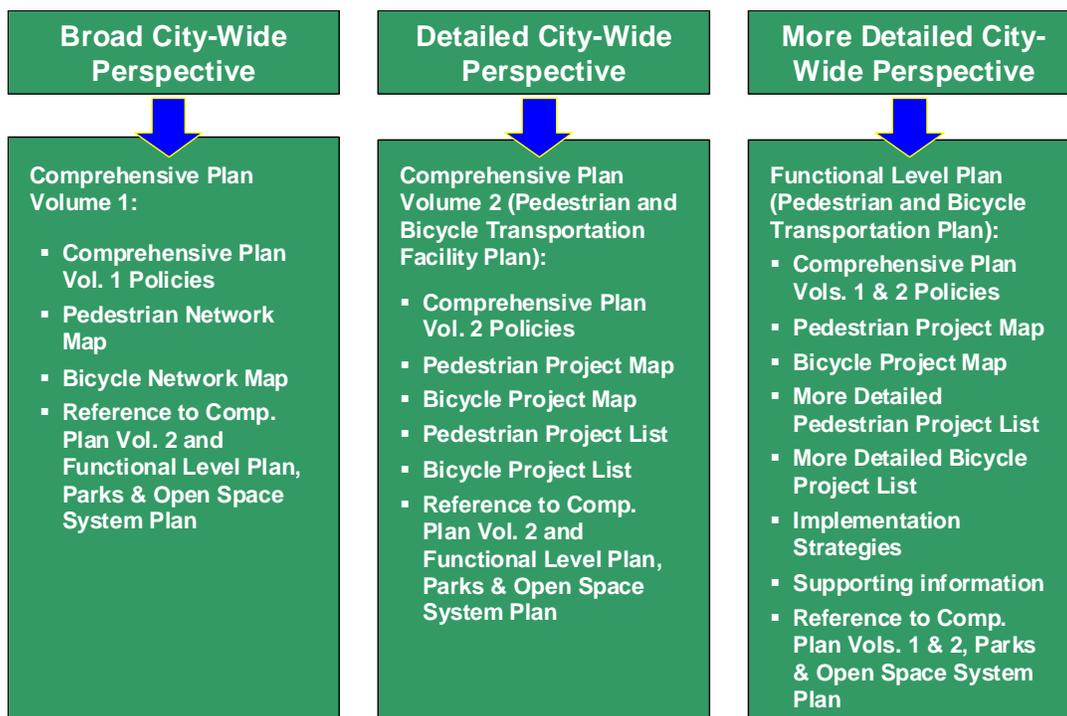
Relation of Plan Update to Comprehensive Plan

The Pedestrian and Bicycle Plan update consists of concurrent updates to both the Comprehensive Plan and the stand-alone Pedestrian and Bicycle Transportation Plan functional-level plan document.

As indicated in the figure below, the Transportation Element of the Comprehensive Plan provides the overall vision for the City’s transportation system and addresses pedestrian, bicycle, transit, and roadway usage. Broad pedestrian and bicycle policies as well as network maps are included in the Transportation Element. Additional policies and a prioritized list of pedestrian and bicycle projects are located in the Pedestrian and Bicycle Transportation Facility Plan in Volume 2 of the Comprehensive Plan. Other related policies are located in other elements of the Comprehensive Plan. As the document that establishes the City’s long range policy direction and serves as framework for implementing capital projects, it’s important to have the policies and projects of the Pedestrian and Bicycle Plan adopted as part of the Comprehensive Plan.

Producing a separate stand alone document, the Pedestrian and Bicycle Plan, allows all of those related policies, project lists, and figures to be grouped together. Policies in the stand-alone Pedestrian and Bicycle Plan will be verbatim policies adopted in the Comprehensive Plan, but organized in a way that facilitates reviewing the policies specific to pedestrian and bicycle issues. The stand-alone document also creates a place to provide greater information about the pedestrian and bicycle network and the process used to draft the plan, which would be more detail than appropriate for the Comprehensive Plan. This Comprehensive Plan amendment proposal concerns the draft updates to the pedestrian and bicycle policies, figures and projects that are part of the Comprehensive Plan. While the other components of the Pedestrian and Bicycle Facility Plan are reviewed through the Transportation Commission, they are not part of the formal Comprehensive Plan amendment process.

Relation of Pedestrian and Bicycle Transportation Plan and Comprehensive Plan



Policy PB-2 Revisions

Council expressed interest and support for the short and mid-term objectives of Policy PB-2. The intent is for the policy to establish real numeric goals with a specific timeframe that are ambitious, yet achievable and also worded in a way that does not create unintended consequences. To this end, staff recommends a revision to the policy recommended by the Transportation Commission that maintains the intent while clarifying that these are objectives the City will work toward. The proposed revisions also make the syntactic wording of the policy consistent with the Comprehensive Plan. The revised policy is shown here and included in the attached amendments.

POLICY PB-2. Upon update of the Pedestrian and Bicycle Transportation Plan in 2008, the City will focus on accomplishing a number of Work towards specific short and mid-term implementation objectives intended to be completed following the adoption of the 2009 plan update. Specifically:

1. Within 10 years of plan adoption, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system.
2. Within 5 years of plan adoption, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.
3. Within 10 years of plan adoption, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent (from 2007 levels).
4. Within 10 years of plan adoption, construct 25 more miles of sidewalks along arterial streets (including collector arterials) above 2007 levels.
5. Within 10 years of plan adoption, increase trips by bicycle and foot by 10 percent (over 2007 levels).

Policy TR-79 Revisions

Policy TR-79 provides guidance for prioritizing pedestrian and bicycle projects. During study sessions, the Planning Commission expressed questions about the intent for item 7 in the policy, which addresses servicing residents with special accessibility needs. Upon further review, the staff recommends rewording that statement as shown below. The phrasing of item 7 aims at capturing the intent of both Title VI Federal Guidance and the Americans with Disabilities Act. Both of these federal laws are civil rights decisions aimed at prohibiting discrimination on the basis of disability, race, color, and national origin in government programs and activities. Use of the term “special accessibility needs” in Policy TR-79 allows for the prioritization of non-motorized facilities to account for federal guidance and also provides broad City support for providing accessibility to any group of residents found to have special needs.

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

1. Address safety issues;
- ~~2. 5.~~ Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes;
- ~~3. 4.~~ Complete and connect planned pedestrian or bicycle facilities or trails;
4. Conform to and are consistent with Bellevue's roadway classification system;
- ~~2. 5.~~ Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing; and commercial areas;
- ~~3. 6.~~ Provide accessible linkages to the transit and school bus systems; and
7. Serve concentrations of residents with special accessibility needs, including those who are challenged by: disability; a lack of vehicle ownership, low income status, age, or minority status.
- ~~6.~~ Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.

Project Prioritization

The draft amendments include a list of pedestrian and bicycle projects that are prioritized high, medium and low. The Planning Commission discussed how the priorities were developed and assigned to the projects, and while wanting to avoid redoing the work of the Transportation Commission, suggested that the plan should document the methodology employed in project prioritization. The Pedestrian and Bicycle Transportation Plan (the functional plan document) is proposed to include a detailed description of how the “high, medium, low” ranking of projects in Table 1: Pedestrian Network Plan Update and Table 2: Bicycle Network Plan were established, including the guidance of Policy TR-79 and other policies. Staff recommends revising the following text at the beginning of the pedestrian and bicycle projects lists in the Comprehensive Plan to reference the methodology contained in the functional plan as the source for additional details:

“For more detailed policy and programmatic guidance, see the Pedestrian and Bicycle Transportation Plan and Parks and Open Space System Plan. For more detailed information on the methodology employed in arriving at the high, medium, and low rankings in the project list, see the Pedestrian and Bicycle Transportation Plan Update.”

140th Avenue NE Corridor Project

The proposed pedestrian and bicycle projects along the 140th Avenue NE corridor have generated the greatest level of public interest and discussion of the projects including in the plan. While some in the affected Bridle Trails neighborhood support the project as recommended by the Transportation Commission, many have been opposed. Those opposed support a narrower roadway prism that does not include bike lanes and reduces the overall width of the built road structure.

The Transportation Commission determined that, while recognizing local objections, the 140th Avenue NE corridor represents a critical component in the City’s north-south bike

corridor network linking bicyclists and other non-motorized users between Redmond and I-90. After extensive deliberation, the Transportation Commission felt strongly that an integrated bicycle route network is needed that connects the boundaries of the city limits, and connects to the broader regional bicycle system. Therefore, the Transportation Commission recommends bicycle lanes along 140th Avenue NE to fill the missing link and connect to existing bicycle lanes at NE 60th in Redmond down to existing bicycle lanes at NE 8th to the south. This action is consistent with direction found in the 1999 Pedestrian and Bicycle Transportation Plan.

At this time, staff does not recommend changes to the Transportation Commission recommendation for the 140th Avenue NE corridor from NE 60 to NE 24:

- S-304-E: Add a 6 foot wide pathway or sidewalk on the east side of NE 140th Avenue NE from NE 60th Street to NE 40th Street.
- B-105-E: Add a 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.
- B-105-W: Add a 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.

Following public input, staff will be prepared to review with the Planning Commission options to ensure that the projects are designed with public input and sensitive to their local context, if needed. Context sensitive design is already a major policy theme in the plan update; the following policies address this topic directly: Goal statement, PB-1, PB-10, PB-13, and, TR-43. .

Editorial Refinements

A final review of the Pedestrian and Bicycle amendment package generated several minor syntax refinements that will ensure consistency with the Comprehensive Plan. These include:

TR Goal Statement. ~~Bellevue will, in collaboration with community stakeholders, to plan, design, build, and maintain an integrated, comprehensive network of pedestrian and bicycle facilities in collaboration with community stakeholders. to allow and encourage all residents, regardless of age or physical ability, to safely and conveniently walk or bicycle to destinations within their neighborhood, the city as a whole, and the greater Eastside and region. In doing so, the city will advance the following objectives:~~

- Provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region
- Improve health and fitness, and enhance recreational benefits
- Ensure that those in the community who cannot drive due to age, income or disability have mobility options
- Provide a safe and accessible street environment for all users
- Improve overall neighborhood livability
- Support and enhance public transit use

- Reduce air and noise pollution, energy use, and oil consumption
- Support economic development

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

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

II. STAFF RECOMMENDATION

This proposal satisfies the Decision Criteria for a Comprehensive Plan Amendment (see Section III) and **staff recommends approval of the Comprehensive Plan Amendment to:**

- 1) Amend existing policies and add new policies in the Transportation Element of the Comprehensive Plan to update the overall vision of realizing a robust, integrated non-motorized network.
- 2) Replace Figure TR-11 (Pedestrian System) and Figure TR-12 (Bicycle System) in the Transportation Element of the Comprehensive Plan with new network maps.
- 3) Amend Policy UD-53 of the Urban Design General Element of the Comprehensive Plan articulating the overall vision of implementing the Mountains-to-Sound Greenway concept.
- 4) Amend Policy PA-21 of the Parks, Open Space and Recreation Element of the Comprehensive Plan to make specific reference to the Burlington Northern Santa Fe (BNSF) trail system.
- 5) Amend existing policies and add new policies in the Pedestrian and Bicycle Transportation Facility Plan of the Comprehensive Plan to update the overall vision of realizing a robust, integrated non-motorized network.
- 6) Amend the project list and maps in the Pedestrian and Bicycle Transportation Facility Plan of the Comprehensive Plan to ensure the plan update responds to current transportation needs.

III. DECISION CRITERIA

The Decision Criteria for a Comprehensive Plan Amendment are set forth in the Land Use Code, Section 20.30I.150. Based on the criteria, Department of Planning and Community Development staff has concluded that the proposed amendment merits **approval**. This conclusion is based on the following analysis:

- A. **There exists obvious technical error in the pertinent Comprehensive Plan provision, or**

Not applicable to this proposal.

B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies (CPP), the Growth Management Act and other applicable law; and

Comprehensive Plan

The proposed amendment is consistent with the general policies in the Comprehensive Plan, including the city's **Transportation Element** that supports development of a fully multi-modal travel system.

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

Updates to the Pedestrian and Bicycle Transportation Plan are also required by Comprehensive Plan policy (which states that the plan should be updated every five years).

PB-28: Update and review the Pedestrian and Bicycle Transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.

Washington's Growth Management Act

As of 2005, there is a specific requirement in the Growth Management Act related to bicycle and pedestrian facilities and programs. The Transportation Element of a comprehensive plan must now "include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" [RCW 36.70A.070(6)(a)(7)].

Countywide Planning Policies

Countywide Planning Policies for King County are organized by topics in nine separate chapters. The framework policies in each chapter are implemented through local plans and regulations. Evidence of the consistency of the proposal with the framework policies is as follows:

- I. **Critical Areas** *The proposal will not affect the implementation of regulations dealing with critical areas.*
- II. **Land Use Pattern** *The proposal will enhance the implementation of the desired land use pattern.*

III. Transportation *The proposal supports appropriate non-motorized system improvements that connect to the regional transportation system.*

IV. Community Character and Open Space *The proposal will not affect the implementation of regulations dealing with historic resources, urban design, human and community services, and open space lands and corridors.*

V. Affordable Housing *The proposal will not affect the provision of affordable housing.*

VI. Contiguous and Orderly Development and Provision of Urban Services to Such Development *The proposal supports additional infrastructure to encourage contiguous and orderly development.*

VII. Siting Public Capital Facilities of a Countywide or Statewide Nature.
Not applicable to this proposal.

VIII. Economic Development *The proposal supports continued investment within downtown Bellevue.*

IX. Regional Finance and Governance *Not applicable to this proposal.*

B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and

The proposed amendment addresses the interests and changed needs of the entire city as it responds to regional efforts to realize a statewide multi-modal transportation system. Destination 2030 is the Puget Sound region's transportation vision that lays out policies and strategies for meeting its commitment to the state's Growth Management Act. The plan calls for creating a regionally integrated network of bicycle and pedestrian facilities linked to urban centers and transit facilities and seeks to have non-motorized trips account for 20% of all trips within the region by 2030.

B3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 [below] for the definition of "significantly changed conditions;" and

Significantly changed conditions. Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. This definition applies only to Part 20.30I Amendment and Review of the Comprehensive Plan (LUC 20.50.046).

The proposal demonstrates evidence of significantly changed conditions. The following are several developments that represent conditions warranting prompt attention:

Downtown Bellevue is the major activity center for the greater Eastside, with concentrations of office, retail and residential uses. The dramatic recent growth is expected to continue at a vigorous pace into the foreseeable future. Meanwhile, construction and growing pedestrian and vehicular demand as new buildings are occupied make it increasingly difficult to keep people moving without substantial congestion and delay. Without prompt action to provide policy direction on needed elements of the future transportation system, the ability to secure these improvements during development review will be lost.

The Bel-Red Corridor Project integrates land use, localized transportation, and regional access/LRT corridor planning. Strategies to protect existing and new neighborhoods from the significant impacts of change were an integral part of the visioning exercise by the Bel-Red Project Steering Committee. The final plan for this corridor includes a multi-modal transportation system that accommodates future growth, enhances overall mobility, and mitigates impacts on adjoining areas.

The 2008 Pedestrian and Bicycle Plan Update recommendations include new projects (such as projects in the Bel-Red Corridor which were not envisioned in 1999) and revisions to earlier projects that respond to developments underway in downtown Bellevue.

B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and

The proposed amendment is not site-specific. The pedestrian and bicycle project improvements referenced in the 2008 Pedestrian and Bicycle Transportation Plan Update are widespread throughout the City. These projects tend to be small in scale and would typically be constructed as a feature of roadway improvement projects or as frontage improvements for various development projects. They would serve existing and projected areas of population.

B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City by providing mobility options to the automobile. Local traffic congestion will continue to occur unless alternatives to the automobile are made available and utilized. In most cases, the car must be replaced wherever possible or trips diverted to other modes to alleviate local traffic congestion and to lower air and noise pollution levels. This implies designing a transportation system that provides for and encourages carpools, bicycling, pedestrians and mass transit as well as accommodating the automobile in individual use.

IV. STATE ENVIRONMENTAL POLICY ACT

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold determination of non-significance (DNS) was issued on October 30, 2008.

V. PUBLIC NOTICE AND COMMENT

Notice of the Application was published in the Weekly Permit Bulletin on September 11, 2008. The Bellevue City Council initiated this CPA on March 12, 2007. Notice of the Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on October 30, 2008.

The network of policy and facility recommendations referenced in the City of Bellevue's 2008 Pedestrian and Bicycle Transportation Plan are the product of extensive public outreach, background research, inter-agency coordination, and detailed field work. The outreach effort included on-line surveys, focus groups, and outreach to citizens via public events and through the internet. The major conclusions of this effort can be summarized as:

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

The main areas of controversy related to particular projects and potential impacts on individual properties and neighborhoods. At the request of Council at its October 22, 2007, meeting, staff's citywide involvement effort was supplemented with a targeted engagement effort of the Bridle Trails Community Club (BTCC). Following extensive consultation with BTCC members, staff proposed a number of revisions to the draft network plan released for public comment in September 2007. Many of staff's proposed changes were in response to communications from property owners concerned about any public improvements, or action, on private trails. The Transportation Commission was supportive of these trail specific revisions. Regarding 140th Avenue NE, the Transportation Commission determined that this corridor was an important north-south bicycle corridor and recommended building on the 1999 Pedestrian and Bicycle Plan project recommendation for this corridor to include bicycle lanes along 140th NE that connect to existing bicycle lanes at NE 60th in Redmond down to existing bicycle lanes at NE 8th to the south. Community input on this decision remains divided with some criticizing the Commission for not being sensitive to neighborhood interests wanting to preserve the corridor as it exists today while others applauding the Commission for filling in the gaps on a priority bicycle link.

VI. NEXT STEPS

We request the Planning Commission to conduct and close the public hearing, discuss the proposal, ask questions of staff, and make a recommendation.

VII. ATTACHMENTS

1. SEPA Determination
2. Pedestrian and Bicycle Transportation Plan Update 2008 Comprehensive Plan Amendments



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE., P.O. BOX 90012
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: City of Bellevue

LOCATION OF PROPOSAL: N/A

DESCRIPTION OF PROPOSAL: 2008 Annual Amendments to the Comprehensive Plan, including a Work Program and proposed amendments to the Bellevue Comprehensive Plan for purposes of RCW 36.70A.130, assuring that the Plan continues to comply with the requirements of the GMA and including consideration of emerging local and regional needs, changes to state and federal laws, Bellevue's progress towards meeting GMA Goals, and whether the Plan is internally consistent.

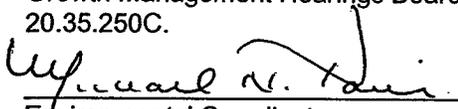
FILE NUMBER(S): 08-103705 AC Sambica; 08-109519 AC Coal Creek UGB; 08-123138 AC Ped/Bike Plan Update

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklists and information filed with the Land Use Division. This information is available to the public on request.

- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project), or if the DNS was procured by misrepresentation or lack of material disclosure.

This DNS is only appealable as part of the City's action on the amendment to the Land Use Code. In order to comply with requirements of SEPA and the State of Washington Growth Management Act for coordination of hearings, any appeal of the SEPA threshold determination herein will be considered by the Growth Management Hearings Board along with an appeal of the City Council's action. See LUC 20.35.250C.


Environmental Coordinator

October 30, 2008
Date

OTHERS TO RECEIVE THIS DOCUMENT:

State Department of Fish and Wildlife	King County
U.S. Army Corps of Engineers	Muckleshoot Indian Tribe
Attorney General	



**City of Bellevue
Department of Community Development
State Environmental Policy Act Threshold Determination**

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Proposal Name: 2008 Annual Amendments to the Comprehensive Plan - Pedestrian and Bicycle Transportation Plan Update Comprehensive Plan Amendment (CPA)

Proposal Address: Citywide

Proposal Description: **Comprehensive Plan text and map amendments:**

- Amend existing Policies TR-14, TR-25, TR-26, TR-43, TR-46, TR-54, TR-55, TR-70, TR-79, TR-85, TR-94, and TR-98 and add a Goal statement to the Pedestrian and Bicycle Transportation System section
- Replace Figure TR-11 (Pedestrian System) and Figure TR-12 (Bicycle System) in the Transportation Element with new network maps
- Amend Policy UD-53 of the Urban Design Element articulating the overall vision of implementing the Mountains-to-Sound Greenway concept
- Amend Policy PA-21 of the Parks, Open Space and Recreation Element to make specific reference to the Burlington Northern Santa Fe (BNSF) trail system
- Amend existing policies and add new policies in the Pedestrian and Bicycle Transportation Facility Plan to update the overall vision of realizing a robust, integrated non-motorized network
- Amend the project list and maps in the Pedestrian and Bicycle Transportation Facility Plan to ensure the plan update responds to current transportation needs

File Number: 07-123138-AC

Applicant: City of Bellevue Department of Transportation

Decisions Included: SEPA Threshold Determination

Planner: Franz Loewenherz, Senior Planner, 425-452-4077

State Environmental Policy Act

Threshold Determination: **Determination of Non-Significance (DNS)**

Michael Paine,
Environmental Coordinator

Bulletin Publication Date: October 30, 2008

Appeal Deadline: An appeal shall be filed together with an appeal of the underlying Process IV action. The appeal shall be by petition to the Growth Management Hearings Board and shall be filed within the 60-day time period set forth in RCW 36.70A.290.

For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6800.

I. Proposal Description and Objectives

This Comprehensive Plan Amendment proposes to:

Amend the Transportation; Urban Design; and Parks, Open Space, and Recreation Elements; and the Pedestrian and Bicycle Transportation Plan (Ped/Bike TFP) of the Comprehensive Plan. The Pedestrian and Bicycle Update proposes amendments to existing policies and the addition of new policies to ensure the Plan realizes the overall vision of a robust, integrated non-motorized network.

II. Environmental Record

The environmental review consisted of analysis based on the following documents included in the environmental record or incorporated by reference if so noted:

- Environmental checklist for the proposal dated September 3, 2008
- Environmental Checklist and DNS for the 1999 Pedestrian and Bicycle Transportation Plan Update June 16, 1999 (CPA-99-3051)
- Comprehensive Plan

III. Proposed Timing and Phasing

The Bellevue Planning Commission is scheduled to hold a public hearing on the amendments on November 19, 2008. The Bellevue City Council will likely act on the amendments in the first quarter of 2009.

IV. Environmental Summary

Purpose and Need to Which the Proposal is Responding

The purpose of these amendments is to incorporate a 2008 update to the 1999 Pedestrian and Bicycle Transportation Plan Update. This 30-year plan sets the framework for non-motorized transportation in and around the City of Bellevue. Used in conjunction with the City's other plans and policies, the Plan is intended to create a balanced transportation system.

The update process included reviewing the Plan's policies, implementation strategies, and priorities to ensure they remained consistent with the City's current transportation needs, funding opportunities, and overall trends. Plan update recommendations are adopted into various elements of the Comprehensive Plan and the Pedestrian and Bicycle Transportation Facilities Plan through Comprehensive Plan amendment process.

The Transportation Element of the Comprehensive Plan provides the overall vision for the City's transportation system and addresses pedestrian, bicycle, transit, and roadway usage. Policies,

implementation strategies, network maps, and projects are the primary tools for accomplishing the Pedestrian and Bicycle Transportation Plan's goals.

An increased emphasis is proposed on completing facilities along key north-south and east-west routes and on completing linkages and showing connections in the network as they build out.

Major Conclusions, Significant Areas of Controversy and Uncertainty

We conclude that there are no single or cumulative impacts from such amendments because impacts are foreseen by the Plan and will not lead to actions inconsistent with other elements of the Plan or GMA when related to functional plan or project implementation of such actions derived from these amendments.

Such actions are considered and taken under the framework of this GMA-compliant comprehensive plan, so there will not be significant environmental impacts from such actions, and mitigating other impacts as a result of specific future actions may rely on the use of proposed measures based on the City's regulatory or substantive-SEPA authority.

Issues to be Resolved, Including Environmental Choices to be Made Between Alternative Courses of Action

The pedestrian and bicycle project improvements referenced in the 2008 Pedestrian and Bicycle Transportation Plan Update are widespread throughout the City. These projects tend to be small in scale and would typically be constructed as a feature of roadway improvement projects or as frontage improvements for various development projects. They would serve existing and projected areas of population.

Recognizing the environmental impacts that might occur, additional environmental analysis will be needed if proposals are made for development as regulated by the Land Use Code and the Bellevue City Code.

Alternatives to the proposal include leaving the existing Plan in its current state.

Environmental Impacts of the Proposal

A cumulative impact analysis for the 2008 Annual Amendments to the Comprehensive Plan has been prepared and is attached.

Environmental Review of the attached non-project environmental checklists indicates no probability of significant adverse environmental impacts occurring as a result of the proposals. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements. The Environmental Checklist is available for review in the project file.

Adverse impacts which are less than significant are usually subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and related regulatory items correspond, no further documentation is necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

V. Conclusion and Determination

For the proposal, environmental review indicates no probability of significant adverse environmental impacts. Therefore, issuance of a **Determination of Non-Significance** pursuant to WAC 197-11-355 and Bellevue City Code 22.02.034 is appropriate.

Other adverse impacts that are less than significant may be mitigated pursuant to Bellevue City Code 22.02.140, RCW 43.21C.060, and WAC 197-11-660.

VI. Mitigation Measures

There are no recommended SEPA-based mitigating measures for this proposal. The lead agency has determined that the requirements for environmental analysis, protection and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. This agency will not require any additional mitigation measures under SEPA.

M. J. Smith
10-29-08

**CITY OF BELLEVUE
ENVIRONMENTAL CHECKLIST
(Integrated SEPA/GMA Process)**

A. BACKGROUND INFORMATION

PROPOSAL TITLE: Pedestrian and Bicycle Transportation Plan Update Comprehensive Plan Amendment (08-123138 AC)

PROPERTY OWNERS' NAME: N/A

PROPOSAL LOCATION: citywide

PROPONENT'S NAME: City of Bellevue, Department of Transportation

CONTACT PERSON'S NAME: Franz Loewenherz

CONTACT PERSON'S ADDRESS: Department of Transportation
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012

CONTACT PERSON'S PHONE: 425-452-4077

BRIEF DESCRIPTION OF THE PROPOSAL'S SCOPE AND NATURE:

1. **General description:** The Pedestrian and Bicycle Transportation Plan (PBTP) Update proposes amendments to existing policies in the Transportation Element of the Comprehensive Plan. There are also proposed amendments to existing policies and the addition of new policies in the Pedestrian and Bicycle Transportation Facility Plan of the Comprehensive Plan to ensure the plan update responds to current transportation needs. Additional amendments are proposed to existing figures and tables in both the Transportation Element and Pedestrian and Bicycle Transportation Facility Plan of the Comprehensive Plan. Finally, several amendments are proposed to policies in the Urban Design and Parks, Open Space and Recreation Elements of the Comprehensive Plan.
2. **Site acreage:** N/A
3. **Number of dwelling units/buildings to be demolished:** N/A
4. **Number of dwelling units/buildings to be constructed:** N/A
5. **Square footage of buildings to be demolished:** N/A
6. **Square footage of buildings to be constructed:** N/A



7. **Quantity of earth movement (in cubic yards):** N/A
8. **Proposed land use:** N/A
9. **Design features, including building height, number of stories and proposed exterior materials:**
N/A
10. **Other:** N/A

Proposed timing or schedule (including phasing, if applicable):

The PBTP CPA is being reviewed as part of the 2008 Annual Comprehensive Plan Amendments (CPA) work program. It is scheduled for Council action in the first quarter of 2009.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The PBTP will be reviewed and updated every five (5) years in conjunction with the Transportation Element.

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- (1) In June 1999, the Comprehensive Plan revisions and Pedestrian and Bicycle Transportation Plan received a Determination of Non-Significance.
- (2) In November 1992, the Comprehensive Plan revisions and Pedestrian and Bicycle Transportation Plan received a Determination of Non-Significance.
- (3) The Comprehensive Plan itself is subject to environmental review during period updates.
- (4) The Transportation Department's 12-year Transportation Facility Plan also is subject to environmental review.
- (5) Separate environmental review will occur on a project-specific basis.

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

The proposed PBTP Update are being reviewed by WA Community Trade and Economic Development (CTED). The Bellevue Planning Commission will hold a public hearing on November 12, 2008 before submitting a recommendation to the Bellevue City Council for final approval. No other pending applications for approval are known, but as pedestrian and bicycle projects identified in the functional plan are designed and made ready for construction, there may be approvals required from various government agencies.

Several of the projects identified in the Pedestrian and Bicycle Transportation Plan Update are the subject of parallel governmental processes. The Port of Seattle and King County are responsible for the environmental analysis, design, and development of the Burlington Northern Santa Fe (BNSF) trail system. WSDOT is responsible for the environmental analysis, design, and development of the SR-520 trail system.

mg

Page 3

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

Ordinance action by the City Council for: Ped/Bike Plan Update CPA (08-123138 AC)

MJ

B. Environmental Elements

No discussion of the individual Environmental Elements is required for GMA actions per WAC 197-11-235.3.b.

C. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (do not use this sheet for project actions)

SUMMARY

Project Summary: The Pedestrian and Bicycle Transportation Plan (PBTP) Update proposes amendments to existing policies in the Transportation Element of the Comprehensive Plan. There are also proposed amendments to existing policies and the addition of new policies in the Pedestrian and Bicycle Transportation Facility Plan of the Comprehensive Plan to ensure the plan update responds to current transportation needs. Additional amendments are proposed to existing figures and tables in both the Transportation Element and Pedestrian and Bicycle Transportation Facility Plan of the Comprehensive Plan. Finally, several amendments are proposed to policies in the Urban Design and Parks, Open Space and Recreation Elements of the Comprehensive Plan.

Environmental Summary per WAC 197-11-235(3)(b):

State the proposal's objectives: To comply with the requirements of the GMA by amending the Comprehensive Plan.

Specify the purpose and need to which the proposal is responding: The purpose of these amendments is to incorporate a 2008 update to the 1999 Pedestrian and Bicycle Transportation Plan Update. This 30-year plan sets the framework for non-motorized transportation in and around the City of Bellevue. Used in conjunction with the City's other plans and policies, the Plan is intended to create a balanced transportation system.

The update process included reviewing the Plan's policies, implementation strategies, and priorities to ensure they remained consistent with the City's current transportation needs, funding opportunities, and overall trends. Plan update recommendations are adopted into various elements of the Comprehensive Plan and the Pedestrian and Bicycle Transportation Facilities Plan through Comprehensive Plan amendment process.

The Transportation Element of the Comprehensive Plan provides the overall vision for the City's transportation system and addresses pedestrian, bicycle, transit, and roadway usage. Policies, implementation strategies, network maps, and projects are the primary tools for accomplishing the Pedestrian and Bicycle Transportation Plan's goals.

An increased emphasis is proposed on completing facilities along key north-south and east-west routes and on completing linkages and showing connections in the network as they build out.

State the major conclusions, significant areas of controversy and uncertainty: We conclude that there are no single or cumulative impacts from such amendments because impacts are foreseen by the Plan and will not lead to actions inconsistent with other elements of the Plan or GMA when related to functional plan or project implementation of such actions derived from these amendments.



Such actions are considered and taken under the framework of this GMA-compliant comprehensive plan, so there will not be significant environmental impacts from such actions, and mitigating other impacts as a result of specific future actions may rely on the use of proposed measures based on the City's regulatory or substantive-SEPA authority.

State the issues to be resolved, including the environmental choices to be made among alternative courses of action: The pedestrian and bicycle project improvements referenced in the 2008 Pedestrian and Bicycle Transportation Plan Update are widespread throughout the City. These projects tend to be small in scale and would typically be constructed as a feature of roadway improvement projects or as frontage improvements for various development projects. They would serve existing and projected areas of population. Recognizing the environmental impacts that might occur, additional environmental analysis will be needed if proposals are made for development as regulated by the Land Use Code and the Bellevue City Code.

Alternatives to the proposal include leaving the existing Plan in its current state.

State the impacts of the proposal, including any significant adverse impacts that cannot be mitigated: A cumulative impact analysis for the 2008 Annual Amendments to the Comprehensive Plan has been prepared and is attached.

Environmental Review of the attached non-project environmental checklists indicates no probability of significant adverse environmental impacts occurring as a result of the proposals. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements. The Environmental Checklist is available for review in the project file.

Adverse impacts which are less than significant are usually subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and related regulatory items correspond, no further documentation is necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

Describe any proposed mitigation measures and their effectiveness: No specific development is being approved with this proposal. Future development under the provisions of the regulation will be subject to SEPA review, as well as to the City's existing development regulations.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposed plan amendment will not directly increase discharges to water, emissions to air, produce, store or release toxic or hazardous substances, or produce noise.

The proposal will result in projects which will allow for decreases in such discharges, emissions, releases, and/or production (as these are related to planning for increases in motorized transportation) because it provides for system-wide alternative choices to motorized vehicles.

The proposal will benefit air quality because it provides for planned alternatives to Single Occupant Vehicles (SOV) as a means for people to travel about the city and region.



The proposal will benefit air quality because one of the Plan's priorities is non-motorized connections to the transit system which could reduce the number of cold vehicle starts.

Proposed measures to avoid or reduce such increases are: More specific environmental review would be done for any project in wetland or other Sensitive Areas.

2. **How would the proposal be likely to affect plants, animals, fish or marine life?**

There are no known direct impacts to plants, animals, fish or marine life that will result from the proposal.

The Plan's emphasis on non-motorized systems means less pollution will be generated by using alternative modes of transportation. As Functional Plan elements are implemented, they may disturb habitat.

Proposed measures to protect or conserve plants, animals, fish or marine life are: More specific environmental review would be done for any project in wetland or other Sensitive Areas.

3. **How would the proposal be likely to deplete energy or natural resources?**

The proposal will not deplete energy or natural resources.

Material resources would be used in construction of trails, paths, sidewalks, and bicycle lanes. This would be proportionally less than the use of those material resources to construct roads for motorized vehicles.

The proposal would allow for less depletion of other resources. It provides transportation alternatives to the use of fossil fuels for engine combustion.

Proposed measures to project or conserve energy and natural resources are: N/A

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

There are no known direct impacts to sensitive areas, habitat, historic sites or other protected areas that will result from the proposal.

The Plan will not directly impact environmentally sensitive areas. However, as these areas are identified in Bellevue, the proposal allows for less intrusive means to provide access to those areas identified above than if vehicle access were considered.

There will be impacts to sensitive areas as a result of widening road cross sections whether the road is widened for bicycle or pedestrian paths, or for additional vehicle lanes. However, vehicle lane width and bicycle or pedestrian path width improvements create different beneficial effects. Vehicle lane width provides additional capacity, itself a form of mitigation driven by congestion impacts.



Widening for bicycle or pedestrian path improvements has a different benefit in that it provides for flexibility in meeting transportation demand without negatively impacting air or water quality.

Proposed measures to protect such resources or to avoid or reduce impacts are: More specific environmental review would be done for any project in wetland or other Sensitive Areas.

5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

The proposal directly enhances mobility for people in the places that they live, work, and play. It provides for increased flexibility in access and in views. It is supportive of planning for increased public waterfront access.

Implementation of projects within the plan would result in people traveling along corridors where previous access did not exist. This may create issues of perceived impacts to privacy. Screening elements should be considered to mitigate this where it has been identified as an issue.

Proposed measures to avoid or reduce shoreline and land use impacts are: Compliance with land use regulations and design standards for physical improvements.

6. **How would the proposal be likely to increase demands on transportation or public services and utilities?**

The proposal itself does not increase demands on transportation or public services and utilities. As links in the various pedestrian and bicycle system plans are constructed, it will create demand for other paths and linkages to complete the system. Planned projects when completed would require maintenance and repair to provide a functioning pedestrian and bicycle system.

Proposed measures to reduce or respond to such demand(s) are: Planning and programming through various Transportation Department programs including the Capital Investment Program (CIP), Transportation Facilities Plan (TFP), and Neighborhood Traffic Calming Program (NTCP).

7. **Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

No conflicts are known or anticipated.

- D. **The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.**

Signature 

Date Submitted 10/20/28



**PEDESTRIAN & BICYCLE TRANSPORTATION PLAN UPDATE
2008 COMPREHENSIVE PLAN AMENDMENTS**

**File Number: 07-123138-AC
Contact: Franz Loewenherz, Senior Planner
Phone: 425-452-4077**



Transportation Element

GOAL:

To maintain and enhance mobility for residents and businesses through the creation and maintenance of a balanced system of transportation alternatives that:

- **Provides a wide range of travel choices;**
- **Supports the land use vision of the city;**
- **Protects our neighborhoods from adverse transportation impacts;**
- **Reflects the regional role of the city in transportation issues; and**
- **Reduces the overall dependency on automobiles throughout the city.**

OVERVIEW

Success in carrying out this plan will produce the following positive outcomes:

- **Desired Land Use:** Achieving the city’s land use vision, through a transportation system that supports the land use vision, and in turn, a land use pattern that reduces auto dependency;
- **Reduced Use of the Single-occupant Vehicle:** Shifting behavior away from excessive reliance on the single-occupant vehicle, through effective transportation demand management;
- **Viable Travel Options:** Providing an excellent transportation system, that provides an array of travel choices for transit, pedestrians, bicycles and ridesharing, while continuing to provide adequate mobility for the private auto;
- **Adequate and Fair Financing:** Providing a balanced funding structure that meets needs for multiple travel modes and allocates costs fairly among users;
- **Protection of the Environment and Quality of Life:** Promoting a healthier environment and a healthier community than would occur without this Plan, through creation of better travel options and lessened reliance on single-occupant vehicles; and
- **Effective Interjurisdictional Coordination:** Engaging with Bellevue’s neighbors to address ongoing issues and to generate cooperative solutions to problems that cross jurisdictional boundaries.

Bellevue has choices in responding to travel demand. The city can pour ever more dollars into wider roads, in an effort to maximize the convenience and speed of travel in single-occupant vehicles. In this event the city will perpetuate its auto dependency, and its physical appearance will be increasingly dominated by roadways and parking, with noise walls and other “street hardening” projects demanded by neighborhoods to protect them from traffic noise and glare.

Alternatively, the city can design its transportation system to provide for a variety of alternative travel options, like transit, ridesharing, walking, and bicycling. This would mean less pavement, more sidewalks, bikeways, bus stops, and park and ride lots, perhaps more trees. It would require new development to be more accessible, with design features that accommodate the users of transit and

ridesharing, pedestrians, and bicyclists. It would also require a shift in behavior toward greater reliance on alternatives to single-occupant vehicles.

This Plan takes the latter path. The auto-dominated policies and practices of the 1970s can not be sustained in the 21st Century. It is neither possible nor desirable to build enough roadway improvements to keep pace with ever accelerating demand for travel in single-occupant vehicles. Rather, the Plan focuses on reducing auto dependency by providing viable travel choices. Transit, ridesharing, walking, and bicycling receive strong emphasis, with focus on a fully multi-modal travel system. To make these alternative mobility options more viable, the Plan strengthens the linkage between planning for transportation and land use.

Further, the Plan recognizes the importance of coordinated and strong interjurisdictional action, because transportation impacts do not stop at local boundaries. Amidst increasing congestion and limits on public resources, interjurisdictional coordination is absolutely necessary if the region is to achieve the shared land use and transportation vision depicted in the regional plan “Vision 2020”, the Metropolitan Transportation Plan “Destination 2030”, and the Countywide Planning Policies for King County.

Cross-reference:

The Transportation Element of the Comprehensive Plan provides the overall policy vision for Bellevue’s transportation system. Additional policy and programmatic guidance is found in a series of more detailed documents, including:

- *Capital Investment Program*
- *Transportation Facilities Plan*
- *Pedestrian and Bicycle Transportation Plan Update*
- *Transit Plan*
- *Eastside Transportation Partnership*
- *East Bellevue Transportation Plan*
- *Downtown Subarea Plan*
- *Bel-Red/Overlake Transportation Plan*
- *Bridle Trails, Bel-Red, and Crossroads Transportation Facility Plan*
- *Newcastle Transportation Facility Plan*

The area transportation facility plans and the Pedestrian and Bicycle Transportation Plan are found in Volume 2 of the Comprehensive Plan. The reader should refer to these plans for additional guidance as needed.

Transportation and Land Use

GOALS:

- 1. To implement a fully multi-modal transportation system that supports the land use vision of the Comprehensive Plan and the role of Downtown Bellevue as the Eastside urban center.**

2. To reduce the use of single-occupant vehicles, by creating a land use pattern that allows for shorter vehicular trips and the use of alternative travel options.

This Plan strengthens the integration of land use and transportation planning. It emphasizes that the transportation system should support the city's land use vision, as expressed in the Comprehensive Plan Land Use Element and Map. The city vision is consistent with regional land use policies that seek to focus growth within the urbanized area with particular emphasis on the Downtown Bellevue Urban Center.

The highest concentration of Eastside employment stretches from Downtown Bellevue through Bel-Red to Overlake. Another area of existing high employment concentration is the Factoria/Eastgate area.

Further, the Plan promotes land development patterns that are less auto dependent and that better support travel options. For a given amount of development, higher residential and employment densities and mixed uses generate fewer auto trips than low density, single-use development. Both the large-scale pattern of new development and smaller-scale site design should support this Plan's goal of reducing auto dependency, by promoting fewer and shorter vehicular trips, many of which may occur through transit, ridesharing, bicycling, or walking.

Interjurisdictional Implications

The city's land use policy is to manage growth by guiding new development into the urbanized area and into the Downtown Urban Center. The planned office, residential and retail growth in Bellevue will attract people from throughout the region. This Plan clarifies that the transportation system shall support this regional growth pattern.

Cross-reference:

*See Policy **TR-37**, regarding the concurrency management system designed to ensure that new development does not outpace the city's ability to provide transportation services. See **Regional Transit**, for policies supporting high capacity transit.*

POLICIES

POLICY TR-1. Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.

POLICY TR-2. Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.

POLICY TR-3. Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the areas with existing infrastructure capacity.

POLICY TR-4. Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes the following:

1. Intensity/density of land uses sufficient to support high capacity transit;
2. Mixed uses for both day and night activities;
3. Pedestrian emphasis; and
4. Alternatives to single-occupant vehicles.

POLICY TR-5. Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.

POLICY TR-6. Establish arterial level of service standards and other mobility targets in each area of the city in light of area-by-area development patterns and growth management objectives.

POLICY TR-7. Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.

POLICY TR-8. Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include:

1. Orient the major building entries to the street and closer to transit stops;
2. Avoid constructing large surface parking areas between the building frontage and the street;
3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops;
4. Cluster major buildings within developments to improve pedestrian and transit access;
5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;
6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces;
7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities;
8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;
9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and
10. Encourage the availability of restrooms for public use.

Transportation Demand Management

GOAL:

To reduce the use of single-occupant vehicles and vehicle miles traveled, through a coordinated program of regulations, marketing, and provision of alternative travel options.

Through transportation demand management (TDM), the city aims to shift behavior away from excessive reliance on the single-occupant vehicle, by reducing the number of trips and vehicle-miles traveled. This helps to manage congestion, reduces spending on new transportation facilities, and lessens the environmental and neighborhood impacts of unrestrained growth in vehicle trips.

The city's demand management policies address three key components, to be used in combination:

- **Regulations to influence travel behavior.** Regulations for new development address site design features that reduce auto dependency. Regulations for large employers focus on worksite actions, consistent with the Commute Trip Reduction Act;
- **Marketing.** These efforts inform people about travel choices and promote changes in travel behavior; and
- **Improvements in services and facilities.** Examples are provision of high-occupancy vehicle lanes and improved transit service, actions which often require the participation of other jurisdictions.

Carpools and vanpools are attractive and convenient options for many commuters and can work in environments where public transit is lacking or inconvenient. Developing a successful ridesharing program requires action from both the public and private sectors. The public can build park-and-ride lots and facilities like high-occupancy vehicle lanes and signal bypasses that provide time benefits to rideshare users. Public and private groups, employers, and residents can cooperate to create an environment that supports ridesharing.

Interjurisdictional Implications

Regional coordination helps to enhance the effectiveness and equity of TDM actions. This Plan calls for the city to coordinate with other Eastside jurisdictions and the transit service providers in developing and implementing compatible TDM regulations.

Cross-reference:

*See **Mobility Management**, for additional guidance on transit and ridesharing facilities and service, and goals for percentage share of commuter trips. Also see the **Transit, State Highways/Corridors and Regional Transit** sections for policies on HOV improvements and park and ride lots that support ridesharing.*

POLICIES

POLICY TR-9. Coordinate with other Eastside jurisdictions, the private sector, and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors:

1. Parking;
2. Services to increase high-occupancy vehicle use;
3. Demand management program elements, including incentives; and
4. Reporting, monitoring, and performance evaluation standards.

POLICY TR-10. Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals for reducing use of single-occupant vehicles.

POLICY TR-11. Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as:

1. Establish methods to charge for parking single-occupant vehicles;
2. Impose a parking tax, through state enabling legislation; and
3. Provide tax incentives and other credits to employers that eliminate employee parking subsidies.

POLICY TR-12. Encourage employers to help reduce peak hour commute trips by facilitating employees use of telecommuting, flexible work hours, compressed work week schedules, and other scheduling options.

POLICY TR-13. Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.

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

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

Cross-reference:

See Policy TR-8, concerning transit-supportive and pedestrian-friendly site design features. Also see Urban Design Element Policies UD-38 through 40, concerning sidewalks and trails.

POLICY TR-15. Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.

POLICY TR-16. Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.

POLICY TR-17. Promote increased citizen awareness of travel alternatives available for midday as well as commute trips.

POLICY TR-18. Evaluate and promote a car-sharing program in Downtown Bellevue.

POLICY TR-19. Support establishment of federal and state gasoline taxes to provide adequate funding for transportation improvements that keep pace with regional and community growth.

POLICY TR-20. Support federal tax policies which promote transit and ridesharing.

Mobility Management

GOALS:

- 1. To provide multiple travel options, for transit users, pedestrians, bicyclists, and rideshare users, as well as the drivers of private vehicles.**
- 2. To ensure that all members of the community, including those with transportation disadvantages, have viable travel options.**

The primary modes of transportation in the city include private vehicles, carpools and vanpools, transit, walking, and bicycling. The city must provide services and facilities to support all modes, balancing resources to ensure that all are viable and provide reasonable travel choices. This maximizes the people-carrying capacity of the system and encourages use of alternatives to the single-occupant vehicle. Further, it helps to ensure that all members of the community are mobile, and have access to community services and facilities. This includes those that do not have the income to maintain an auto or have a physical disability that prevents them from driving.

Specific needs for autos, transit, and other modes vary for different areas of the city based on each area's land use, street pattern, and other characteristics. The city tailors the standards for transportation modes to reflect each area's needs, while recognizing citywide requirements.

Interjurisdictional Implications

This Plan recognizes that transportation impacts do not stop at the city limits, and calls for effective actions to address interjurisdictional issues and mitigation of impacts from new development. The Plan also recognizes that other jurisdictions, particularly the federal and state governments and the transit

providers, are responsible for a major share of the regional transportation facilities serving the city.

POLICIES

POLICY TR-21. Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.

POLICY TR-22. Implement the level of service standards and other mobility targets for major transportation modes within each Mobility Management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.

POLICY TR-23. Coordinate improvements and operations among travel modes, providing connections between modes.

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

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

POLICY TR-26. Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements particularly non-motorized improvements, and other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA). *Also cross-reference with TR-79 (Prioritization).*

POLICY TR-27. Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.

POLICY TR-28. Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.

POLICY TR-29. Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.

POLICY TR-30. Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments

POLICY TR-31. Inform, consult with, and otherwise involve other affected jurisdictions in the city's

transportation planning efforts.

POLICY TR-32. Develop and implement strong interjurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.

POLICY TR-33. Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.

POLICY TR-34. Require development within Bellevue to include mitigation for significant impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant impacts on Bellevue.

Roadway Network

The private auto remains the most common mode of vehicular travel in this country. For the foreseeable future, the private auto will continue to carry the majority of trips within Bellevue, and the city will need to accommodate reasonable capacity to serve travel demand and to prevent cut-through trips from impacting residential neighborhoods. An improved roadway network is one element of the balanced transportation system needed.

There are limits, however, to accommodating the private auto. It is neither possible nor desirable to build or widen roadways enough to restore the relatively free-flowing conditions that existed one or two decades ago. In the past, for example, the city attempted to avoid congestion during the peak hour at each and every intersection. A better approach is to measure levels of traffic congestion on an area-wide basis, recognizing that drivers have choices of alternative routes within an area and tolerating congestion at some intersections as long as the overall system functions adequately.

Bellevue has classified city streets according to their function, and has established development standards upon which street improvements are based.

Major arterial streets provide efficient direct routes for long-distance auto travel within the region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials. Traffic on major arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic.

Minor arterial streets provide connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets.

Collector arterial streets are two or three-lane streets that collect (or distribute) traffic within a neighborhood and provide the connections to minor or major arterials. Collectors serve neighborhood traffic, and also provide access to abutting land uses. They do not carry much through traffic, and are designated to be compatible with residential neighborhoods and local commercial areas.

Local streets provide access to abutting land uses, and carry local traffic to the collector arterials. This classification includes both local and neighborhood collector streets as described in the city's Development Standards.

While the primary focus of this section is the private auto and the roadway network it requires, the street system must also support transit and ridesharing vehicles, freight movement and non-motorized transportation.

POLICIES

POLICY TR-35. Evaluate the adequacy of the arterial street system by calculating the level of service of those intersections within each Mobility Management Area that contribute to system function.

POLICY TR-36. Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area:

1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions:
 - a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and
 - b. Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve.
2. Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic.

Cross-reference:

See **Table TR.1** for adopted standards.

POLICY TR-37. Review proposed developments and require mitigation of traffic impacts where necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.

POLICY TR-38. Require mitigation to provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.

POLICY TR-39. Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to

maintain safety.

POLICY TR-40. Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies.

POLICY TR-41. Classify city streets according to their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.

POLICY TR-42. Expand arterial capacities through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.

POLICY TR-43. Provide sufficient arterial right-of-way ~~with sufficient width to limit air and noise pollution on adjoining properties,~~ to permit landscaping, and to accommodate ~~non-vehicular circulation,~~ pedestrian and bicycle facilities, while considering neighborhood character and context.

POLICY TR-44. Design arterials and streets to fit the character of the areas through which they pass.

POLICY TR-45. Implement adopted concepts for gateway design and pedestrian safety enhancements included in the Urban Design Element and Southwest Bellevue Subarea Plan on Bellevue Way SE, between I-90 and 112th Avenue SE.

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

1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes;
2. ~~Increase enforcement of~~ Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs;
3. ~~Expand the use of~~ Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic;
4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations;
5. ~~Increase~~ Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and
6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.

POLICY TR-47. Minimize visual distractions, extraneous objects, and excessive clutter in circulation corridors.

POLICY TR-48. Minimize the amount of through-traffic on local streets in residential areas.

POLICY TR-49. Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR-520

that would adversely affect an adjacent residential neighborhood.

Cross-reference:

*Also see the **State Highway/Corridors** section for additional guidance on state roadway facilities.*

Transit

Bellevue's Comprehensive Plan emphasizes reducing auto dependency by creating viable travel options. Travel options should include a strong transit system that focuses on serving local residents, employees and businesses. In order to provide a transit system that is responsive to the needs of the community, this Plan supports a close working partnership between the city and the local and regional transit providers.

In June 2003, Bellevue adopted a Transit Plan that includes a set of recommendations regarding future transit service as well as capital support for these services. The recommendations are based on a 10-Year Transit Vision of service improvements (see Figure TR.8).

The Transit Plan calls for a hierarchy of transit services that is focused on three major elements – connections within Bellevue, connections between Bellevue and other Eastside communities, and connections between Bellevue and other communities in the region. To allow convenient transfers between these services, a network of transit hubs has been identified at key locations within Bellevue. These hubs, located in the vicinity of activity areas such as retail and employment centers, will provide opportunities for transferring between the various types of transit services.

In September 2002, King County Metro adopted the Six-Year Transit Development Plan. The city worked with King County to develop this plan which defines King County's public transportation development for 2002 through 2007. Investments in transit identified and prioritized in this Plan are focused on relieving congestion and improving mobility. The city is working closely with King County to successfully implement the Plan and maintain consistency with Bellevue's Transit Plan.

POLICIES

POLICY TR-50. Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities. (see Figure TR.10).

POLICY TR-51. Work with transit providers to establish a hierarchy of transit services focused on three major elements:

1. Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/BCC, Factoria)
2. Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah)
3. Bellevue-Regional Connections (e.g. Seattle, south county)

POLICY TR-52. Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue.

POLICY TR-53. Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.

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

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

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

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

POLICY TR-57. Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.

Regional Transit

GOALS:

1. To provide a regional transit service at levels that support the land use goals of the city.
2. To provide high performance transit connections with the other urban centers in the region.

3. To develop programs to encourage ridership on regional transit.

Interjurisdictional Implications

In November 1996, voters within areas of King, Pierce and Snohomish Counties approved funding for a Regional Transit System including light rail, commuter rail, and regional express bus services. Vision 2040 and the Metropolitan Transportation Plan “Destination 2030” adopted by the Puget Sound Regional Council, and the Countywide Planning Policies for King County call for a high capacity transit system linking urban centers and supported by other travel modes.

Unprecedented levels of interjurisdictional cooperation to plan, fund, and build the regional transit system will be required. Bellevue participates in regional planning efforts, and with other local jurisdictions, is working to create an environment that integrates the transit system into the community and promotes system usage.

Implementing the regional transit system will require an array of city efforts in the coming decades. Priorities include city participation in detailed system design, preservation of right-of-way, and station area planning, along with other needs to be identified as the system progresses.

POLICIES

POLICY TR-58. Participate actively in efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements.

POLICY TR-59. Provide regional leadership for regional transit system planning efforts.

POLICY TR-60. Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city’s contributed share of regional transit revenues.

POLICY TR-61. Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city’s land use and mode split goals.

POLICY TR-62. Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to:

1. Intercept trips by single occupant vehicles closer to the trip origins;
2. Reduce traffic congestion; and
3. Reduce total vehicle miles traveled.

POLICY TR-63. Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.

POLICY TR-64. Encourage transit providers and the state to provide new and expanded park and ride

lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.

POLICY TR-65. Work with transit providers and local property owners to develop new leased park and ride lots.

POLICY TR-66. Work with the regional transit provider to ensure that transit system development occurs in accordance with the adopted Sound Transit long-range system map and plan (see Figure TR.10).

POLICY TR-67. Identify and preserve necessary right-of-way for regional transit facilities.

POLICY TR-68. Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside.

POLICY TR-69. Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.

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

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

POLICY TR-71. Improve transit connections between downtown Bellevue and other designated urban centers.

High-Capacity Transit

High-Capacity Transit (HCT) is defined as various types of transit systems operating on a fixed guideway, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit.

Bellevue is participating with Sound Transit in planning for high capacity transit to serve the city. HCT

may include a mix of commuter rail, light rail, express bus services and facilities and/or other high capacity transit technologies, plus other associated transit improvements that tie local/regional transit services to each other and to other travel modes.

POLICIES

POLICY TR-72. Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.

POLICY TR-73. Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.

POLICY TR-74. Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.

POLICY TR-75. Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.

Cross-reference:

*Also see the **Transit** and **Regional Transit** sections.*

Light Rail Transit

In anticipation of the potential East Link light rail project proposed by Sound Transit to connect downtown Bellevue with Seattle and Redmond, the City Council established a Light Rail Best Practices Committee in 2007 to review "best practices" for implementing light rail in other North American cities and apply those "lessons learned" to Bellevue.

Starting with community issues and concerns, the Committee pursued literature research, community input, and tours of light rail systems. The Committee developed the Light Rail Best Practices Report, which includes a set of best practices and a range of complementary implementing actions to guide the development and operation of a light rail system in Bellevue. The range of actions included Comprehensive Plan policies, amendments to city codes and standards, other city policies and procedures, city capital investments, and expectations of Sound Transit. Council considered the full set of actions and adopted the following section of Light Rail Transit Comprehensive Plan policies.

These Light Rail Transit policies are a subset of the High Capacity Transit (HCT) policies also included in this Element. Although the Committee's charge and research was limited to light rail systems, many of the resulting policies may be appropriate for other HCT systems. Applicability of light rail policies to other HCT systems should be analyzed at such time that there is a change or addition to the HCT technology that would serve Bellevue. For purposes of this discussion, HCT is defined as a transit

system operating in dedicated right-of-way such as light rail, bus rapid transit in its own right-of-way, or a substantially equivalent system, including future technologies.

POLICIES

General

POLICY TR-75.1. Develop a light rail system in collaboration with the regional transit provider that advances the City’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.

Discussion: This policy is a recognition of the potential trade-offs involved in developing a light rail system. While cost and system performance are important both to the City and to the regional transit provider, the City places at least equal importance on achieving local land use and transportation objectives. These factors are not mutually exclusive and in fact they are interdependent. The intent of this policy is to ensure that local land use and transportation objectives are given equal consideration with regional objectives when planning, designing, building and operating a light rail system in Bellevue.

POLICY TR-75.2. Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.

POLICY TR-75.3. Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.

POLICY TR-75.4. Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.

Routing & Alignment

POLICY TR-75.5. Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city’s major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.

Discussion: The intent of this policy is to ensure that the addition of a light rail system in Bellevue does not reduce the capacity of travel lanes on existing city arterials. This is especially critical in the downtown where the capacity of lanes for non-rail vehicle travel is already constrained.

POLICY TR-75.6. Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with

service that optimizes convenience for riders. Light rail should connect “somewhere to somewhere.”

Discussion: Light rail should connect the places where people live, work, shop and play (i.e. “somewhere”) within Bellevue and within the region, helping to reinforce the local and regional land use plans. In contrast to regions with systems that simply connect park and ride lots rather than places, central Puget Sound is a region with a largely mature land use pattern. Light rail can help reinforce the key activity centers within this pattern. Connecting places advances the local community vision, meets regional transportation needs, and optimizes system convenience and ridership.

POLICY TR-75.7. Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City’s land use and transportation vision.

POLICY TR-75.8. Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by:

1. optimizing ridership, system performance, and user convenience;
2. locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea;
3. addressing aesthetic concerns and promoting superior urban design integration, within the established urban context;
4. minimizing impacts on businesses and residents during construction; and
5. minimizing overall impacts of a light rail system on the operation of the downtown street network.

POLICY TR-75.9. Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by:

1. protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood;
2. minimizing impacts to wetlands and other natural resources;
3. providing local access to the system for Bellevue neighborhoods; and
4. optimizing ridership and user convenience.

POLICY TR-75.10. Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.

POLICY TR-75.11. Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.

Community Integration

POLICY TR-75.12. Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following:

1. Incorporating superior urban design, complementary building materials, and public art; and

2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings.

Discussion: Context sensitive design, as it relates to transportation projects, asserts that all decisions in transportation planning, project development, operations and maintenance should take into consideration the communities and land uses which the project passes through (“the context”). Context sensitive design seeks to balance the needs of the project with other desirable outcomes, including environmental sustainability, community character, and the creation of vital public places. Typical considerations of context sensitive design include building materials and texture, building scale relative to nearby structures and relationship to streets and adjacent uses.

POLICY TR-75.13. Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.

POLICY TR-75.14. Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.

POLICY TR-75.15. Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing:

1. Access and linkages to the surrounding community;
2. A comfortable place to be, not just pass through;
3. A place that works for both large and small numbers of people; and
4. Design that encourages social interaction among people.

POLICY TR-75.16. Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.

POLICY TR-75.17. Protect Bellevue’s residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.

POLICY TR-75.18. Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.

Discussion: “Residential neighborhoods,” for purposes of these Light Rail Transit policies, refers to an existing land use pattern dominated by single family and/or multi-family development. It also refers to a mixed use area where the residential use is well-established to the point where the residential character (e.g. street level activity, streetscape and amenities) is a strong element of the area. Unless otherwise noted, “residential neighborhoods” does not refer to the specific zoning of residential uses.

POLICY TR-75.19. Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that:

1. Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit;
2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and
3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).

POLICY TR-75.20. Maintain and enhance the safety of Bellevue's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

POLICY TR-75.21. Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while maintaining capacity for non-rail vehicle movements.

POLICY TR-75.22. Encourage quality design and construction in the light rail system, by:

1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and
2. Incorporating art, public spaces, and other features as community assets.

POLICY TR-75.23. Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include:

1. Visibility of station platform from adjacent streets and parking;
2. Open and well-lighted pedestrian connections to parking and adjacent community;
3. Video surveillance on station platforms and trains; and
4. Establishing and enforcing a fare paid zone for station platforms.

POLICY TR-75.24. Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.

System Access

POLICY TR-75.25. Develop and maintain a safe and convenient pedestrian network to light rail stations, through shared responsibility with the regional transit provider, that is intended to:

1. Provide short, direct routes within a ten-minute walk;
2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation;
3. Maximize safety for all pedestrians at street crossings; and

4. Give priority to pedestrian access and safety in station areas.

POLICY TR-75.26. Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.

POLICY TR-75.27. Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.

POLICY TR-75.28. Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.

Discussion: Facilitation of intermodal transfers encompasses the provision of convenient, well-lighted and secure storage at stations sufficient to accommodate a range of modes (e.g. bicycles and other small motorized and non-motorized vehicles).

POLICY TR-75.29. Develop and implement an integrated wayfinding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.

POLICY TR-75.30. Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.

Construction & Mitigation

POLICY TR-75.31. Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.

POLICY TR-75.32. Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.

POLICY TR-75.33. Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.

POLICY TR-75.34. Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.

POLICY TR-75.35. Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.

Discussion: Construction staging areas for light rail projects are primarily used for the storage of equipment and materials as well as activities such as tunnel boring, employee parking, deliveries and construction offices. These areas typically encompass several acres and remain in use for the duration of the project. Tunnel boring areas generate additional truck trips to haul away dirt and debris and typically require a larger staging area.

Cross reference for Light Rail Transit section:

Transportation Policy TR-1 supporting integration of land use and transportation decisions to ensure that the transportation system supports the Land Use Vision.

Transportation Policy TR-8 supporting pedestrian design features that improve safety including adequate lighting and paved, hazard free surfaces.

Transportation Policy TR-28 supporting neighborhood involvement in the planning and design of transportation systems.

Transportation Policy TR-46 supporting calming measures to reduce cut-through traffic.

Transportation Policy TR-56 supporting partnerships that improve pedestrian and bicycle access to transit services and facilities.

Transportation Policies TR-62-65 regarding park and ride facilities.

Transportation Policy TR-67 supporting preservation of necessary right-of-way for regional transit facilities.

Transportation Policy TR-69 supporting partnerships that promote regional transit services to commuters, residents and employers.

Transportation Policy TR-70 supporting transit system planning that promotes transit use and land use objectives; and that protects nearby neighborhoods from undesirable impacts.

Transportation Policy TR-79 supporting pedestrian and bicycle projects that provide accessible linkages to the transit system.

Transportation Policy TR-80 supporting improved pedestrian and bicycle linkages to transit and school bus systems; and supporting improved security and utility of park-and-ride lots and bus stops.

Transportation Policy TR-112 supporting physical treatments to reduce noise impacts on adjacent neighborhoods from transportation construction projects.

Transportation Policy TR-118 supporting mitigation of adverse impacts of proposed transportation projects on adjacent neighborhoods, including air quality, noise, light and glare.

Transportation Policy TR-119 supporting residential parking zone programs to reduce spillover parking.

Urban Design Policy UD-47 supporting a cooperative regional transit design process to ensure facilities

reflect the general character of Bellevue and the surrounding neighborhoods.

Urban Design Policies UD-47-49 for guidance on the design of transit facilities.

Urban Design Policies UD-49 supporting transit facilities design that includes bike racks, wheelchair access, and pedestrian amenities.

Environmental Policies EN-59-66 for guidance on protection of wetlands and habitat.

Community Participation Policies for guidance on expanding public participation.

Pedestrian and Bicycle Transportation System

GOAL:

Bellevue will, in collaboration with community stakeholders, plan, design, build, and maintain an integrated, comprehensive network of pedestrian and bicycle facilities to allow and encourage all residents, regardless of age or physical ability, to safely and conveniently walk or bicycle to destinations within their neighborhood, the city as a whole, and the greater Eastside and region. In doing so, the city will advance the following objectives:

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

Pedestrian and bicycle facilities are a vital part of Bellevue's transportation system. An integrated, safe pedestrian and bicycle system will increase mobility choices, reduce reliance on motorized vehicles, and provide convenient access to schools, activity centers, transit and school bus systems, parks, and other recreation areas throughout the city.

Building and maintaining a seamless network of walkways, bikeways, and off-street trails requires a coordinated, interdepartmental effort. Planning, funding, building, and maintaining a pedestrian and bicycle system will require support from the Transportation, Parks and Community Services, Utilities, and Planning and Community Development departments.

Walking is an important travel mode for residents, particularly non-drivers and children, and provides significant health benefits. Well-maintained pedestrian facilities enhance the quality of life and contribute to improved air quality by encouraging pedestrian travel. A safe and continuous pedestrian system will link key activity areas, transit, and recreation centers and make walking an attractive option for residents, commuters, and visitors, regardless of age or physical abilities.

The bicycle system is a key component in providing mobility choices and bicycle facilities should be incorporated into the city's transportation priorities. Bicycle facilities along key north-south and east-

west routes will improve safety and access across the city. A connected system provides access to bus stops and park-and-ride lots, increasing the attractiveness of transit, especially for commute trips.

By constructing pedestrian and bicycle facilities that connect existing facilities to each other and complete missing links in the system, the city will increase mobility options for everyone. This approach to pedestrian and bicycle transportation is consistent with the Puget Sound Regional Council's vision for a region-wide non-motorized transportation system, as articulated in Destination 2030.

Additional policy and programmatic guidance is found in the Pedestrian and Bicycle Transportation Plan, and the Parks and Open Space System Plan.

Cross-reference:

See Figure TR. 11 Pedestrian System map, Figure TR. 12 Bicycle System map, and Pedestrian and Bicycle Transportation Plan.

POLICIES

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

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

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

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

1. Address safety issues;
2. Provide access to activity centers such as schools, parks, and public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing; commercial areas;
3. Provide accessible linkages to the transit and school bus systems;
4. Complete and connect planned pedestrian or bicycle facilities or trails;
5. Conform to and are consistent with Bellevue's roadway classification system;
6. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; and
7. Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.
8. Serve concentrations of residents with special accessibility needs, including those who are challenged by: disability, a lack of vehicle ownership, low-income status, age, or minority status.

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

and bus stops.

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

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

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

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

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

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

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

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

State Highways/Corridors

GOAL:

To improve mobility on state highways through a mix of travel options.

Three state highways are located in the city of Bellevue: I-90, I-405 and SR-520 (see Figure TR.13). These highways represent the backbone of the regional transportation system for the greater Eastside. The highways provide mobility for hundreds of thousands of commuters and other users on a daily basis, and also represent a critical element of the regional freight network. The ability to move people and goods via the highway system must keep pace with population growth and economic activity.

The highways provide access to the major commercial and industrial centers and communities of the Eastside. Their efficient operation supports the development objectives outlined in the Growth Management Act. To that end, this Plan emphasizes multi-modal solutions to improve mobility on these key corridors. Key principles addressed in this Plan include:

- Interconnectivity;
- Accessibility;
- Speed; and
- Reliability.

Interjurisdictional Implications

The state is primarily responsible for planning and managing state-owned transportation facilities, such as the state highways. Table TR.3 provides an inventory of state highways in Bellevue. Table TR.4 displays the regional and local trips on state highways in Bellevue. Level of Service for Highways of Statewide Significance is established by the Washington State Department of Transportation, as depicted in Figure TR.13. The state coordinates with the City of Bellevue and other transportation partners (such as King County) in developing improvement plans for these facilities.

POLICIES

POLICY TR-89. Work with state and regional agencies to improve freeway-to-freeway access.

POLICY TR-90. Support completion of the regional HOV system. Work with state and regional agencies to improve HOV access to the freeway system and freeway-to-freeway HOV linkages at I-405/SR 520, I-405/I-90 and I-5/SR-520.

POLICY TR-91. Encourage enhanced access and improved freeway interchanges to serve downtown Bellevue and other key activity centers.

POLICY TR-92. Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways.

POLICY TR-93. Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.

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

POLICY TR-95. Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.

POLICY TR-96. Support High Capacity Transit (HCT) facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.

POLICY TR-97. Work with the state and other local jurisdictions to coordinate signalization at freeway

interchanges.

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

POLICY TR-99. Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation.

POLICY TR-100. Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.

Cross-reference:

*Also see the **Roadway Network** section for the discussion of non-state facilities.*

Freight Mobility

GOAL:

To provide for efficient movement of goods within the city, while minimizing the impacts of freight traffic on other trips.

The transportation system moves goods as well as people. This function is critically important to local economic vitality and to meeting the needs of local residents. The city should design and manage the transportation system in a manner that provides for the efficient movement of goods. At the same time, freight handling and loading should not be permitted to place undue impacts on other system users.

The Plan recognizes that the movement of hazardous materials is governed by federal and state regulations.

Interjurisdictional Implications

The Plan recognizes that freight movement involves state, federal, and private facilities, as well as city-owned facilities.

POLICY TR-101. Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.

POLICY TR-102. Require that new private development provide for freight loading and unloading on-site rather than on the public right-of-way.

Finance

GOAL:

To finance a balanced, multi-modal transportation system and assure that the beneficiaries of the system bear the costs in a proportionate manner.

In emphasizing multiple travel modes, this Plan requires resources to be spread and balanced among all modes, with the objective of meeting specific adopted targets for each Mobility Management Area. Since these targets are tied to the land use goals established for each area, this financing plan serves the city's land use vision as well.

As additional demands are placed on the transportation system, funding should become available to finance needed improvements. The improvements should be paid for by those who benefit from them, in proportion to the level of use or benefit derived. Thus, since the system serves multiple users, it has multiple funding sources: existing businesses and residents (the city's general fund and local business taxes); pass-through users (gas and motor vehicle taxes); and new development (impact fees).

To ensure that funding and improvements keep pace with needs and meet long-term system requirements, the city has a 12-year Transportation Facilities Plan, identifying long-range needs and cost estimates. Detailed transportation revenues and expenditures are balanced every two years in the city's seven-year financing document, the Capital Investment Program (CIP). At every update of the CIP, new transportation cost estimates are completed and available revenues are reassessed. In addition, new transportation needs are prioritized based on the Transportation Facilities Plan, as well as any high-priority short-term needs.

Interjurisdictional Implications

In aiming to ensure that funding keeps pace with the city's needs for transportation improvements, this Plan recognizes that the system requires funding from federal and state sources, as well as local revenues. In addition, the Plan promotes joint funding of projects with King County, transit providers, and other local jurisdictions for projects serving multiple local interests.

POLICIES

POLICY TR-103. Maintain financing capability to meet the city's adopted Mobility Targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including:

1. The citywide community;
2. Existing businesses; and
3. New development.

POLICY TR-104. Support state action that will increase the local share of the state gas tax.

POLICY TR-105. Aggressively seek state and federal funds for transportation capital, maintenance, operational, service, and demand-oriented improvements.

POLICY TR-106. Balance funding to achieve scheduled progress on Mobility Targets for all modes within the Mobility Management Areas, by using results from monitoring the targets to prioritize transportation facility and service investments.

Cross-reference:

See *Policy TR-21 and Table TR.1, Area Mobility Targets.*

POLICY TR-107. Provide adequate transportation funding to prevent intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action.

POLICY TR-108. Take one of the following actions if transportation funding falls short of meeting the city's adopted Mobility Targets over the long term and methods of obtaining more revenue have been exhausted:

1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate at a tolerable level;
2. Review and adjust the Mobility Targets to accept lower standards for traffic conditions.

POLICY TR-109. Use Local Improvement Districts (LIDs) for funding transportation improvements only in exceptional circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the city would otherwise provide.

POLICY TR-110. Support joint projects, including the contribution of city matching funds, with adjoining cities, unincorporated King County, the transit providers, or the state, where such partnerships may help establish or accelerate a project beneficial to the city.

Transportation, Environment, and Quality of Life

GOAL:

To minimize the impacts of the transportation system on the city's environment and neighborhood quality of life.

Extending into virtually all parts of the urban area, the transportation system has significant impacts on the environment and neighborhood quality of life. While the extensive street network and the vehicles using it have provided unprecedented levels of mobility, convenience, and comfort, they have also created unprecedented environmental impacts. This section addresses three of the most problematic issues regarding transportation and the environment: air quality, noise, and neighborhood protection.

Interjurisdictional Implications

The Plan recognizes that air quality is largely an interjurisdictional issue, in that vehicle emissions affect

the regional airshed, and the federal and state governments have major roles in establishing and enforcing auto emission standards. Noise issues may have interjurisdictional impacts by affecting the design of federal and state transportation facilities subject to the city noise ordinance.

Air Quality

Carbon monoxide may be problematic under certain weather conditions at specific intersections and freeway interchanges with a concentration of idling vehicles. Carbon monoxide (CO) is a typical indicator of traffic-related air quality problems because it is the pollutant emitted in the greatest quantity by traffic sources. Ozone is created by sunlight-activated chemical transformations of nitrogen oxides and volatile organic compounds (hydrocarbons) in the atmosphere. Unlike CO concentrations that tend to occur very close to the emission source, ozone problems tend to be regional in nature. This is because the atmospheric chemical reactions that produce ozone occur over a period of time. During the delay between emission and ozone formation, ozone precursors can be transported far from their sources. Vehicle emissions combine with a number of sources that produce ozone precursors. Yet another pollutant is carbon dioxide, of increasing concern as a major cause of *global* climatic change.

According to the Final EIS for the 2004-2015 Transportation Facilities Plan, Inhalable Particulate Matter (airborne particulates less than 10 microns in size, typically generated by industrial activities and fuel combustion) and Fine Particulate Matter (airborne particulates less than 2.5 microns in size, typically generated by residential wood burning and vehicle exhaust) are within air quality standards established by the Environmental Protection Agency.

Three agencies have jurisdiction over the ambient air quality in the city: the federal Environmental Protection Agency (EPA), the Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency (PSCAA). These agencies establish regulations that govern both the concentrations of pollutants in the outdoor air and contaminant emissions from air pollution sources. Although their regulations are similar in stringency, each agency has established its own standards. Unless the state or local jurisdiction has adopted more stringent standards, the EPA standards apply.

The strategy for reducing air pollution in the United States since the mid-1960s has focused on reducing the generation of pollutants. For pollutants produced by vehicles, this strategy has focused on improvement in vehicle fleet emissions. This approach has proved successful in the past, as evidenced by the significant improvement in vehicle-related pollutants such as CO. Reduced CO concentrations have occurred despite increases in traffic volumes and degradation of intersection levels of service.

Vehicle usage is another critical factor affecting vehicle emissions. Vehicle usage is determined by personal behavior, but can be influenced by a combination of regional and local regulations and incentives. Land use and transportation planning contribute to reducing air pollution by encouraging land use patterns that require less single-occupant vehicle use.

A third factor affecting the severity of auto emissions is congestion. Idling cars produce higher concentrations of some pollutants, particularly carbon monoxide, than cars moving at normal speeds. An aggressive road building program to minimize congestion may temporarily reduce carbon monoxide levels at improved intersections. However, over the long term worse air quality may result as the

improved intersection eventually experiences similar or more congestion but at higher volumes. Further, to the extent that the road building encourages more trips, the area-impacting contaminants will degrade regional air quality.

Transportation network and project planning can identify measures to decrease congestion or otherwise improve levels of service that decrease idle-rate emissions and, thus, improve air quality. Any measures that reduce vehicle miles traveled – especially in single-occupancy vehicles – will reduce emissions, so effective mass transit and transportation demand management should be part of the long-term solution.

Cross-reference:

See the **Environmental Element** of the *Comprehensive Plan* for policies related to air pollution.

POLICIES

POLICY TR-111. Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.

Noise

Traffic noise is a commonplace experience in urban America. It is caused by tire friction against the road surface and by engine noise, and increases with traffic speed. Ironically, more congestion – lower traffic speeds – results in less traffic noise. Additional factors affecting traffic noise include steepness of grade, amount of starting and stopping, roadway surface materials, and traffic volume.

Traffic is the dominant noise source in Bellevue, with commercial jets, private airplanes, and construction activity as secondary sources.

Noise is a complicated issue and is difficult to regulate and mitigate in an urban setting where noise from multiple sources is pervasive. City, state and federal guidelines each address noise with the intent of protecting people from environmental noise. Measured noise levels that are within regulatory limits often seem to be at odds with the perceived noise levels that may be irritating to people, especially at night when most people reasonably expect the environment to be relatively quiet. Taken together, regulations and mitigation may help to keep noise levels within prescribed limits, even as the city grows.

The city considers noise mitigation when designing new roadway improvements, with the city noise ordinance (Bellevue City Code 9.18) providing guidance in determining when noise walls or other mitigation is appropriate. Decisions on mitigation must be balanced with concerns for impacts on community character. Noise walls, for example, often seriously degrade the pedestrian environment and “harden” the street edge, walling off the street corridor from the adjoining neighborhood rather than creating a graceful transition.

Landscaping is often mistakenly considered as a traffic noise mitigation measure. Studies by the Federal Highway Administration have shown that very dense vegetation (that can not be seen through), in a very wide landscape buffer (at least 200 feet) may reduce noise by up to 10 decibels – which cuts the loudness of traffic noise in half. However, it is often impractical to plant or retain enough vegetation

along an arterial or freeway to achieve such noise reductions. Nonetheless, landscaping does provide a degree of visual screening and aesthetic improvements that can also create a perceived noise reduction benefit.

Pavement type is sometimes mentioned as a factor in mitigating traffic noise. The Federal Highway Administration reports that while noise levels do vary with changes in pavements and tires, these variations are insignificant when compared to the overall noise from friction, exhausts and engines, especially when there are a large number of trucks on the highway. Industry documentation indicates only slight differences between tire/pavement noise levels associated with concrete and asphalt pavement types.

Individuals also have a role to play in addressing transportation-related noise. An individual can influence the amount of noise generated by the transportation system through his or her transportation choices. There are a number of actions individuals can take to reduce the amount of noise by automobiles:

- Reduce the number of automobile trips;
- Operate vehicles in a manner to reduce noise (avoid rapid acceleration or hard braking);
- Maintain vehicles (e.g. muffler, engine) to minimize noise; and
- Keep car stereos at moderate level.

Cross-reference:

See the **Environmental Element** of the *Comprehensive Plan for policies addressing noise*.

POLICIES

POLICY TR-112. Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.

Neighborhood Protection

Transportation conditions are a major determinant of neighborhood quality of life. Two types of impacts are of special concern:

- Impacts from cut-through traffic on residential streets, which occurs when arterials are congested and there are attractive alternative routes through neighborhoods. This may cause serious noise and safety concerns, especially if resulting traffic volumes exceed the design capacity of local streets.
- Impacts from widening arterials in and near residential areas. This may cause undesirable changes in neighborhood appearance and character, as well as higher traffic volumes, speeds, and noise in residential areas.

The two types of impact are related and the solution to one is often the cause of the other. If nothing is done to relieve congestion on an arterial, neighborhood cut-through traffic will increase. However,

widening the arterial may create an unacceptable impact of its own.

Effective traffic management requires careful balancing, while recognizing that neither type of impact can be avoided entirely. Approaches may include, for example, appropriately scaled improvements to a congested arterial, traffic control measures on local neighborhood streets, and more significant improvements to nearby arterials in a non-residential area. This balancing should also account for time of day. Accepting a limited amount of cut-through traffic in the peak hour may be appropriate if adequate arterial capacity is provided to ensure that cut-through traffic is virtually non-existent for the rest of the day.

Historically, the most difficult neighborhood protection issues involve collector arterials in residential neighborhoods. These are streets that play an important role in the city's circulation system, but are found in the midst of residential areas with residential driveways often fronting onto them. Given their critical role to the street system, aggressive traffic control measures are generally not appropriate for collectors (or other arterials).

POLICIES

POLICY TR-113. Balance interests associated with arterial widening and cut-through traffic, including neighborhood protection and competing city needs, at the transportation planning stage, where it is appropriate to make long-range facility and program decisions.

POLICY TR-114. Advocate for state-funded freeway expansion and multi-modal improvements that may reduce the need to widen arterials to ease congestion.

POLICY TR-115. Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures:

1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and
2. Design new residential streets to discourage cut-through traffic, while providing for connectivity.

*Cross-reference: See **Policies TR-48 and TR-49.***

POLICY TR-116. Consider neighborhood traffic conditions in prioritizing planned capacity improvements.

POLICY TR-117. Evaluate neighborhood impacts as part of corridor and subarea transportation studies.

POLICY TR-118. Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.

POLICY TR-119. Minimize spillover parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.

POLICY TR-120. Develop and implement an arterial street plan, addressing the nature and conditions of collector arterials, and guidelines for designing these streets to be compatible with the abutting uses to the greatest extent possible.

POLICY TR-121. Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.

Proposed Amendments to Comprehensive Plan (Volume I) Network Maps

Replace Figure TR-11 (Pedestrian System) and Figure TR-12 (Bicycle System) with new network maps.

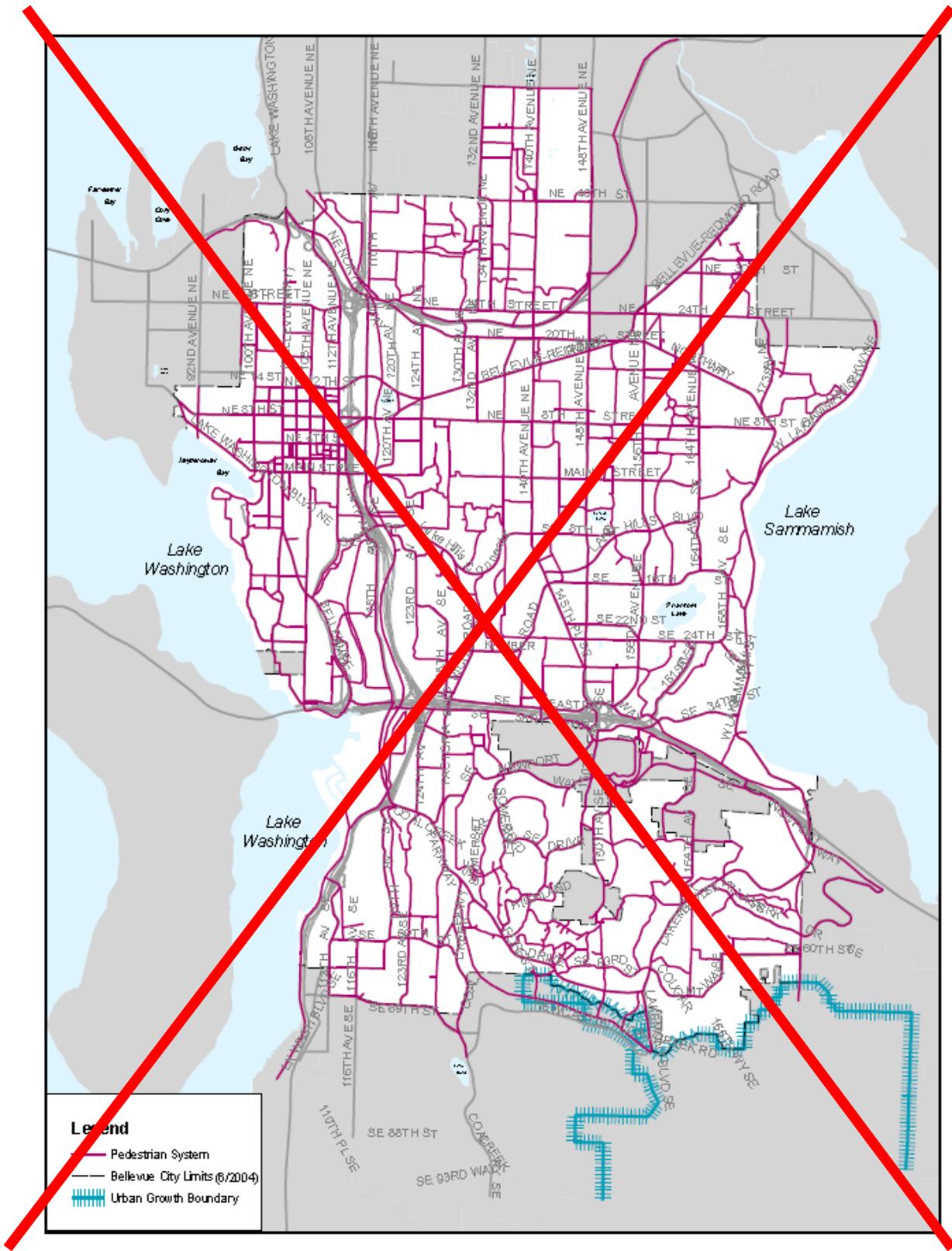


FIGURE TR.11
Pedestrian System



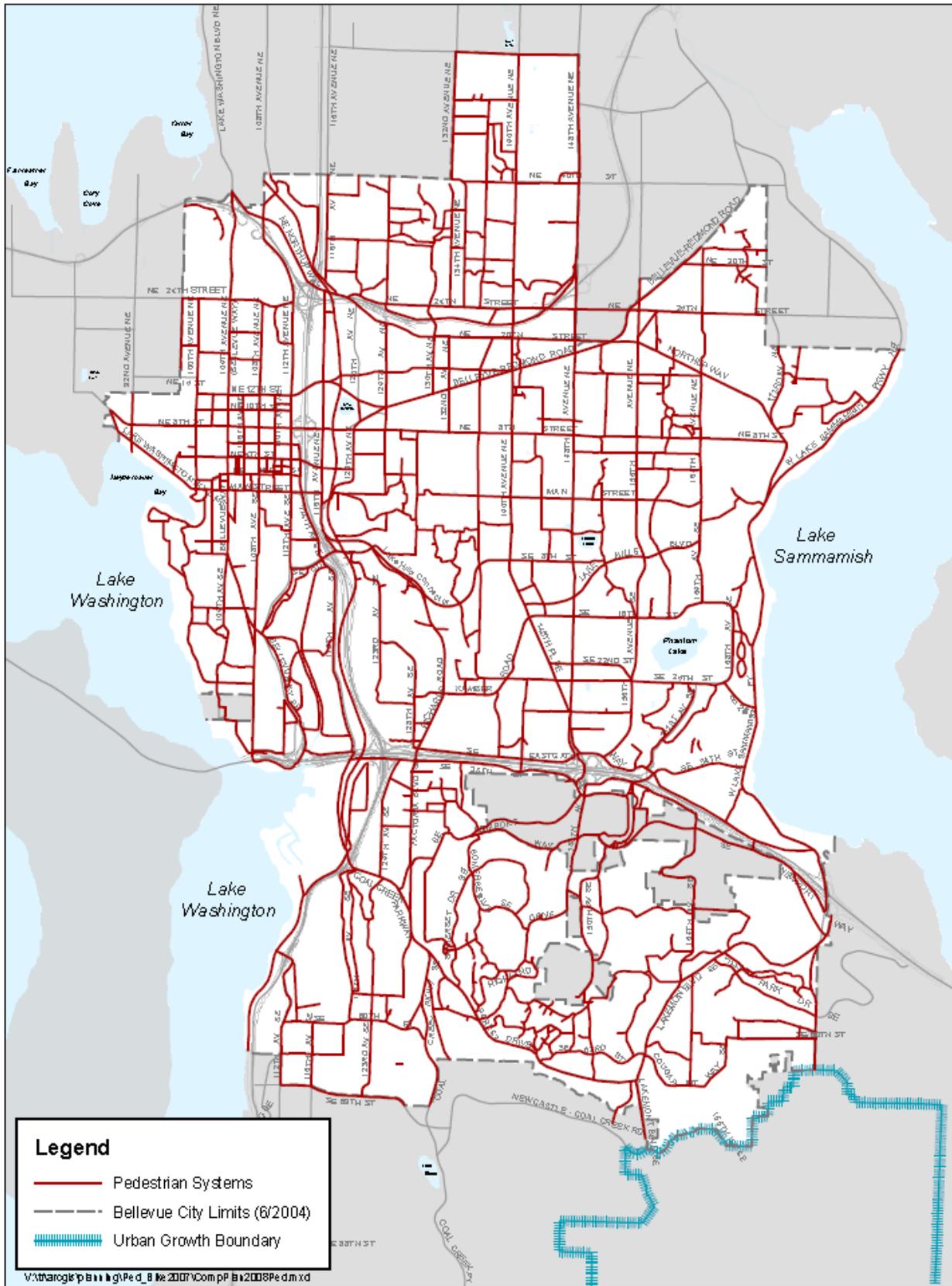


FIGURE TR-11
Pedestrian Network



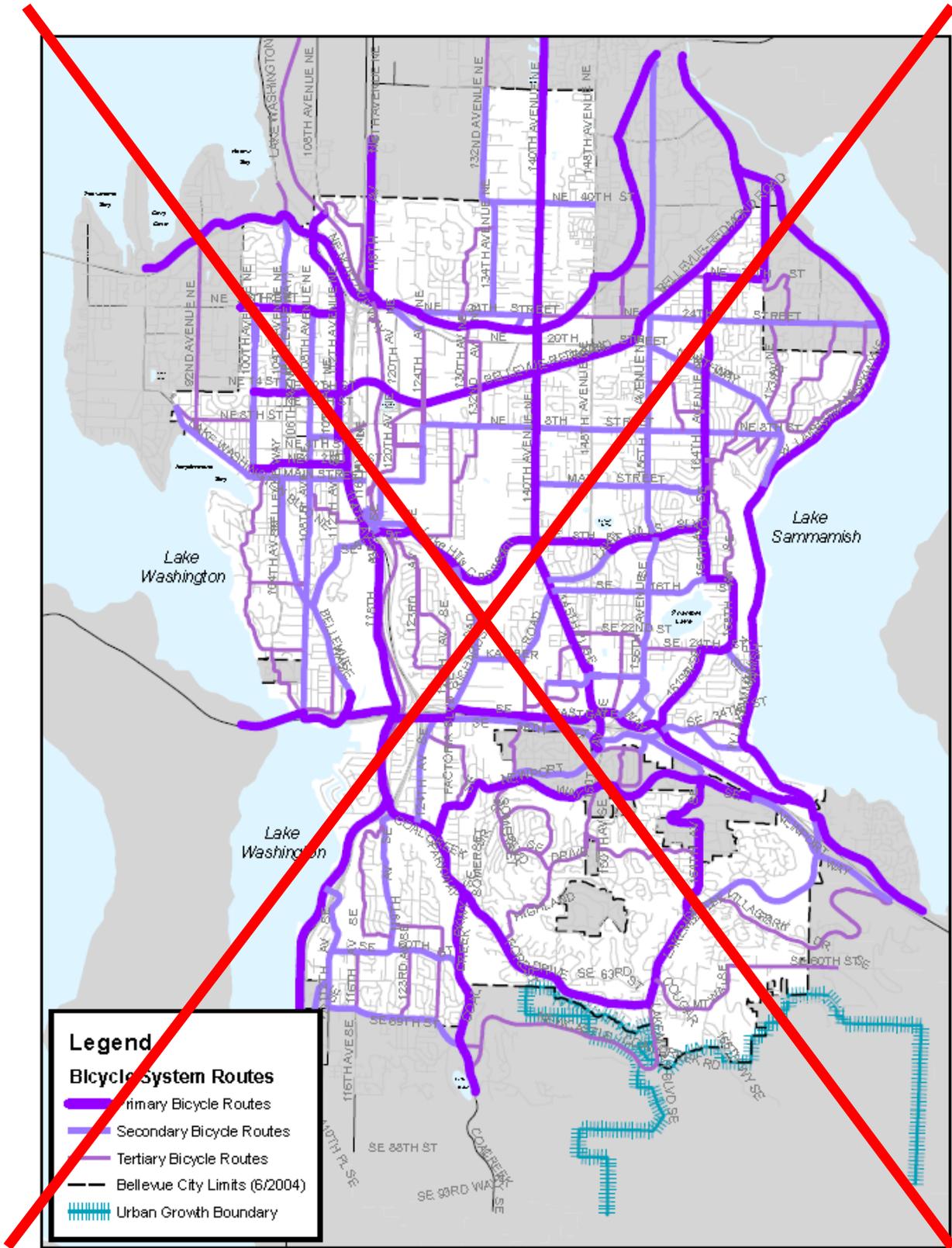


FIGURE TR.12
Bicycle System

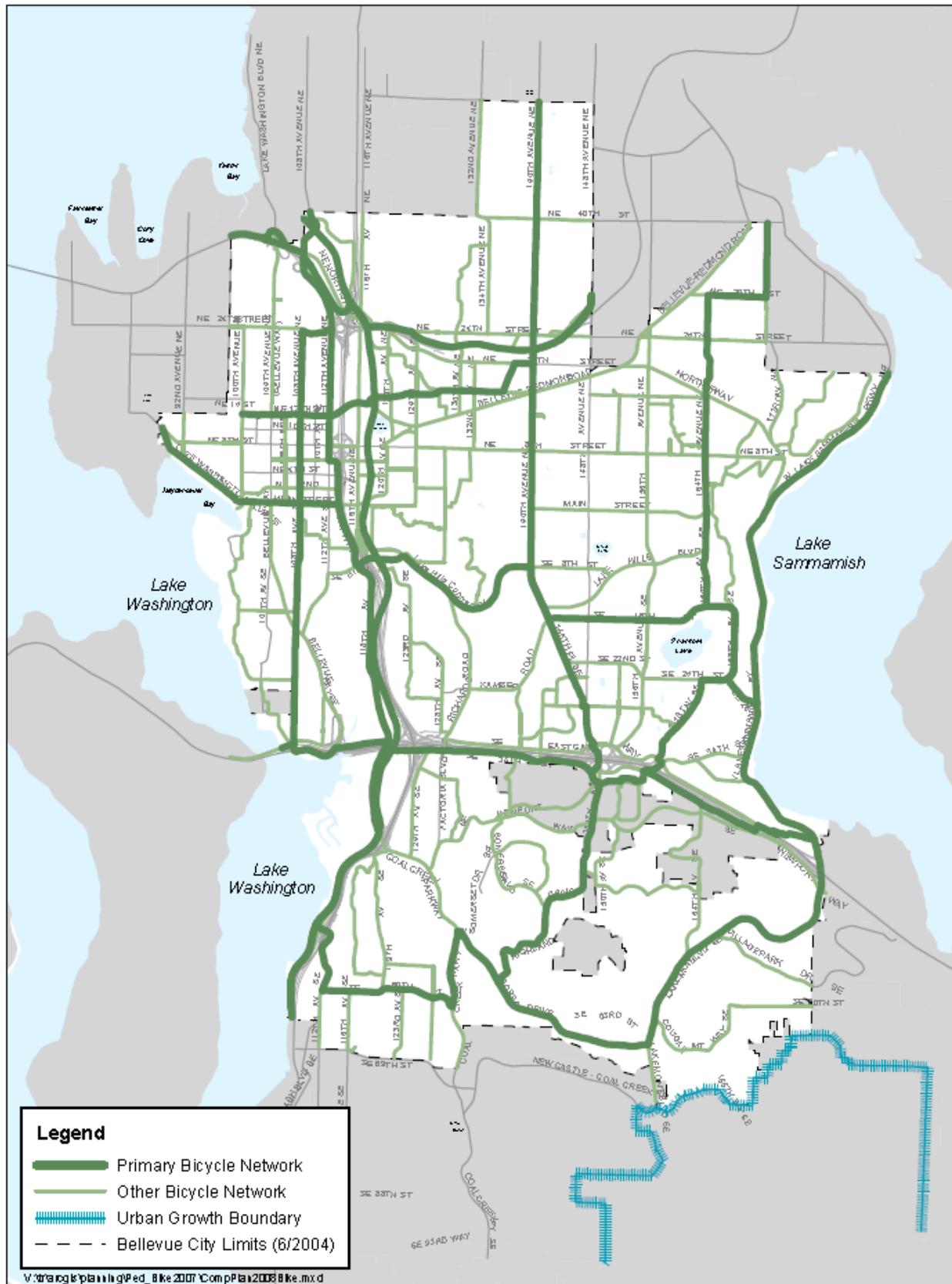


FIGURE TR-12
Bicycle Network



**Proposed Amendments to the Park Development, Redevelopment and Renovation Section
in the Parks, Open Space and Recreation Element**

Parks, Open Space and Recreation Element

Recommended Parks, Open Space, and Recreation Element amendments include a revised policy in the Park Development, Redevelopment and Renovation Section. No changes are recommended to other portions of the Parks, Open Space, and Recreation Element.

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

**Proposed Amendments to the Public Places and Connections Section
in the Urban Design Element**

Urban Design Element

Recommended Urban Design Element amendments include a revised policy in the Public Places and Connections Section. No changes are recommended to other portions of the Urban Design Element.

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

Proposed Amendments to Comprehensive Plan (Volume II), Pedestrian and Bicycle Transportation Facility Plan text and policies

Pedestrian and Bicycle Transportation Facility Plan

Recommended Pedestrian and Bicycle Transportation Facility Plan include new policies and amendments.

Please note that the Central Business District (CBD) has been renamed the Downtown. Any references in this document to CBD or the Central Business District should be considered as a reference to the Downtown.

Introduction

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

To accomplish this goal, the Comprehensive Plan's Transportation Element and the Pedestrian and Bicycle Transportation Facility Plan set forth policies relating to the planning, design, implementation, and maintenance of pedestrian and bicycle facilities in and around the City. These policies address various broad areas including non-motorized systems, facility design, transit, property development, and maintenance, among other issues.

The plan also identifies and prioritizes pedestrian and bicycle projects for future implementation. Priority is given to projects that improve system connectivity, complete missing links between existing facilities, and address safety issues and access to activity centers, transit and school bus routes.

Background

In 2007 the City of Bellevue initiated the Pedestrian and Bicycle Transportation Plan project (the second comprehensive update to the original 1993 Plan). In 1992 the City of Bellevue recognized the need for a city-wide pedestrian and bicycle transportation system. Working with citizens, several departments, and commissions, the City developed a long-range Pedestrian and Bicycle Transportation Plan. The plan's goal ~~is~~ was to create an integrated pedestrian and bicycle system that ~~will~~ would provide mobility choices for residents and visitors well into the 21st century. The ~~2008-1999~~ Pedestrian and Bicycle Transportation Plan Update supplements the policies, project maps, and project lists found in the Pedestrian and Bicycle Transportation Facility Plan and the broad policies and systems maps found in the Transportation Element of the Comprehensive Plan.

Overview

Pedestrian facilities are a vital part of the City's transportation system. Sidewalks and walkways provide access to transit routes and business centers, offering residents alternative choices for commuting to work, traveling on errands, and non-work related trips. Pedestrian facilities also provide links to schools, activity centers, and other recreational areas. These facilities provide access to city parks and enable people to travel on foot from one park to another. An integrated and well-maintained system of walkways and off-street trails makes walking an attractive option for people of all ages, whether they are going to work, school, or seeking exercise or recreation.

Bicycle facilities along key north/south and east/west routes provide general mobility and enhance safety for commuters, recreational bicyclists, and individuals running local errands. Planned routes for bicyclists also provide access to transit routes and park-and-ride lots, making this an attractive alternative for commuters. Building and maintaining bicycle facilities along planned routes is a key strategy of this plan.

Pedestrian and Bicycle Project Maps show locations of proposed projects and identify each project by facility type. Project numbers listed on these maps are cross-referenced to the Project Lists. All projects listed in the plan are prioritized. Priority A "High priority" projects address safety issues, provide access to activity centers, create links to transit or school bus systems, or complete connections between planned pedestrian or bicycle facilities or trails. System connectivity is an additional consideration for "high priority" Priority A projects. These projects should be completed within the first half of the 30-year plan. Priority B projects, on the other hand, will be built as opportunities arise. Therefore, these projects may or may not be completed within the first half of the plan's timeframe.

For more detailed policy and programmatic guidance, see the Pedestrian and Bicycle Transportation Plan Update and Parks and Open Space System Plan.

POLICIES

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

POLICY PB-2. Upon update of the Pedestrian and Bicycle Transportation Plan in 2008, the City will focus on accomplishing a number of specific short and mid-term implementation objectives. Specifically:

- Within 10 years of plan adoption, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system.
- Within 5 years of plan adoption, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.
- Within 10 years of plan adoption, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent (from 2007 levels).
- Within 10 years of plan adoption, construct 25 more miles of sidewalks along arterial streets (including collector arterials) above 2007 levels.
- Within 10 years of plan adoption, increase trips by bicycle and foot by 10 percent (over 2007 levels).

POLICY PB-23: Consider and evaluate Pedestrian and Bicycle System Maps, Project Maps and Project Lists shall be used as the basis for all in the planning, design, construction and maintenance of all roadway projects to ensure that Plan recommendations are weighed whenever

~~there are competing demands for City right-of-way. Balance competing demands on City right-of-way by using the Bicycle System Map hierarchy for guidance.~~

POLICY PB-4: Secure public non-motorized easements or land dedications through the development review process, donation, tax deduction or exemption programs, or legal acquisition when the need is identified or supported by the Plan and involves close coordination with affected property owners. Consider each facility on a case-by-case basis, factoring in system connectivity, whether the facility is needed to fill a gap or complete a link within the overall system, and neighborhood notice and input prior to the design process. Also cross-reference with TR-84

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

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

POLICY PB-37: When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.

POLICY PB-48: Strategically place Install wayfinding and route signs and provide maps and internet-based information to guide users through the pedestrian and bicycle systems.

~~**POLICY PB-5:** Identify and complete key missing pedestrian and bicycle links that serve the objectives identified in Policy TR-79. (NOTE: Already covered in TR-79)~~

~~**POLICY PB-69:** Enhance the coordination and working relationship~~ Coordinate with the public and private schools in Bellevue to continue developing and implementing recommended walking and bicycle routes that provide access to school bus stops, and pedestrian and bicycle connections to and through school properties.

POLICY PB-710: Incorporate context-sensitive design for pedestrian and bicycle facilities. Project design decisions should reflect the following factors:

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

~~**POLICY PB-811:** In the next subsequent updates of the Development Manual, incorporate guidelines for addressing that to separate sidewalks and walkways be separated from the roadway by a landscaping strip or drainage swale, where practical.~~

POLICY PB-912: Enhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and midblock crossings where justified by a traffic engineering study.

POLICY PB-4013: Adopt design standards to ensure that the bicycle system plan projects are coordinated and consistent in design, as appropriate based on neighborhood context and applicable subarea plan policies.

POLICY PB-4114: Consider and mitigate, where possible, the impacts of neighborhood traffic calming devices on existing and proposed pedestrian and bicycle facilities.

POLICY PB-4415: Address issues of non-motorized access and safety, through or around a site during construction or maintenance work within the right-of-way.

POLICY PB-4516: Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.

POLICY PB-4617: Consider interim sidewalks, paved walkways or trails as a means to provide pedestrian facilities when the funding for the ultimate project is not programmed or the location of the permanent sidewalks cannot be determined.

~~**POLICY PB-17:** Establish a uniform process for conditioning, securing, recording, filing, and marking non-motorized easements. (NOTE: Already covered in TR-84, below)~~

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

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

~~**PB-19:** Require new or redeveloping properties to provide bicycle parking and other facilities to encourage the use of bicycles. (NOTE: Covered in TR-14, below)~~

~~**POLICY PB-12:** Increase the accessibility to transit by pedestrians~~

~~**POLICY PB-13:** Facilitate the use of transit by bicyclists. (NOTE: These two policies are covered by TR-54, below).~~

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

~~**POLICY PB-21:** In conjunction with the Sidewalk Maintenance and Repair Program, notify abutting property owners of their responsibility to maintain sidewalks~~ Inform abutting property owners of their maintenance responsibilities for sidewalks, including pruning overhead and encroaching vegetation, sweeping debris, removing snow and eliminating temporary barriers such as parked vehicles, trash containers and recycling bins. Notify property owners that the City is responsible for repairs in the public right-of-way.

~~**POLICY PB-22:** Place a high priority on the maintenance of the pedestrian and bicycle system. (NOTE: Covered in TR-82 above)~~

POLICY PB-2322: Establish a training and education program to increase the awareness of city staff about pedestrian and bicycle needs ~~including construction signing, maintenance needs, and increased technical expertise.~~

POLICY PB-2423: Increase the level of enforcement of vehicular laws that protect pedestrians and bicyclists.

POLICY PB-2524: Develop and implement an information program for bicyclists and pedestrians in Bellevue, and include bicycle and trail maps and other information reflecting the current system.

POLICY PB-2625: Cooperate with the public and private schools, businesses, bicycle clubs and other interest groups to provide education programs on the benefits of pedestrian and bicycle facilities, and strategies to promote safe walking and riding skills and ~~the~~ transportation and recreation opportunities of walking and bicycling.

~~**POLICY PB-27:** Develop pedestrian and bicycle education programs for motorists. (NOTE: Covered in TR-87 above)~~

POLICY PB-2826: Update and review the Pedestrian and Bicycle Transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.

POLICY PB-2927: Coordinate roadway and non-motorized projects to maximize construction efficiencies.

POLICY PB-3028: Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.

POLICY PB-2729: Develop procedures to collect data in order to measure pedestrian and bicycle usage on an on-going basis.

POLICY PB-2830: Establish an inter-departmental Pedestrian and Bicycle Coordination Team that will work together to implement the City's Pedestrian and Bicycle Transportation Plan.

**Proposed Amendments to Existing Pedestrian System Plan Update Project List
in the Pedestrian and Bicycle Transportation Facility Plan**

All existing projects identified in Table 1 of the Pedestrian and Bicycle Transportation Facility Plan, pages 300-327, should be replaced with the following table.

Table 1: Pedestrian Network Plan Update

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

Project Number	Link	Limits	Description	Priority
S-213-N	Main St	Bellevue Way to 116th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the north side of Main Street from Bellevue Way to 116th Avenue NE.	High
S-345-N	SE 24th St	145th Pl SE to 148th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of SE 24th Street from 145th Place SE to 148th Avenue SE where not complete.	High
S-212-S	NE 2nd St	Bellevue Way to 106th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 2nd Street from Bellevue Way to 106th Avenue NE.	High
S-423-S	Meydenbauer Way SE	SE Bellevue Pl to 101st Ave SE	Add a 5 foot wide sidewalk on the south side of Meydenbauer Way SE from SE Bellevue Place to 101st Avenue SE where not complete.	High
S-343-W	145th Pl SE	SE 17 th St to SE 24th St	Add a 6 foot sidewalk and 4 foot wide planter strip where feasible on the west side of 145th Place SE between SE 17th and SE 24th Street where not complete.	High
S-343-E	145th Pl SE	SE 16 th St to SE 24th St	Add a 6 foot sidewalk and 4 foot wide planter strip where feasible on the east side of 145th Place SE between SE 16th and SE 24th Street where not complete.	High
S-344-W	145th Pl SE	SE 24th St to Landerholm Cir SE (BCC campus)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 145th Place SE from SE 24th Street to Landerholm Circle SE and the Bellevue Community College campus where not complete.	High
S-344-E	145th Pl SE	SE 24th St to Landerholm Cir SE (BCC campus)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 145th Place SE from SE 24th Street to Landerholm Circle SE and the Bellevue Community College campus.	High
S-215-E	102nd Ave NE	NE 10 th St to NE 8th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the east side of 102nd Avenue NE from NE 10th Street to NE 8th Street where not complete.	High

Project Number	Link	Limits	Description	Priority
S-316-W	161st Ave NE	NE 8th to Crossroads Park	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
S-316-E	160th Ave NE	Crossroads Park to NE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
S-377-S	Coal Creek Pkwy	I-405 to Factoria Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Coal Creek Parkway from Factoria Boulevard SE to I-405.	High
S-431-S	SE 6th St	102th Ave SE to Bellevue Way SE	Add a 5 foot wide sidewalk along the south side of SE 6th Street from 102nd Avenue SE to Bellevue Way SE where not complete.	High
S-335-S	SE 6th St	100 th Ave SE to 102nd Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of SE 6th Street from 100th Avenue SE to 102nd Avenue SE.	High
S-455-W	119th Ave SE	SE 58 th St to 60th St	Add a 5 foot wide sidewalk and a 4 foot planter strip where feasible along the west side of 119th Avenue SE from SE 58th Street to SE 60th Street where not complete.	High
S-378-N	Eastgate Way	Richards Rd to 139th Ave SE	Add a 6 foot wide sidewalk and 4 foot wide planter strip on the north side of Eastgate Way from Richards Road to 139th Avenue SE where not complete.	High
S-411-N	NE 5th St	99th Ave NE to 100th Ave NE	Add a 5 foot-wide sidewalk on the north side of NE 5th Street from 99th Avenue NE to 100th Avenue NE.	High
S-435-S	SE 16th St	104 th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
S-435-N	SE 16th St	104 th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 16th Street from 104th Avenue SE to 108th Avenue SE where not complete.	High
S-333-S	Lake Hills Blvd	144th Ave SE to SE 12th Pl	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of Lake Hills Boulevard from 143rd Avenue SE to SE 12th Place, while preserving the existing on-street bicycle facility.	High
S-333-N	Lake Hills Blvd	143rd Ave SE to SE 12th Pl	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of Lake Hills Boulevard from 143rd Avenue SE to SE 12th Place where not complete, while preserving the existing on-street bicycle facility.	High

Project Number	Link	Limits	Description	Priority
S-303-W	112th Ave NE	108th Ave NE to 400' S of NE 24th St	Add a 6 foot wide sidewalk and a 4 foot-wide planter strip along the west side of 112th Avenue NE from 108th Avenue NE to 400 feet south of NE 24th Street.	High
S-102-E	100th Ave SE/SE Bellevue PI	Meydenbauer Way SE to Main St	Add a 12 foot wide sidewalk and 4 foot wide planter strip on the east side of 100th Avenue SE and SE Bellevue Place from Meydenbauer Way SE to Main Street.	High
S-204-S	NE 11th St	111 th Ave NE to 112th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 11th Street from 111th Avenue NE to 112th Avenue NE.	High
S-209-S	NE 1st St (Old Bellevue Sidewalks)	103 rd Ave NE to Bellevue Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 1st Street from 103rd Avenue NE to Bellevue Way.	High
S-330-S	SE 8th St	114th Ave/118th Ave SE to 121st Avenue SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of SE 8th Street from 114th Avenue SE/118th Avenue SE to 121st Avenue SE.	High
S-330-N	SE 8th St	121th Ave SE to Lake Hills Connector	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of SE 8th Street from 121st Avenue SE to Lake Hills Connector.	High
S-425-E	105th Ave SE	SE Cliff PI to Wolverine Way (high school)	Add a 5 foot wide sidewalk on the east side of 105th Avenue SE from SE Cliff Place to Wolverine Way (high school) where not complete.	High
S-425-W	105th Ave SE	SE Cliff PI to Wolverine Way (high school)	Add a 5 foot wide sidewalk on the west side of 105th Avenue SE from SE Cliff Place to Wolverine Way (high school) where not complete.	High
S-431-N	SE 6th St	100 th Ave SE to Bellevue Way SE	Add a 5 foot wide sidewalk along the north side of SE 6th Street from 100th Avenue SE to Bellevue Way SE where not complete.	High
S-101-N	NE 8th St	116 th Ave NE to 120th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 8th Street from 116th Avenue NE to 120th Avenue NE where not complete.	High
S-101-S	NE 8th St	116 th Ave NE to 120th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 8th Street from 116th Avenue NE to 120th Avenue NE where not complete.	High
S-207-E	111th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 111th Avenue NE from NE 4th Street to NE 2nd Street.	High

Project Number	Link	Limits	Description	Priority
S-207-W	111th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 111th Avenue NE from NE 4th Street to NE 2nd Street.	High
S-210-W	107th Ave NE	NE 2nd St to Main St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 107th Avenue NE from NE 2nd Street to Main Street where not complete.	High
S-205-W	105th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 105th Avenue NE from NE 4th Street to NE 2nd Street.	High
S-311-S	Northup Way	156 th Ave NE to NE 170th Ave NE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of Northup Way from 156th Avenue NE to 170th Avenue NE where not complete.	High
S-311-N	Northup Way	161 st Ave NE to NE 8th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of Northup Way from 161st Avenue NE to NE 8th Street where not complete.	High
S-353-S	SE 40th Ln	Factoria Blvd to 133rd Ave SE	Add a 6 foot sidewalk and a 4 foot planter strip on the south side of SE 40th Lane from Factoria Boulevard to 131st Avenue SE.	High
S-353-N	SE 40th Ln	Factoria Blvd to 133rd Ave SE	Add a 6 foot sidewalk and a 4 foot planter strip on the north side of SE 40th Lane from Factoria Boulevard to 131st Avenue SE.	High
S-418-N	NE 6th St	148 th Ave NE to 164th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 6th Street from 148th Avenue NE to 164th Avenue NE.	High
S-346-S	SE 16th St	148 th Ave SE to 156th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 16th Street from 148th Avenue SE to 156th Avenue SE where not complete.	High
S-346-N	SE 16th St	148 th Ave SE to 156th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 16th Street from 148th Avenue SE to 156th Avenue SE where not complete.	High
S-321-S	NE 6th St	148 th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 6th Street from 148th Avenue NE to 164th Avenue NE where not complete.	High
S-428-N	SE 5th St	118 th Ave SE to Wilburton Hill Community Park	Add a 5 foot-wide sidewalk on the north side of SE 5th Street from 118th Avenue SE to Wilburton Hill Community Park where not complete.	High

Project Number	Link	Limits	Description	Priority
S-211-W	110th Ave NE	NE 2nd St to Main St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 110th Avenue NE from NE 2nd Street to Main Street where not complete.	High
S-334-N	Lake Hills Blvd	155 th Ave SE to 156th Ave SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip along the north side of Lake Hills Boulevard from 155th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	High
S-217-E	150th Ave SE	SE 38th St to SE 43rd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 150th Avenue SE from SE 38th Street to SE 43rd Street where not complete.	High
S-217-W	150th Ave SE	SE 37th St to SE 43rd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west of 150th Avenue SE from SE 37th Street to SE 43rd Street where not complete.	High
S-414-S	NE 5th St	120 th Ave NE to 123rd Ave NE	Add a 5 foot wide sidewalk on south side of NE 5th Street from 120th Avenue NE to 123rd Avenue NE where not complete.	High
S-414-N	NE 5th St	120 th Ave NE to 124th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 5th Street from 120th Avenue NE to 124th Avenue NE.	High
S-301-N	Northup Way	NE 33rd Pl to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Northup Way from NE 33rd Place to 124th Avenue NE where not complete.	High
S-301-S	Northup Way	Bellevue Way to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Northup Way from Bellevue Way NE to 124th Avenue NE where not complete.	High
S-329-E	114th Ave SE	SE 6th to SE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 114th Avenue SE from SE 6th Street to SE 8th Street.	High
S-329-W	114th Ave SE	SE 6th to SE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 114th Avenue SE from SE 6th Street to SE 8th Street.	High
S-430-S	Lake Hills Connector	134th Ave SE (Bannerwood Sports Park) to 140th Ave SE	Add a 5 foot wide sidewalk on the south side of Lake Hills Connector from 134th Avenue SE (Bannerwood Sports Park) to 140th Avenue SE.	High
S-317-N	NE 8th St	164th Pl NE to Northup Way	Add an 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of NE 8th Street from 164th Place NE to Northup Way.	High

Project Number	Link	Limits	Description	Priority
S-367-E	123rd Ave SE	SE 60th St to SE 64th PI	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 123rd Avenue SE from SE 60th Street to SE 64th Place where not complete, while preserving the existing on-street bicycle facility.	High
S-367-W	123rd Ave SE	SE 60th St to SE 64th PI	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 123rd Avenue SE from SE 60th Street to SE 64th Place where not complete, while preserving the existing on-street bicycle facility.	High
S-331-N	SE 7th PI	Lake Hills Connector to 128th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of SE 7th Place from Lake Hills Connector to 128th Avenue SE where not complete.	High
S-355-S	Newport Way	SE Allen Rd to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Newport Way from SE Allen Rd to Lakemont Boulevard where not complete.	High
S-355-N	Newport Way	SE Allen Rd to Lakemont Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Newport Way from SE Allen Road to Lakemont Boulevard SE where not complete.	High
S-436-W	107th Ave SE	Bellevue Way SE to SE 20th St	Add a 5 foot wide sidewalk along the west side of 107th Avenue SE from Bellevue Way SE to SE 20th Street with a planter strip where feasible.	High
S-368-S	SE 60th St	123 rd Ave SE to 129th Ave SE	Add a 6 foot wide sidewalk on the south side of SE 60th Street from 123rd Avenue SE to 129th Avenue SE where not complete.	High
S-368-N	SE 60th St	126 th Ave SE to 129th Ave SE	Add a 6 foot wide sidewalk on the north side of SE 60th Street from 126th Avenue SE to 129th Avenue SE where not complete.	High
S-429-S	SE 7th PI	Lake Hills Connector to 128th Ave SE	Add a 5 foot wide sidewalk along the south side of SE 7th Place from Lake Hills Connector to 128th Avenue SE where not complete.	High
S-326-N	Main St	118 th Ave SE to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot planter strip on the north side of Main Street from 118th Avenue SE to 124th Avenue NE.	High
S-339-E	108th Ave SE	SE 21st St to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 108th Avenue SE from SE 21st Street to SE 34th Street.	High

Project Number	Link	Limits	Description	Priority
S-339-W	108th Ave SE	Bellevue Way SE to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 108th Avenue SE from Bellevue Way SE to SE 34th Street where not complete.	High
S-465-W	112th Ave SE	SE 30 th St to SE 34th St	Add a 5 foot wide sidewalk on the west side of 112th Avenue SE from SE 30th Street to SE 34th Street where not complete.	High
S-465-E	112th Ave SE	SE 30 th St to SE 34th St	Add a 5 foot wide sidewalk on the east side of 112th Avenue SE from SE 30th Street to SE 34th Street.	High
S-419-W	160th Ave NE/158th Pl NE/SE/160th Ave SE	NE 4th St to Phantom Way	Add a 5 foot wide sidewalk on the west side of 160th Avenue NE, 158th Place NE/ SE, and 160th Avenue SE from NE 4th Street to Phantom Way where not complete.	High
S-419-E	160th Ave NE/158th Pl NE/SE	NE 4th St to SE 16th St	Add a 5 foot wide sidewalk on the east side of 160th Avenue NE and 158th Place NE/SE from NE 4th Street to SE 16th Street where not complete.	High
S-200-E	124th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot side planter strip on the east side of 124th Avenue NE from Northup Way to Bel-Red Road where not complete.	High
S-200-W	124th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot side planter strip on the west side of 124th Avenue NE from Northup Way to Bel-Red Road where not complete.	High
S-319-W	128th Ave NE/SE	NE 7 th St to SE 7th Pl	Add a 6 foot wide sidewalk along the west side of 128th Avenue NE/SE from NE 7th Street to SE 7th Place, except in front of Wilburton Park.	High
S-375-N	NE 8th St	92nd Ave NE to 96th Ave NE	Add a 6 foot-wide sidewalk and 3 foot-wide planter on the north side of NE 8th Street from 92nd Avenue NE and 96th Avenue NE.	High
S-443-E	120th Ave SE	SE 35th St to Lake Washington Blvd	Add a 5 foot wide sidewalk on the east side of 120th Avenue SE from SE 35th Street to Lake Washington Boulevard.	High
S-443-W	120th Ave SE	SE 35th St to Lake Washington Blvd	Add a 5 foot wide sidewalk on the west side of 120th Avenue SE from SE 35th Street to Lake Washington Boulevard.	High
S-364-N	SE 60th St	112th Ave SE/Lake Washington Blvd to 120th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 60th Street from 112th Avenue SE/Lake Washington Boulevard to 120th Avenue SE where not complete.	High

Project Number	Link	Limits	Description	Priority
S-364-S	SE 60th St	114th PI SE to 116th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 60th Street from 114th Place SE to 116th Avenue SE where not complete.	High
S-328-E	118th Ave SE	Main Street to SE 4th PI (Botanical Garden frontage)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 118th Avenue SE from Main Street to SE 4th Place where not complete. (mainly Botanical Garden frontage)	High
S-328-W	118th Ave SE	Main Street to SE 4th PI (Botanical Garden frontage)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 118th Avenue SE from Main Street to SE 4th Place where not complete. (mainly Botanical Garden frontage)	High
S-448-E	130th Ave SE/130th PI SE	Newport Way to SE 48th PI	Add a 5 foot wide sidewalk on the east side of 130th Avenue SE and 130th Place SE from Newport Way to SE 48th Place where not complete.	High
S-365-E	116th Ave SE	SE 60th St to Newcastle Way	Add a 6 foot wide sidewalk on the east side of 116th Avenue SE from SE 60th Street to Newcastle Way where not complete.	High
S-338-W	SE 20th PI/128th Ave SE	123 rd Ave SE to SE 32nd St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of SE 20th Place and 128th Avenue SE from 123rd Avenue SE to SE 32nd Street where not complete, while preserving the existing on-street bicycle facility.	High
S-338-E	SE 20th PI/128th Ave SE	123 rd Ave SE to SE 30th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of SE 20th Place and 128th Avenue SE from 123rd Avenue SE to SE 30th Street where not complete, while preserving the existing on-street bicycle facility.	High
S-314-W	108th Ave NE	NE 24th St to NE 12th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the west side of 108th Avenue NE from NE 24th Street to NE 12th Street where not complete.	High
S-314-E	108th Ave NE	NE 24th St to NE 14th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 108th Avenue NE from NE 24th Street to NE 14th Street where not complete.	High
S-347-S	SE 26th St	SE 24th St to West Lake Sammamish Pkwy SE	Add a 6 foot-wide sidewalk and a 4 foot wide planter strip where feasible along the south side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway SE.	High
S-312-E	Northup Way	NE 8th St to WLSP	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of Northup Way from NE 8th Street to West Lake Sammamish Parkway.	High

Project Number	Link	Limits	Description	Priority
S-336-E	Lake Washington View Trail (97th Pl SE, Killarney Way SE, 104th Ave SE, SE 28th St, 105th Ave SE, SE 30th St, 106th Ave SE)	SE 11th St to 108th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side the Lake Washington View Trail from SE 11th Street to 108th Avenue SE where not complete.	High
S-336-W	Lake Washington View Trail (97th Pl SE, Killarney Way SE, 104th Ave SE, SE 28th St, 105th Ave SE, SE 30th St, 106th Ave SE)	SE 11th St to 108th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side the Lake Washington View Trail from SE 11th Street to 108th Avenue SE where not complete.	High
S-313-E	100th Ave NE	NE 14th St to NE 24th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the east side of 100th Avenue SE from NE 14th Street to NE 24th Street.	High
S-327-E	124th Ave NE	NE 4th Pl to Main St	Add a 6 foot wide sidewalk and a 4 foot planter strip on the east side of 124th Avenue NE from NE 4th Place to Main Street.	High
S-327-W	124th Ave NE	NE 2nd St to Main St	Add a 6 foot wide sidewalk and a 4 foot planter strip on the west side of 124th Avenue NE from NE 2nd Street to Main Street.	High
S-402-S	NE 10th St	Northup Way to NE 11th St	Add a 5 foot wide sidewalk along the south side of NE 10th Street from Northup Way to NE 11th Street, while preserving the existing on-street bicycle facility.	High
S-402-N	NE 10th St	Northup Way to NE 11th St	Add a 5 foot wide sidewalk along the north side of NE 10th Street from Northup Way to NE 11th Street, while preserving the existing on-street bicycle facility.	High
S-310-W	132nd Ave NE	Bel-Red Rd to NE 8th St	Add an 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 132nd Avenue NE from Bel-Red Road to NE 8th Street where not complete.	High

Project Number	Link	Limits	Description	Priority
S-310-E	132nd Ave NE	NE 16th St to NE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 132nd Avenue NE from NE 16th Street to NE 8th Street where not complete.	High
S-416-S	NE 2nd St	124th to 128th Ave NE	Add a 5 foot wide sidewalk along the south side of NE 2nd Street from 124th Avenue NE to 128th Avenue NE.	High
S-401-E	173rd Ave NE	NE 19th Pl to Northup Way	Add a 5 foot wide sidewalk along the east side of 173rd Avenue NE from NE 19th Place to Northup Way.	High
S-401-W	173rd Ave NE	NE 19th Pl to Northup Way	Add a 5 foot wide sidewalk along the west side of 173rd Avenue NE from NE 19th Place to Northup Way.	High
S-438-W	123rd Ave SE/SE 27th St	SE 20th Pl to 128th Ave SE	Add a 5 foot wide sidewalk on the west side of 123rd Avenue SE and on the south side of SE 27th Street from SE 20th Place to 128th Avenue SE, while preserving the existing on-street bicycle facility.	High
S-438-E	123rd Ave SE/SE 27th St	SE 20th Pl to 128th Ave SE	Add a 5 foot wide sidewalk on the east side of 123rd Avenue SE and on the north side of SE 27th Street from SE 20th Place to 128th Avenue SE.	High
S-308-S	NE 24th St	Bellevue Way NE to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 24th Street from Bellevue Way NE to 108th Avenue NE.	High
S-308-N	NE 24th St	105 th Ave NE to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 24th Street from 105th Avenue NE to 108th Avenue NE.	High
S-359-E	152nd Ave SE/SE 45th St/150th Ave SE	Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	High
S-359-W	152nd/SE 45th St/150th Ave SE	Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	High
S-449-W	Somerset Ave SE	Somerset Blvd to Somerset Pl	Add a 5 foot-wide sidewalk on the west side of Somerset Avenue SE from Somerset Boulevard SE to Somerset Place SE.	High

Project Number	Link	Limits	Description	Priority
S-348-N	Phillips Hill Rd (SE 35th PI and SE 34th St)	162nd PI SE to 168th PI SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Phillips Hills Road (SE 35th Place and SE 34th Street) from 162nd Place SE to 168th Place SE.	High
S-304-E	140th Ave NE	NE 60th St to NE 40th St	Add a 6 foot wide pathway or sidewalk on the east side of NE 140th Avenue NE from NE 60th Street to NE 40th Street.	High
S-306-W	140th Ave NE	NE 40th St to NE 24th St	Add a 6 foot wide pathway or sidewalk on the west side of 140th Avenue NE from NE 40th Street to NE 24th Street where not complete.	High
S-357-E	148th Ave SE	SE 44 th St to SE 46th PI	Add a 6 foot wide sidewalk on the east side of 148th Avenue SE from SE 44th Street to SE 46th Place, while preserving the existing on-street bicycle facility.	High
S-357-W	148th Ave SE	SE 44 th St to SE 46th PI	Add a 6 foot wide sidewalk on the west side of 148th Avenue SE from SE 44th Street to SE 46th Place, while preserving the existing on-street bicycle facility.	High
S-459-N	SE 60th St	129th Ave SE to Coal Creek Pkwy SE	Add a 5 foot wide sidewalk on the north side of SE 60th Street from 129th Avenue SE to Coal Creek Parkway.	High
S-358-W	SE 46th St/150th Ave SE/151st Ave SE	148th Ave SE to SE 55th St	Add a 6 foot sidewalk on the west side of SE 46th Street, 150th Avenue SE and 151st Avenue SE from 148th Avenue SE to SE 55th Street.	High
S-358-E	SE 46th St/150th Ave SE/151st Ave SE	148th Ave SE to SE 55th St	Add a 6 foot sidewalk on the east side of SE 46th Street, 150th Avenue SE and 151st Avenue SE from 148th Avenue SE to SE 55th Street where not complete.	High
S-305-N	NE 40th St	140 th Ave NE to 142nd PI NE	Add a curb, gutter, and separated pathway or sidewalk where physical constraints exist, on the north side of NE 40th Street from 140th Avenue NE to 142nd Place NE. (shared lanes and planter strip where feasible)	High
T-202	Rockwood to Highland	NE 14th St to Bel-Red Rd	Construct 6-10 foot wide boardwalk along Rockwood to Highland from NE 14th Street to Bel-Red Road.	High
T-203	SE 10th St	Bellevue Way to 106th Ave NE	Add a 6-10 foot wide boardwalk along SE 10th Street from Bellevue Way to 106th Avenue NE.	High
T-204	Kelsey Creek Park	Kelsey Creek to Richards Valley	Add a 6-10 foot wide boardwalk through Kelsey Creek Park connecting Kelsey Creek to Richards Valley.	High

Project Number	Link	Limits	Description	Priority
T-205	Richards Valley Nature Trail	Richards Valley open space to the Lake Hills Connector	Add a 6-10 foot wide boardwalk called Richards Valley Nature Trail connecting the Richards Valley open space to Lake Hills Connector.	High
T-206	128th Ave SE	SE 25th St SE to SE 32nd St SE	Construct 6-10 foot wide boardwalk along 128th Avenue SE from SE 25th Street SE to SE 32nd Street SE.	High
T-207	SE 30th St	128th Ave SE to Richards Rd	Add a 6-10 foot wide boardwalk along 128th Avenue SE from SE 24th Street to SE 32nd Street .	High
T-208	Monthaven-Factoria Connector	132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; and to SE 38th St	Construct 6-10 foot wide boardwalk along the Monthaven-Factoria Connector from 132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; and to SE 38th Street.	High
T-209	SE 41st St	Factoria Blvd to 133rd Ave SE	Add a 6-10 foot wide boardwalk along SE 41st Street from Factoria Boulevard to 133rd Avenue SE.	High
T-302	136th Avenue Powerline Corridor	Bel-Red Rd to SE 3rd PI	Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting Bel-Red Road to SE 3rd Place.	High
T-303	Bellefield Office Park	SE 8th St to SE 18th St alignment	Add an 8-12 foot wide multiple use gravel trail through the Bellefield Office Park connecting SE 8th Street to SE 18th Street alignment.	High
T-304	Lake Hills Connector	SE 8th St to Richards Road	Add an 8-12 foot wide multiple use gravel trail along Lake Hills Connector from SE 8th Street to Richards Road.	High
T-305	Richards Valley on SE 24th St	145th PI SE to Kamber Rd	Add an 8-12 foot wide multiple use gravel trail through Richards Valley along SE 24th Street connecting 145th Place SE to Kamber Road.	High
T-306	Seattle Water Pipeline	Coal Creek Parkway to 128th Ave SE @ Newport Way	Add an 8-12 foot wide multiple use gravel trail called the Seattle Water Pipeline Trail from Coal Creek Parkway to 128th Avenue SE at Newport Way.	High
T-406	NE 32nd St ROW Trail	Ardmore School to 164th and 165th Aves NE	Add a 2-6 foot wide pedestrian walking trail called the NE 32nd Street ROW Trail connecting Ardmore School to 164th and 165th Avenues NE.	High
T-408	Unigard Trail System	Northup to NE 24th St E/O 156th Avenue NE	Add a 2-6 foot wide pedestrian walking trail within the Unigard Trail System connecting Northup Way to either NE 24th Street or 156th Avenue NE.	High

Project Number	Link	Limits	Description	Priority
T-409	Hillaire to Crossroads	NE 6th Street to NE 8th Street	Add a 2-6 foot wide multiple use gravel trail from Hillaire to Crossroads connecting NE 6th Street to NE 8th Street.	High
T-410	Hillaire Access Trail	NE 4th Street to Hillaire Park	Add a 2-6 foot wide multiple use gravel trail called the Hillaire Access Trail connecting NE 4th Street to Hillaire Park.	High
T-415	Richards Valley Nature Trail	Richards Valley open space to Kamber Road	Add a 2-6 foot wide pedestrian walking trail called the Richards Valley Nature Trail connecting Richards Valley open space to Kamber Road.	High
T-423	Newport Creek	Coal Creek Parkway to 119th Ave SE at SE 56th St (swim club)	Add a 2-6 foot wide pedestrian walking trail along Newport Creek connecting Coal Creek Parkway to 119th Avenue SE at SE 56th Street (swim club).	High
T-432	Newport Way Off Street Trail	Newport Way at 176th Ave SE to Lakemont Blvd	Add an 8-12 foot wide multiple use gravel trail called the Newport Way Off Street Trail from Newport Way at 176th Avenue SE to Lakemont Boulevard.	High
T-433	Peggy's Trail	Newport Way to existing Peggy's Trail	After acquiring the necessary public easements, add a 2-6 foot wide pedestrian walking trail called Peggy's Trail connecting Newport Way to the existing Peggy's Trail segment.	High
T-434	Extension of Peggy's Trail	Lakemont Development to Cougar Mountain Park	Add a 2-6 foot wide pedestrian walking trail as an extension of the existing Peggy's Trail connecting Lakemont development to Cougar Mountain Park.	High
S-354-N	SE Allen Rd	SE Newport Way to SE 38th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE Allen Road from SE Newport Way to SE 38th Street, while preserving the existing on-street bicycle facility.	Medium
S-354-S	SE Allen Rd	SE Newport Way to SE 38th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE Allen Road from SE Newport Way to SE 38th Street, while preserving the existing on-street bicycle facility.	Medium
S-219-N	NE 2nd Pl	110 th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 2nd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-219-S	NE 2nd Pl	108 th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 2nd Place from 108th Avenue NE to 111th Avenue NE where not complete.	Medium

Project Number	Link	Limits	Description	Priority
S-203-S	Bel-Red Rd	NE 32nd St (alignment) to NE 24th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of Bel-Red Road from NE 32nd Street (alignment) to NE 24th Street where not complete.	Medium
S-452-E	123rd Ave SE	150 feet north of SE 52nd St (approx) to SE 56th St	Add a 5 foot wide sidewalk on the east side of 123rd Avenue SE from 150 feet north of SE 52nd Street (approx) to SE 56th Street.	Medium
S-452-W	123rd Ave SE	151 feet north of SE 52nd St (approx) to SE 56th St	Add a 5 foot wide sidewalk on the west side of 123rd Avenue SE from 150 feet north of SE 52nd Street (approx) to SE 56th Street.	Medium
S-337-W	104th Ave SE	SE 8th St to SE 25th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 104th Avenue SE from SE 8th Street to SE 25th Street.	Medium
S-337-E	104th Ave SE	SE 8th St to SE 25th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 104th Avenue SE from SE 8th Street to SE 25th Street.	Medium
S-340-W	Bellevue Way SE	SE 27th Pl (alignment) to SE 30th St Connector	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of Bellevue Way SE from SE 27th Place (alignment) to SE 30th Street Connector.	Medium
S-206-S	NE 3rd Pl	110 th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 3rd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-206-N	NE 3rd Pl	110 th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 3rd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-433-W	102nd Ave SE	SE 6th St to SE 8th St	Add a 5 foot wide sidewalk on the west side of 102nd Avenue SE from SE 6th Street to SE 8th Street.	Medium
S-433-E	102nd Ave SE	SE 6th St to SE 8th St	Add a 5 foot wide sidewalk on the east side of 102nd Avenue SE from SE 6th Street to SE 8th Street.	Medium
S-366-W	120th Ave SE	SE 60th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 120th Avenue SE from SE 60th Street to SE 64th Street.	Medium
S-366-E	120th Ave SE	SE 60th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 120th Avenue SE from SE 60th Street to SE 64th Street.	Medium

Project Number	Link	Limits	Description	Priority
S-322-E	156th Ave NE/SE	NE 6th St to Lake Hills Blvd	Add a 6 foot wide sidewalk on the east side of 156th Avenue NE/SE from NE 6th Street to Lake Hills Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-379-W	156th Ave SE	SE 16th St to SE 24th St	Add a 6 foot wide sidewalk and a 4 foot wide planter on west side of 156th Avenue SE from SE 16th Street to SE 24th Street, while preserving the existing on-street bicycle facility.	Medium
S-442-N	SE 32nd St	125 th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 32nd Street from 125th Avenue SE to 128th Avenue SE.	Medium
S-442-S	SE 32nd St	125 th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 32nd Street from 125th Avenue SE to 128th Avenue SE.	Medium
S-214-W	120th Ave NE	NE 12th St to Bel-Red Road	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 120th Avenue NE from NE 12th Street to Bel-Red Road where not complete.	Medium
S-214-E	120th Ave NE	NE 12th St to Bel-Red Road	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 120th Avenue NE from NE 12th Street to Bel-Red Road where not complete.	Medium
S-464-E	Snoqualmie River Road Connection	SE 24 th Street to SE 28th Street alignment	Add a 5 foot-wide sidewalk along the east side of Snoqualmie River Road from SE 24th Street to SE 28th Street alignment.	Medium
S-415-E	128th Ave NE/SE	NE 7th St to SE 7th Pl	Add a 5 foot wide sidewalk along the east side of 128th Avenue NE/SE from NE 7th Street to SE 7th Place.	Medium
S-202-W	136th Pl NE	NE 20th St to NE 16th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 136th Place NE from NE 20th Street to NE 16th Street.	Medium
S-202-E	136th Pl NE	NE 20th St to NE 16th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 136th Place NE from NE 20th Street to NE 16th Street.	Medium
S-412-S	NE 4th St	98th Ave NE to 99th Ave NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 4th Street from 98th Avenue NE to 99th Avenue NE where not complete.	Medium

Project Number	Link	Limits	Description	Priority
S-412-N	98th Pl NE/98th Ave NE/NE 4th St	NE 1st St (Meydenbauer Park) to 99th Ave NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the north side of 99th Place NE, 98th Avenue NE and NE 4th Street from NE 1st Street and Meybenbauer Park to 99th Avenue NE.	Medium
S-309-W	116th Ave NE	NE 21st St to NE 12th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 116th Avenue NE from NE 21st Street to NE 12th Street.	Medium
S-463-S	SE 30th St Connector	112 th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the south side of SE 30th Street connector from 112th Avenue SE to Bellevue Way where not complete.	Medium
S-463-N	SE 30th St Connector	112 th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the north side of SE 30th Street connector from 112th Avenue SE to Bellevue Way.	Medium
S-454-N	SE 56th St	119 th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 56th Street from 119th Avenue SE to 128th Avenue SE where not complete.	Medium
S-454-S	SE 56th St	126 th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 56th Street from 126th Avenue SE to 128th Avenue SE where not complete.	Medium
S-434-N	SE 7th St/SE 8th St	99th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the north side of SE 7th Street and SE 8th Street from 99th Avenue SE to Bellevue Way.	Medium
S-434-S	SE 7th St/SE 8th St	99th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the south side of SE 7th St and SE 8th Street from 99th Avenue SE to Bellevue Way.	Medium
S-342-S	Kamber Rd (SE 26th St)	Richards Rd (132nd Ave SE) to 138th Ave SE (Sunset Mini Park)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Kamber Road from Richards Road to 138th Avenue SE and Sunset Mini Park where not complete, while preserving the existing on-street bicycle facility.	Medium
S-374-E	164th Ave NE	NE 30th St to NE 24th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the east side of 164th Avenue NE from NE 30th Street to NE 24th Street, while preserving the existing on-street bicycle facility.	Medium
S-456-E	126 Ave SE	SE 56th St to SE 60th St	Add a 5 foot wide sidewalk on the east side of 126th Avenue SE from SE 56th Street to SE 60th Street where not complete.	Medium

Project Number	Link	Limits	Description	Priority
S-456-W	126 Ave SE	SE 56th St to SE 59th St	Add a 5 foot wide sidewalk on the west side of 126th Avenue SE from SE 56th Street to SE 59th Street where not complete.	Medium
S-100-S	15th/16th St NE	NE 12th St to 140th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the south side of 15th/16th Street NE from NE 12th Street NE to 140th Avenue NE.	Medium
S-100-N	15th/16th St NE	NE 12th St to 140th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the north side of 15th/16th Street NE from NE 12th Street to 140th Avenue NE.	Medium
S-413-N	NE 7th St	126 th Ave NE to 128th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 7th Street from 126th Avenue NE to 128th Avenue NE.	Medium
S-413-S	NE 7th St	126 th Ave NE to 128th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 7th Street from 126th Avenue NE to 128th Avenue NE.	Medium
S-356-W	130th Ave SE/130th Pl SE	Newport Way to SE 48th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter on west side of 130th Avenue SE and 130th Place SE from Newport Way to SE 48th Place where not complete.	Medium
S-427-S	SE 4th St/111th Ave SE	109 th Ave SE to 112th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 4th Street and 111th Avenue SE from 109th Avenue SE to 112th Avenue SE where not complete, while preserving the existing on-street bicycle facility.	Medium
S-426-W	109th Ave SE	SE 2nd St to SE 4th St	Add a 5 foot wide sidewalk on the west side of 109th Avenue SE from NE 2nd Street to SE 4th Street, while preserving the existing on-street bicycle facility	Medium
S-445-S	SE 38th St	154 th Ave SE to 156th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 38th Street from 154th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	Medium
S-445-N	SE 38th St	154 th Ave SE to 156th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 38th Street from 154th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	Medium
S-446-E	156th Ave SE/SE 42nd St	SE 38th St to 153rd Ave SE	Add a 5 foot wide sidewalk on the east side of 156th Avenue SE and the south side of SE 42nd Street from SE 38th St to 153rd Avenue SE, while preserving the existing on-street bicycle facility.	Medium

Project Number	Link	Limits	Description	Priority
S-446-W	156th Ave SE/SE 42nd S/153rd Ave SE	SE 38th St to SE Newport Way	Add a 5 foot wide sidewalk on the west side of 156th Avenue SE, the north side of SE 42nd Street, and the west side of 153rd Avenue SE from SE 38th St to SE Newport Way, while preserving the existing on-street bicycle facility.	Medium
S-417-S	Main St	136th Ave to 140th Ave	Add a 5 foot-wide sidewalk on the south side of Main Street from 136th Avenue to 140th Avenue.	Medium
S-361-W	164th Ave SE	SE 45th Way to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 164th Avenue SE from SE 49th Street to Lakemont Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-361-E	164th Ave SE	Silverleaf Park to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 164th Avenue SE from SE 49th Street (Silverleaf Park) to Lakemont Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-360-W	164th Ave SE/164th Way SE/SE 44th Way/164th Ave SE	SE Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 164th Avenue SE and 164th Way SE, and on the south side of SE 44th Way, from SE Newport Way to SE 46th Street where not complete, while preserving the existing on-street bicycle facility.	Medium
S-332-E	121st Ave SE/SE 12th St/123rd Ave SE	SE 8th St to SE 20th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 121st Avenue SE, SE 12th Street, and 123rd Avenue SE from SE 8th Street to SE 20th Pl.	Medium
S-307-S	NE 24th St	98th Ave NE to Bellevue Way	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 24th Street from 98th Avenue NE to Bellevue Way.	Medium
S-324-E	164th Ave NE/SE	NE 8th St to Lake Hills Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 164th Avenue NE/SE from NE 8th Street to Lake Hills Boulevard where not complete.	Medium
S-201-W	130th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 130th Avenue NE from Northup Way to Bel-Red Road where not complete.	Medium
S-201-E	130th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 130th Avenue NE from Northup Way to Bel-Red Road where not complete.	Medium

Project Number	Link	Limits	Description	Priority
S-439-W	137th Ave SE	Kamber Rd(SE 26th St) to SE 24th St	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the west side of 137th Avenue SE from Kamber Rd to SE 24th Street.	Medium
S-458-N	SE 64th St	114 th Ave SE to 119th PI SE	Add a 5 foot wide sidewalk on the north side of SE 64th Street from 114th Avenue SE to 119th Place SE where not complete.	Medium
S-458-S	SE 64th St	112th Ave SE to just east of 116th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 64th Street from 112th Avenue SE to just east of 116th Avenue SE where not complete.	Medium
S-441-W	166th Ave SE/162nd Ave SE	SE 24th St to 161st Ave SE	Add a 5 foot wide sidewalk along the west side of 162nd Avenue SE and 166th Avenue SE from SE 24th Street to 161st Avenue SE.	Medium
T-100	Mercer Slough Park Trail	I-90 to 118th Ave SE	Add a 6-10 foot wide boardwalk called the Mercer Slough Park Trail connecting I-90 to 118th Avenue SE.	Medium
T-201	Tam O'Shanter Trail (system within Park connections to neighborhood streets)	175th PI NE street end to NE 16th Street ROW	Add a 6-8 foot wide pedestrian walking trail called the Tam O'Shanter Trail connecting the end of 175th Place NE to NE 16th Street right-of-way.	Medium
T-300	NE 32nd St	172nd Ave NE to 169th Ave NE	Add an 8-12 foot wide multiple use gravel trail along NE 32nd Street from 172nd Avenue NE to 169th Avenue NE.	Medium
T-301	126th Ave NE	Wilburton Hill Park and NE 4th PI	Add an 8-12 foot wide multiple use gravel trail called the 126th Avenue NE Trail connecting Wilburton Hill Park and NE 4th Place.	Medium
T-401	NE 28th St ROW Trail	116th Ave NE to 120th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 28th Street ROW Trail connecting 116th Avenue NE to 120th Avenue NE.	Medium
T-402	120th Ave NE Trail	Bellemeade to NE 24th St	Add a 2-6 foot wide pedestrian walking trail called the 120th Avenue NE Trail connecting Bellemeade to NE 24th Street.	Medium
T-401	NE 28th St ROW Trail	116th Ave NE to 120th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 28th Street ROW Trail connecting 116th Avenue NE to 120th Avenue NE.	Medium

Project Number	Link	Limits	Description	Priority
T-402	120th Ave NE Trail	Bellemeade to NE 24th St	Add a 2-6 foot wide pedestrian walking trail called the 120th Avenue NE Trail connecting Bellemeade to NE 24th Street.	Medium
T-407	Burnside Greenbelt	NE 33rd St to NE 32nd St between 169th and 170th Avenues NE	Add a 2-6 foot wide pedestrian walking trail called the Burnside Greenbelt connecting NE 33rd Street to NE 32nd Street between 169th Avenue NE and 170th Avenue NE.	Medium
T-412	Meydenbauer to Chism	Shoreland Dr SE to SE 11th St	Improve the shoulder along Shoreland Drive to make it useful for walking; develop trail route through SE 4th Street ROW; develop 2-6 foot wide walking trail from 94th Avenue SE to 96th Avenue across Utilities property; acquire easement from south end 96th Avenue SE to Chism Park/ SE 11th Street.	Medium
T-413	Woodridge to Lk Hills Connect	Woodridge Div 9 to Lake Hills Connector	Add a 2-6 foot wide multiple use gravel trail that connects Woodridge Div 9 to Lake Hills Connector.	Medium
T-414	Weowna/Sammamish View Trail	West Lake Sammamish Parkway at SE 12th St to SE 12th St cul-de-sac	Add a 2-6 foot wide pedestrian walking trail called the Weowna/Sammamish View Trail connecting West Lake Sammamish Parkway at SE 12th Street to the SE 12th Street cul-de-sac.	Medium
T-417	Crestwood Park	SE 31st Street at 163rd Place SE to 164th Place SE	Add a 2-6 foot wide pedestrian walking trail through Crestwood Park connecting SE 31st Street at 163rd Place SE to 164th Place SE.	Medium
T-418	Vasa Creek System	Newport Way to I-90	Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting Newport Way and I-90.	Medium
T-420	Vasa Creek System	I-90 to Vasa Park/Lake Sammamish	Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting I-90 to Vasa Park and Lake Sammamish.	Medium

Project Number	Link	Limits	Description	Priority
T-421	Park & Ride Connection	I-405 Park & Ride to SE 60th St	Add a 2-6 foot wide pedestrian walking trail called the Park & Ride Connection connecting I-405 Park & Ride to SE 60th Street.	Medium
T-424	123rd Ave SE Connection	123rd Ave SE to Coal Creek Parkway	Add a 2-6 foot wide pedestrian walking trail called the 123rd Avenue SE Connection connecting 123rd Avenue SE to Coal Creek Parkway.	Medium
T-427	Forest Park Greenbelt	Connect to Highland Dr	Add a 2-6 foot wide pedestrian walking trail currently called the Forest Park Greenbelt connecting to Highland Drive.	Medium
S-403-N	NE 12th St	176 th Ave NE to 177th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 12th Street from 176th Avenue NE to 177th Avenue NE.	Low
S-403-S	NE 12th St	176 th Ave NE to 177th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 12th Street from 176th Avenue NE to 177th Avenue NE.	Low
S-370-S	SE 63rd St	151 st Ave SE to Lakemont Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of SE 63rd Street from 151st Avenue SE to Lakemont Boulevard SE where not complete.	Low
S-400-E	136th Pl NE	north side of SR 520 to NE 24th St	Add a 5 foot wide sidewalk and 4 foot wide planter strip on east side of 136th Place NE from the north side of SR 520 to NE 24th Street where missing. Consolidate driveways and install landscaping as feasible. Stripe street end with parking for path and improve landscaping. Install street lighting as warranted.	Low
S-421-N	Main St	156th Ave to 164th Ave	Add a 5 foot wide sidewalk along the north side of Main Street from 156th Avenue to 164th Avenue, while preserving the existing on-street bicycle facility.	Low
S-376-W	115th Ave NE	railroad tracks, under I-405 to 116th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the west side of 115th Avenue NE from the railroad tracks, under I-405, to 116th Avenue NE.	Low
S-440-S	SE 24th St	Robinswood Park to 156th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 24th Street from Robinswood Park to 156th Avenue S.E	Low

Project Number	Link	Limits	Description	Priority
S-440-N	SE 24th St	Robinswood Park to 156th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 24th Street from Robinswood Park to 156th Avenue SE.	Low
S-450-E	143rd Ave SE	N end of 144th Ave SE to SE 45th Pl	Add a 5 foot wide sidewalk on the east side of 143rd Avenue SE from the north end of 144th Avenue SE to SE 45th Place, while preserving the existing on-street bicycle facility.	Low
S-450-W	143rd Ave SE	N end of 144th Ave SE to SE 45th Pl	Add a 5 foot wide sidewalk on the west side of 143rd Avenue SE from the north end of 144th Avenue SE to SE 45th Place, while preserving the existing on-street bicycle facility.	Low
S-422-N	SE 2nd St	164 th Ave SE to 165th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 2nd Street from 164th Avenue SE to 165th Avenue SE.	Low
S-422-S	SE 2nd St	164 th Ave SE to 165th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 2nd Street from 164th Avenue SE to 165th Avenue SE.	Low
S-420-N	NE 4th St	156 th Ave NE to 164th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 4th Street from 156th Avenue NE to 164th Avenue NE.	Low
S-335-E	164th Ave SE	Lake Hills Blvd to SE 14th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 164th Avenue SE from Lake Hills Boulevard to SE 14th Street where not complete, while preserving the existing on-street bicycle facility.	Low
S-318-S	Lake Washington Blvd NE	NE 1st St to 100th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Lake Washington Boulevard NE from NE 1st Street to 100th Avenue NE where not complete.	Low
S-315-S	NE 20th St	Bellevue Way to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 20th Street from Bellevue Way to 108th Avenue NE.	Low
S-408-N	NE 20th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 20th Street from Bellevue Way to 108th Avenue NE.	Low
S-451-N	SE 46th St	168 th Ave SE to 169th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 46th Street from 168th Avenue SE to 169th Avenue SE.	Low

Project Number	Link	Limits	Description	Priority
S-320-S	NE 4th St Extension	116 th Ave NE to 120th Ave NE	Add a 6 foot-wide sidewalk and 4 foot wide planter strip on the south side of NE 4th Street Extension from 116th Avenue NE to 120th Avenue NE.	Low
S-320-N	NE 4th St Extension	116 th Ave NE to 120th Ave NE	Add a 6 foot-wide sidewalk and 4 foot wide planter strip on the north side of NE 4th Street Extension from 116th Avenue NE to 120th Avenue NE.	Low
S-409-S	NE 17th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the south side of NE 17th Street from Bellevue Way to 108th Avenue NE where not complete.	Low
S-409-N	NE 17th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 17th Street from Bellevue Way to 108th Avenue NE where not complete.	Low
S-437-S	SE 23rd St	104 th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 23rd Street from 104th Avenue SE to 108th Avenue SE where not complete.	Low
S-437-N	SE 23rd St	104 th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 23rd Street from 104th Avenue SE to 108th Avenue SE.	Low
S-410-E	92nd Ave NE	NE 13th St (northern city limits) to NE 8th St	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the east side of 92nd Avenue NE from NE 13th Street (northern city limits) to NE 8th Street, while preserving the existing on-street bicycle facility.	Low
S-410-W	92nd Ave NE	NE 13th St (northern city limits) to Lake Washington Blvd NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the west side of 92nd Avenue NE from NE 13th Street (northern city limits) to Lake Washington Boulevard NE, while preserving the existing on-street bicycle facility.	Low
S-325-S	Main St	159th Ave to 164th Ave	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Main Street from 159th Avenue to 164th Avenue where not complete, while preserving the existing on-street bicycle facility.	Low
S-407-N	NE 18th St	98th Ave NE to 100th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 18th Street from 98th Avenue NE to 100th Avenue NE.	Low
S-407-S	NE 18th St	98th Ave NE to 100th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 18th Street from 98th Avenue NE to 100th Avenue NE.	Low

Project Number	Link	Limits	Description	Priority
S-453-E	128th Ave SE	SE 51 st PI to SE 56th St	Add a 5 foot wide sidewalk on the east side of 128th Avenue SE from SE 51st Place to SE 56th Street.	Low
S-453-W	128th Ave SE	SE 51 st PI to SE 56th St	Add a 5 foot wide sidewalk on the west side of 128th Avenue SE from SE 51st Place to SE 56th Street.	Low
S-363-W	112th Ave SE	SE 60 th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 112th Avenue SE from SE 60th Street to SE 64th Street.	Low
S-341-N	SE 34th St	108 th Ave SE to 111th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 34th Street from 108th Avenue SE to 111th Avenue SE.	Low
S-341-S	SE 34th St	108 th Ave SE to 112th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 34th Street from 108th Avenue SE to 112th Avenue SE.	Low
S-306-E	140th Ave NE	NE 40th St to NE 24th St	Add a 6 foot wide pathway or sidewalk on the east side of 140th Avenue NE from NE 40th Street to NE 24th Street where not complete.	Low
S-369-E	112th Avenue SE/SE 68th St/SE 69th Way (SE Newport Way)	SE 64th St to Coal Creek Pkwy	Add a 6 foot-wide sidewalk and a 4 foot-wide planter on the east side of 112th Avenue SE and the north side of SE 68th Street/SE 69th Way(SE Newport Way) from SE 64th Street to Coal Creek Parkway where not complete, while preserving the existing on-street bicycle facility.	Low
S-457-W	116th Ave SE	SE 60th St to Newcastle Way	Add a 5 foot wide sidewalk on the west side of 116th Avenue SE from SE 60th Street to Newcastle Way, while preserving the existing on-street bicycle facility.	Low
S-444-S	SE 37th St/I-90 south Frontage Road	150 th Ave SE to 164th Ave SE	Add a 5 foot-wide sidewalk on the south side of SE 37th Street and I-90 South Frontage Road from 150th Avenue SE to 164th Avenue SE.	Low
S-405-W	NE 15th PI	185 th Ave NE to West Lake Sammamish Pkwy NE	Add a 5 foot wide sidewalk on the west side of NE 15th Place from 184th Avenue NE to West Lake Sammamish Parkway NE.	Low
S-405-E	NE 15th PI	184 th Ave NE to West Lake Sammamish Pkwy NE	Add a 5 foot wide sidewalk on the east side of NE 15th Place from 184th Avenue NE to West Lake Sammamish Parkway NE.	Low

Project Number	Link	Limits	Description	Priority
S-406-E	98th Ave NE	NE 20th St to NE 15th St	Add a 5 foot-wide sidewalk on the east side of 98th Avenue NE from NE 20th Street to NE 15th Street.	Low
S-404-S	186th Ave NE (Rosemont Blvd)	NE 10th St to NE 15th Place	Add a 5 foot wide sidewalk on the south side of 185th Avenue NE (Rosemont Boulevard) from NE 10th Street to NE 15th Place, while preserving the existing on-street bicycle facility.	Low
S-404-N	185th Ave NE (Rosemont Blvd)	NE 10th St to NE 15th Place	Add a 5 foot wide sidewalk on the north side of 185th Avenue NE (Rosemont Boulevard) from NE 10th Street to NE 15th Place, while preserving the existing on-street bicycle facility.	Low
S-371-E	Lakemont Blvd SE	Cougar Mountain Way to the southern city limits	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of Lakemont Boulevard SE from Cougar Mountain Way to the southern city limits.	Low
S-462-W	164th Ave SE	Lewis Creek Park to Cougar Mt Way	Add a 5 foot wide sidewalk on the west side of 164th Avenue SE from Lewis Creek Park to Cougar Mountain Way.	Low
S-323-S	NE 4th St	156 th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 4th Street from 156th Avenue NE to 164th Avenue NE.	Low
S-218-W	WLSP	roundabout at Sunset School to SE Newport Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on west side of West Lake Samammish Parkway between the roundabout at Sunset School to SE Newport Way.	Low
S-424-N	Shoreline Dr SE (Lake Washington View Trail)	SE Shoreland Pl to SE 5th St	Add a 5 foot-wide sidewalk on the north side of Shoreline Drive SE (Lake Washington View Trail) from SE Shoreland Place to SE 5th Street where not complete.	Low
S-461-E	153rd Ave SE (Summit)	152nd Pl SE to SE 53rd St	Add a 5 foot wide sidewalk on the east side of 153rd Avenue SE from 152nd Place SE to SE 53rd Street.	Low
S-461-W	153rd Ave SE (Summit)	152nd Pl SE to SE 53rd St	Add a 5 foot wide sidewalk on the west side of 153rd Avenue SE from 152nd Place SE to SE 53rd Street.	Low
S-460-W	136th Pl SE	136th Place SE trailhead to Highland Drive	Add a 5 foot sidewalk on the west side of 136th Place SE from the 136th Place SE trailhead to 134th Avenue SE.	Low

Project Number	Link	Limits	Description	Priority
S-460-E	134th Ave SE/136th PI SE	136th Place SE trailhead to Highland Drive	Add a 5 foot sidewalk on the east side of 134th Avenue SE and 136th Place SE from the 136th Place SE trailhead to Highland Drive.	Low
S-373-S	SE 60th St	170 th Ave SE to eastern city limits	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of SE 60th Street from 170th Avenue SE to eastern city limits.	Low
S-372-N	SE Cougar Mountain Way	161 st Ave SE to 164th Ave SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of SE Cougar Mountain Way from 161st Avenue SE to 164th Avenue SE where not complete.	Low
S-362-N	Lake Washington Blvd SE at I-405	I-405 overpass	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Lake Washington Boulevard SE at the I-405 overpass.	Low
T-200	35th PL NE	Western City Limits to 31st PI NE	Add a 6-10 foot wide boardwalk along approximately 35th Place NE from the Western City Limits to 31st Place NE.	Low
T-308	SE 64th PI	127th SE to 129th Ave SE	Add an 8-12 foot wide multiple use gravel trail along SE 64th Place from 127th Avenue SE to 129th Avenue SE.	Low
T-400	Dusenberg to Bridle Trail	116th Ave NE to Bridle Trails State Park	Add a 2-6 foot wide pedestrian walking trail connecting Dusenberg and 116th Avenue NE to Bridle Trails State Park.	Low
T-403	Cantershire Trail	132nd Ave NE to 140th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Canteshire Trail connecting 132nd Avenue NE to 140th Avenue NE.	Low
T-404	NE 50th St Trail	132nd Ave NE to 135th Powerline Trail	Add a 2-6 foot wide pedestrian walking trail called the NE 50th Street Trail connecting 132nd Avenue NE to 135th Avenue NE Powerline Trail.	Low
T-405	NE 30th St Trail	140th Ave NE to 134th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 30th Street Trail connecting 140th Avenue NE to 134th Avenue NE.	Low
T-411	Sunich Trail	Main St/NE 2nd @ 174th PI to 165th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Sunich Trail connecting Main Street and NE 2nd Street at 174th Place NE to 165th Avenue NE.	Low
T-419	Colingwood N. Extension		Add a 2-6 foot wide pedestrian walking trail called Collingwood North Extension from SE 46th Street to 164th Avenue SE.	Low

Project Number	Link	Limits	Description	Priority
T-422	Newport Hills Connection	Park & Ride Connection to 116th Ave SE	Add a 2-6 foot wide pedestrian walking trail called the Eastside Catholic Connection connecting the Park & Ride to 116th Avenue SE.	Low
T-425	Water Line Trail (128th Ave SE)	Coal Creek Parkway to SE 51st St	Add a 2-6 foot wide pedestrian walking trail called the Water Line Trail (128th Avenue SE) connecting Coal Creek Parkway to SE 51st Street.	Low
T-426	Coal Creek West Access	Forest Park Greenbelt (south of Forest Drive)	Add a 2-6 foot wide pedestrian walking trail called the Coal Creek West Access connecting trails south of Forest Drive to Forest Drive.	Low
T-428	Whispering Heights-Eagle Mere	152nd Pl SE from SE 48th St to 150th Ave SE	Add a 2-6 foot wide pedestrian walking trail called the Whispering Heights-Eagle Mere Trail connecting 152nd Place SE from SE 48th Street to 150th Avenue SE.	Low
T-429	Summit West Trail	SE 63rd St Trail to 152nd Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Summit West Trail connecting the SE 63rd Street Trail to 152nd Avenue SE.	Low
T-430	SE 63rd St Trail	SE 63rd St Trail to SE 60th St	Add a 2-6 foot wide pedestrian walking trail called SE 63rd Street Trail connecting to SE 60th Street.	Low
T-431	Lakemont Highlands Connection	155th Ave SE to existing Lakemont Highlands N/S Trail	Add a 2-6 foot wide multiple use gravel trail that connects 155th Avenue/SE 60th Place to the existing Lakemont Highlands trail.	Low

**Proposed Amendments to Existing Bicycle System Plan Update Project List
in the Pedestrian and Bicycle Transportation Facility Plan**

All existing projects identified in Table 2 of the Pedestrian and Bicycle Transportation Facility Plan, pages 328-340, should be replaced with the following table.

Table 2: Bicycle Network Plan Update

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

Project Number	Link	Limits	Description	Priority
P-100	Citywide	Citywide	Develop an education program to better inform users of the pedestrian, trail, and bicycle system. The program should develop an effective “share the road/share the trail” concept for the broader public, and include updated system maps available from the City in a variety of forms. The program should also focus on implementing signage, wayfinding, and other mechanisms to help users navigate the pedestrian and bicycle system.	High
O-100-S	SR520 / NE Points Dr	Bellevue Way Interchange area to Bellevue Way	Add a 10-14 foot-wide off street path along the south side of NE Points Drive from the western part of the interchange area to the south side of Northup Way just east of the interchange. Component of priority bike corridor; EW-1: SR-520 Trail.	High
O-101	SR520 / NE Points Dr	Bellevue Way Interchange area (just north of SR-520) to Bellevue Way	Add a 10-14 foot-wide off street path along SR-520 connecting NE Points Drive to Northup Way over the Bellevue Way Interchange area (just north of SR-520). Component of priority bike corridor; EW-1: SR-520 Trail.	High
O-103	SR-520 Regional Trail	Evergreen Point Bridge to 124th Ave NE	Construct 10-14 foot-wide path from Bellevue Way/Evergreen Point Bridge to the west terminus of existing SR-520 trail at 124th Avenue NE. This facility extends east of Bellevue Way along the south side of Northup Way to 108th Avenue NE; along the east side of 108th Avenue NE; continuing east along the north side of SR-520 and eventually leading back to the proposed BNSF regional trail. East of the BNSF regional trail, completing the connection along the north side of SR-520 and south side of NE 24th Street to the existing trail system. Component of priority bike corridor; EW-1: SR-520 Trail.	High

O-123-N	Lake Hills Connector	Main St to 140th Ave SE	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-127-S	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
Project Number	Link	Limits	Description	Priority
B-135-N	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 5 foot-wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-141-N	SE 16th St	148th Ave SE to 156th Ave SE	Add a 5 foot-wide bike lane on both sides of SE 16th Street from 148th Avenue SE to 156th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-141-S	SE 16th St	148th Ave SE to 156th Ave SE	Add a 5 foot-wide bike lane on both sides of SE 16th Street from 148th Avenue SE to 156th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-143-N	SE 26th St	SE 24th St to West Lake Sammamish Pkwy	Add a 5 foot-wide bicycle lane on the north side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-208-N	Lake Washington Blvd	NE 10th St to 100th Ave NE	Add a wide bike shoulder on the north side of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-208-S	Lake Washington Blvd	NE 10th St to 100th Ave NE	Add a wide bike shoulder on the south side of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-212-S	Lake Hills Connector	Main St to 140th Ave SE	Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-121-S	Main St	Bellevue Way NE to 116th Ave NE	Add a 10 to 14 foot wide off street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High

B-129-N	Main St	Bellevue Way NE to 116th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-210-N	Main St	100th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the north side of Main Street from 100th Avenue NE to Bellevue Way NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-210-S	Main St	100th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the south side of Main Street from 100th Avenue NE to Bellevue Way NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High

Project Number	Link	Limits	Description	Priority
B-101-E	108th Ave NE/NE 38th St	northern city limits to Northup Way	Add a 5 foot-wide bike lane on the east side of 108th Avenue NE and NE 38th Street from the northern city limits to Northup Way. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-101-W	108th Ave NE/NE 38th St	northern city limits to Northup Way	Add a 5 foot-wide bike lane on the west side of 108th Avenue NE and NE 38th Street from the northern city limits to Northup Way. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-104-E	112th Ave NE	Northup Way to NE 12th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue NE from Northup Way to NE 12th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-104-W	112th Ave NE	Northup Way to NE 12th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue NE from Northup Way to NE 12th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-126-E	112th Ave NE	NE 12th St to NE 6th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue NE from NE 12th Street to NE 6th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-126-W	112th Ave NE	NE 12th St to NE 6th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue NE from NE 12th Street to NE 6th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High

B-127-E	114th Ave NE (Frontage Road)	NE 6th St to SE 8th St	Add a 5 foot-wide bike lane on the east side of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
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Project Number	Link	Limits	Description	Priority
B-127-W	114th Ave NE (Frontage Road)	NE 6th St to SE 8th St	Add a 5 foot-wide bike lane on the west side of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
O-106	SR 520 Trail connection	140th Avenue, east, as an on-ramp/off-ramp to the 520 trail	Add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-105-E	140th Ave NE	NE 60th St to NE 24th St	Add a 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-105-W	140th Ave NE	NE 60th St to NE 24th St	Add a 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-112-E	140th Ave NE	NE 24th St to NE 8th St	Add 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High

B-112-W	140th Ave NE	NE 24th St to NE 8th St	Add 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-140-E	145th Pl SE	SE 16th Street to SE 24th St	Add a 5 foot-wide bike lane on both sides of 145th Place SE from SE 16th Street to SE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-140-W	145th Pl SE	SE 16th Street to SE 24th St	Add a 5 foot-wide bike lane on both sides of 145th Place SE from SE 16th Street to SE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High

Project Number	Link	Limits	Description	Priority
B-305-E	Highland Dr/148th Ave SE	SE 45th Pl to Forest Dr	Add a shared shoulder on the east side of Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-305-W	Highland Dr/148th Ave SE	SE 45th Pl to Forest Dr	Add a shared shoulder on the west side of Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
O-107-W	West Lake Sammamish Pkwy	North City Limit to I-90	Through an extensive public involvement process city staff and the community identified a recommended alternative that will provide: 1) Ten-foot vehicle travel lanes in each direction 2) Four-foot continuous, paved shoulder on the east side of the parkway, While the east side does not call for formal bike lane markings, it can be used by faster cyclists traveling northbound, or by pedestrians to access one of the five proposed mid-block crossing locations, or 3 proposed intersection crossing locations. This east side four-foot continuous paved shoulder would be signed for no parking. 3) Ten-foot multi-use path on the west side of the parkway. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting. 4) Five mid-block crossings, and three intersection crossings. 5) A new traffic signal at West Lake Sammamish Parkway and SE 34th Street. Component of priority bike corridor; NS-6: West Lake Sammamish Parkway.	High

B-218-E	Lakemont Boulevard SE/I-90 overpass	West Lake Sammamish Pkwy SE to Newport Way	Add a 4 foot-wide continuous paved shoulder on the east side of the Lakemont Boulevard SE, I-90 overpass from West Lake Sammamish Parkway SE to SE Newport Way. Component of priority bike corridor; NS-6: West Lake Sammamish Parkway.	High
O-115	Crossroads E-W Connection	156th Ave NE to 164th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE, called the Crossroads east-west Connection.	High
O-116	trail	159th Ave NE to Crossroads Park and Community Center	Add a 10-14 foot-wide off street path connecting 159th Avenue NE and Northup Way to Crossroads Park and Community Center.	High
O-124-S	Main St	NE 1st St to 124th Ave NE	Add a 10-14 foot-wide off street path on the south side of Main Street from NE 1st Street to 124th Avenue NE where not complete.	High

Project Number	Link	Limits	Description	Priority
O-128-S	SE 7th Pl	Edge of Wilburton Hill Community Park to 128th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 7th Place from edge of Wilburton Hill Community Park to 128th Avenue SE.	High
O-130-S	SE 8th St	112th Ave SE to 114th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to 112th Avenue SE.	High
B-100-N	Northup Way	Bellevue Way to 120th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from Bellevue Way to 120th Avenue NE.	High
B-100-S	Northup Way	Bellevue Way to 120th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from Bellevue Way to 120th Avenue NE.	High
B-115-E	Bel-Red Rd	156th Ave NE to NE 20th St	Add a 5 foot-wide bike lane on both sides of Bel-Red Road from 156th Avenue NE to NE 20th Street.	High
B-115-W	Bel-Red Rd	156th Ave NE to NE 20th St	Add a 5 foot-wide bike lane on both sides of Bel-Red Road from 156th Avenue NE to NE 20th Street.	High
B-117-N	Northup Way	NE 8th St to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from NE 8th Street to 156th Avenue NE.	High

B-117-S	Northup Way	NE 8th St to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from NE 8th Street to 156th Avenue NE.	High
B-119-E	120th Ave NE	Northup Way to NE 4th Street	Add a 5 foot-wide bike lane on the east side of 120th Avenue NE from Northup Way to the NE 4th Street extension.	High
B-119-W	120th Ave NE	Northup Way to NE 4th Street	Add a 5 foot-wide bike lane on the west side of 120th Avenue NE from Northup Way to the NE 4th Street extension.	High
B-120-E	124th Ave NE	West Tributary Trail o Main St	Add a 5 foot-wide bike lane on the east side of 124th Avenue NE from West Tributary Trail to Main Street.	High
B-120-W	124th Ave NE	West Tributary Trail o Main St	Add a 5 foot-wide bike lane on the west side of 124th Avenue NE from West Tributary Trail to Main Street.	High

Project Number	Link	Limits	Description	Priority
B-128-E	Northup Way	NE 8th St to West Lake Sammamish Pkwy	Add a 5 foot-wide climbing lane on the east side of Northup Way from West Lake Sammamish Parkway NE to NE 8th Street.	High
B-134-N	Main St	NE 1st St to 124th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from NE 1st Street to 124th Avenue NE.	High
B-137-N	Bellevue Way	108th Ave SE to 112th Ave SE	Add a 5 foot-wide bike lane on both sides of Bellevue Way from 108th Avenue SE to 112th Avenue SE.	High
B-137-S	Bellevue Way	108th Ave SE to 112th Ave SE	Add a 5 foot-wide bike lane on both sides of Bellevue Way from 108th Avenue SE to 112th Avenue SE.	High
B-142-N	SE 24th St	145th Pl SE to 148th Ave SE	Add a 5 foot-wide bike lane on both sides of SE 24th Street from 145th Place SE to 148th Avenue SE.	High
B-142-S	SE 24th St	145th Pl SE to 148th Ave SE	Add a 5 foot-wide bike lane on both sides of SE 24th Street from 145th Place SE to 148th Avenue SE.	High
B-144-S	Eastgate Way	Richards Road to 148th Ave SE	Add a 5 foot-wide bike lane on the south side of Eastgate Way from Richards Road (132nd Avenue SE) to 148th Avenue SE.	High

B-145-S	SE 32nd St	139th Ave SE to 142nd Ave SE	Add a 5 foot wide bike lane on the south side of SE 32nd Street from 139th Avenue SE to 142nd Avenue SE.	High
B-147-N	Eastgate Way	148th Ave SE to Phillips Hill Rd (SE 35th St)	Add a 5 foot-wide bike lane on the north side of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street).	High
B-147-S	Eastgate Way	148th Ave SE to Phillips Hill Rd (SE 35th St)	Add a 5 foot-wide bike lane on the south side of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street).	High
B-150-N	Newport Way	Somerset Blvd to the eastern city limits (past Lakemont Blvd)	Add a 5 foot-wide bike lane on the north side of SE Newport Way from Somerset Boulevard to the eastern city limits past Lakemont Boulevard SE.	High
B-150-S	Newport Way	Somerset Blvd to the eastern city limits (past Lakemont Blvd)	Add a 5 foot-wide bike lane on the south side of SE Newport Way from Somerset Boulevard to the eastern city limits past Lakemont Boulevard SE.	High

Project Number	Link	Limits	Description	Priority
B-202-E	100th Ave NE	NE 24th St to NE 8th St	Add a wide bike shoulder on east side of 100th Avenue NE from NE 24th Street to NE 8th Street.	High
B-202-W	100th Ave NE	NE 24th St to NE 8th St	Add a wide bike shoulder on the west side of 100th Avenue NE from NE 24th Street to NE 8th Street.	High
B-205-N	NE 24th St	Bel-Red Rd to 172nd Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from Bel-Red Road to 172nd Avenue NE, in front of Ardmore Park.	High
B-205-S	NE 24th St	Bel-Red Rd to 172nd Ave NE	Add a wide bike shoulder on the south side of NE 24th Street from Bel-Red Road to 172nd Avenue NE, in front of Ardmore Park.	High
B-213-N	SE 16th St	104th Ave SE to 108th Ave SE	Add a wide bike shoulder on both sides of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
B-213-S	SE 16th St	104th Ave SE to 108th Ave SE	Add a wide bike shoulder on both sides of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
B-404-E	139th Ave SE	Eastgate Way to the southern edge of Sunset Mini Park	Add a wide outside lane on the east side of 139th Avenue SE from Eastgate Way to the southern edge of Sunset Mini Park where not complete.	High

B-404-W	139th Ave SE	Eastgate Way to the southern edge of Sunset Mini Park	Add a wide outside lane on the west side of 139th Avenue SE from Eastgate Way to the southern edge of Sunset Mini Park where not complete.	High
B-501-E	160th Ave NE	Crossroads Park and Community Center to NE 8th St	Add a shared wide outside lane on the east side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
B-501-W	160th Ave NE	Crossroads Park and Community Center to NE 8th St	Add a shared wide outside lane on the west side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
B-502-N	Lake Hills Blvd	156th Ave SE to 159th PI SE	Add a shared wide outside lane on the north side of Lake Hills Boulevard from 156th Avenue SE to 159th Place SE.	High
O-110-N	NE 16th St	116th Ave NE to 140th Ave NE	Add 10-14 foot-wide off street path along the north side of NE 16th Street from 116th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
Project Number	Link	Limits	Description	Priority
B-111-N	Northup Way/NE 20th St	124th Ave NE to 140th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-111-S	Northup Way/NE 20th St	124th Ave NE to 140th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-121-E	136th PI NE	NE 16th St to NE 20th St	Add a 5 foot-wide bike lane on the east side of 136 Place NE from NE 16th Street to NE 20th Street. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-121-W	136th PI NE	NE 16th St to NE 20th St	Add a 5 foot-wide bike lane on the west side of 136 Place NE from NE 16th Street to NE 20th Street. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
O-108-N	NE 12th St	100th Ave NE to 116th Ave NE	Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium

B-118-S	NE 12th St	100th Ave NE to 112th Ave NE	Add a 5 foot-wide bike lane on the south side of NE 12th Street from 100th Avenue NE to 112th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
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Project Number	Link	Limits	Description	Priority
O-137-N	Mountains to Sound Greenway	Factoria Blvd to Sunset Pedestrian Bridge	A paved multiuse trail of 10 feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th St to the curve near the southwest quadrant's ramps of the 148th-150th Ave SE interchange, then following a new independent alignment to the 150th Avenue SE/SE 37th St intersection at 150th Ave SE. Eastward from 150th Ave SE the trail would follow SE 37th St (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to WLSP. Construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Ave interchange as SE 36th St curves to become SE 37th St. Additional coordination between City of Bellevue, WSDOT, King County, and Greenway Trust required to study this route. Identified as priority bike corridor EW-4.	Medium
O-139-W	Coal Creek Pkwy	124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-153-E	Lake Washington Blvd SE	106th Ave SE to SE 60th St	Add a 5 foot-wide bike lane on the east side of Lake Washington Boulevard SE from 106th Avenue SE to SE 60th Street where not complete. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-153-W	Lake Washington Blvd SE	106th Ave SE to SE 60th St	Add a 5 foot-wide bike lane on the west side of Lake Washington Boulevard SE from 106th Avenue SE to SE 60th Street where not complete. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-157-N	SE 60th St	Lake Washington Blvd to Coal Creek Pkwy	Add a 5 foot-wide bike lane on the north side of SE 60th Street from Lake Washington Boulevard to 129th Avenue SE; and then only on the north side from 129th Avenue SE to Coal Creek Parkway. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium

Project Number	Link	Limits	Description	Priority
B-157-S	SE 60th St	Lake Washington Blvd to Coal Creek Pkwy	Add a 5 foot-wide bike lane on the south side of SE 60th Street from Lake Washington Boulevard to 129th Avenue SE; and then only on the north side from 129th Avenue SE to Coal Creek Parkway. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-158-N	Forest Dr SE	147th Ave SE to Lakemont Blvd SE	Add a 5 foot-wide bike lane on the north side of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-158-S	Forest Dr SE	147th Ave SE to Lakemont Blvd SE	Add a 5 foot-wide bike lane on the south side of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-159-E	Lakemont Blvd SE	164th Way SE to the southern city limits	Add a 5 foot-wide bike lane on the east side of Lakemont Boulevard SE from 164th Way SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-159-W	Lakemont Blvd SE	164th Way SE to the southern city limits	Add a 5 foot-wide bike lane on the west side of Lakemont Boulevard SE from 164th Way SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-125-E	108th Ave NE	NE 12th St to Main Street	Add a 5 foot-wide bike lane on the east side of 108th Avenue NE from NE 12th Street to Main Street. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-125-W	108th Ave NE	NE 12th St to Main Street	Add a 5 foot-wide bike lane on the west side of 108th Avenue NE from NE 12th Street to Main Street. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-138-E	108th Ave SE	Bellevue Way to SE 34th St	Add a 5 foot-wide bike lane to the east side of 108th Avenue SE from Bellevue Way to SE 34th Street. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-138-W	108th Ave SE	Bellevue Way to SE 34th St	Add a 5 foot-wide bike lane to the west side of 108th Avenue SE from Bellevue Way to SE 34th Street. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-201-N	NE 24th St	Bellevue Way NE to 112th Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from Bellevue Way to 112th Avenue NE. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-201-S	NE 24th St	Bellevue Way NE to 112th Ave NE	Add a wide bike shoulder on the south side of NE 24th Street from Bellevue Way to 112th Avenue NE. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium

Project Number	Link	Limits	Description	Priority
B-204-E	108th Ave NE	NE 24th St to NE 12th St	Add a wide bike shoulder on the east side where not complete on 108th Avenue NE from NE 24th Street to NE 12th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-204-W	108th Ave NE	NE 24th St to NE 12th St	Add a wide bike shoulder on the west side where not complete on 108th Avenue NE from NE 24th Street to NE 12th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
O-104	Burlington Northern Bike Path	southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.	Medium
O-134	161st Ave SE across Landfill Park Site	156th Ave SE to SE Eastgate Way	Add a 10-14 foot-wide off street path on along 161st Avenue SE from 156th Avenue SE to SE Eastgate Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
O-135-S	I-90 Tunnel	SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to 10 feet to offer cyclists improved accommodation from SE 37th Street. under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-122-E	164th Ave NE	Northup Way to NE 8th St	Add 5 foot-wide bike lanes on the east side of 164th Avenue NE from Northup Way to NE 8th Street. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-122-W	164th Ave NE	Northup Way to NE 8th St	Add 5 foot-wide bike lanes on the west side of 164th Avenue NE from Northup Way to NE 8th Street. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium

Project Number	Link	Limits	Description	Priority
B-301-E	164th Ave NE	NE 18th St to Northup Way	Add a shared shoulder on the east side of 164th Avenue NE from NE 18th Street to Northup Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-301-W	164th Ave NE	NE 18th St to Northup Way	Add a shared shoulder on the west side of 164th Avenue NE from NE 18th Street to Northup Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-302-E	164th Ave NE	NE 8th St to Lake Hills Blvd	Add a shared shoulder on the east side of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-302-W	164th Ave NE	NE 8th St to Lake Hills Blvd	Add a shared shoulder on the west side of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
O-102-E	Bellevue Way	Northup Way to 103rd Ave NE	Add a 10-14 foot-wide off street path along the east side of Bellevue Way from 103rd Avenue NE to Northup Way.	Medium
O-114	trail	Highland Middle School to NE 8th St	Add a 10-14 foot-wide off street path connecting Highland Middle School to NE 8th Street.	Medium
O-117	NE 6th St (ped corridor)	Bellevue Way to 110th Ave NE	Construct NE 6th Street "Pedestrian Corridor" between Bellevue Way and 110th Avenue NE consistent with design guidelines; pursue interim improvements (ahead of full redevelopment) where appropriate.	Medium
O-118-S	NE 6th St extension	112th Ave NE to 120th Ave NE	Add a 10-14 foot wide off street path along the south side of the NE 6th Street extension, across I-405, from 112th Avenue NE to 120th Avenue NE.	Medium
O-131-E	112th Ave SE/Bellevue Way SE	SE 8th St to I-90 trail	Add a 10-14 foot-wide off street path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	Medium
O-132-N	BCC Thruway	142nd Pl SE to 144th Ave SE	Add a 10-14 foot-wide off street path along the north side of the BCC Thruway from 142nd Place SE to 144th Avenue SE.	Medium
B-106-S	NE 40th St	140th Ave NE to 148th Ave NE	Convert the existing wide shoulder on the south side NE 40th Street from 140th Avenue NE to 148th Avenue NE into a bicycle climbing lane.	Medium

Project Number	Link	Limits	Description	Priority
B-108-E	Bellevue Way	NE 24th St to NE 12th St	Add a 5 foot-wide bike lane on east side of Bellevue Way from NE 24th Street to NE 12th Street.	Medium
B-108-W	Bellevue Way	NE 24th St to NE 12th St	Add a 5 foot-wide bike lane on the west side of Bellevue Way from NE 24th Street to NE 12th Street.	Medium
B-109-E	116th Ave NE	Northup Way to Main St	Add a 5 foot-wide bike lane on the east side of 116th Avenue NE between Main Street and Northup Way.	Medium
B-109-W	116th Ave NE	Northup Way to Main St	Add a 5 foot-wide bike lane on the west side of 116th Avenue NE between Main Street and Northup Way.	Medium
B-113-E	130th Ave NE	NE 24th St to NE 20th St	Add a 5 foot-wide bike lane on both sides of 130th Avenue NE from NE 24th Street to NE 20th Street.	Medium
B-113-W	130th Ave NE	NE 24th St to NE 20th St	Add a 5 foot-wide bike lane on both sides of 130th Avenue NE from NE 24th Street to NE 20th Street.	Medium
B-114-N	Bel-Red Rd	NE 40th St to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of Bel-Red Road from NE 40th Street to 156th Avenue NE.	Medium
B-114-S	Bel-Red Rd	NE 40th St to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of Bel-Red Road from NE 40th Street to 156th Avenue NE.	Medium
B-116-N	NE 20th St	Bel-Red Rd to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of NE 20th Street from Bel-Red Road to 156th Avenue NE.	Medium
B-116-S	NE 20th St	Bel-Red Rd to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of NE 20th Street from Bel-Red Road to 156th Avenue NE.	Medium
B-133-S	SE 5th St	116th Ave SE to BNSF corridor	Add a 5 foot wide bike lane on the south side of SE 5th Street from 116th Avenue SE to the BNSF corridor.	Medium
B-146-E	142nd Pl SE	SE 28th St to SE 36th St	Add a 5 foot-wide bike lane on the south side of 142nd Place SE from SE 28th Street to SE 36th Street.	Medium

Project Number	Link	Limits	Description	Priority
B-146-W	142nd PI SE	SE 28th St to SE 36th St	Add a 5 foot-wide bike lane on the west side of 142nd Place SE from SE 28th Street to SE 36th Street.	Medium
B-149-E	124th Ave SE/SE 38th St	SE 38th St at Factoria Blvd SE to 124th St at SE 41st PI	Add a 5 foot-wide bike lane on the east side of 124th Avenue SE from SE 41st Place to SE 36th Street and on the south side of SE 38th Street from 124th Avenue SE to Factoria Boulevard.	Medium
B-149-W	124th Ave SE/SE 38th St	SE 38th St at Factoria Blvd SE to 124th St at SE 41st PI	Add a 5 foot-wide bike lane on the west side of 124th Avenue SE from SE 41st Place to SE 36th Street and on the north side of SE 38th Street from 124th Avenue SE to Factoria Boulevard.	Medium
B-151-E	Factoria Blvd/SE Newport Way	Coal Creek Pkwy to 129th PI SE	Add a 5 foot-wide bike lane on the east side of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE.	Medium
B-151-W	Factoria Blvd/SE Newport Way	Coal Creek Pkwy to 129th PI SE	Add a 5 foot-wide bike lane on the west side of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE.	Medium
B-209-E	100th Ave NE	NE 8th St to Main St	Add a wide bike shoulder on both sides of 100th Avenue NE from Main Street to NE 8th Street.	Medium
B-209-W	100th Ave NE	NE 8th St to Main St	Add a wide bike shoulder on both sides of 100th Avenue NE from Main Street to NE 8th Street.	Medium
B-401-N	NE 2nd St	102nd Ave SE to 114th Ave NE	Add a wide outside lane on the north side of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE.	Medium
B-401-S	NE 2nd St	102nd Ave SE to 114th Ave NE	Add a wide outside lane on the south side of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE.	Medium
B-402-E	Bellevue Way	Main St to 108th Ave SE	Add a wide outside lane on the east side of Bellevue Way SE from Main Street to 108th Avenue SE where not complete.	Medium
B-402-W	Bellevue Way	Main St to 108th Ave SE	Add a wide outside lane on the west side of Bellevue Way SE from Main Street to 108th Avenue SE where not complete.	Medium

Project Number	Link	Limits	Description	Priority
B-403-N	SE 22nd St	145th PI SE to 156th Ave SE	Widen the existing 11 foot-wide lane to 14 feet (without fog line) on both sides of SE 22nd Street from 145th Place SE to 156th Avenue SE.	Medium
B-403-S	SE 22nd St	145th PI SE to 156th Ave SE	Widen the existing 11 foot-wide lane to 14 feet (without fog line) on both sides of SE 22nd Street from 145th Place SE to 156th Avenue SE.	Medium
O-105-S	NE 24th St	126th Ave NE to 136th PI NE	Add a 10-14 foot-wide off street path along south side of NE 24th Street connecting 126th Avenue NE to 136th Place NE.	Low
O-109	West Tributary Trail	BNSF Corridor to Bel-Red Rd	Add a 10-14 foot-wide off street path along the West Tributary of Kelsey Creek between the BNSF Corridor and Bel-Red Road. Provide grade separation of this trail at arterial crossings.	Low
O-111-E	132nd Ave NE	NE 20th St to Bel-Red Rd	Add a 10-14 foot-wide off street path on the east side of 132nd Avenue NE from NE 20th Street to Bel-Red Road.	Low
O-112	East Highland/ Rockwood	140th Ave NE to 141st PI NE	Add a 10-14 foot-wide off street path connecting Rockwood/East Highland from 140th Avenue NE to 141st Place NE.	Low
O-113	trail	148th Ave NE to 156th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE.	Low
O-119	Bel-Red Mini Park	Bel-Red Rd at 122nd Ave (alignment) to Bel-Red Rd at 124th Ave NE	Add a 10-14 foot-wide off street path through the Bel-Red Mini Park from Bel-Red Road at 112nd Avenue (alignment) to Bel-Red Road at 124th Avenue NE.	Low
O-120-S	NE 2nd St	124th Ave NE to 128th Ave NE	Add a 10-14 foot-wide off street path along the south side of NE 2nd Street from 124th Avenue NE to 128th Avenue NE.	Low
O-122	Main St extension	116th Ave NE to BNSF	Add a 10-14 foot wide off street path along the Main St extension from 116th Avenue NE to the BNSF corridor.	Low
O-125	Existing BBG/Wilburton Hill Trails	118th Ave SE to SE 4th PI	Add a 10-14 foot wide off street path along the existing trails through the Bellevue Botanical Garden and Wilburton Hill Community Park from approximately 118th Avenue SE in the BBG to SE 4th Place outside of Wilburton Hill Community Park.	Low

Project Number	Link	Limits	Description	Priority
O-126-W	128th Ave NE/SE	NE 2nd St to SE 4th PI	Add a 10-14 foot-wide off street path on the west side of 128th Avenue NE/SE from NE 2nd Street to SE 4th Place.	Low
O-129	Kelsey Creek Trail	130th PI SE to Lake Hills Connector	Add a 10-14 foot-wide off street path along mostly existing trails through Kelsey Creek Park from 130th Place SE to end of gravel portion.	Low
O-133	Robinswood to Eastgate	SE 28th St to Eastgate Way	Add a 10-14 foot-wide off street path along the connection from Robinswood to Eastgate from SE 28th Street to SE Eastgate Way.	Low
O-136	Factoria to I-90	I-90 trail to SE 38th St	Add a 10-14 foot-wide off street path from the I-90 trail to SE 38th Street.	Low
O-138	156th Ave SE	SE 37th St to intersection with east/west portion of B-256	Add a 10-14 foot-wide off street path along 156th Avenue SE from SE 38th Street to the intersection where it connects with project B-256. Improve ROW to create connection.	Low
O-140	SE 67th PI connection	SE 68th St/SE 69th Way to Se 67th PI/117th Ave SE	Add a 10-14 foot-wide off street path connecting SE 68th Street and SE 69th Way to SE 67th Place and 117th Avenue SE.	Low
O-141	Pipeline Trail	SE 56th St to SE 60th St	Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 56th Street to SE 60th Street.	Low
O-142	Pipeline Trail	SE 60th St to SE 68th PI	Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 60th Street to SE 68th Place.	Low
O-300	Northtowne Center Trail	106th Ave NE to Bellevue Way via shopping center	Add a 6 foot-wide off street path as a connection thru the shopping center site, extending the existing neighborhood-shopping center trail to Bellevue Way and Northtowne Park. Obtain easement and maintain existing trail to shopping center .	Low
O-301	NE 40th St	134th Ave NE to 140th Ave NE	Add a 6 foot-wide off street path on NE 40th Street from 134th Avenue NE to 140th Avenue NE.	Low
O-302	NE 28th St	Bel-Red Road to NE 28th St and MS Campus	Add a 6 foot-wide off street path along NE 28th Street right-of-way from Bel-Red Road to NE 28th Street and MS Campus.	Low

Project Number	Link	Limits	Description	Priority
B-102-E	NE 36th PI/115th Ave NE	113th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lane on the east side of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE.	Low
B-102-W	NE 36th PI/115th Ave NE	113th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lane on the west side of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE.	Low
B-103-E	Bellevue Way	NE 24th St to 103rd Ave NE	Add a 5 foot bike lane on the east side of Bellevue Way from NE 24th Street to 103rd Avenue NE.	Low
B-103-W	Bellevue Way	NE 24th St to 103rd Ave NE	Add a 5 foot bike lane on the west side of Bellevue Way from NE 24th Street to 103rd Avenue NE.	Low
B-107-N	NE 24th St	98th Ave NE to 100th Ave NE	Add a 5 foot-wide bike lane on the north side of NE 24th Street from 98th Avenue NE to 100th Avenue NE.	Low
B-110-N	Northup Way	120th Ave NE to 124th Ave NE	Add a 5 foot-wide bike lane on both sides of Northup Way from 120th Avenue NE to 124th Avenue NE.	Low
B-110-S	Northup Way	120th Ave NE to 124th Ave NE	Add a 5 foot-wide bike lane on both sides of Northup Way from 120th Avenue NE to 124th Avenue NE.	Low
B-123-E	92nd Ave	northern city limits to Lake Washington Blvd	Add a 5 foot-wide bike lane on the east side of 92nd Avenue NE from northern city limits to Lake Washington Boulevard NE.	Low
B-124-S	NE 8th St	Lake Washington Blvd to 96th Ave NE	Add a 5 foot bike lane on south side of NE 8th Street between Lake Washington Boulevard and 96th Avenue NE.	Low
B-130-N	NE 4th Street extension	120th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lanes on the north side of the NE 4th Street extension from 120th Avenue NE to 116th Avenue NE.	Low
B-130-S	NE 4th Street extension	120th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lanes on the south side of the NE 4th Street extension from 120th Avenue NE to 116th Avenue NE.	Low
B-131-E	132nd Ave NE	Bel-Red Rd to NE 8th St	Add a 5 foot-wide bike lane on both sides of 132nd Avenue NE from Bel-Red Road to NE 8th Street.	Low

Project Number	Link	Limits	Description	Priority
B-131-W	132nd Ave NE	Bel-Red Rd to NE 8th St	Add a 5 foot-wide bike lane on both sides of 132nd Avenue NE from Bel-Red Road to NE 8th Street.	Low
B-132-N	Main St	156th Ave NE to 158th Pl NE	Add a 5 foot-wide bike lane on the north side of Main Street from 156th Avenue NE to 158th Place NE.	Low
B-136-N	SE 7th Pl	Lake Hills Connector to east edge of Wilburton Hill Community Park	Add a 5 foot-wide bike lane on the north side of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park.	Low
B-136-S	SE 7th Pl	Lake Hills Connector to east edge of Wilburton Hill Community Park	Add a 5 foot-wide bike lane on the south side of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park.	Low
B-139-N	Kamber Road (SE 26th St)	Richards Rd (132nd Ave SE) to 145th Pl SE	Add 5 foot-wide bike lanes on both sides of Kamber Road (SE 26th Street) between Richards Road (132nd Avenue SE) to 145th Place SE.	Low
B-139-S	Kamber Road (SE 26th St)	Richards Rd (132nd Ave SE) to 145th Pl SE	Add 5 foot-wide bike lanes on both sides of Kamber Road (SE 26th Street) between Richards Road (132nd Avenue SE) to 145th Place SE.	Low
B-148-N	Phillips Hill Rd/164th Pl SE/SE 38th St	Eastgate Way to West Lake Sammamish Pkwy	Add a 5 foot-wide bike lane on both sides of SE 38th Street, 164th Place SE, and Phillips Hill Road from Eastgate Way to West Lake Sammamish Parkway SE.	Low
B-148-S	Phillips Hill Rd/164th Pl SE/SE 38th St	Eastgate Way to West Lake Sammamish Pkwy	Add a 5 foot-wide bike lane on both sides of SE 38th Street, 164th Place SE, and Phillips Hill Road from Eastgate Way to West Lake Sammamish Parkway SE.	Low
B-152-W	152nd Ave SE, SE 45th St and 150th Ave SE	SE Newport Way to SE 46th St	Add a 5 foot-wide climbing lane on the uphill segment (west side) of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	Low
B-154-E	119th Ave SE	Coal Creek Pkwy to SE 60th St	Add a 5 foot-wide bike lane on the east side of 119th Avenue SE from Coal Creek Parkway to SE 60th Street.	Low
B-154-W	119th Ave SE	Coal Creek Pkwy to SE 60th St	Add a 5 foot-wide bike lane on the west side of 119th Avenue SE from Coal Creek Parkway to SE 60th Street.	Low
B-155-N	Village Park Drive SE	Lakemont Blvd SE to eastern city limits	Add a 5 foot-wide bike lane on the north side of Village Park Drive SE from Lakemont Boulevard SE to the eastern city limits	Low

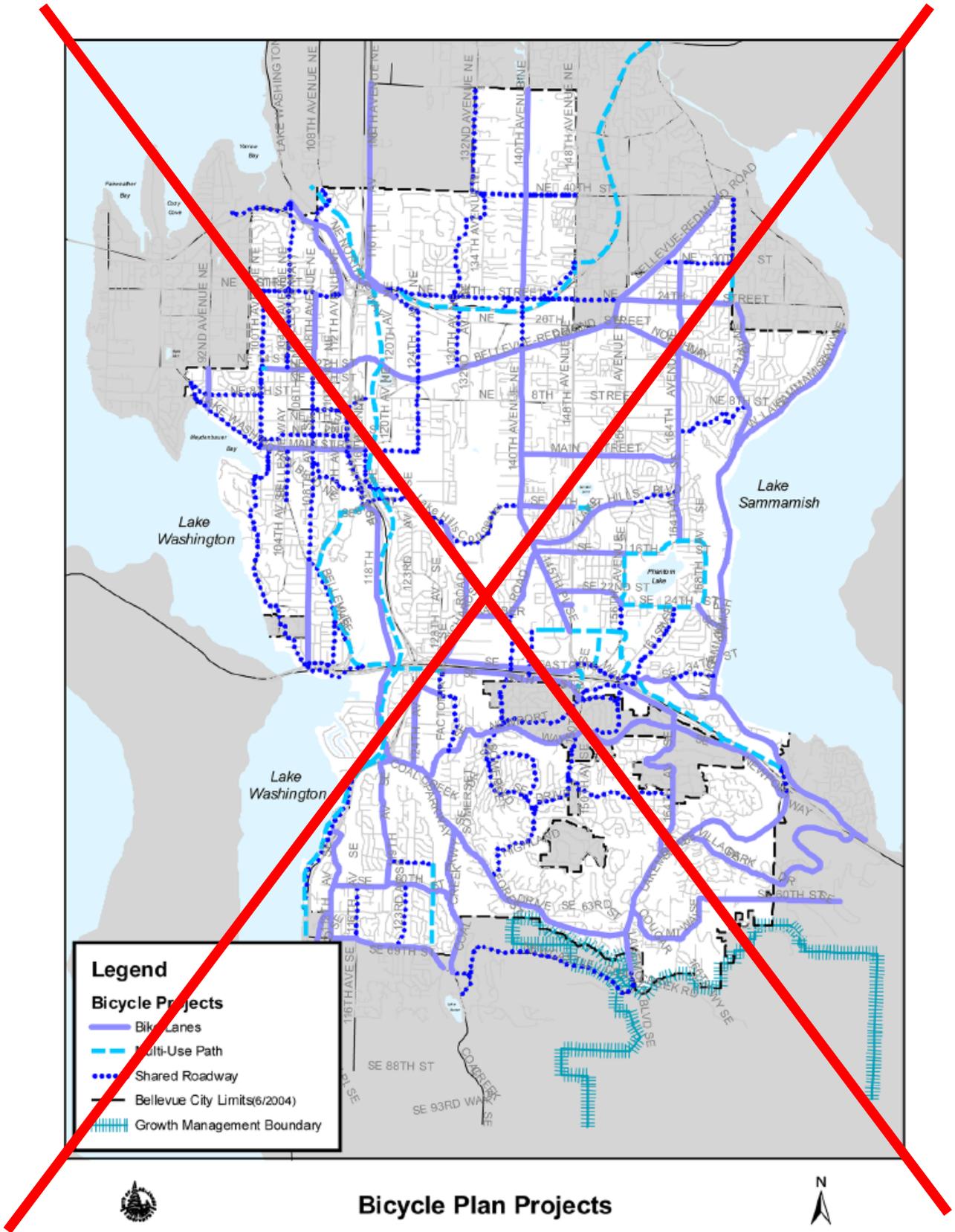
Project Number	Link	Limits	Description	Priority
B-155-S	Village Park Drive SE	Lakemont Blvd SE to eastern city limits	Add a 5 foot-wide bike lane on the south side of Village Park Drive SE from Lakemont Boulevard SE to the eastern city limits	Low
B-156-E	112th Ave SE	SE 60th to SE 68th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue SE from SE 60th Street to SE 68th Street.	Low
B-156-W	112th Ave SE	SE 60th to SE 68th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue SE from SE 60th Street to SE 68th Street.	Low
B-160-N	SE 60th St	168th Pl SE to eastern city limits	Add a 5 foot-wide bike lane on the north side of SE 60th Street from 168th Place SE to the eastern city limits.	Low
B-200-S	NE 24th St	98th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the south side of NE 24th Street from 98th Avenue NE to Bellevue Way NE where not complete.	Low
B-203-N	NE 24th St	124th Pl NE to 140th Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from 136th Place NE to 134th Avenue NE (make use of existing 4 foot-wide gutter pan).	Low
B-206-E	173rd Ave NE	northern city limits to the intersection with Northup Way NE	Add a wide bike shoulder on the east side of 172nd Avenue NE/173rd Avenue NE from the northern city limits to Northup Way where not complete.	Low
B-206-W	173rd Ave NE	northern city limits to the intersection with Northup Way NE	Add a wide bike shoulder on the west side of 172nd Avenue NE/173rd Avenue NE from the northern city limits to Northup Way where not complete.	Low
B-207-N	NE 8th St	Lake Washington Blvd to 96th Ave NE	Add a 3 foot-wide bike shoulder on the north side of NE 8th Street between Lake Washington Blvd and 96th Avenue NE.	Low
B-211-E	101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th Pl	Main St to SE 16th St	Provide bike shoulders on 101 Avenue SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Low
B-211-W	101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th Pl	Main St to SE 16th St	Provide bike shoulders on 101 Avenue SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Low

Project Number	Link	Limits	Description	Priority
B-214-E	156th Ave SE	SE 16th St to SE 21st St	Add a wide bike shoulder on the east side of 156th Avenue SE from SE 16th Street to SE 21th Street.	Low
B-214-W	156th Ave SE	SE 16th St to SE 21st St	Add a wide bike shoulder on the west side of 156th Avenue SE from SE 16th Street to SE 21th Street.	Low
B-215-E	112th Ave SE/SE 34th St	Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE	Add a wide bike shoulder on both sides of 112th Avenue SE and SE 34th Street from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE.	Low
B-215-W	112th Ave SE/SE 34th St	Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE	Add a wide bike shoulder on both sides of 112th Avenue SE and SE 34th Street from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE.	Low
B-216-E	156th Ave SE	SE 27th St to SE Eastgate Way	Add a wide bike shoulder on the east side of 156th Avenue SE from SE 27th Street to SE Eastgate Way.	Low
B-216-W	156th Ave SE	SE 27th St to SE Eastgate Way	Add a wide bike shoulder on the west side of 156th Avenue SE from SE 27th Street to SE Eastgate Way.	Low
B-217-N	Phillips Hill Rd (SE 34th St)	164th Pl SE to West Lake Sammamish Pkwy	Add a wide bike shoulder on the north side of Phillips Hill Road (SE 34th Street) from 164th Place SE to West Lake Sammamish Parkway.	Low
B-217-S	Phillips Hill Rd (SE 34th St)	164th Pl SE to West Lake Sammamish Pkwy	Add a wide bike shoulder on the south side of Phillips Hill Road (SE 34th Street) from 164th Place SE to West Lake Sammamish Parkway.	Low
B-219-N	SE 56th St	119th Ave SE to 128th Ave SE	Add a wide bike shoulder both sides of SE 56th Street and 119th Avenue SE to 128th Avenue SE where not complete.	Low
B-219-S	SE 56th St	119th Ave SE to 128th Ave SE	Add a wide bike shoulder both sides of SE 56th Street and 119th Avenue SE to 128th Avenue SE where not complete.	Low
B-300-E	136th Pl NE	NE 24th St to SR-520 Trail	Add a shared shoulder on the east side of 136th Place NE from NE 24th Street to the SR-520 trail.	Low
B-300-W	136th Pl NE	NE 24th St to SR-520 Trail	Add a shared shoulder on the west side of 136th Place NE from NE 24th Street to the SR-520 trail.	Low

Project Number	Link	Limits	Description	Priority
B-303-N	SE Allen Rd	139th Ave SE to SE 40th St	Add a shared shoulder on the north side of SE Allen Road from 139th Avenue SE to SE 40th Street.	Low
B-304-E	Somerset Blvd	SE Newport Way to SE 43rd St	Add a shared shoulder on the east side of Somerset Boulevard from SE Newport Way to SE 43rd Street.	Low
B-306-W	116th Ave SE	SE 65th Pl to SE Newcastle Way	Add a shared shoulder on the west side of 116th Avenue SE from SE 65th Place to SE Newcastle Way.	Low
B-400-N	NE 24th St	140th Ave NE to 148th Ave NE	Add a wide outside lane on the north side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete.	Low
B-400-S	NE 24th St	140th Ave NE to 148th Ave NE	Add a wide outside lane on the south side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete.	Low
B-500-E	130th Ave NE	NE 16th St to Bel-Red Rd	Add a shared wide outside lane on the east side of 130th Avenue NE from NE 16th Street to Bel-Red Road.	Low
B-500-W	130th Ave NE	NE 16th St to Bel-Red Rd	Add a shared wide outside lane on the west side of 130th Avenue NE from NE 16th Street to Bel-Red Road.	Low
B-503-E	138th Ave SE	SE 40th St to SE Allen Road	Add a shared wide outside lane on the east side of 138th Avenue SE from SE 40th Street to SE Allen Road.	Low
B-503-W	138th Ave SE	SE 40th St to SE Allen Road	Add a shared wide outside lane on the west side of 138th Avenue SE from SE 40th Street to SE Allen Road.	Low

**Proposed Amendments to Comprehensive Plan (Volume II),
Pedestrian and Bicycle Transportation Facility Plan project maps**

The existing Bicycle and Pedestrian Plan Projects Maps in the Pedestrian and Bicycle Transportation Facility Plan, pages 341 and 342, should be replaced with the following maps.



Legend

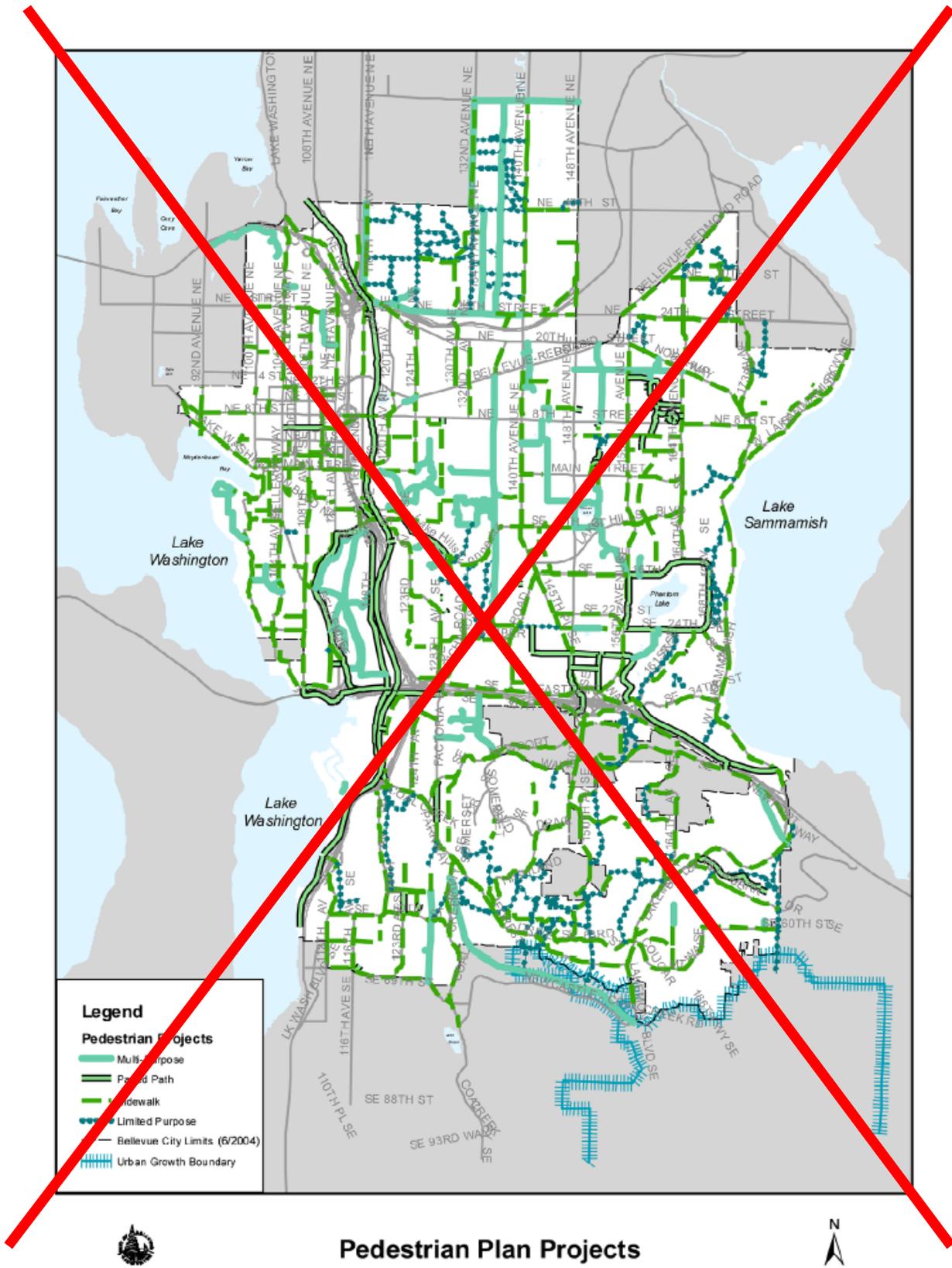
Bicycle Projects

- Bikeways
- - - Multi-Use Path
- . . . Shared Roadway
- - - - - Bellevue City Limits (6/2004)
- ▨ Growth Management Boundary



Bicycle Plan Projects





ATTACHMENT 1

PEDESTRIAN & BICYCLE TRANSPORTATION PLAN UPDATE 2008 COMPREHENSIVE PLAN AMENDMENTS

File Number: 07-123138-AC
Contact: Franz Loewenherz, Senior Planner
Phone: 425-452-4077



Transportation Element

GOAL:

To maintain and enhance mobility for residents and businesses through the creation and maintenance of a balanced system of transportation alternatives that:

- **Provides a wide range of travel choices;**
- **Supports the land use vision of the city;**
- **Protects our neighborhoods from adverse transportation impacts;**
- **Reflects the regional role of the city in transportation issues; and**
- **Reduces the overall dependency on automobiles throughout the city.**

OVERVIEW

Success in carrying out this plan will produce the following positive outcomes:

- **Desired Land Use:** Achieving the city’s land use vision, through a transportation system that supports the land use vision, and in turn, a land use pattern that reduces auto dependency;
- **Reduced Use of the Single-occupant Vehicle:** Shifting behavior away from excessive reliance on the single-occupant vehicle, through effective transportation demand management;
- **Viable Travel Options:** Providing an excellent transportation system, that provides an array of travel choices for transit, pedestrians, bicycles and ridesharing, while continuing to provide adequate mobility for the private auto;
- **Adequate and Fair Financing:** Providing a balanced funding structure that meets needs for multiple travel modes and allocates costs fairly among users;
- **Protection of the Environment and Quality of Life:** Promoting a healthier environment and a healthier community than would occur without this Plan, through creation of better travel options and lessened reliance on single-occupant vehicles; and
- **Effective Interjurisdictional Coordination:** Engaging with Bellevue’s neighbors to address ongoing issues and to generate cooperative solutions to problems that cross jurisdictional boundaries.

Bellevue has choices in responding to travel demand. The city can pour ever more dollars into wider roads, in an effort to maximize the convenience and speed of travel in single-occupant vehicles. In this event the city will perpetuate its auto dependency, and its physical appearance will be increasingly dominated by roadways and parking, with noise walls and other “street hardening” projects demanded by neighborhoods to protect them from traffic noise and glare.

Alternatively, the city can design its transportation system to provide for a variety of alternative travel options, like transit, ridesharing, walking, and bicycling. This would mean less pavement, more sidewalks, bikeways, bus stops, and park and ride lots, perhaps more trees. It would require new development to be more accessible, with design features that accommodate the users of transit and

ridesharing, pedestrians, and bicyclists. It would also require a shift in behavior toward greater reliance on alternatives to single-occupant vehicles.

This Plan takes the latter path. The auto-dominated policies and practices of the 1970s can not be sustained in the 21st Century. It is neither possible nor desirable to build enough roadway improvements to keep pace with ever accelerating demand for travel in single-occupant vehicles. Rather, the Plan focuses on reducing auto dependency by providing viable travel choices. Transit, ridesharing, walking, and bicycling receive strong emphasis, with focus on a fully multi-modal travel system. To make these alternative mobility options more viable, the Plan strengthens the linkage between planning for transportation and land use.

Further, the Plan recognizes the importance of coordinated and strong interjurisdictional action, because transportation impacts do not stop at local boundaries. Amidst increasing congestion and limits on public resources, interjurisdictional coordination is absolutely necessary if the region is to achieve the shared land use and transportation vision depicted in the regional plan “Vision 2020”, the Metropolitan Transportation Plan “Destination 2030”, and the Countywide Planning Policies for King County.

Cross-reference:

The Transportation Element of the Comprehensive Plan provides the overall policy vision for Bellevue’s transportation system. Additional policy and programmatic guidance is found in a series of more detailed documents, including:

- *Capital Investment Program*
- *Transportation Facilities Plan*
- *Pedestrian and Bicycle Transportation Plan Update*
- *Transit Plan*
- *Eastside Transportation Partnership*
- *East Bellevue Transportation Plan*
- *Downtown Subarea Plan*
- *Bel-Red/Overlake Transportation Plan*
- *Bridle Trails, Bel-Red, and Crossroads Transportation Facility Plan*
- *Newcastle Transportation Facility Plan*

The area transportation facility plans and the Pedestrian and Bicycle Transportation Plan are found in Volume 2 of the Comprehensive Plan. The reader should refer to these plans for additional guidance as needed.

Transportation and Land Use

GOALS:

- 1. To implement a fully multi-modal transportation system that supports the land use vision of the Comprehensive Plan and the role of Downtown Bellevue as the Eastside urban center.**

2. To reduce the use of single-occupant vehicles, by creating a land use pattern that allows for shorter vehicular trips and the use of alternative travel options.

This Plan strengthens the integration of land use and transportation planning. It emphasizes that the transportation system should support the city's land use vision, as expressed in the Comprehensive Plan Land Use Element and Map. The city vision is consistent with regional land use policies that seek to focus growth within the urbanized area with particular emphasis on the Downtown Bellevue Urban Center.

The highest concentration of Eastside employment stretches from Downtown Bellevue through Bel-Red to Overlake. Another area of existing high employment concentration is the Factoria/Eastgate area.

Further, the Plan promotes land development patterns that are less auto dependent and that better support travel options. For a given amount of development, higher residential and employment densities and mixed uses generate fewer auto trips than low density, single-use development. Both the large-scale pattern of new development and smaller-scale site design should support this Plan's goal of reducing auto dependency, by promoting fewer and shorter vehicular trips, many of which may occur through transit, ridesharing, bicycling, or walking.

Interjurisdictional Implications

The city's land use policy is to manage growth by guiding new development into the urbanized area and into the Downtown Urban Center. The planned office, residential and retail growth in Bellevue will attract people from throughout the region. This Plan clarifies that the transportation system shall support this regional growth pattern.

Cross-reference:

*See Policy **TR-37**, regarding the concurrency management system designed to ensure that new development does not outpace the city's ability to provide transportation services. See **Regional Transit**, for policies supporting high capacity transit.*

POLICIES

POLICY TR-1. Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.

POLICY TR-2. Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.

POLICY TR-3. Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the areas with existing infrastructure capacity.

POLICY TR-4. Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes the following:

1. Intensity/density of land uses sufficient to support high capacity transit;
2. Mixed uses for both day and night activities;
3. Pedestrian emphasis; and
4. Alternatives to single-occupant vehicles.

POLICY TR-5. Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.

POLICY TR-6. Establish arterial level of service standards and other mobility targets in each area of the city in light of area-by-area development patterns and growth management objectives.

POLICY TR-7. Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.

POLICY TR-8. Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include:

1. Orient the major building entries to the street and closer to transit stops;
2. Avoid constructing large surface parking areas between the building frontage and the street;
3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops;
4. Cluster major buildings within developments to improve pedestrian and transit access;
5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;
6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces;
7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities;
8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;
9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and
10. Encourage the availability of restrooms for public use.

Transportation Demand Management

GOAL:

To reduce the use of single-occupant vehicles and vehicle miles traveled, through a coordinated program of regulations, marketing, and provision of alternative travel options.

Through transportation demand management (TDM), the city aims to shift behavior away from excessive reliance on the single-occupant vehicle, by reducing the number of trips and vehicle-miles traveled. This helps to manage congestion, reduces spending on new transportation facilities, and lessens the environmental and neighborhood impacts of unrestrained growth in vehicle trips.

The city's demand management policies address three key components, to be used in combination:

- **Regulations to influence travel behavior.** Regulations for new development address site design features that reduce auto dependency. Regulations for large employers focus on worksite actions, consistent with the Commute Trip Reduction Act;
- **Marketing.** These efforts inform people about travel choices and promote changes in travel behavior; and
- **Improvements in services and facilities.** Examples are provision of high-occupancy vehicle lanes and improved transit service, actions which often require the participation of other jurisdictions.

Carpools and vanpools are attractive and convenient options for many commuters and can work in environments where public transit is lacking or inconvenient. Developing a successful ridesharing program requires action from both the public and private sectors. The public can build park-and-ride lots and facilities like high-occupancy vehicle lanes and signal bypasses that provide time benefits to rideshare users. Public and private groups, employers, and residents can cooperate to create an environment that supports ridesharing.

Interjurisdictional Implications

Regional coordination helps to enhance the effectiveness and equity of TDM actions. This Plan calls for the city to coordinate with other Eastside jurisdictions and the transit service providers in developing and implementing compatible TDM regulations.

Cross-reference:

*See **Mobility Management**, for additional guidance on transit and ridesharing facilities and service, and goals for percentage share of commuter trips. Also see the **Transit, State Highways/Corridors** and **Regional Transit** sections for policies on HOV improvements and park and ride lots that support ridesharing.*

POLICIES

POLICY TR-9. Coordinate with other Eastside jurisdictions, the private sector, and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors:

1. Parking;
2. Services to increase high-occupancy vehicle use;
3. Demand management program elements, including incentives; and
4. Reporting, monitoring, and performance evaluation standards.

POLICY TR-10. Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals for reducing use of single-occupant vehicles.

POLICY TR-11. Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as:

1. Establish methods to charge for parking single-occupant vehicles;
2. Impose a parking tax, through state enabling legislation; and
3. Provide tax incentives and other credits to employers that eliminate employee parking subsidies.

POLICY TR-12. Encourage employers to help reduce peak hour commute trips by facilitating employees use of telecommuting, flexible work hours, compressed work week schedules, and other scheduling options.

POLICY TR-13. Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.

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

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

Cross-reference:

See Policy TR-8, concerning transit-supportive and pedestrian-friendly site design features. Also see Urban Design Element Policies UD-38 through 40, concerning sidewalks and trails.

POLICY TR-15. Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.

POLICY TR-16. Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.

POLICY TR-17. Promote increased citizen awareness of travel alternatives available for midday as well as commute trips.

POLICY TR-18. Evaluate and promote a car-sharing program in Downtown Bellevue.

POLICY TR-19. Support establishment of federal and state gasoline taxes to provide adequate funding for transportation improvements that keep pace with regional and community growth.

POLICY TR-20. Support federal tax policies which promote transit and ridesharing.

Mobility Management

GOALS:

- 1. To provide multiple travel options, for transit users, pedestrians, bicyclists, and rideshare users, as well as the drivers of private vehicles.**
- 2. To ensure that all members of the community, including those with transportation disadvantages, have viable travel options.**

The primary modes of transportation in the city include private vehicles, carpools and vanpools, transit, walking, and bicycling. The city must provide services and facilities to support all modes, balancing resources to ensure that all are viable and provide reasonable travel choices. This maximizes the people-carrying capacity of the system and encourages use of alternatives to the single-occupant vehicle. Further, it helps to ensure that all members of the community are mobile, and have access to community services and facilities. This includes those that do not have the income to maintain an auto or have a physical disability that prevents them from driving.

Specific needs for autos, transit, and other modes vary for different areas of the city based on each area's land use, street pattern, and other characteristics. The city tailors the standards for transportation modes to reflect each area's needs, while recognizing citywide requirements.

Interjurisdictional Implications

This Plan recognizes that transportation impacts do not stop at the city limits, and calls for effective actions to address interjurisdictional issues and mitigation of impacts from new development. The Plan also recognizes that other jurisdictions, particularly the federal and state governments and the transit

providers, are responsible for a major share of the regional transportation facilities serving the city.

POLICIES

POLICY TR-21. Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.

POLICY TR-22. Implement the level of service standards and other mobility targets for major transportation modes within each Mobility Management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.

POLICY TR-23. Coordinate improvements and operations among travel modes, providing connections between modes.

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

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

POLICY TR-26. Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements particularly non-motorized improvements, and other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA). *Also cross-reference with TR-79 (Prioritization).*

POLICY TR-27. Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.

POLICY TR-28. Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.

POLICY TR-29. Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.

POLICY TR-30. Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments

POLICY TR-31. Inform, consult with, and otherwise involve other affected jurisdictions in the city's

transportation planning efforts.

POLICY TR-32. Develop and implement strong interjurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.

POLICY TR-33. Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.

POLICY TR-34. Require development within Bellevue to include mitigation for significant impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant impacts on Bellevue.

Roadway Network

The private auto remains the most common mode of vehicular travel in this country. For the foreseeable future, the private auto will continue to carry the majority of trips within Bellevue, and the city will need to accommodate reasonable capacity to serve travel demand and to prevent cut-through trips from impacting residential neighborhoods. An improved roadway network is one element of the balanced transportation system needed.

There are limits, however, to accommodating the private auto. It is neither possible nor desirable to build or widen roadways enough to restore the relatively free-flowing conditions that existed one or two decades ago. In the past, for example, the city attempted to avoid congestion during the peak hour at each and every intersection. A better approach is to measure levels of traffic congestion on an area-wide basis, recognizing that drivers have choices of alternative routes within an area and tolerating congestion at some intersections as long as the overall system functions adequately.

Bellevue has classified city streets according to their function, and has established development standards upon which street improvements are based.

Major arterial streets provide efficient direct routes for long-distance auto travel within the region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials. Traffic on major arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic.

Minor arterial streets provide connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets.

Collector arterial streets are two or three-lane streets that collect (or distribute) traffic within a neighborhood and provide the connections to minor or major arterials. Collectors serve neighborhood traffic, and also provide access to abutting land uses. They do not carry much through traffic, and are designated to be compatible with residential neighborhoods and local commercial areas.

Local streets provide access to abutting land uses, and carry local traffic to the collector arterials. This classification includes both local and neighborhood collector streets as described in the city's Development Standards.

While the primary focus of this section is the private auto and the roadway network it requires, the street system must also support transit and ridesharing vehicles, freight movement and non-motorized transportation.

POLICIES

POLICY TR-35. Evaluate the adequacy of the arterial street system by calculating the level of service of those intersections within each Mobility Management Area that contribute to system function.

POLICY TR-36. Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area:

1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions:
 - a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and
 - b. Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve.
2. Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic.

Cross-reference:

See **Table TR.1** for adopted standards.

POLICY TR-37. Review proposed developments and require mitigation of traffic impacts where necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.

POLICY TR-38. Require mitigation to provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.

POLICY TR-39. Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to

maintain safety.

POLICY TR-40. Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies.

POLICY TR-41. Classify city streets according to their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.

POLICY TR-42. Expand arterial capacities through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.

POLICY TR-43. Provide sufficient arterial right-of-way ~~with sufficient width to limit air and noise pollution on adjoining properties,~~ to permit landscaping, and to accommodate ~~non-vehicular circulation,~~ pedestrian and bicycle facilities, while considering neighborhood character and context.

POLICY TR-44. Design arterials and streets to fit the character of the areas through which they pass.

POLICY TR-45. Implement adopted concepts for gateway design and pedestrian safety enhancements included in the Urban Design Element and Southwest Bellevue Subarea Plan on Bellevue Way SE, between I-90 and 112th Avenue SE.

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

1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes;
2. ~~Increase enforcement of~~ Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs;
3. ~~Expand the use of~~ Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic;
4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations;
5. ~~Increase~~ Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and
6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.

POLICY TR-47. Minimize visual distractions, extraneous objects, and excessive clutter in circulation corridors.

POLICY TR-48. Minimize the amount of through-traffic on local streets in residential areas.

POLICY TR-49. Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR-520

that would adversely affect an adjacent residential neighborhood.

Cross-reference:

*Also see the **State Highway/Corridors** section for additional guidance on state roadway facilities.*

Transit

Bellevue's Comprehensive Plan emphasizes reducing auto dependency by creating viable travel options. Travel options should include a strong transit system that focuses on serving local residents, employees and businesses. In order to provide a transit system that is responsive to the needs of the community, this Plan supports a close working partnership between the city and the local and regional transit providers.

In June 2003, Bellevue adopted a Transit Plan that includes a set of recommendations regarding future transit service as well as capital support for these services. The recommendations are based on a 10-Year Transit Vision of service improvements (see Figure TR.8).

The Transit Plan calls for a hierarchy of transit services that is focused on three major elements – connections within Bellevue, connections between Bellevue and other Eastside communities, and connections between Bellevue and other communities in the region. To allow convenient transfers between these services, a network of transit hubs has been identified at key locations within Bellevue. These hubs, located in the vicinity of activity areas such as retail and employment centers, will provide opportunities for transferring between the various types of transit services.

In September 2002, King County Metro adopted the Six-Year Transit Development Plan. The city worked with King County to develop this plan which defines King County's public transportation development for 2002 through 2007. Investments in transit identified and prioritized in this Plan are focused on relieving congestion and improving mobility. The city is working closely with King County to successfully implement the Plan and maintain consistency with Bellevue's Transit Plan.

POLICIES

POLICY TR-50. Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities. (see Figure TR.10).

POLICY TR-51. Work with transit providers to establish a hierarchy of transit services focused on three major elements:

1. Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/BCC, Factoria)
2. Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah)
3. Bellevue-Regional Connections (e.g. Seattle, south county)

POLICY TR-52. Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue.

POLICY TR-53. Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.

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

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

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

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

POLICY TR-57. Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.

Regional Transit

GOALS:

1. To provide a regional transit service at levels that support the land use goals of the city.
2. To provide high performance transit connections with the other urban centers in the region.

3. To develop programs to encourage ridership on regional transit.

Interjurisdictional Implications

In November 1996, voters within areas of King, Pierce and Snohomish Counties approved funding for a Regional Transit System including light rail, commuter rail, and regional express bus services. Vision 2040 and the Metropolitan Transportation Plan “Destination 2030” adopted by the Puget Sound Regional Council, and the Countywide Planning Policies for King County call for a high capacity transit system linking urban centers and supported by other travel modes.

Unprecedented levels of interjurisdictional cooperation to plan, fund, and build the regional transit system will be required. Bellevue participates in regional planning efforts, and with other local jurisdictions, is working to create an environment that integrates the transit system into the community and promotes system usage.

Implementing the regional transit system will require an array of city efforts in the coming decades. Priorities include city participation in detailed system design, preservation of right-of-way, and station area planning, along with other needs to be identified as the system progresses.

POLICIES

POLICY TR-58. Participate actively in efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements.

POLICY TR-59. Provide regional leadership for regional transit system planning efforts.

POLICY TR-60. Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city’s contributed share of regional transit revenues.

POLICY TR-61. Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city’s land use and mode split goals.

POLICY TR-62. Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to:

1. Intercept trips by single occupant vehicles closer to the trip origins;
2. Reduce traffic congestion; and
3. Reduce total vehicle miles traveled.

POLICY TR-63. Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.

POLICY TR-64. Encourage transit providers and the state to provide new and expanded park and ride

lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.

POLICY TR-65. Work with transit providers and local property owners to develop new leased park and ride lots.

POLICY TR-66. Work with the regional transit provider to ensure that transit system development occurs in accordance with the adopted Sound Transit long-range system map and plan (see Figure TR.10).

POLICY TR-67. Identify and preserve necessary right-of-way for regional transit facilities.

POLICY TR-68. Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside.

POLICY TR-69. Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.

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

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

POLICY TR-71. Improve transit connections between downtown Bellevue and other designated urban centers.

High-Capacity Transit

High-Capacity Transit (HCT) is defined as various types of transit systems operating on a fixed guideway, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit.

Bellevue is participating with Sound Transit in planning for high capacity transit to serve the city. HCT

may include a mix of commuter rail, light rail, express bus services and facilities and/or other high capacity transit technologies, plus other associated transit improvements that tie local/regional transit services to each other and to other travel modes.

POLICIES

POLICY TR-72. Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.

POLICY TR-73. Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.

POLICY TR-74. Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.

POLICY TR-75. Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.

Cross-reference:

*Also see the **Transit** and **Regional Transit** sections.*

Light Rail Transit

In anticipation of the potential East Link light rail project proposed by Sound Transit to connect downtown Bellevue with Seattle and Redmond, the City Council established a Light Rail Best Practices Committee in 2007 to review "best practices" for implementing light rail in other North American cities and apply those "lessons learned" to Bellevue.

Starting with community issues and concerns, the Committee pursued literature research, community input, and tours of light rail systems. The Committee developed the Light Rail Best Practices Report, which includes a set of best practices and a range of complementary implementing actions to guide the development and operation of a light rail system in Bellevue. The range of actions included Comprehensive Plan policies, amendments to city codes and standards, other city policies and procedures, city capital investments, and expectations of Sound Transit. Council considered the full set of actions and adopted the following section of Light Rail Transit Comprehensive Plan policies.

These Light Rail Transit policies are a subset of the High Capacity Transit (HCT) policies also included in this Element. Although the Committee's charge and research was limited to light rail systems, many of the resulting policies may be appropriate for other HCT systems. Applicability of light rail policies to other HCT systems should be analyzed at such time that there is a change or addition to the HCT technology that would serve Bellevue. For purposes of this discussion, HCT is defined as a transit

system operating in dedicated right-of-way such as light rail, bus rapid transit in its own right-of-way, or a substantially equivalent system, including future technologies.

POLICIES

General

POLICY TR-75.1. Develop a light rail system in collaboration with the regional transit provider that advances the City’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.

Discussion: This policy is a recognition of the potential trade-offs involved in developing a light rail system. While cost and system performance are important both to the City and to the regional transit provider, the City places at least equal importance on achieving local land use and transportation objectives. These factors are not mutually exclusive and in fact they are interdependent. The intent of this policy is to ensure that local land use and transportation objectives are given equal consideration with regional objectives when planning, designing, building and operating a light rail system in Bellevue.

POLICY TR-75.2. Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.

POLICY TR-75.3. Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.

POLICY TR-75.4. Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.

Routing & Alignment

POLICY TR-75.5. Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city’s major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.

Discussion: The intent of this policy is to ensure that the addition of a light rail system in Bellevue does not reduce the capacity of travel lanes on existing city arterials. This is especially critical in the downtown where the capacity of lanes for non-rail vehicle travel is already constrained.

POLICY TR-75.6. Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with

service that optimizes convenience for riders. Light rail should connect “somewhere to somewhere.”

Discussion: Light rail should connect the places where people live, work, shop and play (i.e. “somewhere”) within Bellevue and within the region, helping to reinforce the local and regional land use plans. In contrast to regions with systems that simply connect park and ride lots rather than places, central Puget Sound is a region with a largely mature land use pattern. Light rail can help reinforce the key activity centers within this pattern. Connecting places advances the local community vision, meets regional transportation needs, and optimizes system convenience and ridership.

POLICY TR-75.7. Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City’s land use and transportation vision.

POLICY TR-75.8. Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by:

1. optimizing ridership, system performance, and user convenience;
2. locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea;
3. addressing aesthetic concerns and promoting superior urban design integration, within the established urban context;
4. minimizing impacts on businesses and residents during construction; and
5. minimizing overall impacts of a light rail system on the operation of the downtown street network.

POLICY TR-75.9. Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by:

1. protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood;
2. minimizing impacts to wetlands and other natural resources;
3. providing local access to the system for Bellevue neighborhoods; and
4. optimizing ridership and user convenience.

POLICY TR-75.10. Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.

POLICY TR-75.11. Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.

Community Integration

POLICY TR-75.12. Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following:

1. Incorporating superior urban design, complementary building materials, and public art; and

2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings.

Discussion: Context sensitive design, as it relates to transportation projects, asserts that all decisions in transportation planning, project development, operations and maintenance should take into consideration the communities and land uses which the project passes through (“the context”). Context sensitive design seeks to balance the needs of the project with other desirable outcomes, including environmental sustainability, community character, and the creation of vital public places. Typical considerations of context sensitive design include building materials and texture, building scale relative to nearby structures and relationship to streets and adjacent uses.

POLICY TR-75.13. Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.

POLICY TR-75.14. Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.

POLICY TR-75.15. Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing:

1. Access and linkages to the surrounding community;
2. A comfortable place to be, not just pass through;
3. A place that works for both large and small numbers of people; and
4. Design that encourages social interaction among people.

POLICY TR-75.16. Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.

POLICY TR-75.17. Protect Bellevue’s residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.

POLICY TR-75.18. Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.

Discussion: “Residential neighborhoods,” for purposes of these Light Rail Transit policies, refers to an existing land use pattern dominated by single family and/or multi-family development. It also refers to a mixed use area where the residential use is well-established to the point where the residential character (e.g. street level activity, streetscape and amenities) is a strong element of the area. Unless otherwise noted, “residential neighborhoods” does not refer to the specific zoning of residential uses.

POLICY TR-75.19. Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that:

1. Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit;
2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and
3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).

POLICY TR-75.20. Maintain and enhance the safety of Bellevue's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

POLICY TR-75.21. Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while maintaining capacity for non-rail vehicle movements.

POLICY TR-75.22. Encourage quality design and construction in the light rail system, by:

1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and
2. Incorporating art, public spaces, and other features as community assets.

POLICY TR-75.23. Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include:

1. Visibility of station platform from adjacent streets and parking;
2. Open and well-lighted pedestrian connections to parking and adjacent community;
3. Video surveillance on station platforms and trains; and
4. Establishing and enforcing a fare paid zone for station platforms.

POLICY TR-75.24. Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.

System Access

POLICY TR-75.25. Develop and maintain a safe and convenient pedestrian network to light rail stations, through shared responsibility with the regional transit provider, that is intended to:

1. Provide short, direct routes within a ten-minute walk;
2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation;
3. Maximize safety for all pedestrians at street crossings; and

4. Give priority to pedestrian access and safety in station areas.

POLICY TR-75.26. Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.

POLICY TR-75.27. Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.

POLICY TR-75.28. Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.

Discussion: Facilitation of intermodal transfers encompasses the provision of convenient, well-lighted and secure storage at stations sufficient to accommodate a range of modes (e.g. bicycles and other small motorized and non-motorized vehicles).

POLICY TR-75.29. Develop and implement an integrated wayfinding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.

POLICY TR-75.30. Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.

Construction & Mitigation

POLICY TR-75.31. Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.

POLICY TR-75.32. Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.

POLICY TR-75.33. Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.

POLICY TR-75.34. Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.

POLICY TR-75.35. Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.

Discussion: Construction staging areas for light rail projects are primarily used for the storage of equipment and materials as well as activities such as tunnel boring, employee parking, deliveries and construction offices. These areas typically encompass several acres and remain in use for the duration of the project. Tunnel boring areas generate additional truck trips to haul away dirt and debris and typically require a larger staging area.

Cross reference for Light Rail Transit section:

Transportation Policy TR-1 supporting integration of land use and transportation decisions to ensure that the transportation system supports the Land Use Vision.

Transportation Policy TR-8 supporting pedestrian design features that improve safety including adequate lighting and paved, hazard free surfaces.

Transportation Policy TR-28 supporting neighborhood involvement in the planning and design of transportation systems.

Transportation Policy TR-46 supporting calming measures to reduce cut-through traffic.

Transportation Policy TR-56 supporting partnerships that improve pedestrian and bicycle access to transit services and facilities.

Transportation Policies TR-62-65 regarding park and ride facilities.

Transportation Policy TR-67 supporting preservation of necessary right-of-way for regional transit facilities.

Transportation Policy TR-69 supporting partnerships that promote regional transit services to commuters, residents and employers.

Transportation Policy TR-70 supporting transit system planning that promotes transit use and land use objectives; and that protects nearby neighborhoods from undesirable impacts.

Transportation Policy TR-79 supporting pedestrian and bicycle projects that provide accessible linkages to the transit system.

Transportation Policy TR-80 supporting improved pedestrian and bicycle linkages to transit and school bus systems; and supporting improved security and utility of park-and-ride lots and bus stops.

Transportation Policy TR-112 supporting physical treatments to reduce noise impacts on adjacent neighborhoods from transportation construction projects.

Transportation Policy TR-118 supporting mitigation of adverse impacts of proposed transportation projects on adjacent neighborhoods, including air quality, noise, light and glare.

Transportation Policy TR-119 supporting residential parking zone programs to reduce spillover parking.

Urban Design Policy UD-47 supporting a cooperative regional transit design process to ensure facilities

reflect the general character of Bellevue and the surrounding neighborhoods.

Urban Design Policies UD-47-49 for guidance on the design of transit facilities.

Urban Design Policies UD-49 supporting transit facilities design that includes bike racks, wheelchair access, and pedestrian amenities.

Environmental Policies EN-59-66 for guidance on protection of wetlands and habitat.

Community Participation Policies for guidance on expanding public participation.

Pedestrian and Bicycle Transportation System

GOAL:

~~Bellevue will, in collaboration with community stakeholders, to plan, design, build, and maintain an integrated, comprehensive network of pedestrian and bicycle facilities in collaboration with community stakeholders, to allow and encourage all residents, regardless of age or physical ability, to safely and conveniently walk or bicycle to destinations within their neighborhood, the city as a whole, and the greater Eastside and region. In doing so, the city will advance the following objectives:~~

- ~~Provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region~~
- ~~Improve health and fitness, and enhance recreational benefits~~
- ~~Ensure that those in the community who cannot drive due to age, income or disability have mobility options~~
- ~~Provide a safe and accessible street environment for all users~~
- ~~Improve overall neighborhood livability~~
- ~~Support and enhance public transit use~~
- ~~Reduce air and noise pollution, energy use, and oil consumption~~
- ~~Support economic development~~

Pedestrian and bicycle facilities are a vital part of Bellevue's transportation system. An integrated, safe pedestrian and bicycle system will increase mobility choices, reduce reliance on motorized vehicles, and provide convenient access to schools, activity centers, transit and school bus systems, parks, and other recreation areas throughout the city.

Building and maintaining a seamless network of walkways, bikeways, and off-street trails requires a coordinated, interdepartmental effort. Planning, funding, building, and maintaining a pedestrian and bicycle system will require support from the Transportation, Parks and Community Services, Utilities, and Planning and Community Development departments.

Walking is an important travel mode for residents, particularly non-drivers and children, and provides significant health benefits. Well-maintained pedestrian facilities enhance the quality of life and contribute to improved air quality by encouraging pedestrian travel. A safe and continuous pedestrian system will link key activity areas, transit, and recreation centers and make walking an attractive option for residents, commuters, and visitors, regardless of age or physical abilities.

The bicycle system is a key component in providing mobility choices and bicycle facilities should be

incorporated into the city's transportation priorities. Bicycle facilities along key north-south and east-west routes will improve safety and access across the city. A connected system provides access to bus stops and park-and-ride lots, increasing the attractiveness of transit, especially for commute trips.

By constructing pedestrian and bicycle facilities that connect existing facilities to each other and complete missing links in the system, the city will increase mobility options for everyone. This approach to pedestrian and bicycle transportation is consistent with the Puget Sound Regional Council's vision for a region-wide non-motorized transportation system, as articulated in Destination 2030.

Additional policy and programmatic guidance is found in the Pedestrian and Bicycle Transportation Plan, and the Parks and Open Space System Plan.

Cross-reference:

See Figure TR. 11 Pedestrian System map, Figure TR. 12 Bicycle System map, and Pedestrian and Bicycle Transportation Plan.

POLICIES

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

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

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

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

1. Address safety issues;
- ~~2. 5.~~ Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes;
- ~~3. 4.~~ Complete and connect planned pedestrian or bicycle facilities or trails;
- ~~4.~~ Conform to and are consistent with Bellevue's roadway classification system;
- ~~2. 5.~~ Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing; and commercial areas;
- ~~3. 6.~~ Provide accessible linkages to the transit and school bus systems; and
- ~~7.~~ Serve concentrations of residents with special accessibility needs, including those who are challenged by: disability; a lack of vehicle ownership, low income status, age, or minority status.
- ~~6.~~ Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.

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

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

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

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

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

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

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

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

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

State Highways/Corridors

GOAL:

To improve mobility on state highways through a mix of travel options.

Three state highways are located in the city of Bellevue: I-90, I-405 and SR-520 (see Figure TR.13). These highways represent the backbone of the regional transportation system for the greater Eastside. The highways provide mobility for hundreds of thousands of commuters and other users on a daily basis, and also represent a critical element of the regional freight network. The ability to move people and goods via the highway system must keep pace with population growth and economic activity.

The highways provide access to the major commercial and industrial centers and communities of the Eastside. Their efficient operation supports the development objectives outlined in the Growth Management Act. To that end, this Plan emphasizes multi-modal solutions to improve mobility on these key corridors. Key principles addressed in this Plan include:

- Interconnectivity;
- Accessibility;

- Speed; and
- Reliability.

Interjurisdictional Implications

The state is primarily responsible for planning and managing state-owned transportation facilities, such as the state highways. Table TR.3 provides an inventory of state highways in Bellevue. Table TR.4 displays the regional and local trips on state highways in Bellevue. Level of Service for Highways of Statewide Significance is established by the Washington State Department of Transportation, as depicted in Figure TR.13. The state coordinates with the City of Bellevue and other transportation partners (such as King County) in developing improvement plans for these facilities.

POLICIES

POLICY TR-89. Work with state and regional agencies to improve freeway-to-freeway access.

POLICY TR-90. Support completion of the regional HOV system. Work with state and regional agencies to improve HOV access to the freeway system and freeway-to-freeway HOV linkages at I-405/SR 520, I-405/I-90 and I-5/SR-520.

POLICY TR-91. Encourage enhanced access and improved freeway interchanges to serve downtown Bellevue and other key activity centers.

POLICY TR-92. Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways.

POLICY TR-93. Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.

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

POLICY TR-95. Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.

POLICY TR-96. Support High Capacity Transit (HCT) facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.

POLICY TR-97. Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.

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

POLICY TR-99. Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation.

POLICY TR-100. Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.

Cross-reference:

*Also see the **Roadway Network** section for the discussion of non-state facilities.*

Freight Mobility

GOAL:

To provide for efficient movement of goods within the city, while minimizing the impacts of freight traffic on other trips.

The transportation system moves goods as well as people. This function is critically important to local economic vitality and to meeting the needs of local residents. The city should design and manage the transportation system in a manner that provides for the efficient movement of goods. At the same time, freight handling and loading should not be permitted to place undue impacts on other system users.

The Plan recognizes that the movement of hazardous materials is governed by federal and state regulations.

Interjurisdictional Implications

The Plan recognizes that freight movement involves state, federal, and private facilities, as well as city-owned facilities.

POLICY TR-101. Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.

POLICY TR-102. Require that new private development provide for freight loading and unloading on-site rather than on the public right-of-way.

Finance

GOAL:

To finance a balanced, multi-modal transportation system and assure that the

beneficiaries of the system bear the costs in a proportionate manner.

In emphasizing multiple travel modes, this Plan requires resources to be spread and balanced among all modes, with the objective of meeting specific adopted targets for each Mobility Management Area. Since these targets are tied to the land use goals established for each area, this financing plan serves the city's land use vision as well.

As additional demands are placed on the transportation system, funding should become available to finance needed improvements. The improvements should be paid for by those who benefit from them, in proportion to the level of use or benefit derived. Thus, since the system serves multiple users, it has multiple funding sources: existing businesses and residents (the city's general fund and local business taxes); pass-through users (gas and motor vehicle taxes); and new development (impact fees).

To ensure that funding and improvements keep pace with needs and meet long-term system requirements, the city has a 12-year Transportation Facilities Plan, identifying long-range needs and cost estimates. Detailed transportation revenues and expenditures are balanced every two years in the city's seven-year financing document, the Capital Investment Program (CIP). At every update of the CIP, new transportation cost estimates are completed and available revenues are reassessed. In addition, new transportation needs are prioritized based on the Transportation Facilities Plan, as well as any high-priority short-term needs.

Interjurisdictional Implications

In aiming to ensure that funding keeps pace with the city's needs for transportation improvements, this Plan recognizes that the system requires funding from federal and state sources, as well as local revenues. In addition, the Plan promotes joint funding of projects with King County, transit providers, and other local jurisdictions for projects serving multiple local interests.

POLICIES

POLICY TR-103. Maintain financing capability to meet the city's adopted Mobility Targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including:

1. The citywide community;
2. Existing businesses; and
3. New development.

POLICY TR-104. Support state action that will increase the local share of the state gas tax.

POLICY TR-105. Aggressively seek state and federal funds for transportation capital, maintenance, operational, service, and demand-oriented improvements.

POLICY TR-106. Balance funding to achieve scheduled progress on Mobility Targets for all modes

within the Mobility Management Areas, by using results from monitoring the targets to prioritize transportation facility and service investments.

Cross-reference:

See Policy TR-21 and Table TR.1, Area Mobility Targets.

POLICY TR-107. Provide adequate transportation funding to prevent intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action.

POLICY TR-108. Take one of the following actions if transportation funding falls short of meeting the city's adopted Mobility Targets over the long term and methods of obtaining more revenue have been exhausted:

1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate at a tolerable level;
2. Review and adjust the Mobility Targets to accept lower standards for traffic conditions.

POLICY TR-109. Use Local Improvement Districts (LIDs) for funding transportation improvements only in exceptional circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the city would otherwise provide.

POLICY TR-110. Support joint projects, including the contribution of city matching funds, with adjoining cities, unincorporated King County, the transit providers, or the state, where such partnerships may help establish or accelerate a project beneficial to the city.

Transportation, Environment, and Quality of Life

GOAL:

To minimize the impacts of the transportation system on the city's environment and neighborhood quality of life.

Extending into virtually all parts of the urban area, the transportation system has significant impacts on the environment and neighborhood quality of life. While the extensive street network and the vehicles using it have provided unprecedented levels of mobility, convenience, and comfort, they have also created unprecedented environmental impacts. This section addresses three of the most problematic issues regarding transportation and the environment: air quality, noise, and neighborhood protection.

Interjurisdictional Implications

The Plan recognizes that air quality is largely an interjurisdictional issue, in that vehicle emissions affect the regional airshed, and the federal and state governments have major roles in establishing and enforcing auto emission standards. Noise issues may have interjurisdictional impacts by affecting the

design of federal and state transportation facilities subject to the city noise ordinance.

Air Quality

Carbon monoxide may be problematic under certain weather conditions at specific intersections and freeway interchanges with a concentration of idling vehicles. Carbon monoxide (CO) is a typical indicator of traffic-related air quality problems because it is the pollutant emitted in the greatest quantity by traffic sources. Ozone is created by sunlight-activated chemical transformations of nitrogen oxides and volatile organic compounds (hydrocarbons) in the atmosphere. Unlike CO concentrations that tend to occur very close to the emission source, ozone problems tend to be regional in nature. This is because the atmospheric chemical reactions that produce ozone occur over a period of time. During the delay between emission and ozone formation, ozone precursors can be transported far from their sources. Vehicle emissions combine with a number of sources that produce ozone precursors. Yet another pollutant is carbon dioxide, of increasing concern as a major cause of *global* climatic change.

According to the Final EIS for the 2004-2015 Transportation Facilities Plan, Inhalable Particulate Matter (airborne particulates less than 10 microns in size, typically generated by industrial activities and fuel combustion) and Fine Particulate Matter (airborne particulates less than 2.5 microns in size, typically generated by residential wood burning and vehicle exhaust) are within air quality standards established by the Environmental Protection Agency.

Three agencies have jurisdiction over the ambient air quality in the city: the federal Environmental Protection Agency (EPA), the Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency (PSCAA). These agencies establish regulations that govern both the concentrations of pollutants in the outdoor air and contaminant emissions from air pollution sources. Although their regulations are similar in stringency, each agency has established its own standards. Unless the state or local jurisdiction has adopted more stringent standards, the EPA standards apply.

The strategy for reducing air pollution in the United States since the mid-1960s has focused on reducing the generation of pollutants. For pollutants produced by vehicles, this strategy has focused on improvement in vehicle fleet emissions. This approach has proved successful in the past, as evidenced by the significant improvement in vehicle-related pollutants such as CO. Reduced CO concentrations have occurred despite increases in traffic volumes and degradation of intersection levels of service.

Vehicle usage is another critical factor affecting vehicle emissions. Vehicle usage is determined by personal behavior, but can be influenced by a combination of regional and local regulations and incentives. Land use and transportation planning contribute to reducing air pollution by encouraging land use patterns that require less single-occupant vehicle use.

A third factor affecting the severity of auto emissions is congestion. Idling cars produce higher concentrations of some pollutants, particularly carbon monoxide, than cars moving at normal speeds. An aggressive road building program to minimize congestion may temporarily reduce carbon monoxide levels at improved intersections. However, over the long term worse air quality may result as the improved intersection eventually experiences similar or more congestion but at higher volumes. Further, to the extent that the road building encourages more trips, the area-impacting contaminants will degrade

regional air quality.

Transportation network and project planning can identify measures to decrease congestion or otherwise improve levels of service that decrease idle-rate emissions and, thus, improve air quality. Any measures that reduce vehicle miles traveled – especially in single-occupancy vehicles – will reduce emissions, so effective mass transit and transportation demand management should be part of the long-term solution.

Cross-reference:

See the **Environmental Element** of the Comprehensive Plan for policies related to air pollution.

POLICIES

POLICY TR-111. Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.

Noise

Traffic noise is a commonplace experience in urban America. It is caused by tire friction against the road surface and by engine noise, and increases with traffic speed. Ironically, more congestion – lower traffic speeds – results in less traffic noise. Additional factors affecting traffic noise include steepness of grade, amount of starting and stopping, roadway surface materials, and traffic volume.

Traffic is the dominant noise source in Bellevue, with commercial jets, private airplanes, and construction activity as secondary sources.

Noise is a complicated issue and is difficult to regulate and mitigate in an urban setting where noise from multiple sources is pervasive. City, state and federal guidelines each address noise with the intent of protecting people from environmental noise. Measured noise levels that are within regulatory limits often seem to be at odds with the perceived noise levels that may be irritating to people, especially at night when most people reasonably expect the environment to be relatively quiet. Taken together, regulations and mitigation may help to keep noise levels within prescribed limits, even as the city grows.

The city considers noise mitigation when designing new roadway improvements, with the city noise ordinance (Bellevue City Code 9.18) providing guidance in determining when noise walls or other mitigation is appropriate. Decisions on mitigation must be balanced with concerns for impacts on community character. Noise walls, for example, often seriously degrade the pedestrian environment and “harden” the street edge, walling off the street corridor from the adjoining neighborhood rather than creating a graceful transition.

Landscaping is often mistakenly considered as a traffic noise mitigation measure. Studies by the Federal Highway Administration have shown that very dense vegetation (that can not be seen through), in a very wide landscape buffer (at least 200 feet) may reduce noise by up to 10 decibels – which cuts the loudness of traffic noise in half. However, it is often impractical to plant or retain enough vegetation along an arterial or freeway to achieve such noise reductions. Nonetheless, landscaping does provide a degree of visual screening and aesthetic improvements that can also create a perceived noise reduction

benefit.

Pavement type is sometimes mentioned as a factor in mitigating traffic noise. The Federal Highway Administration reports that while noise levels do vary with changes in pavements and tires, these variations are insignificant when compared to the overall noise from friction, exhausts and engines, especially when there are a large number of trucks on the highway. Industry documentation indicates only slight differences between tire/pavement noise levels associated with concrete and asphalt pavement types.

Individuals also have a role to play in addressing transportation-related noise. An individual can influence the amount of noise generated by the transportation system through his or her transportation choices. There are a number of actions individuals can take to reduce the amount of noise by automobiles:

- Reduce the number of automobile trips;
- Operate vehicles in a manner to reduce noise (avoid rapid acceleration or hard braking);
- Maintain vehicles (e.g. muffler, engine) to minimize noise; and
- Keep car stereos at moderate level.

Cross-reference:

See the ***Environmental Element*** of the *Comprehensive Plan for policies addressing noise.*

POLICIES

POLICY TR-112. Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.

Neighborhood Protection

Transportation conditions are a major determinant of neighborhood quality of life. Two types of impacts are of special concern:

- Impacts from cut-through traffic on residential streets, which occurs when arterials are congested and there are attractive alternative routes through neighborhoods. This may cause serious noise and safety concerns, especially if resulting traffic volumes exceed the design capacity of local streets.
- Impacts from widening arterials in and near residential areas. This may cause undesirable changes in neighborhood appearance and character, as well as higher traffic volumes, speeds, and noise in residential areas.

The two types of impact are related and the solution to one is often the cause of the other. If nothing is done to relieve congestion on an arterial, neighborhood cut-through traffic will increase. However, widening the arterial may create an unacceptable impact of its own.

Effective traffic management requires careful balancing, while recognizing that neither type of impact can be avoided entirely. Approaches may include, for example, appropriately scaled improvements to a congested arterial, traffic control measures on local neighborhood streets, and more significant improvements to nearby arterials in a non-residential area. This balancing should also account for time of day. Accepting a limited amount of cut-through traffic in the peak hour may be appropriate if adequate arterial capacity is provided to ensure that cut-through traffic is virtually non-existent for the rest of the day.

Historically, the most difficult neighborhood protection issues involve collector arterials in residential neighborhoods. These are streets that play an important role in the city's circulation system, but are found in the midst of residential areas with residential driveways often fronting onto them. Given their critical role to the street system, aggressive traffic control measures are generally not appropriate for collectors (or other arterials).

POLICIES

POLICY TR-113. Balance interests associated with arterial widening and cut-through traffic, including neighborhood protection and competing city needs, at the transportation planning stage, where it is appropriate to make long-range facility and program decisions.

POLICY TR-114. Advocate for state-funded freeway expansion and multi-modal improvements that may reduce the need to widen arterials to ease congestion.

POLICY TR-115. Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures:

1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and
2. Design new residential streets to discourage cut-through traffic, while providing for connectivity.

*Cross-reference: See **Policies TR-48 and TR-49.***

POLICY TR-116. Consider neighborhood traffic conditions in prioritizing planned capacity improvements.

POLICY TR-117. Evaluate neighborhood impacts as part of corridor and subarea transportation studies.

POLICY TR-118. Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.

POLICY TR-119. Minimize spillover parking from commercial areas, parks, and other facilities

encroaching on residential neighborhoods, through residential parking zones and other measures.

POLICY TR-120. Develop and implement an arterial street plan, addressing the nature and conditions of collector arterials, and guidelines for designing these streets to be compatible with the abutting uses to the greatest extent possible.

POLICY TR-121. Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.

Proposed Amendments to Comprehensive Plan (Volume I) Network Maps

Replace Figure TR-11 (Pedestrian System) and Figure TR-12 (Bicycle System) with new network maps.

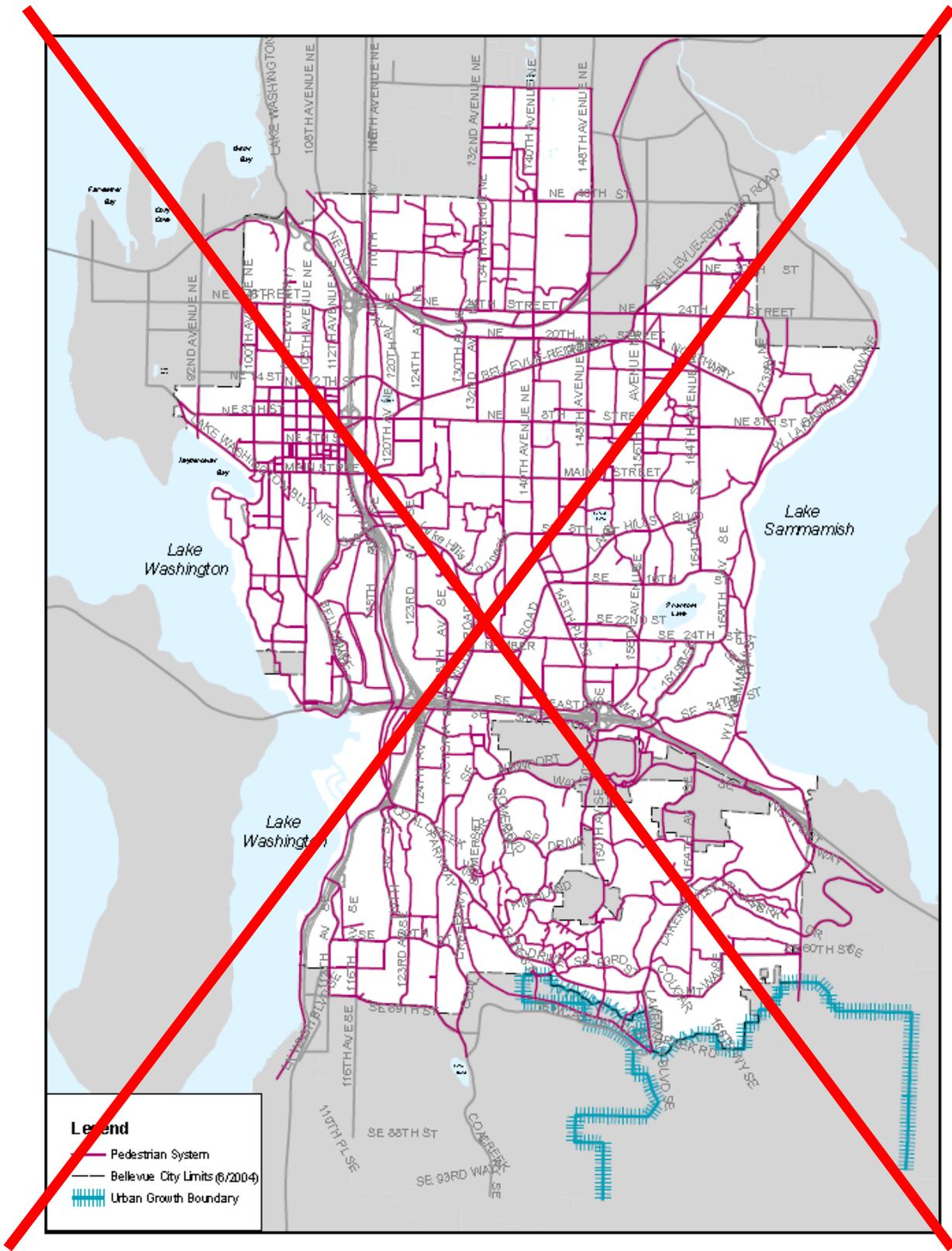


FIGURE TR.11
Pedestrian System



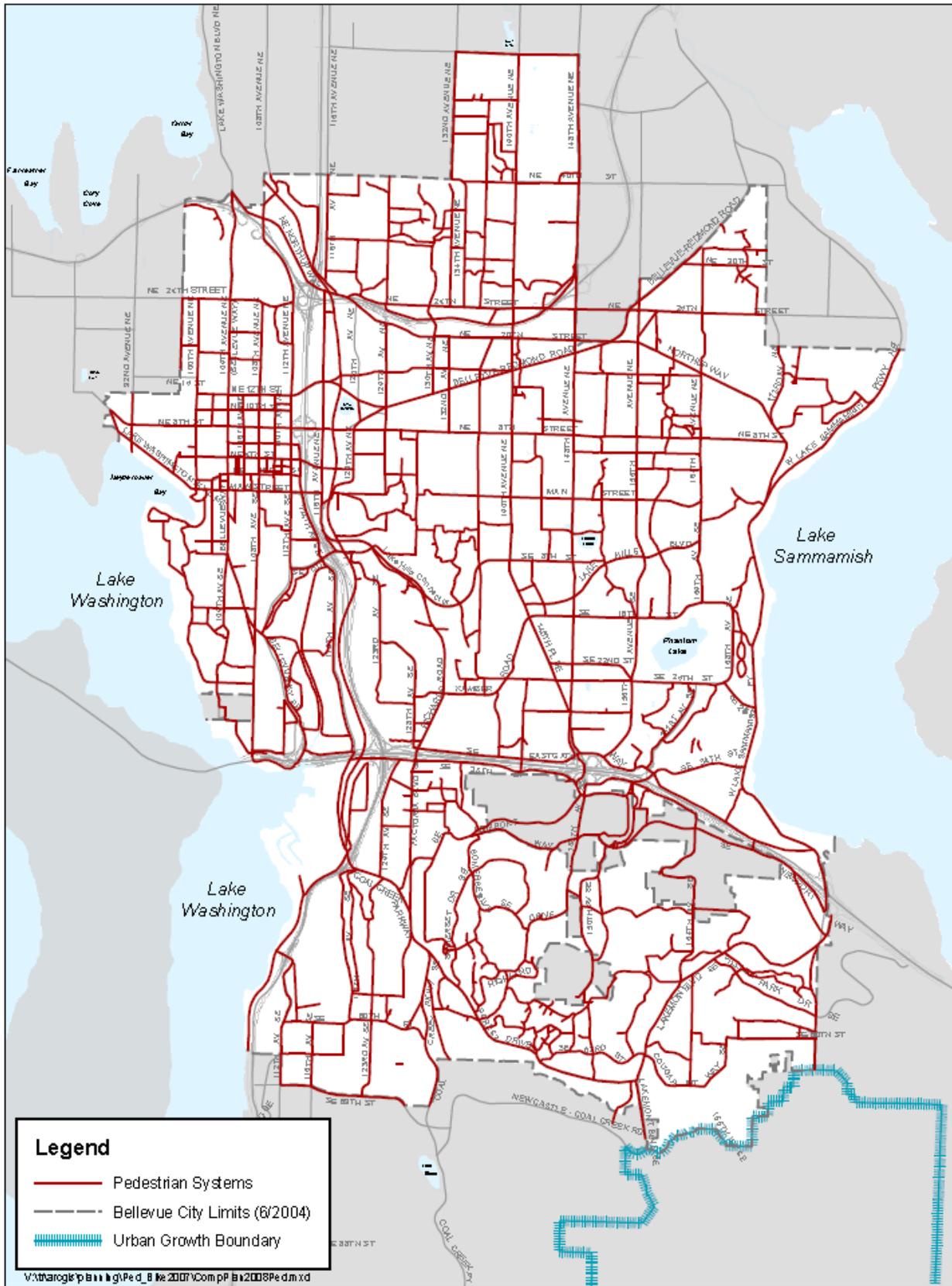


FIGURE TR-11
Pedestrian Network



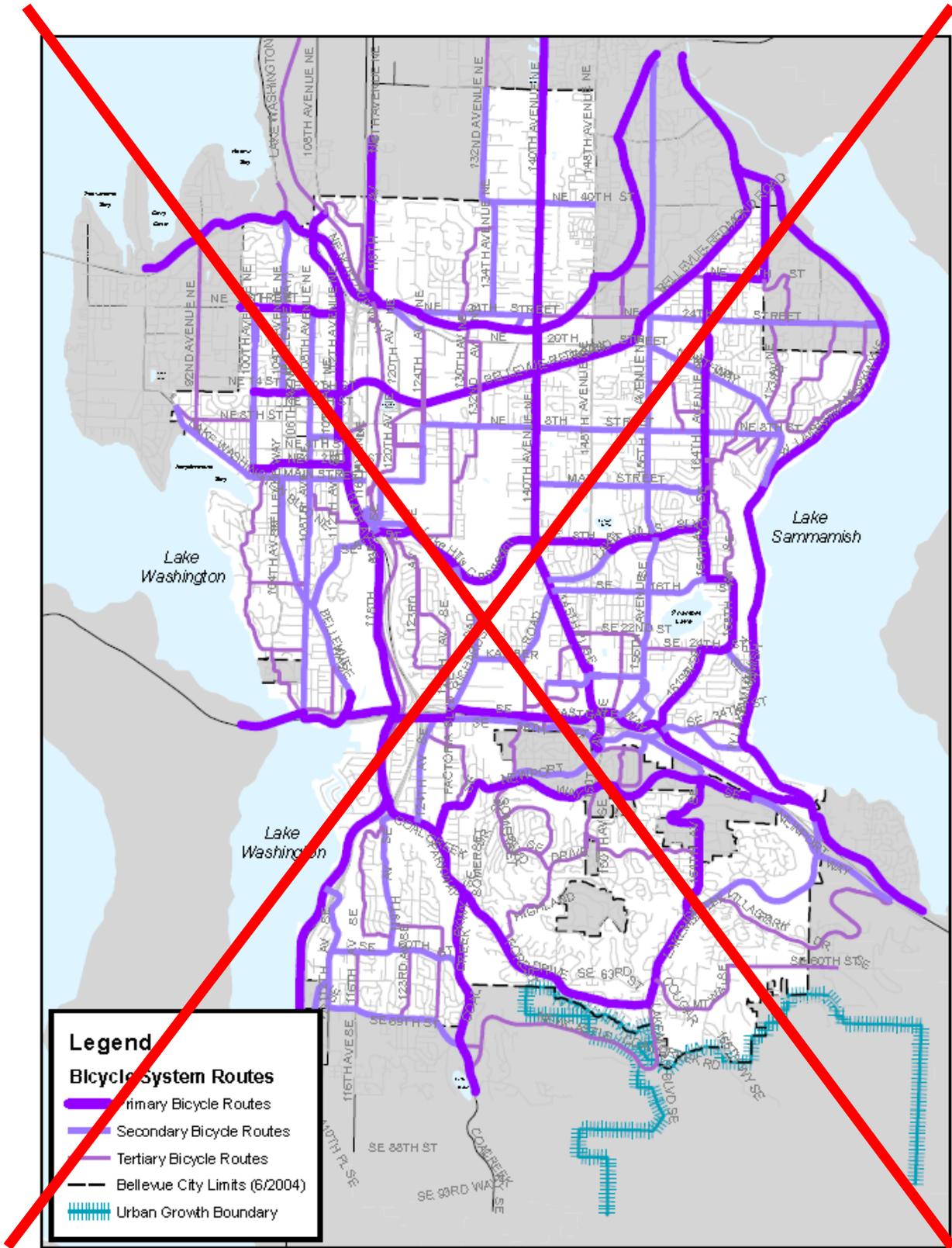


FIGURE TR.12
Bicycle System

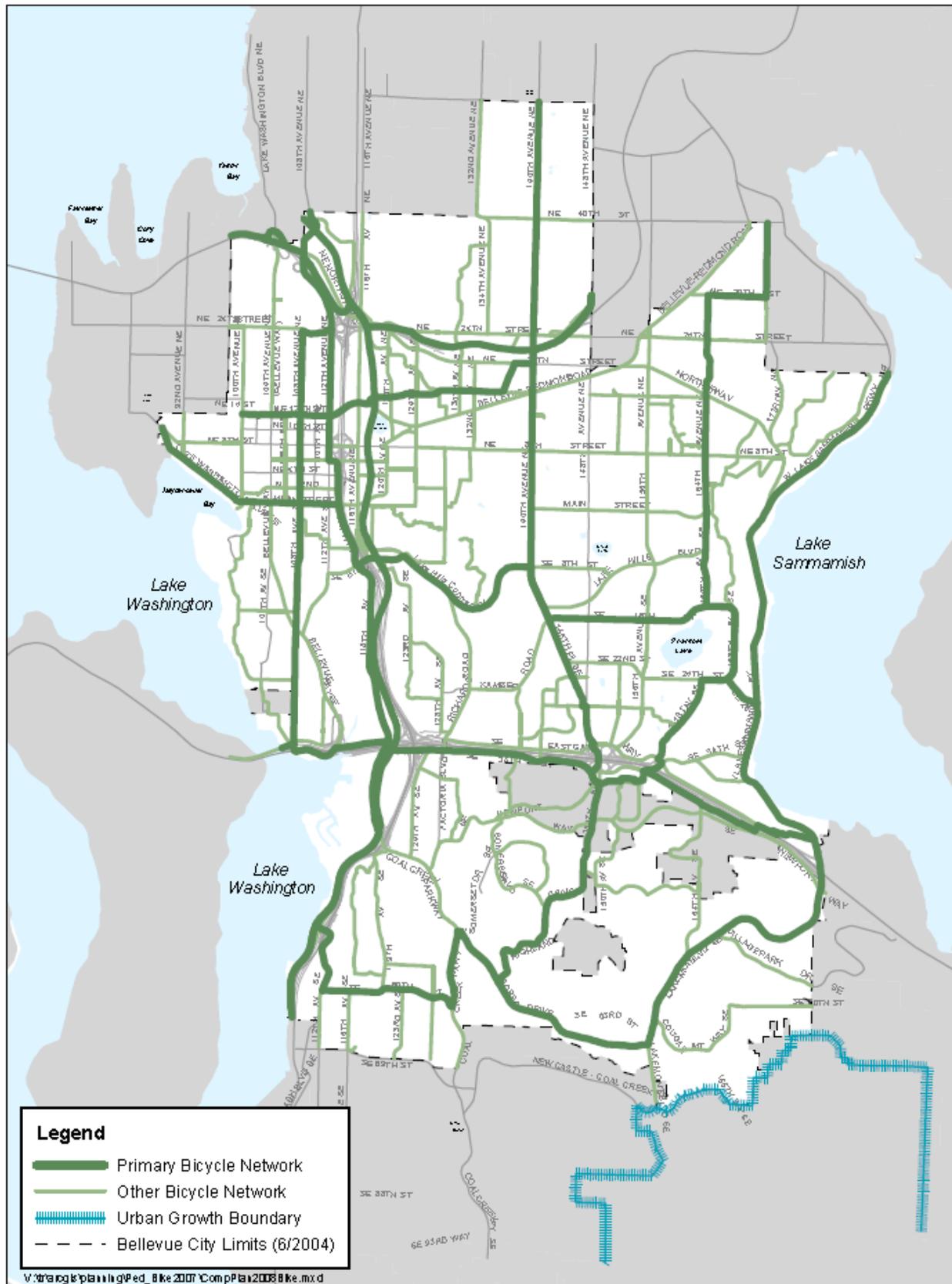


FIGURE TR-12
Bicycle Network



**Proposed Amendments to the Park Development, Redevelopment and Renovation Section
in the Parks, Open Space and Recreation Element**

Parks, Open Space and Recreation Element

Recommended Parks, Open Space, and Recreation Element amendments include a revised policy in the Park Development, Redevelopment and Renovation Section. No changes are recommended to other portions of the Parks, Open Space, and Recreation Element.

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

**Proposed Amendments to the Public Places and Connections Section
in the Urban Design Element**

Urban Design Element

Recommended Urban Design Element amendments include a revised policy in the Public Places and Connections Section. No changes are recommended to other portions of the Urban Design Element.

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

Proposed Amendments to Comprehensive Plan (Volume II), Pedestrian and Bicycle Transportation Facility Plan text and policies

Pedestrian and Bicycle Transportation Facility Plan

Recommended Pedestrian and Bicycle Transportation Facility Plan include new policies and amendments.

Please note that the Central Business District (CBD) has been renamed the Downtown. Any references in this document to CBD or the Central Business District should be considered as a reference to the Downtown.

Introduction

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

To accomplish this goal, the Comprehensive Plan's Transportation Element and the Pedestrian and Bicycle Transportation Facility Plan set forth policies relating to the planning, design, implementation, and maintenance of pedestrian and bicycle facilities in and around the City. These policies address various broad areas including non-motorized systems, facility design, transit, property development, and maintenance, among other issues.

The plan also identifies and prioritizes pedestrian and bicycle projects for future implementation. Priority is given to projects that improve system connectivity, complete missing links between existing facilities, and address safety issues and access to activity centers, transit and school bus routes.

Background

In 2007 the City of Bellevue initiated the Pedestrian and Bicycle Transportation Plan project (the second comprehensive update to the original 1993 Plan). ~~In 1992 the City of Bellevue recognized the need for a city-wide pedestrian and bicycle transportation system.~~ Working with citizens, several departments, and commissions, the City developed a long-range Pedestrian and Bicycle Transportation Plan. The plan's goal ~~is~~ was to create an integrated pedestrian and bicycle system that ~~will~~ would provide mobility choices for residents and visitors well into the 21st century. The ~~2008-1999~~ 2008-1999 Pedestrian and Bicycle Transportation Plan Update supplements the policies, project maps, and project lists found in the Pedestrian and Bicycle Transportation Facility Plan and the broad policies and systems maps found in the Transportation Element of the Comprehensive Plan.

Overview

Pedestrian facilities are a vital part of the City's transportation system. Sidewalks and walkways provide access to transit routes and business centers, offering residents alternative choices for commuting to work, traveling on errands, and non-work related trips. Pedestrian facilities also provide links to schools, activity centers, and other recreational areas. These facilities provide access to city parks and enable people to travel on foot from one park to another. An integrated and well-maintained system of walkways and off-street trails makes walking an attractive option for people of all ages, whether they are going to work, school, or seeking exercise or recreation.

Bicycle facilities along key north/south and east/west routes provide general mobility and enhance safety for commuters, recreational bicyclists, and individuals running local errands. Planned routes for bicyclists also provide access to transit routes and park-and-ride lots, making this an attractive alternative for commuters. Building and maintaining bicycle facilities along planned routes is a key strategy of this plan.

Pedestrian and Bicycle Project Maps show locations of proposed projects and identify each project by facility type. Project numbers listed on these maps are cross-referenced to the Project Lists. All projects listed in the plan are prioritized. ~~Priority A~~ “High priority” projects address safety issues, provide access to activity centers, create links to transit ~~or school bus systems~~, or complete connections between planned pedestrian or bicycle facilities or trails. System connectivity is an additional consideration for “high priority” ~~Priority A~~ projects. ~~These projects should be completed within the first half of the 30-year plan. Priority B projects, on the other hand, will be built as opportunities arise. Therefore, these projects may or may not be completed within the first half of the plan’s timeframe.~~

For more detailed policy and programmatic guidance, see the Pedestrian and Bicycle Transportation Plan Update and Parks and Open Space System Plan. For more detailed information on the methodology employed in arriving at the high, medium, and low rankings in the project list, see the Pedestrian and Bicycle Transportation Plan Update.

POLICIES

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

~~**POLICY PB-2.** Upon update of the Pedestrian and Bicycle Transportation Plan in 2008, the City will focus on accomplishing a number of Work towards specific short and mid-term implementation objectives intended to be completed following the adoption of the 2009 plan update. Specifically:~~

- ~~1. Within 10 years of plan adoption, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system.~~
- ~~2. Within 5 years of plan adoption, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.~~
- ~~3. Within 10 years of plan adoption, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent (from 2007 levels).~~
- ~~4. Within 10 years of plan adoption, construct 25 more miles of sidewalks along arterial streets (including collector arterials) above 2007 levels.~~
- ~~5. Within 10 years of plan adoption, increase trips by bicycle and foot by 10 percent (over 20097 levels).~~

POLICY PB-23: Consider and evaluate Pedestrian and Bicycle System Maps, Project Maps and Project Lists ~~shall be used as the basis for all~~ in the planning, design, construction and

| maintenance of all roadway projects to ensure that Plan recommendations are weighed whenever there are competing demands for City right-of-way. ~~Balance competing demands on City right-of-way by using the Bicycle System Map hierarchy for guidance.~~

POLICY PB-4: Secure public non-motorized easements or land dedications through the development review process, donation, tax deduction or exemption programs, or legal acquisition when the need is identified or supported by the Plan and involves close coordination with affected property owners. Consider each facility on a case-by-case basis, factoring in system connectivity, whether the facility is needed to fill a gap or complete a link within the overall system, and neighborhood notice and input prior to the design process. Also cross-reference with TR-84

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

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

POLICY PB-37: When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.

POLICY PB-48: Strategically place Install wayfinding and route signs and provide maps and internet-based information to guide users through the pedestrian and bicycle systems.

~~**POLICY PB-5:** Identify and complete key missing pedestrian and bicycle links that serve the objectives identified in Policy TR-79. (NOTE: Already covered in TR-79)~~

~~**POLICY PB-69:** Enhance the coordination and working relationship~~ Coordinate with the public and private schools in Bellevue to continue developing and implementing recommended walking and bicycle routes that provide access to school bus stops, and pedestrian and bicycle connections to and through school properties.

POLICY PB-710: Incorporate context-sensitive design for pedestrian and bicycle facilities. Project design decisions should reflect the following factors:

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

~~**POLICY PB-811:** In the next subsequent updates of the Development Manual, incorporate guidelines for addressing that to separate sidewalks and walkways be separated from the roadway by a landscaping strip or drainage swale, where practical.~~

POLICY PB-912: Enhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and midblock crossings where justified by a traffic engineering study.

POLICY PB-4013: Adopt design standards to ensure that the bicycle system plan projects are coordinated and consistent in design, as appropriate based on neighborhood context and applicable subarea plan policies.

POLICY PB-4114: Consider and mitigate, where possible, the impacts of neighborhood traffic calming devices on existing and proposed pedestrian and bicycle facilities.

POLICY PB-4415: Address issues of non-motorized access and safety, through or around a site during construction or maintenance work within the right-of-way.

POLICY PB-4516: Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.

POLICY PB-4617: Consider interim sidewalks, paved walkways or trails as a means to provide pedestrian facilities when the funding for the ultimate project is not programmed or the location of the permanent sidewalks cannot be determined.

~~**POLICY PB-17:** Establish a uniform process for conditioning, securing, recording, filing, and marking non-motorized easements. (NOTE: Already covered in TR-84, below)~~

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

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

~~**PB-19:** Require new or redeveloping properties to provide bicycle parking and other facilities to encourage the use of bicycles. (NOTE: Covered in TR-14, below)~~

~~**POLICY PB-12:** Increase the accessibility to transit by pedestrians~~

~~**POLICY PB-13:** Facilitate the use of transit by bicyclists. (NOTE: These two policies are covered by TR-54, below).~~

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

~~**POLICY PB-21:** In conjunction with the Sidewalk Maintenance and Repair Program, notify abutting property owners of their responsibility to maintain sidewalks~~ Inform abutting property owners of their maintenance responsibilities for sidewalks, including pruning overhead and encroaching vegetation, sweeping debris, removing snow and eliminating temporary barriers such as parked vehicles, trash containers and recycling bins. Notify property owners that the City is responsible for repairs in the public right-of-way.

~~**POLICY PB-22:** Place a high priority on the maintenance of the pedestrian and bicycle system. (NOTE: Covered in TR-82 above)~~

POLICY PB-2322: Establish a training and education program to increase the awareness of city staff about pedestrian and bicycle needs ~~including construction signing, maintenance needs, and increased technical expertise.~~

POLICY PB-2423: Increase the level of enforcement of vehicular laws that protect pedestrians and bicyclists.

POLICY PB-2524: Develop and implement an information program for bicyclists and pedestrians in Bellevue, and include bicycle and trail maps and other information reflecting the current system.

POLICY PB-2625: Cooperate with the public and private schools, businesses, bicycle clubs and other interest groups to provide education programs on the benefits of pedestrian and bicycle facilities, and strategies to promote safe walking and riding skills and ~~the~~ transportation and recreation opportunities of walking and bicycling.

~~**POLICY PB-27:** Develop pedestrian and bicycle education programs for motorists. (NOTE: Covered in TR-87 above)~~

POLICY PB-2826: Update and review the Pedestrian and Bicycle Transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.

POLICY PB-2927: Coordinate roadway and non-motorized projects to maximize construction efficiencies.

POLICY PB-3028: Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.

POLICY PB-2729: Develop procedures to collect data in order to measure pedestrian and bicycle usage on an on-going basis.

POLICY PB-2830: Establish an inter-departmental Pedestrian and Bicycle Coordination Team that will work together to implement the City's Pedestrian and Bicycle Transportation Plan.

**Proposed Amendments to Existing Pedestrian System Plan Update Project List
in the Pedestrian and Bicycle Transportation Facility Plan**

All existing projects identified in Table 1 of the Pedestrian and Bicycle Transportation Facility Plan, pages 300-327, should be replaced with the following table.

Table 1: Pedestrian Network Plan Update

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

Project Number	Link	Limits	Description	Priority
S-213-N	Main St	Bellevue Way to 116th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the north side of Main Street from Bellevue Way to 116th Avenue NE.	High
S-345-N	SE 24th St	145th Pl SE to 148th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of SE 24th Street from 145th Place SE to 148th Avenue SE where not complete.	High
S-212-S	NE 2nd St	Bellevue Way to 106th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 2nd Street from Bellevue Way to 106th Avenue NE.	High
S-423-S	Meydenbauer Way SE	SE Bellevue Pl to 101st Ave SE	Add a 5 foot wide sidewalk on the south side of Meydenbauer Way SE from SE Bellevue Place to 101st Avenue SE where not complete.	High
S-343-W	145th Pl SE	SE 17 th St to SE 24th St	Add a 6 foot sidewalk and 4 foot wide planter strip where feasible on the west side of 145th Place SE between SE 17th and SE 24th Street where not complete.	High
S-343-E	145th Pl SE	SE 16 th St to SE 24th St	Add a 6 foot sidewalk and 4 foot wide planter strip where feasible on the east side of 145th Place SE between SE 16th and SE 24th Street where not complete.	High
S-344-W	145th Pl SE	SE 24th St to Landerholm Cir SE (BCC campus)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 145th Place SE from SE 24th Street to Landerholm Circle SE and the Bellevue Community College campus where not complete.	High
S-344-E	145th Pl SE	SE 24th St to Landerholm Cir SE (BCC campus)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 145th Place SE from SE 24th Street to Landerholm Circle SE and the Bellevue Community College campus.	High
S-215-E	102nd Ave NE	NE 10 th St to NE 8th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the east side of 102nd Avenue NE from NE 10th Street to NE 8th Street where not complete.	High

Project Number	Link	Limits	Description	Priority
S-316-W	161st Ave NE	NE 8th to Crossroads Park	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
S-316-E	160th Ave NE	Crossroads Park to NE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
S-377-S	Coal Creek Pkwy	I-405 to Factoria Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Coal Creek Parkway from Factoria Boulevard SE to I-405.	High
S-431-S	SE 6th St	102th Ave SE to Bellevue Way SE	Add a 5 foot wide sidewalk along the south side of SE 6th Street from 102nd Avenue SE to Bellevue Way SE where not complete.	High
S-335-S	SE 6th St	100 th Ave SE to 102nd Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of SE 6th Street from 100th Avenue SE to 102nd Avenue SE.	High
S-455-W	119th Ave SE	SE 58 th St to 60th St	Add a 5 foot wide sidewalk and a 4 foot planter strip where feasible along the west side of 119th Avenue SE from SE 58th Street to SE 60th Street where not complete.	High
S-378-N	Eastgate Way	Richards Rd to 139th Ave SE	Add a 6 foot wide sidewalk and 4 foot wide planter strip on the north side of Eastgate Way from Richards Road to 139th Avenue SE where not complete.	High
S-411-N	NE 5th St	99th Ave NE to 100th Ave NE	Add a 5 foot-wide sidewalk on the north side of NE 5th Street from 99th Avenue NE to 100th Avenue NE.	High
S-435-S	SE 16th St	104 th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
S-435-N	SE 16th St	104 th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 16th Street from 104th Avenue SE to 108th Avenue SE where not complete.	High
S-333-S	Lake Hills Blvd	144th Ave SE to SE 12th Pl	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of Lake Hills Boulevard from 143rd Avenue SE to SE 12th Place, while preserving the existing on-street bicycle facility.	High
S-333-N	Lake Hills Blvd	143rd Ave SE to SE 12th Pl	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of Lake Hills Boulevard from 143rd Avenue SE to SE 12th Place where not complete, while preserving the existing on-street bicycle facility.	High

Project Number	Link	Limits	Description	Priority
S-303-W	112th Ave NE	108th Ave NE to 400' S of NE 24th St	Add a 6 foot wide sidewalk and a 4 foot-wide planter strip along the west side of 112th Avenue NE from 108th Avenue NE to 400 feet south of NE 24th Street.	High
S-102-E	100th Ave SE/SE Bellevue Pl	Meydenbauer Way SE to Main St	Add a 12 foot wide sidewalk and 4 foot wide planter strip on the east side of 100th Avenue SE and SE Bellevue Place from Meydenbauer Way SE to Main Street.	High
S-204-S	NE 11th St	111 th Ave NE to 112th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 11th Street from 111th Avenue NE to 112th Avenue NE.	High
S-209-S	NE 1st St (Old Bellevue Sidewalks)	103 rd Ave NE to Bellevue Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 1st Street from 103rd Avenue NE to Bellevue Way.	High
S-330-S	SE 8th St	114th Ave/118th Ave SE to 121st Avenue SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of SE 8th Street from 114th Avenue SE/118th Avenue SE to 121st Avenue SE.	High
S-330-N	SE 8th St	121th Ave SE to Lake Hills Connector	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of SE 8th Street from 121st Avenue SE to Lake Hills Connector.	High
S-425-E	105th Ave SE	SE Cliff Pl to Wolverine Way (high school)	Add a 5 foot wide sidewalk on the east side of 105th Avenue SE from SE Cliff Place to Wolverine Way (high school) where not complete.	High
S-425-W	105th Ave SE	SE Cliff Pl to Wolverine Way (high school)	Add a 5 foot wide sidewalk on the west side of 105th Avenue SE from SE Cliff Place to Wolverine Way (high school) where not complete.	High
S-431-N	SE 6th St	100 th Ave SE to Bellevue Way SE	Add a 5 foot wide sidewalk along the north side of SE 6th Street from 100th Avenue SE to Bellevue Way SE where not complete.	High
S-101-N	NE 8th St	116 th Ave NE to 120th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 8th Street from 116th Avenue NE to 120th Avenue NE where not complete.	High
S-101-S	NE 8th St	116 th Ave NE to 120th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 8th Street from 116th Avenue NE to 120th Avenue NE where not complete.	High
S-207-E	111th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 111th Avenue NE from NE 4th Street to NE 2nd Street.	High

Project Number	Link	Limits	Description	Priority
S-207-W	111th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 111th Avenue NE from NE 4th Street to NE 2nd Street.	High
S-210-W	107th Ave NE	NE 2nd St to Main St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 107th Avenue NE from NE 2nd Street to Main Street where not complete.	High
S-205-W	105th Ave NE	NE 4th St to NE 2nd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 105th Avenue NE from NE 4th Street to NE 2nd Street.	High
S-311-S	Northup Way	156 th Ave NE to NE 170th Ave NE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of Northup Way from 156th Avenue NE to 170th Avenue NE where not complete.	High
S-311-N	Northup Way	161 st Ave NE to NE 8th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of Northup Way from 161st Avenue NE to NE 8th Street where not complete.	High
S-353-S	SE 40th Ln	Factoria Blvd to 133rd Ave SE	Add a 6 foot sidewalk and a 4 foot planter strip on the south side of SE 40th Lane from Factoria Boulevard to 131st Avenue SE.	High
S-353-N	SE 40th Ln	Factoria Blvd to 133rd Ave SE	Add a 6 foot sidewalk and a 4 foot planter strip on the north side of SE 40th Lane from Factoria Boulevard to 131st Avenue SE.	High
S-418-N	NE 6th St	148 th Ave NE to 164th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 6th Street from 148th Avenue NE to 164th Avenue NE.	High
S-346-S	SE 16th St	148 th Ave SE to 156th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 16th Street from 148th Avenue SE to 156th Avenue SE where not complete.	High
S-346-N	SE 16th St	148 th Ave SE to 156th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 16th Street from 148th Avenue SE to 156th Avenue SE where not complete.	High
S-321-S	NE 6th St	148 th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 6th Street from 148th Avenue NE to 164th Avenue NE where not complete.	High
S-428-N	SE 5th St	118 th Ave SE to Wilburton Hill Community Park	Add a 5 foot-wide sidewalk on the north side of SE 5th Street from 118th Avenue SE to Wilburton Hill Community Park where not complete.	High

Project Number	Link	Limits	Description	Priority
S-211-W	110th Ave NE	NE 2nd St to Main St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 110th Avenue NE from NE 2nd Street to Main Street where not complete.	High
S-334-N	Lake Hills Blvd	155 th Ave SE to 156th Ave SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip along the north side of Lake Hills Boulevard from 155th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	High
S-217-E	150th Ave SE	SE 38th St to SE 43rd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 150th Avenue SE from SE 38th Street to SE 43rd Street where not complete.	High
S-217-W	150th Ave SE	SE 37th St to SE 43rd St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west of 150th Avenue SE from SE 37th Street to SE 43rd Street where not complete.	High
S-414-S	NE 5th St	120 th Ave NE to 123rd Ave NE	Add a 5 foot wide sidewalk on south side of NE 5th Street from 120th Avenue NE to 123rd Avenue NE where not complete.	High
S-414-N	NE 5th St	120 th Ave NE to 124th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 5th Street from 120th Avenue NE to 124th Avenue NE.	High
S-301-N	Northup Way	NE 33rd Pl to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Northup Way from NE 33rd Place to 124th Avenue NE where not complete.	High
S-301-S	Northup Way	Bellevue Way to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Northup Way from Bellevue Way NE to 124th Avenue NE where not complete.	High
S-329-E	114th Ave SE	SE 6th to SE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 114th Avenue SE from SE 6th Street to SE 8th Street.	High
S-329-W	114th Ave SE	SE 6th to SE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 114th Avenue SE from SE 6th Street to SE 8th Street.	High
S-430-S	Lake Hills Connector	134th Ave SE (Bannerwood Sports Park) to 140th Ave SE	Add a 5 foot wide sidewalk on the south side of Lake Hills Connector from 134th Avenue SE (Bannerwood Sports Park) to 140th Avenue SE.	High
S-317-N	NE 8th St	164th Pl NE to Northup Way	Add an 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of NE 8th Street from 164th Place NE to Northup Way.	High

Project Number	Link	Limits	Description	Priority
S-367-E	123rd Ave SE	SE 60th St to SE 64th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 123rd Avenue SE from SE 60th Street to SE 64th Place where not complete, while preserving the existing on-street bicycle facility.	High
S-367-W	123rd Ave SE	SE 60th St to SE 64th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 123rd Avenue SE from SE 60th Street to SE 64th Place where not complete, while preserving the existing on-street bicycle facility.	High
S-331-N	SE 7th Pl	Lake Hills Connector to 128th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the north side of SE 7th Place from Lake Hills Connector to 128th Avenue SE where not complete.	High
S-355-S	Newport Way	SE Allen Rd to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of Newport Way from SE Allen Rd to Lakemont Boulevard where not complete.	High
S-355-N	Newport Way	SE Allen Rd to Lakemont Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Newport Way from SE Allen Road to Lakemont Boulevard SE where not complete.	High
S-436-W	107th Ave SE	Bellevue Way SE to SE 20th St	Add a 5 foot wide sidewalk along the west side of 107th Avenue SE from Bellevue Way SE to SE 20th Street with a planter strip where feasible.	High
S-368-S	SE 60th St	123 rd Ave SE to 129th Ave SE	Add a 6 foot wide sidewalk on the south side of SE 60th Street from 123rd Avenue SE to 129th Avenue SE where not complete.	High
S-368-N	SE 60th St	126 th Ave SE to 129th Ave SE	Add a 6 foot wide sidewalk on the north side of SE 60th Street from 126th Avenue SE to 129th Avenue SE where not complete.	High
S-429-S	SE 7th Pl	Lake Hills Connector to 128th Ave SE	Add a 5 foot wide sidewalk along the south side of SE 7th Place from Lake Hills Connector to 128th Avenue SE where not complete.	High
S-326-N	Main St	118 th Ave SE to 124th Ave NE	Add a 6 foot wide sidewalk and a 4 foot planter strip on the north side of Main Street from 118th Avenue SE to 124th Avenue NE.	High
S-339-E	108th Ave SE	SE 21st St to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 108th Avenue SE from SE 21st Street to SE 34th Street.	High

Project Number	Link	Limits	Description	Priority
S-339-W	108th Ave SE	Bellevue Way SE to SE 34th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 108th Avenue SE from Bellevue Way SE to SE 34th Street where not complete.	High
S-465-W	112th Ave SE	SE 30 th St to SE 34th St	Add a 5 foot wide sidewalk on the west side of 112th Avenue SE from SE 30th Street to SE 34th Street where not complete.	High
S-465-E	112th Ave SE	SE 30 th St to SE 34th St	Add a 5 foot wide sidewalk on the east side of 112th Avenue SE from SE 30th Street to SE 34th Street.	High
S-419-W	160th Ave NE/158th Pl NE/SE/160th Ave SE	NE 4th St to Phantom Way	Add a 5 foot wide sidewalk on the west side of 160th Avenue NE, 158th Place NE/ SE, and 160th Avenue SE from NE 4th Street to Phantom Way where not complete.	High
S-419-E	160th Ave NE/158th Pl NE/SE	NE 4th St to SE 16th St	Add a 5 foot wide sidewalk on the east side of 160th Avenue NE and 158th Place NE/SE from NE 4th Street to SE 16th Street where not complete.	High
S-200-E	124th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot side planter strip on the east side of 124th Avenue NE from Northup Way to Bel-Red Road where not complete.	High
S-200-W	124th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot side planter strip on the west side of 124th Avenue NE from Northup Way to Bel-Red Road where not complete.	High
S-319-W	128th Ave NE/SE	NE 7 th St to SE 7th Pl	Add a 6 foot wide sidewalk along the west side of 128th Avenue NE/SE from NE 7th Street to SE 7th Place, except in front of Wilburton Park.	High
S-375-N	NE 8th St	92nd Ave NE to 96th Ave NE	Add a 6 foot-wide sidewalk and 3 foot-wide planter on the north side of NE 8th Street from 92nd Avenue NE and 96th Avenue NE.	High
S-443-E	120th Ave SE	SE 35th St to Lake Washington Blvd	Add a 5 foot wide sidewalk on the east side of 120th Avenue SE from SE 35th Street to Lake Washington Boulevard.	High
S-443-W	120th Ave SE	SE 35th St to Lake Washington Blvd	Add a 5 foot wide sidewalk on the west side of 120th Avenue SE from SE 35th Street to Lake Washington Boulevard.	High
S-364-N	SE 60th St	112th Ave SE/Lake Washington Blvd to 120th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 60th Street from 112th Avenue SE/Lake Washington Boulevard to 120th Avenue SE where not complete.	High

Project Number	Link	Limits	Description	Priority
S-364-S	SE 60th St	114th PI SE to 116th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 60th Street from 114th Place SE to 116th Avenue SE where not complete.	High
S-328-E	118th Ave SE	Main Street to SE 4th PI (Botanical Garden frontage)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 118th Avenue SE from Main Street to SE 4th Place where not complete. (mainly Botanical Garden frontage)	High
S-328-W	118th Ave SE	Main Street to SE 4th PI (Botanical Garden frontage)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 118th Avenue SE from Main Street to SE 4th Place where not complete. (mainly Botanical Garden frontage)	High
S-448-E	130th Ave SE/130th PI SE	Newport Way to SE 48th PI	Add a 5 foot wide sidewalk on the east side of 130th Avenue SE and 130th Place SE from Newport Way to SE 48th Place where not complete.	High
S-365-E	116th Ave SE	SE 60th St to Newcastle Way	Add a 6 foot wide sidewalk on the east side of 116th Avenue SE from SE 60th Street to Newcastle Way where not complete.	High
S-338-W	SE 20th PI/128th Ave SE	123 rd Ave SE to SE 32nd St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of SE 20th Place and 128th Avenue SE from 123rd Avenue SE to SE 32nd Street where not complete, while preserving the existing on-street bicycle facility.	High
S-338-E	SE 20th PI/128th Ave SE	123 rd Ave SE to SE 30th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of SE 20th Place and 128th Avenue SE from 123rd Avenue SE to SE 30th Street where not complete, while preserving the existing on-street bicycle facility.	High
S-314-W	108th Ave NE	NE 24th St to NE 12th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the west side of 108th Avenue NE from NE 24th Street to NE 12th Street where not complete.	High
S-314-E	108th Ave NE	NE 24th St to NE 14th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 108th Avenue NE from NE 24th Street to NE 14th Street where not complete.	High
S-347-S	SE 26th St	SE 24th St to West Lake Sammamish Pkwy SE	Add a 6 foot-wide sidewalk and a 4 foot wide planter strip where feasible along the south side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway SE.	High
S-312-E	Northup Way	NE 8th St to WLSP	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of Northup Way from NE 8th Street to West Lake Sammamish Parkway.	High

Project Number	Link	Limits	Description	Priority
S-336-E	Lake Washington View Trail (97th Pl SE, Killarney Way SE, 104th Ave SE, SE 28th St, 105th Ave SE, SE 30th St, 106th Ave SE)	SE 11th St to 108th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side the Lake Washington View Trail from SE 11th Street to 108th Avenue SE where not complete.	High
S-336-W	Lake Washington View Trail (97th Pl SE, Killarney Way SE, 104th Ave SE, SE 28th St, 105th Ave SE, SE 30th St, 106th Ave SE)	SE 11th St to 108th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side the Lake Washington View Trail from SE 11th Street to 108th Avenue SE where not complete.	High
S-313-E	100th Ave NE	NE 14th St to NE 24th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the east side of 100th Avenue SE from NE 14th Street to NE 24th Street.	High
S-327-E	124th Ave NE	NE 4th Pl to Main St	Add a 6 foot wide sidewalk and a 4 foot planter strip on the east side of 124th Avenue NE from NE 4th Place to Main Street.	High
S-327-W	124th Ave NE	NE 2nd St to Main St	Add a 6 foot wide sidewalk and a 4 foot planter strip on the west side of 124th Avenue NE from NE 2nd Street to Main Street.	High
S-402-S	NE 10th St	Northup Way to NE 11th St	Add a 5 foot wide sidewalk along the south side of NE 10th Street from Northup Way to NE 11th Street, while preserving the existing on-street bicycle facility.	High
S-402-N	NE 10th St	Northup Way to NE 11th St	Add a 5 foot wide sidewalk along the north side of NE 10th Street from Northup Way to NE 11th Street, while preserving the existing on-street bicycle facility.	High
S-310-W	132nd Ave NE	Bel-Red Rd to NE 8th St	Add an 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 132nd Avenue NE from Bel-Red Road to NE 8th Street where not complete.	High

Project Number	Link	Limits	Description	Priority
S-310-E	132nd Ave NE	NE 16th St to NE 8th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 132nd Avenue NE from NE 16th Street to NE 8th Street where not complete.	High
S-416-S	NE 2nd St	124th to 128th Ave NE	Add a 5 foot wide sidewalk along the south side of NE 2nd Street from 124th Avenue NE to 128th Avenue NE.	High
S-401-E	173rd Ave NE	NE 19th PI to Northup Way	Add a 5 foot wide sidewalk along the east side of 173rd Avenue NE from NE 19th Place to Northup Way.	High
S-401-W	173rd Ave NE	NE 19th PI to Northup Way	Add a 5 foot wide sidewalk along the west side of 173rd Avenue NE from NE 19th Place to Northup Way.	High
S-438-W	123rd Ave SE/SE 27th St	SE 20th PI to 128th Ave SE	Add a 5 foot wide sidewalk on the west side of 123rd Avenue SE and on the south side of SE 27th Street from SE 20th Place to 128th Avenue SE, while preserving the existing on-street bicycle facility.	High
S-438-E	123rd Ave SE/SE 27th St	SE 20th PI to 128th Ave SE	Add a 5 foot wide sidewalk on the east side of 123rd Avenue SE and on the north side of SE 27th Street from SE 20th Place to 128th Avenue SE.	High
S-308-S	NE 24th St	Bellevue Way NE to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 24th Street from Bellevue Way NE to 108th Avenue NE.	High
S-308-N	NE 24th St	105 th Ave NE to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 24th Street from 105th Avenue NE to 108th Avenue NE.	High
S-359-E	152nd Ave SE/SE 45th St/150th Ave SE	Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	High
S-359-W	152nd/SE 45th St/150th Ave SE	Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	High
S-449-W	Somerset Ave SE	Somerset Blvd to Somerset PI	Add a 5 foot-wide sidewalk on the west side of Somerset Avenue SE from Somerset Boulevard SE to Somerset Place SE.	High

Project Number	Link	Limits	Description	Priority
S-348-N	Phillips Hill Rd (SE 35th PI and SE 34th St)	162nd PI SE to 168th PI SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Phillips Hills Road (SE 35th Place and SE 34th Street) from 162nd Place SE to 168th Place SE.	High
S-304-E	140th Ave NE	NE 60th St to NE 40th St	Add a 6 foot wide pathway or sidewalk on the east side of NE 140th Avenue NE from NE 60th Street to NE 40th Street.	High
S-306-W	140th Ave NE	NE 40th St to NE 24th St	Add a 6 foot wide pathway or sidewalk on the west side of 140th Avenue NE from NE 40th Street to NE 24th Street where not complete.	High
S-357-E	148th Ave SE	SE 44 th St to SE 46th PI	Add a 6 foot wide sidewalk on the east side of 148th Avenue SE from SE 44th Street to SE 46th Place, while preserving the existing on-street bicycle facility.	High
S-357-W	148th Ave SE	SE 44 th St to SE 46th PI	Add a 6 foot wide sidewalk on the west side of 148th Avenue SE from SE 44th Street to SE 46th Place, while preserving the existing on-street bicycle facility.	High
S-459-N	SE 60th St	129th Ave SE to Coal Creek Pkwy SE	Add a 5 foot wide sidewalk on the north side of SE 60th Street from 129th Avenue SE to Coal Creek Parkway.	High
S-358-W	SE 46th St/150th Ave SE/151st Ave SE	148th Ave SE to SE 55th St	Add a 6 foot sidewalk on the west side of SE 46th Street, 150th Avenue SE and 151st Avenue SE from 148th Avenue SE to SE 55th Street.	High
S-358-E	SE 46th St/150th Ave SE/151st Ave SE	148th Ave SE to SE 55th St	Add a 6 foot sidewalk on the east side of SE 46th Street, 150th Avenue SE and 151st Avenue SE from 148th Avenue SE to SE 55th Street where not complete.	High
S-305-N	NE 40th St	140 th Ave NE to 142nd PI NE	Add a curb, gutter, and separated pathway or sidewalk where physical constraints exist, on the north side of NE 40th Street from 140th Avenue NE to 142nd Place NE. (shared lanes and planter strip where feasible)	High
T-202	Rockwood to Highland	NE 14th St to Bel-Red Rd	Construct 6-10 foot wide boardwalk along Rockwood to Highland from NE 14th Street to Bel-Red Road.	High
T-203	SE 10th St	Bellevue Way to 106th Ave NE	Add a 6-10 foot wide boardwalk along SE 10th Street from Bellevue Way to 106th Avenue NE.	High
T-204	Kelsey Creek Park	Kelsey Creek to Richards Valley	Add a 6-10 foot wide boardwalk through Kelsey Creek Park connecting Kelsey Creek to Richards Valley.	High

Project Number	Link	Limits	Description	Priority
T-205	Richards Valley Nature Trail	Richards Valley open space to the Lake Hills Connector	Add a 6-10 foot wide boardwalk called Richards Valley Nature Trail connecting the Richards Valley open space to Lake Hills Connector.	High
T-206	128th Ave SE	SE 25th St SE to SE 32nd St SE	Construct 6-10 foot wide boardwalk along 128th Avenue SE from SE 25th Street SE to SE 32nd Street SE.	High
T-207	SE 30th St	128th Ave SE to Richards Rd	Add a 6-10 foot wide boardwalk along 128th Avenue SE from SE 24th Street to SE 32nd Street .	High
T-208	Monthaven-Factoria Connector	132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; and to SE 38th St	Construct 6-10 foot wide boardwalk along the Monthaven-Factoria Connector from 132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; and to SE 38th Street.	High
T-209	SE 41st St	Factoria Blvd to 133rd Ave SE	Add a 6-10 foot wide boardwalk along SE 41st Street from Factoria Boulevard to 133rd Avenue SE.	High
T-302	136th Avenue Powerline Corridor	Bel-Red Rd to SE 3rd PI	Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting Bel-Red Road to SE 3rd Place.	High
T-303	Bellefield Office Park	SE 8th St to SE 18th St alignment	Add an 8-12 foot wide multiple use gravel trail through the Bellefield Office Park connecting SE 8th Street to SE 18th Street alignment.	High
T-304	Lake Hills Connector	SE 8th St to Richards Road	Add an 8-12 foot wide multiple use gravel trail along Lake Hills Connector from SE 8th Street to Richards Road.	High
T-305	Richards Valley on SE 24th St	145th PI SE to Kamber Rd	Add an 8-12 foot wide multiple use gravel trail through Richards Valley along SE 24th Street connecting 145th Place SE to Kamber Road.	High
T-306	Seattle Water Pipeline	Coal Creek Parkway to 128th Ave SE @ Newport Way	Add an 8-12 foot wide multiple use gravel trail called the Seattle Water Pipeline Trail from Coal Creek Parkway to 128th Avenue SE at Newport Way.	High
T-406	NE 32nd St ROW Trail	Ardmore School to 164th and 165th Aves NE	Add a 2-6 foot wide pedestrian walking trail called the NE 32nd Street ROW Trail connecting Ardmore School to 164th and 165th Avenues NE.	High
T-408	Unigard Trail System	Northup to NE 24th St E/O 156th Avenue NE	Add a 2-6 foot wide pedestrian walking trail within the Unigard Trail System connecting Northup Way to either NE 24th Street or 156th Avenue NE.	High

Project Number	Link	Limits	Description	Priority
T-409	Hillaire to Crossroads	NE 6th Street to NE 8th Street	Add a 2-6 foot wide multiple use gravel trail from Hillaire to Crossroads connecting NE 6th Street to NE 8th Street.	High
T-410	Hillaire Access Trail	NE 4th Street to Hillaire Park	Add a 2-6 foot wide multiple use gravel trail called the Hillaire Access Trail connecting NE 4th Street to Hillaire Park.	High
T-415	Richards Valley Nature Trail	Richards Valley open space to Kamber Road	Add a 2-6 foot wide pedestrian walking trail called the Richards Valley Nature Trail connecting Richards Valley open space to Kamber Road.	High
T-423	Newport Creek	Coal Creek Parkway to 119th Ave SE at SE 56th St (swim club)	Add a 2-6 foot wide pedestrian walking trail along Newport Creek connecting Coal Creek Parkway to 119th Avenue SE at SE 56th Street (swim club).	High
T-432	Newport Way Off Street Trail	Newport Way at 176th Ave SE to Lakemont Blvd	Add an 8-12 foot wide multiple use gravel trail called the Newport Way Off Street Trail from Newport Way at 176th Avenue SE to Lakemont Boulevard.	High
T-433	Peggy's Trail	Newport Way to existing Peggy's Trail	After acquiring the necessary public easements, add a 2-6 foot wide pedestrian walking trail called Peggy's Trail connecting Newport Way to the existing Peggy's Trail segment.	High
T-434	Extension of Peggy's Trail	Lakemont Development to Cougar Mountain Park	Add a 2-6 foot wide pedestrian walking trail as an extension of the existing Peggy's Trail connecting Lakemont development to Cougar Mountain Park.	High
S-354-N	SE Allen Rd	SE Newport Way to SE 38th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE Allen Road from SE Newport Way to SE 38th Street, while preserving the existing on-street bicycle facility.	Medium
S-354-S	SE Allen Rd	SE Newport Way to SE 38th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE Allen Road from SE Newport Way to SE 38th Street, while preserving the existing on-street bicycle facility.	Medium
S-219-N	NE 2nd Pl	110 th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 2nd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-219-S	NE 2nd Pl	108 th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 2nd Place from 108th Avenue NE to 111th Avenue NE where not complete.	Medium

Project Number	Link	Limits	Description	Priority
S-203-S	Bel-Red Rd	NE 32nd St (alignment) to NE 24th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the south side of Bel-Red Road from NE 32nd Street (alignment) to NE 24th Street where not complete.	Medium
S-452-E	123rd Ave SE	150 feet north of SE 52nd St (approx) to SE 56th St	Add a 5 foot wide sidewalk on the east side of 123rd Avenue SE from 150 feet north of SE 52nd Street (approx) to SE 56th Street.	Medium
S-452-W	123rd Ave SE	151 feet north of SE 52nd St (approx) to SE 56th St	Add a 5 foot wide sidewalk on the west side of 123rd Avenue SE from 150 feet north of SE 52nd Street (approx) to SE 56th Street.	Medium
S-337-W	104th Ave SE	SE 8th St to SE 25th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 104th Avenue SE from SE 8th Street to SE 25th Street.	Medium
S-337-E	104th Ave SE	SE 8th St to SE 25th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 104th Avenue SE from SE 8th Street to SE 25th Street.	Medium
S-340-W	Bellevue Way SE	SE 27th Pl (alignment) to SE 30th St Connector	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of Bellevue Way SE from SE 27th Place (alignment) to SE 30th Street Connector.	Medium
S-206-S	NE 3rd Pl	110 th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 3rd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-206-N	NE 3rd Pl	110 th Ave NE to 111th Ave NE	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of NE 3rd Place from 110th Avenue NE to 111th Avenue NE where not complete.	Medium
S-433-W	102nd Ave SE	SE 6th St to SE 8th St	Add a 5 foot wide sidewalk on the west side of 102nd Avenue SE from SE 6th Street to SE 8th Street.	Medium
S-433-E	102nd Ave SE	SE 6th St to SE 8th St	Add a 5 foot wide sidewalk on the east side of 102nd Avenue SE from SE 6th Street to SE 8th Street.	Medium
S-366-W	120th Ave SE	SE 60th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 120th Avenue SE from SE 60th Street to SE 64th Street.	Medium
S-366-E	120th Ave SE	SE 60th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 120th Avenue SE from SE 60th Street to SE 64th Street.	Medium

Project Number	Link	Limits	Description	Priority
S-322-E	156th Ave NE/SE	NE 6th St to Lake Hills Blvd	Add a 6 foot wide sidewalk on the east side of 156th Avenue NE/SE from NE 6th Street to Lake Hills Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-379-W	156th Ave SE	SE 16th St to SE 24th St	Add a 6 foot wide sidewalk and a 4 foot wide planter on west side of 156th Avenue SE from SE 16th Street to SE 24th Street, while preserving the existing on-street bicycle facility.	Medium
S-442-N	SE 32nd St	125 th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 32nd Street from 125th Avenue SE to 128th Avenue SE.	Medium
S-442-S	SE 32nd St	125 th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 32nd Street from 125th Avenue SE to 128th Avenue SE.	Medium
S-214-W	120th Ave NE	NE 12th St to Bel-Red Road	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 120th Avenue NE from NE 12th Street to Bel-Red Road where not complete.	Medium
S-214-E	120th Ave NE	NE 12th St to Bel-Red Road	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 120th Avenue NE from NE 12th Street to Bel-Red Road where not complete.	Medium
S-464-E	Snoqualmie River Road Connection	SE 24 th Street to SE 28th Street alignment	Add a 5 foot-wide sidewalk along the east side of Snoqualmie River Road from SE 24th Street to SE 28th Street alignment.	Medium
S-415-E	128th Ave NE/SE	NE 7th St to SE 7th Pl	Add a 5 foot wide sidewalk along the east side of 128th Avenue NE/SE from NE 7th Street to SE 7th Place.	Medium
S-202-W	136th Pl NE	NE 20th St to NE 16th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 136th Place NE from NE 20th Street to NE 16th Street.	Medium
S-202-E	136th Pl NE	NE 20th St to NE 16th St	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 136th Place NE from NE 20th Street to NE 16th Street.	Medium
S-412-S	NE 4th St	98th Ave NE to 99th Ave NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the south side of NE 4th Street from 98th Avenue NE to 99th Avenue NE where not complete.	Medium

Project Number	Link	Limits	Description	Priority
S-412-N	98th Pl NE/98th Ave NE/NE 4th St	NE 1st St (Meydenbauer Park) to 99th Ave NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the north side of 99th Place NE, 98th Avenue NE and NE 4th Street from NE 1st Street and Meybenbauer Park to 99th Avenue NE.	Medium
S-309-W	116th Ave NE	NE 21st St to NE 12th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 116th Avenue NE from NE 21st Street to NE 12th Street.	Medium
S-463-S	SE 30th St Connector	112 th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the south side of SE 30th Street connector from 112th Avenue SE to Bellevue Way where not complete.	Medium
S-463-N	SE 30th St Connector	112 th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the north side of SE 30th Street connector from 112th Avenue SE to Bellevue Way.	Medium
S-454-N	SE 56th St	119 th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 56th Street from 119th Avenue SE to 128th Avenue SE where not complete.	Medium
S-454-S	SE 56th St	126 th Ave SE to 128th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 56th Street from 126th Avenue SE to 128th Avenue SE where not complete.	Medium
S-434-N	SE 7th St/SE 8th St	99th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the north side of SE 7th Street and SE 8th Street from 99th Avenue SE to Bellevue Way.	Medium
S-434-S	SE 7th St/SE 8th St	99th Ave SE to Bellevue Way	Add a 5 foot wide sidewalk on the south side of SE 7th St and SE 8th Street from 99th Avenue SE to Bellevue Way.	Medium
S-342-S	Kamber Rd (SE 26th St)	Richards Rd (132nd Ave SE) to 138th Ave SE (Sunset Mini Park)	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Kamber Road from Richards Road to 138th Avenue SE and Sunset Mini Park where not complete, while preserving the existing on-street bicycle facility.	Medium
S-374-E	164th Ave NE	NE 30th St to NE 24th St	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the east side of 164th Avenue NE from NE 30th Street to NE 24th Street, while preserving the existing on-street bicycle facility.	Medium
S-456-E	126 Ave SE	SE 56th St to SE 60th St	Add a 5 foot wide sidewalk on the east side of 126th Avenue SE from SE 56th Street to SE 60th Street where not complete.	Medium

Project Number	Link	Limits	Description	Priority
S-456-W	126 Ave SE	SE 56th St to SE 59th St	Add a 5 foot wide sidewalk on the west side of 126th Avenue SE from SE 56th Street to SE 59th Street where not complete.	Medium
S-100-S	15th/16th St NE	NE 12th St to 140th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the south side of 15th/16th Street NE from NE 12th Street NE to 140th Avenue NE.	Medium
S-100-N	15th/16th St NE	NE 12th St to 140th Ave NE	Add a 12 foot wide sidewalk and a 4 foot wide planter strip on the north side of 15th/16th Street NE from NE 12th Street to 140th Avenue NE.	Medium
S-413-N	NE 7th St	126 th Ave NE to 128th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 7th Street from 126th Avenue NE to 128th Avenue NE.	Medium
S-413-S	NE 7th St	126 th Ave NE to 128th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 7th Street from 126th Avenue NE to 128th Avenue NE.	Medium
S-356-W	130th Ave SE/130th Pl SE	Newport Way to SE 48th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter on west side of 130th Avenue SE and 130th Place SE from Newport Way to SE 48th Place where not complete.	Medium
S-427-S	SE 4th St/111th Ave SE	109 th Ave SE to 112th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 4th Street and 111th Avenue SE from 109th Avenue SE to 112th Avenue SE where not complete, while preserving the existing on-street bicycle facility.	Medium
S-426-W	109th Ave SE	SE 2nd St to SE 4th St	Add a 5 foot wide sidewalk on the west side of 109th Avenue SE from NE 2nd Street to SE 4th Street, while preserving the existing on-street bicycle facility	Medium
S-445-S	SE 38th St	154 th Ave SE to 156th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 38th Street from 154th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	Medium
S-445-N	SE 38th St	154 th Ave SE to 156th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 38th Street from 154th Avenue SE to 156th Avenue SE, while preserving the existing on-street bicycle facility.	Medium
S-446-E	156th Ave SE/SE 42nd St	SE 38th St to 153rd Ave SE	Add a 5 foot wide sidewalk on the east side of 156th Avenue SE and the south side of SE 42nd Street from SE 38th St to 153rd Avenue SE, while preserving the existing on-street bicycle facility.	Medium

Project Number	Link	Limits	Description	Priority
S-446-W	156th Ave SE/SE 42nd S/153rd Ave SE	SE 38th St to SE Newport Way	Add a 5 foot wide sidewalk on the west side of 156th Avenue SE, the north side of SE 42nd Street, and the west side of 153rd Avenue SE from SE 38th St to SE Newport Way, while preserving the existing on-street bicycle facility.	Medium
S-417-S	Main St	136th Ave to 140th Ave	Add a 5 foot-wide sidewalk on the south side of Main Street from 136th Avenue to 140th Avenue.	Medium
S-361-W	164th Ave SE	SE 45th Way to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 164th Avenue SE from SE 49th Street to Lakemont Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-361-E	164th Ave SE	Silverleaf Park to Lakemont Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 164th Avenue SE from SE 49th Street (Silverleaf Park) to Lakemont Boulevard where not complete, while preserving the existing on-street bicycle facility.	Medium
S-360-W	164th Ave SE/164th Way SE/SE 44th Way/164th Ave SE	SE Newport Way to SE 46th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 164th Avenue SE and 164th Way SE, and on the south side of SE 44th Way, from SE Newport Way to SE 46th Street where not complete, while preserving the existing on-street bicycle facility.	Medium
S-332-E	121st Ave SE/SE 12th St/123rd Ave SE	SE 8th St to SE 20th Pl	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of 121st Avenue SE, SE 12th Street, and 123rd Avenue SE from SE 8th Street to SE 20th Pl.	Medium
S-307-S	NE 24th St	98th Ave NE to Bellevue Way	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 24th Street from 98th Avenue NE to Bellevue Way.	Medium
S-324-E	164th Ave NE/SE	NE 8th St to Lake Hills Blvd	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 164th Avenue NE/SE from NE 8th Street to Lake Hills Boulevard where not complete.	Medium
S-201-W	130th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the west side of 130th Avenue NE from Northup Way to Bel-Red Road where not complete.	Medium
S-201-E	130th Ave NE	Northup Way to Bel-Red Rd	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the east side of 130th Avenue NE from Northup Way to Bel-Red Road where not complete.	Medium

Project Number	Link	Limits	Description	Priority
S-439-W	137th Ave SE	Kamber Rd(SE 26th St) to SE 24th St	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the west side of 137th Avenue SE from Kamber Rd to SE 24th Street.	Medium
S-458-N	SE 64th St	114 th Ave SE to 119th PI SE	Add a 5 foot wide sidewalk on the north side of SE 64th Street from 114th Avenue SE to 119th Place SE where not complete.	Medium
S-458-S	SE 64th St	112th Ave SE to just east of 116th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 64th Street from 112th Avenue SE to just east of 116th Avenue SE where not complete.	Medium
S-441-W	166th Ave SE/162nd Ave SE	SE 24th St to 161st Ave SE	Add a 5 foot wide sidewalk along the west side of 162nd Avenue SE and 166th Avenue SE from SE 24th Street to 161st Avenue SE.	Medium
T-100	Mercer Slough Park Trail	I-90 to 118th Ave SE	Add a 6-10 foot wide boardwalk called the Mercer Slough Park Trail connecting I-90 to 118th Avenue SE.	Medium
T-201	Tam O'Shanter Trail (system within Park connections to neighborhood streets)	175th PI NE street end to NE 16th Street ROW	Add a 6-8 foot wide pedestrian walking trail called the Tam O'Shanter Trail connecting the end of 175th Place NE to NE 16th Street right-of-way.	Medium
T-300	NE 32nd St	172nd Ave NE to 169th Ave NE	Add an 8-12 foot wide multiple use gravel trail along NE 32nd Street from 172nd Avenue NE to 169th Avenue NE.	Medium
T-301	126th Ave NE	Wilburton Hill Park and NE 4th PI	Add an 8-12 foot wide multiple use gravel trail called the 126th Avenue NE Trail connecting Wilburton Hill Park and NE 4th Place.	Medium
T-401	NE 28th St ROW Trail	116th Ave NE to 120th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 28th Street ROW Trail connecting 116th Avenue NE to 120th Avenue NE.	Medium
T-402	120th Ave NE Trail	Bellemeade to NE 24th St	Add a 2-6 foot wide pedestrian walking trail called the 120th Avenue NE Trail connecting Bellemeade to NE 24th Street.	Medium
T-401	NE 28th St ROW Trail	116th Ave NE to 120th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 28th Street ROW Trail connecting 116th Avenue NE to 120th Avenue NE.	Medium

Project Number	Link	Limits	Description	Priority
T-402	120th Ave NE Trail	Bellemeade to NE 24th St	Add a 2-6 foot wide pedestrian walking trail called the 120th Avenue NE Trail connecting Bellemeade to NE 24th Street.	Medium
T-407	Burnside Greenbelt	NE 33rd St to NE 32nd St between 169th and 170th Avenues NE	Add a 2-6 foot wide pedestrian walking trail called the Burnside Greenbelt connecting NE 33rd Street to NE 32nd Street between 169th Avenue NE and 170th Avenue NE.	Medium
T-412	Meydenbauer to Chism	Shoreland Dr SE to SE 11th St	Improve the shoulder along Shoreland Drive to make it useful for walking; develop trail route through SE 4th Street ROW; develop 2-6 foot wide walking trail from 94th Avenue SE to 96th Avenue across Utilities property; acquire easement from south end 96th Avenue SE to Chism Park/ SE 11th Street.	Medium
T-413	Woodridge to Lk Hills Connect	Woodridge Div 9 to Lake Hills Connector	Add a 2-6 foot wide multiple use gravel trail that connects Woodridge Div 9 to Lake Hills Connector.	Medium
T-414	Weowna/Sammamish View Trail	West Lake Sammamish Parkway at SE 12th St to SE 12th St cul-de-sac	Add a 2-6 foot wide pedestrian walking trail called the Weowna/Sammamish View Trail connecting West Lake Sammamish Parkway at SE 12th Street to the SE 12th Street cul-de-sac.	Medium
T-417	Crestwood Park	SE 31st Street at 163rd Place SE to 164th Place SE	Add a 2-6 foot wide pedestrian walking trail through Crestwood Park connecting SE 31st Street at 163rd Place SE to 164th Place SE.	Medium
T-418	Vasa Creek System	Newport Way to I-90	Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting Newport Way and I-90.	Medium
T-420	Vasa Creek System	I-90 to Vasa Park/Lake Sammamish	Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting I-90 to Vasa Park and Lake Sammamish.	Medium

Project Number	Link	Limits	Description	Priority
T-421	Park & Ride Connection	I-405 Park & Ride to SE 60th St	Add a 2-6 foot wide pedestrian walking trail called the Park & Ride Connection connecting I-405 Park & Ride to SE 60th Street.	Medium
T-424	123rd Ave SE Connection	123rd Ave SE to Coal Creek Parkway	Add a 2-6 foot wide pedestrian walking trail called the 123rd Avenue SE Connection connecting 123rd Avenue SE to Coal Creek Parkway.	Medium
T-427	Forest Park Greenbelt	Connect to Highland Dr	Add a 2-6 foot wide pedestrian walking trail currently called the Forest Park Greenbelt connecting to Highland Drive.	Medium
S-403-N	NE 12th St	176 th Ave NE to 177th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 12th Street from 176th Avenue NE to 177th Avenue NE.	Low
S-403-S	NE 12th St	176 th Ave NE to 177th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 12th Street from 176th Avenue NE to 177th Avenue NE.	Low
S-370-S	SE 63rd St	151 st Ave SE to Lakemont Blvd SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of SE 63rd Street from 151st Avenue SE to Lakemont Boulevard SE where not complete.	Low
S-400-E	136th Pl NE	north side of SR 520 to NE 24th St	Add a 5 foot wide sidewalk and 4 foot wide planter strip on east side of 136th Place NE from the north side of SR 520 to NE 24th Street where missing. Consolidate driveways and install landscaping as feasible. Stripe street end with parking for path and improve landscaping. Install street lighting as warranted.	Low
S-421-N	Main St	156th Ave to 164th Ave	Add a 5 foot wide sidewalk along the north side of Main Street from 156th Avenue to 164th Avenue, while preserving the existing on-street bicycle facility.	Low
S-376-W	115th Ave NE	railroad tracks, under I-405 to 116th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the west side of 115th Avenue NE from the railroad tracks, under I-405, to 116th Avenue NE.	Low
S-440-S	SE 24th St	Robinswood Park to 156th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 24th Street from Robinswood Park to 156th Avenue S.E	Low

Project Number	Link	Limits	Description	Priority
S-440-N	SE 24th St	Robinswood Park to 156th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 24th Street from Robinswood Park to 156th Avenue SE.	Low
S-450-E	143rd Ave SE	N end of 144th Ave SE to SE 45th Pl	Add a 5 foot wide sidewalk on the east side of 143rd Avenue SE from the north end of 144th Avenue SE to SE 45th Place, while preserving the existing on-street bicycle facility.	Low
S-450-W	143rd Ave SE	N end of 144th Ave SE to SE 45th Pl	Add a 5 foot wide sidewalk on the west side of 143rd Avenue SE from the north end of 144th Avenue SE to SE 45th Place, while preserving the existing on-street bicycle facility.	Low
S-422-N	SE 2nd St	164 th Ave SE to 165th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 2nd Street from 164th Avenue SE to 165th Avenue SE.	Low
S-422-S	SE 2nd St	164 th Ave SE to 165th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 2nd Street from 164th Avenue SE to 165th Avenue SE.	Low
S-420-N	NE 4th St	156 th Ave NE to 164th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 4th Street from 156th Avenue NE to 164th Avenue NE.	Low
S-335-E	164th Ave SE	Lake Hills Blvd to SE 14th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 164th Avenue SE from Lake Hills Boulevard to SE 14th Street where not complete, while preserving the existing on-street bicycle facility.	Low
S-318-S	Lake Washington Blvd NE	NE 1st St to 100th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Lake Washington Boulevard NE from NE 1st Street to 100th Avenue NE where not complete.	Low
S-315-S	NE 20th St	Bellevue Way to 108th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 20th Street from Bellevue Way to 108th Avenue NE.	Low
S-408-N	NE 20th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 20th Street from Bellevue Way to 108th Avenue NE.	Low
S-451-N	SE 46th St	168 th Ave SE to 169th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 46th Street from 168th Avenue SE to 169th Avenue SE.	Low

Project Number	Link	Limits	Description	Priority
S-320-S	NE 4th St Extension	116 th Ave NE to 120th Ave NE	Add a 6 foot-wide sidewalk and 4 foot wide planter strip on the south side of NE 4th Street Extension from 116th Avenue NE to 120th Avenue NE.	Low
S-320-N	NE 4th St Extension	116 th Ave NE to 120th Ave NE	Add a 6 foot-wide sidewalk and 4 foot wide planter strip on the north side of NE 4th Street Extension from 116th Avenue NE to 120th Avenue NE.	Low
S-409-S	NE 17th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the south side of NE 17th Street from Bellevue Way to 108th Avenue NE where not complete.	Low
S-409-N	NE 17th St	Bellevue Way to 108th Ave NE	Add a 5 foot wide sidewalk along the north side of NE 17th Street from Bellevue Way to 108th Avenue NE where not complete.	Low
S-437-S	SE 23rd St	104 th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the south side of SE 23rd Street from 104th Avenue SE to 108th Avenue SE where not complete.	Low
S-437-N	SE 23rd St	104 th Ave SE to 108th Ave SE	Add a 5 foot wide sidewalk on the north side of SE 23rd Street from 104th Avenue SE to 108th Avenue SE.	Low
S-410-E	92nd Ave NE	NE 13th St (northern city limits) to NE 8th St	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the east side of 92nd Avenue NE from NE 13th Street (northern city limits) to NE 8th Street, while preserving the existing on-street bicycle facility.	Low
S-410-W	92nd Ave NE	NE 13th St (northern city limits) to Lake Washington Blvd NE	Add a 5 foot wide sidewalk and a 4 foot wide planter strip on the west side of 92nd Avenue NE from NE 13th Street (northern city limits) to Lake Washington Boulevard NE, while preserving the existing on-street bicycle facility.	Low
S-325-S	Main St	159th Ave to 164th Ave	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Main Street from 159th Avenue to 164th Avenue where not complete, while preserving the existing on-street bicycle facility.	Low
S-407-N	NE 18th St	98th Ave NE to 100th Ave NE	Add a 5 foot wide sidewalk on the north side of NE 18th Street from 98th Avenue NE to 100th Avenue NE.	Low
S-407-S	NE 18th St	98th Ave NE to 100th Ave NE	Add a 5 foot wide sidewalk on the south side of NE 18th Street from 98th Avenue NE to 100th Avenue NE.	Low

Project Number	Link	Limits	Description	Priority
S-453-E	128th Ave SE	SE 51 st PI to SE 56th St	Add a 5 foot wide sidewalk on the east side of 128th Avenue SE from SE 51st Place to SE 56th Street.	Low
S-453-W	128th Ave SE	SE 51 st PI to SE 56th St	Add a 5 foot wide sidewalk on the west side of 128th Avenue SE from SE 51st Place to SE 56th Street.	Low
S-363-W	112th Ave SE	SE 60 th St to SE 64th St	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the west side of 112th Avenue SE from SE 60th Street to SE 64th Street.	Low
S-341-N	SE 34th St	108 th Ave SE to 111th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of SE 34th Street from 108th Avenue SE to 111th Avenue SE.	Low
S-341-S	SE 34th St	108 th Ave SE to 112th Ave SE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the south side of SE 34th Street from 108th Avenue SE to 112th Avenue SE.	Low
S-306-E	140th Ave NE	NE 40th St to NE 24th St	Add a 6 foot wide pathway or sidewalk on the east side of 140th Avenue NE from NE 40th Street to NE 24th Street where not complete.	Low
S-369-E	112th Avenue SE/SE 68th St/SE 69th Way (SE Newport Way)	SE 64th St to Coal Creek Pkwy	Add a 6 foot-wide sidewalk and a 4 foot-wide planter on the east side of 112th Avenue SE and the north side of SE 68th Street/SE 69th Way(SE Newport Way) from SE 64th Street to Coal Creek Parkway where not complete, while preserving the existing on-street bicycle facility.	Low
S-457-W	116th Ave SE	SE 60th St to Newcastle Way	Add a 5 foot wide sidewalk on the west side of 116th Avenue SE from SE 60th Street to Newcastle Way, while preserving the existing on-street bicycle facility.	Low
S-444-S	SE 37th St/I-90 south Frontage Road	150 th Ave SE to 164th Ave SE	Add a 5 foot-wide sidewalk on the south side of SE 37th Street and I-90 South Frontage Road from 150th Avenue SE to 164th Avenue SE.	Low
S-405-W	NE 15th PI	185 th Ave NE to West Lake Sammamish Pkwy NE	Add a 5 foot wide sidewalk on the west side of NE 15th Place from 184th Avenue NE to West Lake Sammamish Parkway NE.	Low
S-405-E	NE 15th PI	184 th Ave NE to West Lake Sammamish Pkwy NE	Add a 5 foot wide sidewalk on the east side of NE 15th Place from 184th Avenue NE to West Lake Sammamish Parkway NE.	Low

Project Number	Link	Limits	Description	Priority
S-406-E	98th Ave NE	NE 20th St to NE 15th St	Add a 5 foot-wide sidewalk on the east side of 98th Avenue NE from NE 20th Street to NE 15th Street.	Low
S-404-S	186th Ave NE (Rosemont Blvd)	NE 10th St to NE 15th Place	Add a 5 foot wide sidewalk on the south side of 185th Avenue NE (Rosemont Boulevard) from NE 10th Street to NE 15th Place, while preserving the existing on-street bicycle facility.	Low
S-404-N	185th Ave NE (Rosemont Blvd)	NE 10th St to NE 15th Place	Add a 5 foot wide sidewalk on the north side of 185th Avenue NE (Rosemont Boulevard) from NE 10th Street to NE 15th Place, while preserving the existing on-street bicycle facility.	Low
S-371-E	Lakemont Blvd SE	Cougar Mountain Way to the southern city limits	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the east side of Lakemont Boulevard SE from Cougar Mountain Way to the southern city limits.	Low
S-462-W	164th Ave SE	Lewis Creek Park to Cougar Mt Way	Add a 5 foot wide sidewalk on the west side of 164th Avenue SE from Lewis Creek Park to Cougar Mountain Way.	Low
S-323-S	NE 4th St	156 th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of NE 4th Street from 156th Avenue NE to 164th Avenue NE.	Low
S-218-W	WLSP	roundabout at Sunset School to SE Newport Way	Add an 8 foot wide sidewalk and a 4 foot wide planter strip on west side of West Lake Samammish Parkway between the roundabout at Sunset School to SE Newport Way.	Low
S-424-N	Shoreline Dr SE (Lake Washington View Trail)	SE Shoreland Pl to SE 5th St	Add a 5 foot-wide sidewalk on the north side of Shoreline Drive SE (Lake Washington View Trail) from SE Shoreland Place to SE 5th Street where not complete.	Low
S-461-E	153rd Ave SE (Summit)	152nd Pl SE to SE 53rd St	Add a 5 foot wide sidewalk on the east side of 153rd Avenue SE from 152nd Place SE to SE 53rd Street.	Low
S-461-W	153rd Ave SE (Summit)	152nd Pl SE to SE 53rd St	Add a 5 foot wide sidewalk on the west side of 153rd Avenue SE from 152nd Place SE to SE 53rd Street.	Low
S-460-W	136th Pl SE	136th Place SE trailhead to Highland Drive	Add a 5 foot sidewalk on the west side of 136th Place SE from the 136th Place SE trailhead to 134th Avenue SE.	Low

Project Number	Link	Limits	Description	Priority
S-460-E	134th Ave SE/136th PI SE	136th Place SE trailhead to Highland Drive	Add a 5 foot sidewalk on the east side of 134th Avenue SE and 136th Place SE from the 136th Place SE trailhead to Highland Drive.	Low
S-373-S	SE 60th St	170 th Ave SE to eastern city limits	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the south side of SE 60th Street from 170th Avenue SE to eastern city limits.	Low
S-372-N	SE Cougar Mountain Way	161 st Ave SE to 164th Ave SE	Add a 6 foot-wide sidewalk and a 4 foot-wide planter strip on the north side of SE Cougar Mountain Way from 161st Avenue SE to 164th Avenue SE where not complete.	Low
S-362-N	Lake Washington Blvd SE at I-405	I-405 overpass	Add a 6 foot wide sidewalk and a 4 foot wide planter strip on the north side of Lake Washington Boulevard SE at the I-405 overpass.	Low
T-200	35th PL NE	Western City Limits to 31st PI NE	Add a 6-10 foot wide boardwalk along approximately 35th Place NE from the Western City Limits to 31st Place NE.	Low
T-308	SE 64th PI	127th SE to 129th Ave SE	Add an 8-12 foot wide multiple use gravel trail along SE 64th Place from 127th Avenue SE to 129th Avenue SE.	Low
T-400	Dusenberg to Bridle Trail	116th Ave NE to Bridle Trails State Park	Add a 2-6 foot wide pedestrian walking trail connecting Dusenberg and 116th Avenue NE to Bridle Trails State Park.	Low
T-403	Cantershire Trail	132nd Ave NE to 140th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Canteshire Trail connecting 132nd Avenue NE to 140th Avenue NE.	Low
T-404	NE 50th St Trail	132nd Ave NE to 135th Powerline Trail	Add a 2-6 foot wide pedestrian walking trail called the NE 50th Street Trail connecting 132nd Avenue NE to 135th Avenue NE Powerline Trail.	Low
T-405	NE 30th St Trail	140th Ave NE to 134th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 30th Street Trail connecting 140th Avenue NE to 134th Avenue NE.	Low
T-411	Sunich Trail	Main St/NE 2nd @ 174th PI to 165th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Sunich Trail connecting Main Street and NE 2nd Street at 174th Place NE to 165th Avenue NE.	Low
T-419	Colingwood N. Extension		Add a 2-6 foot wide pedestrian walking trail called Collingwood North Extension from SE 46th Street to 164th Avenue SE.	Low

Project Number	Link	Limits	Description	Priority
T-422	Newport Hills Connection	Park & Ride Connection to 116th Ave SE	Add a 2-6 foot wide pedestrian walking trail called the Eastside Catholic Connection connecting the Park & Ride to 116th Avenue SE.	Low
T-425	Water Line Trail (128th Ave SE)	Coal Creek Parkway to SE 51st St	Add a 2-6 foot wide pedestrian walking trail called the Water Line Trail (128th Avenue SE) connecting Coal Creek Parkway to SE 51st Street.	Low
T-426	Coal Creek West Access	Forest Park Greenbelt (south of Forest Drive)	Add a 2-6 foot wide pedestrian walking trail called the Coal Creek West Access connecting trails south of Forest Drive to Forest Drive.	Low
T-428	Whispering Heights-Eagle Mere	152nd Pl SE from SE 48th St to 150th Ave SE	Add a 2-6 foot wide pedestrian walking trail called the Whispering Heights-Eagle Mere Trail connecting 152nd Place SE from SE 48th Street to 150th Avenue SE.	Low
T-429	Summit West Trail	SE 63rd St Trail to 152nd Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Summit West Trail connecting the SE 63rd Street Trail to 152nd Avenue SE.	Low
T-430	SE 63rd St Trail	SE 63rd St Trail to SE 60th St	Add a 2-6 foot wide pedestrian walking trail called SE 63rd Street Trail connecting to SE 60th Street.	Low
T-431	Lakemont Highlands Connection	155th Ave SE to existing Lakemont Highlands N/S Trail	Add a 2-6 foot wide multiple use gravel trail that connects 155th Avenue/SE 60th Place to the existing Lakemont Highlands trail.	Low

**Proposed Amendments to Existing Bicycle System Plan Update Project List
in the Pedestrian and Bicycle Transportation Facility Plan**

All existing projects identified in Table 2 of the Pedestrian and Bicycle Transportation Facility Plan, pages 328-340, should be replaced with the following table.

Table 2: Bicycle Network Plan Update

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

Project Number	Link	Limits	Description	Priority
P-100	Citywide	Citywide	Develop an education program to better inform users of the pedestrian, trail, and bicycle system. The program should develop an effective “share the road/share the trail” concept for the broader public, and include updated system maps available from the City in a variety of forms. The program should also focus on implementing signage, wayfinding, and other mechanisms to help users navigate the pedestrian and bicycle system.	High
O-100-S	SR520 / NE Points Dr	Bellevue Way Interchange area to Bellevue Way	Add a 10-14 foot-wide off street path along the south side of NE Points Drive from the western part of the interchange area to the south side of Northup Way just east of the interchange. Component of priority bike corridor; EW-1: SR-520 Trail.	High
O-101	SR520 / NE Points Dr	Bellevue Way Interchange area (just north of SR-520) to Bellevue Way	Add a 10-14 foot-wide off street path along SR-520 connecting NE Points Drive to Northup Way over the Bellevue Way Interchange area (just north of SR-520). Component of priority bike corridor; EW-1: SR-520 Trail.	High
O-103	SR-520 Regional Trail	Evergreen Point Bridge to 124th Ave NE	Construct 10-14 foot-wide path from Bellevue Way/Evergreen Point Bridge to the west terminus of existing SR-520 trail at 124th Avenue NE. This facility extends east of Bellevue Way along the south side of Northup Way to 108th Avenue NE; along the east side of 108th Avenue NE; continuing east along the north side of SR-520 and eventually leading back to the proposed BNSF regional trail. East of the BNSF regional trail, completing the connection along the north side of SR-520 and south side of NE 24th Street to the existing trail system. Component of priority bike corridor; EW-1: SR-520 Trail.	High

O-123-N	Lake Hills Connector	Main St to 140th Ave SE	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-127-S	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
Project Number	Link	Limits	Description	Priority
B-135-N	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 5 foot-wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-141-N	SE 16th St	148th Ave SE to 156th Ave SE	Add a 5 foot-wide bike lane on both sides of SE 16th Street from 148th Avenue SE to 156th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-141-S	SE 16th St	148th Ave SE to 156th Ave SE	Add a 5 foot-wide bike lane on both sides of SE 16th Street from 148th Avenue SE to 156th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-143-N	SE 26th St	SE 24th St to West Lake Sammamish Pkwy	Add a 5 foot-wide bicycle lane on the north side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-208-N	Lake Washington Blvd	NE 10th St to 100th Ave NE	Add a wide bike shoulder on the north side of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-208-S	Lake Washington Blvd	NE 10th St to 100th Ave NE	Add a wide bike shoulder on the south side of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-212-S	Lake Hills Connector	Main St to 140th Ave SE	Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-121-S	Main St	Bellevue Way NE to 116th Ave NE	Add a 10 to 14 foot wide off street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High

B-129-N	Main St	Bellevue Way NE to 116th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-210-N	Main St	100th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the north side of Main Street from 100th Avenue NE to Bellevue Way NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
B-210-S	Main St	100th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the south side of Main Street from 100th Avenue NE to Bellevue Way NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High

Project Number	Link	Limits	Description	Priority
B-101-E	108th Ave NE/NE 38th St	northern city limits to Northup Way	Add a 5 foot-wide bike lane on the east side of 108th Avenue NE and NE 38th Street from the northern city limits to Northup Way. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-101-W	108th Ave NE/NE 38th St	northern city limits to Northup Way	Add a 5 foot-wide bike lane on the west side of 108th Avenue NE and NE 38th Street from the northern city limits to Northup Way. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-104-E	112th Ave NE	Northup Way to NE 12th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue NE from Northup Way to NE 12th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-104-W	112th Ave NE	Northup Way to NE 12th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue NE from Northup Way to NE 12th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-126-E	112th Ave NE	NE 12th St to NE 6th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue NE from NE 12th Street to NE 6th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
B-126-W	112th Ave NE	NE 12th St to NE 6th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue NE from NE 12th Street to NE 6th Street. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High

B-127-E	114th Ave NE (Frontage Road)	NE 6th St to SE 8th St	Add a 5 foot-wide bike lane on the east side of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
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Project Number	Link	Limits	Description	Priority
B-127-W	114th Ave NE (Frontage Road)	NE 6th St to SE 8th St	Add a 5 foot-wide bike lane on the west side of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	High
O-106	SR 520 Trail connection	140th Avenue, east, as an on-ramp/off-ramp to the 520 trail	Add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-105-E	140th Ave NE	NE 60th St to NE 24th St	Add a 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-105-W	140th Ave NE	NE 60th St to NE 24th St	Add a 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-112-E	140th Ave NE	NE 24th St to NE 8th St	Add 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High

B-112-W	140th Ave NE	NE 24th St to NE 8th St	Add 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 24th Street and NE 8th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-140-E	145th Pl SE	SE 16th Street to SE 24th St	Add a 5 foot-wide bike lane on both sides of 145th Place SE from SE 16th Street to SE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-140-W	145th Pl SE	SE 16th Street to SE 24th St	Add a 5 foot-wide bike lane on both sides of 145th Place SE from SE 16th Street to SE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High

Project Number	Link	Limits	Description	Priority
B-305-E	Highland Dr/148th Ave SE	SE 45th Pl to Forest Dr	Add a shared shoulder on the east side of Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
B-305-W	Highland Dr/148th Ave SE	SE 45th Pl to Forest Dr	Add a shared shoulder on the west side of Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High
O-107-W	West Lake Sammamish Pkwy	North City Limit to I-90	Through an extensive public involvement process city staff and the community identified a recommended alternative that will provide: 1) Ten-foot vehicle travel lanes in each direction 2) Four-foot continuous, paved shoulder on the east side of the parkway, While the east side does not call for formal bike lane markings, it can be used by faster cyclists traveling northbound, or by pedestrians to access one of the five proposed mid-block crossing locations, or 3 proposed intersection crossing locations. This east side four-foot continuous paved shoulder would be signed for no parking. 3) Ten-foot multi-use path on the west side of the parkway. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting. 4) Five mid-block crossings, and three intersection crossings. 5) A new traffic signal at West Lake Sammamish Parkway and SE 34th Street. Component of priority bike corridor; NS-6: West Lake Sammamish Parkway.	High

B-218-E	Lakemont Boulevard SE/I-90 overpass	West Lake Sammamish Pkwy SE to Newport Way	Add a 4 foot-wide continuous paved shoulder on the east side of the Lakemont Boulevard SE, I-90 overpass from West Lake Sammamish Parkway SE to SE Newport Way. Component of priority bike corridor; NS-6: West Lake Sammamish Parkway.	High
O-115	Crossroads E-W Connection	156th Ave NE to 164th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE, called the Crossroads east-west Connection.	High
O-116	trail	159th Ave NE to Crossroads Park and Community Center	Add a 10-14 foot-wide off street path connecting 159th Avenue NE and Northup Way to Crossroads Park and Community Center.	High
O-124-S	Main St	NE 1st St to 124th Ave NE	Add a 10-14 foot-wide off street path on the south side of Main Street from NE 1st Street to 124th Avenue NE where not complete.	High

Project Number	Link	Limits	Description	Priority
O-128-S	SE 7th Pl	Edge of Wilburton Hill Community Park to 128th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 7th Place from edge of Wilburton Hill Community Park to 128th Avenue SE.	High
O-130-S	SE 8th St	112th Ave SE to 114th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to 112th Avenue SE.	High
B-100-N	Northup Way	Bellevue Way to 120th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from Bellevue Way to 120th Avenue NE.	High
B-100-S	Northup Way	Bellevue Way to 120th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from Bellevue Way to 120th Avenue NE.	High
B-115-E	Bel-Red Rd	156th Ave NE to NE 20th St	Add a 5 foot-wide bike lane on both sides of Bel-Red Road from 156th Avenue NE to NE 20th Street.	High
B-115-W	Bel-Red Rd	156th Ave NE to NE 20th St	Add a 5 foot-wide bike lane on both sides of Bel-Red Road from 156th Avenue NE to NE 20th Street.	High
B-117-N	Northup Way	NE 8th St to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way from NE 8th Street to 156th Avenue NE.	High

B-117-S	Northup Way	NE 8th St to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way from NE 8th Street to 156th Avenue NE.	High
B-119-E	120th Ave NE	Northup Way to NE 4th Street	Add a 5 foot-wide bike lane on the east side of 120th Avenue NE from Northup Way to the NE 4th Street extension.	High
B-119-W	120th Ave NE	Northup Way to NE 4th Street	Add a 5 foot-wide bike lane on the west side of 120th Avenue NE from Northup Way to the NE 4th Street extension.	High
B-120-E	124th Ave NE	West Tributary Trail o Main St	Add a 5 foot-wide bike lane on the east side of 124th Avenue NE from West Tributary Trail to Main Street.	High
B-120-W	124th Ave NE	West Tributary Trail o Main St	Add a 5 foot-wide bike lane on the west side of 124th Avenue NE from West Tributary Trail to Main Street.	High

Project Number	Link	Limits	Description	Priority
B-128-E	Northup Way	NE 8th St to West Lake Sammamish Pkwy	Add a 5 foot-wide climbing lane on the east side of Northup Way from West Lake Sammamish Parkway NE to NE 8th Street.	High
B-134-N	Main St	NE 1st St to 124th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from NE 1st Street to 124th Avenue NE.	High
B-137-N	Bellevue Way	108th Ave SE to 112th Ave SE	Add a 5 foot-wide bike lane on both sides of Bellevue Way from 108th Avenue SE to 112th Avenue SE.	High
B-137-S	Bellevue Way	108th Ave SE to 112th Ave SE	Add a 5 foot-wide bike lane on both sides of Bellevue Way from 108th Avenue SE to 112th Avenue SE.	High
B-142-N	SE 24th St	145th Pl SE to 148th Ave SE	Add a 5 foot-wide bike lane on both sides of SE 24th Street from 145th Place SE to 148th Avenue SE.	High
B-142-S	SE 24th St	145th Pl SE to 148th Ave SE	Add a 5 foot-wide bike lane on both sides of SE 24th Street from 145th Place SE to 148th Avenue SE.	High
B-144-S	Eastgate Way	Richards Road to 148th Ave SE	Add a 5 foot-wide bike lane on the south side of Eastgate Way from Richards Road (132nd Avenue SE) to 148th Avenue SE.	High

B-145-S	SE 32nd St	139th Ave SE to 142nd Ave SE	Add a 5 foot wide bike lane on the south side of SE 32nd Street from 139th Avenue SE to 142nd Avenue SE.	High
B-147-N	Eastgate Way	148th Ave SE to Phillips Hill Rd (SE 35th St)	Add a 5 foot-wide bike lane on the north side of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street).	High
B-147-S	Eastgate Way	148th Ave SE to Phillips Hill Rd (SE 35th St)	Add a 5 foot-wide bike lane on the south side of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street).	High
B-150-N	Newport Way	Somerset Blvd to the eastern city limits (past Lakemont Blvd)	Add a 5 foot-wide bike lane on the north side of SE Newport Way from Somerset Boulevard to the eastern city limits past Lakemont Boulevard SE.	High
B-150-S	Newport Way	Somerset Blvd to the eastern city limits (past Lakemont Blvd)	Add a 5 foot-wide bike lane on the south side of SE Newport Way from Somerset Boulevard to the eastern city limits past Lakemont Boulevard SE.	High

Project Number	Link	Limits	Description	Priority
B-202-E	100th Ave NE	NE 24th St to NE 8th St	Add a wide bike shoulder on east side of 100th Avenue NE from NE 24th Street to NE 8th Street.	High
B-202-W	100th Ave NE	NE 24th St to NE 8th St	Add a wide bike shoulder on the west side of 100th Avenue NE from NE 24th Street to NE 8th Street.	High
B-205-N	NE 24th St	Bel-Red Rd to 172nd Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from Bel-Red Road to 172nd Avenue NE, in front of Ardmore Park.	High
B-205-S	NE 24th St	Bel-Red Rd to 172nd Ave NE	Add a wide bike shoulder on the south side of NE 24th Street from Bel-Red Road to 172nd Avenue NE, in front of Ardmore Park.	High
B-213-N	SE 16th St	104th Ave SE to 108th Ave SE	Add a wide bike shoulder on both sides of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
B-213-S	SE 16th St	104th Ave SE to 108th Ave SE	Add a wide bike shoulder on both sides of SE 16th Street from 104th Avenue SE to 108th Avenue SE.	High
B-404-E	139th Ave SE	Eastgate Way to the southern edge of Sunset Mini Park	Add a wide outside lane on the east side of 139th Avenue SE from Eastgate Way to the southern edge of Sunset Mini Park where not complete.	High

B-404-W	139th Ave SE	Eastgate Way to the southern edge of Sunset Mini Park	Add a wide outside lane on the west side of 139th Avenue SE from Eastgate Way to the southern edge of Sunset Mini Park where not complete.	High
B-501-E	160th Ave NE	Crossroads Park and Community Center to NE 8th St	Add a shared wide outside lane on the east side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
B-501-W	160th Ave NE	Crossroads Park and Community Center to NE 8th St	Add a shared wide outside lane on the west side of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street.	High
B-502-N	Lake Hills Blvd	156th Ave SE to 159th Pl SE	Add a shared wide outside lane on the north side of Lake Hills Boulevard from 156th Avenue SE to 159th Place SE.	High
O-110-N	NE 16th St	116th Ave NE to 140th Ave NE	Add 10-14 foot-wide off street path along the north side of NE 16th Street from 116th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
Project Number	Link	Limits	Description	Priority
B-111-N	Northup Way/NE 20th St	124th Ave NE to 140th Ave NE	Add a 5 foot-wide bike lane on the north side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-111-S	Northup Way/NE 20th St	124th Ave NE to 140th Ave NE	Add a 5 foot-wide bike lane on the south side of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-121-E	136th Pl NE	NE 16th St to NE 20th St	Add a 5 foot-wide bike lane on the east side of 136 Place NE from NE 16th Street to NE 20th Street. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
B-121-W	136th Pl NE	NE 16th St to NE 20th St	Add a 5 foot-wide bike lane on the west side of 136 Place NE from NE 16th Street to NE 20th Street. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
O-108-N	NE 12th St	100th Ave NE to 116th Ave NE	Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium

B-118-S	NE 12th St	100th Ave NE to 112th Ave NE	Add a 5 foot-wide bike lane on the south side of NE 12th Street from 100th Avenue NE to 112th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
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Project Number	Link	Limits	Description	Priority
O-137-N	Mountains to Sound Greenway	Factoria Blvd to Sunset Pedestrian Bridge	A paved multiuse trail of 10 feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th St to the curve near the southwest quadrant's ramps of the 148th-150th Ave SE interchange, then following a new independent alignment to the 150th Avenue SE/SE 37th St intersection at 150th Ave SE. Eastward from 150th Ave SE the trail would follow SE 37th St (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to WLSP. Construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Ave interchange as SE 36th St curves to become SE 37th St. Additional coordination between City of Bellevue, WSDOT, King County, and Greenway Trust required to study this route. Identified as priority bike corridor EW-4.	Medium
O-139-W	Coal Creek Pkwy	124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-153-E	Lake Washington Blvd SE	106th Ave SE to SE 60th St	Add a 5 foot-wide bike lane on the east side of Lake Washington Boulevard SE from 106th Avenue SE to SE 60th Street where not complete. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-153-W	Lake Washington Blvd SE	106th Ave SE to SE 60th St	Add a 5 foot-wide bike lane on the west side of Lake Washington Boulevard SE from 106th Avenue SE to SE 60th Street where not complete. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-157-N	SE 60th St	Lake Washington Blvd to Coal Creek Pkwy	Add a 5 foot-wide bike lane on the north side of SE 60th Street from Lake Washington Boulevard to 129th Avenue SE; and then only on the north side from 129th Avenue SE to Coal Creek Parkway. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium

Project Number	Link	Limits	Description	Priority
B-157-S	SE 60th St	Lake Washington Blvd to Coal Creek Pkwy	Add a 5 foot-wide bike lane on the south side of SE 60th Street from Lake Washington Boulevard to 129th Avenue SE; and then only on the north side from 129th Avenue SE to Coal Creek Parkway. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-158-N	Forest Dr SE	147th Ave SE to Lakemont Blvd SE	Add a 5 foot-wide bike lane on the north side of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-158-S	Forest Dr SE	147th Ave SE to Lakemont Blvd SE	Add a 5 foot-wide bike lane on the south side of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-159-E	Lakemont Blvd SE	164th Way SE to the southern city limits	Add a 5 foot-wide bike lane on the east side of Lakemont Boulevard SE from 164th Way SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-159-W	Lakemont Blvd SE	164th Way SE to the southern city limits	Add a 5 foot-wide bike lane on the west side of Lakemont Boulevard SE from 164th Way SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
B-125-E	108th Ave NE	NE 12th St to Main Street	Add a 5 foot-wide bike lane on the east side of 108th Avenue NE from NE 12th Street to Main Street. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-125-W	108th Ave NE	NE 12th St to Main Street	Add a 5 foot-wide bike lane on the west side of 108th Avenue NE from NE 12th Street to Main Street. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-138-E	108th Ave SE	Bellevue Way to SE 34th St	Add a 5 foot-wide bike lane to the east side of 108th Avenue SE from Bellevue Way to SE 34th Street. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-138-W	108th Ave SE	Bellevue Way to SE 34th St	Add a 5 foot-wide bike lane to the west side of 108th Avenue SE from Bellevue Way to SE 34th Street. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-201-N	NE 24th St	Bellevue Way NE to 112th Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from Bellevue Way to 112th Avenue NE. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium
B-201-S	NE 24th St	Bellevue Way NE to 112th Ave NE	Add a wide bike shoulder on the south side of NE 24th Street from Bellevue Way to 112th Avenue NE. Component of priority bike corridor; NS-1: Enatai-Norhttown Connection.	Medium

Project Number	Link	Limits	Description	Priority
B-204-E	108th Ave NE	NE 24th St to NE 12th St	Add a wide bike shoulder on the east side where not complete on 108th Avenue NE from NE 24th Street to NE 12th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
B-204-W	108th Ave NE	NE 24th St to NE 12th St	Add a wide bike shoulder on the west side where not complete on 108th Avenue NE from NE 24th Street to NE 12th Street. Component of priority bike corridor; NS-1: Enatai-Northtown Connection.	Medium
O-104	Burlington Northern Bike Path	southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.	Medium
O-134	161st Ave SE across Landfill Park Site	156th Ave SE to SE Eastgate Way	Add a 10-14 foot-wide off street path on along 161st Avenue SE from 156th Avenue SE to SE Eastgate Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
O-135-S	I-90 Tunnel	SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to 10 feet to offer cyclists improved accommodation from SE 37th Street. under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-122-E	164th Ave NE	Northup Way to NE 8th St	Add 5 foot-wide bike lanes on the east side of 164th Avenue NE from Northup Way to NE 8th Street. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-122-W	164th Ave NE	Northup Way to NE 8th St	Add 5 foot-wide bike lanes on the west side of 164th Avenue NE from Northup Way to NE 8th Street. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium

Project Number	Link	Limits	Description	Priority
B-301-E	164th Ave NE	NE 18th St to Northup Way	Add a shared shoulder on the east side of 164th Avenue NE from NE 18th Street to Northup Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-301-W	164th Ave NE	NE 18th St to Northup Way	Add a shared shoulder on the west side of 164th Avenue NE from NE 18th Street to Northup Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-302-E	164th Ave NE	NE 8th St to Lake Hills Blvd	Add a shared shoulder on the east side of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
B-302-W	164th Ave NE	NE 8th St to Lake Hills Blvd	Add a shared shoulder on the west side of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
O-102-E	Bellevue Way	Northup Way to 103rd Ave NE	Add a 10-14 foot-wide off street path along the east side of Bellevue Way from 103rd Avenue NE to Northup Way.	Medium
O-114	trail	Highland Middle School to NE 8th St	Add a 10-14 foot-wide off street path connecting Highland Middle School to NE 8th Street.	Medium
O-117	NE 6th St (ped corridor)	Bellevue Way to 110th Ave NE	Construct NE 6th Street "Pedestrian Corridor" between Bellevue Way and 110th Avenue NE consistent with design guidelines; pursue interim improvements (ahead of full redevelopment) where appropriate.	Medium
O-118-S	NE 6th St extension	112th Ave NE to 120th Ave NE	Add a 10-14 foot wide off street path along the south side of the NE 6th Street extension, across I-405, from 112th Avenue NE to 120th Avenue NE.	Medium
O-131-E	112th Ave SE/Bellevue Way SE	SE 8th St to I-90 trail	Add a 10-14 foot-wide off street path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	Medium
O-132-N	BCC Thruway	142nd Pl SE to 144th Ave SE	Add a 10-14 foot-wide off street path along the north side of the BCC Thruway from 142nd Place SE to 144th Avenue SE.	Medium
B-106-S	NE 40th St	140th Ave NE to 148th Ave NE	Convert the existing wide shoulder on the south side NE 40th Street from 140th Avenue NE to 148th Avenue NE into a bicycle climbing lane.	Medium

Project Number	Link	Limits	Description	Priority
B-108-E	Bellevue Way	NE 24th St to NE 12th St	Add a 5 foot-wide bike lane on east side of Bellevue Way from NE 24th Street to NE 12th Street.	Medium
B-108-W	Bellevue Way	NE 24th St to NE 12th St	Add a 5 foot-wide bike lane on the west side of Bellevue Way from NE 24th Street to NE 12th Street.	Medium
B-109-E	116th Ave NE	Northup Way to Main St	Add a 5 foot-wide bike lane on the east side of 116th Avenue NE between Main Street and Northup Way.	Medium
B-109-W	116th Ave NE	Northup Way to Main St	Add a 5 foot-wide bike lane on the west side of 116th Avenue NE between Main Street and Northup Way.	Medium
B-113-E	130th Ave NE	NE 24th St to NE 20th St	Add a 5 foot-wide bike lane on both sides of 130th Avenue NE from NE 24th Street to NE 20th Street.	Medium
B-113-W	130th Ave NE	NE 24th St to NE 20th St	Add a 5 foot-wide bike lane on both sides of 130th Avenue NE from NE 24th Street to NE 20th Street.	Medium
B-114-N	Bel-Red Rd	NE 40th St to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of Bel-Red Road from NE 40th Street to 156th Avenue NE.	Medium
B-114-S	Bel-Red Rd	NE 40th St to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of Bel-Red Road from NE 40th Street to 156th Avenue NE.	Medium
B-116-N	NE 20th St	Bel-Red Rd to 156th Ave NE	Add a 5 foot-wide bike lane on the north side of NE 20th Street from Bel-Red Road to 156th Avenue NE.	Medium
B-116-S	NE 20th St	Bel-Red Rd to 156th Ave NE	Add a 5 foot-wide bike lane on the south side of NE 20th Street from Bel-Red Road to 156th Avenue NE.	Medium
B-133-S	SE 5th St	116th Ave SE to BNSF corridor	Add a 5 foot wide bike lane on the south side of SE 5th Street from 116th Avenue SE to the BNSF corridor.	Medium
B-146-E	142nd Pl SE	SE 28th St to SE 36th St	Add a 5 foot-wide bike lane on the south side of 142nd Place SE from SE 28th Street to SE 36th Street.	Medium

Project Number	Link	Limits	Description	Priority
B-146-W	142nd PI SE	SE 28th St to SE 36th St	Add a 5 foot-wide bike lane on the west side of 142nd Place SE from SE 28th Street to SE 36th Street.	Medium
B-149-E	124th Ave SE/SE 38th St	SE 38th St at Factoria Blvd SE to 124th St at SE 41st PI	Add a 5 foot-wide bike lane on the east side of 124th Avenue SE from SE 41st Place to SE 36th Street and on the south side of SE 38th Street from 124th Avenue SE to Factoria Boulevard.	Medium
B-149-W	124th Ave SE/SE 38th St	SE 38th St at Factoria Blvd SE to 124th St at SE 41st PI	Add a 5 foot-wide bike lane on the west side of 124th Avenue SE from SE 41st Place to SE 36th Street and on the north side of SE 38th Street from 124th Avenue SE to Factoria Boulevard.	Medium
B-151-E	Factoria Blvd/SE Newport Way	Coal Creek Pkwy to 129th PI SE	Add a 5 foot-wide bike lane on the east side of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE.	Medium
B-151-W	Factoria Blvd/SE Newport Way	Coal Creek Pkwy to 129th PI SE	Add a 5 foot-wide bike lane on the west side of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE.	Medium
B-209-E	100th Ave NE	NE 8th St to Main St	Add a wide bike shoulder on both sides of 100th Avenue NE from Main Street to NE 8th Street.	Medium
B-209-W	100th Ave NE	NE 8th St to Main St	Add a wide bike shoulder on both sides of 100th Avenue NE from Main Street to NE 8th Street.	Medium
B-401-N	NE 2nd St	102nd Ave SE to 114th Ave NE	Add a wide outside lane on the north side of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE.	Medium
B-401-S	NE 2nd St	102nd Ave SE to 114th Ave NE	Add a wide outside lane on the south side of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE.	Medium
B-402-E	Bellevue Way	Main St to 108th Ave SE	Add a wide outside lane on the east side of Bellevue Way SE from Main Street to 108th Avenue SE where not complete.	Medium
B-402-W	Bellevue Way	Main St to 108th Ave SE	Add a wide outside lane on the west side of Bellevue Way SE from Main Street to 108th Avenue SE where not complete.	Medium

Project Number	Link	Limits	Description	Priority
B-403-N	SE 22nd St	145th PI SE to 156th Ave SE	Widen the existing 11 foot-wide lane to 14 feet (without fog line) on both sides of SE 22nd Street from 145th Place SE to 156th Avenue SE.	Medium
B-403-S	SE 22nd St	145th PI SE to 156th Ave SE	Widen the existing 11 foot-wide lane to 14 feet (without fog line) on both sides of SE 22nd Street from 145th Place SE to 156th Avenue SE.	Medium
O-105-S	NE 24th St	126th Ave NE to 136th PI NE	Add a 10-14 foot-wide off street path along south side of NE 24th Street connecting 126th Avenue NE to 136th Place NE.	Low
O-109	West Tributary Trail	BNSF Corridor to Bel-Red Rd	Add a 10-14 foot-wide off street path along the West Tributary of Kelsey Creek between the BNSF Corridor and Bel-Red Road. Provide grade separation of this trail at arterial crossings.	Low
O-111-E	132nd Ave NE	NE 20th St to Bel-Red Rd	Add a 10-14 foot-wide off street path on the east side of 132nd Avenue NE from NE 20th Street to Bel-Red Road.	Low
O-112	East Highland/ Rockwood	140th Ave NE to 141st PI NE	Add a 10-14 foot-wide off street path connecting Rockwood/East Highland from 140th Avenue NE to 141st Place NE.	Low
O-113	trail	148th Ave NE to 156th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE.	Low
O-119	Bel-Red Mini Park	Bel-Red Rd at 122nd Ave (alignment) to Bel-Red Rd at 124th Ave NE	Add a 10-14 foot-wide off street path through the Bel-Red Mini Park from Bel-Red Road at 112nd Avenue (alignment) to Bel-Red Road at 124th Avenue NE.	Low
O-120-S	NE 2nd St	124th Ave NE to 128th Ave NE	Add a 10-14 foot-wide off street path along the south side of NE 2nd Street from 124th Avenue NE to 128th Avenue NE.	Low
O-122	Main St extension	116th Ave NE to BNSF	Add a 10-14 foot wide off street path along the Main St extension from 116th Avenue NE to the BNSF corridor.	Low
O-125	Existing BBG/Wilburton Hill Trails	118th Ave SE to SE 4th PI	Add a 10-14 foot wide off street path along the existing trails through the Bellevue Botanical Garden and Wilburton Hill Community Park from approximately 118th Avenue SE in the BBG to SE 4th Place outside of Wilburton Hill Community Park.	Low

Project Number	Link	Limits	Description	Priority
O-126-W	128th Ave NE/SE	NE 2nd St to SE 4th PI	Add a 10-14 foot-wide off street path on the west side of 128th Avenue NE/SE from NE 2nd Street to SE 4th Place.	Low
O-129	Kelsey Creek Trail	130th PI SE to Lake Hills Connector	Add a 10-14 foot-wide off street path along mostly existing trails through Kelsey Creek Park from 130th Place SE to end of gravel portion.	Low
O-133	Robinswood to Eastgate	SE 28th St to Eastgate Way	Add a 10-14 foot-wide off street path along the connection from Robinswood to Eastgate from SE 28th Street to SE Eastgate Way.	Low
O-136	Factoria to I-90	I-90 trail to SE 38th St	Add a 10-14 foot-wide off street path from the I-90 trail to SE 38th Street.	Low
O-138	156th Ave SE	SE 37th St to intersection with east/west portion of B-256	Add a 10-14 foot-wide off street path along 156th Avenue SE from SE 38th Street to the intersection where it connects with project B-256. Improve ROW to create connection.	Low
O-140	SE 67th PI connection	SE 68th St/SE 69th Way to Se 67th PI/117th Ave SE	Add a 10-14 foot-wide off street path connecting SE 68th Street and SE 69th Way to SE 67th Place and 117th Avenue SE.	Low
O-141	Pipeline Trail	SE 56th St to SE 60th St	Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 56th Street to SE 60th Street.	Low
O-142	Pipeline Trail	SE 60th St to SE 68th PI	Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 60th Street to SE 68th Place.	Low
O-300	Northtowne Center Trail	106th Ave NE to Bellevue Way via shopping center	Add a 6 foot-wide off street path as a connection thru the shopping center site, extending the existing neighborhood-shopping center trail to Bellevue Way and Northtowne Park. Obtain easement and maintain existing trail to shopping center .	Low
O-301	NE 40th St	134th Ave NE to 140th Ave NE	Add a 6 foot-wide off street path on NE 40th Street from 134th Avenue NE to 140th Avenue NE.	Low
O-302	NE 28th St	Bel-Red Road to NE 28th St and MS Campus	Add a 6 foot-wide off street path along NE 28th Street right-of-way from Bel-Red Road to NE 28th Street and MS Campus.	Low

Project Number	Link	Limits	Description	Priority
B-102-E	NE 36th PI/115th Ave NE	113th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lane on the east side of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE.	Low
B-102-W	NE 36th PI/115th Ave NE	113th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lane on the west side of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE.	Low
B-103-E	Bellevue Way	NE 24th St to 103rd Ave NE	Add a 5 foot bike lane on the east side of Bellevue Way from NE 24th Street to 103rd Avenue NE.	Low
B-103-W	Bellevue Way	NE 24th St to 103rd Ave NE	Add a 5 foot bike lane on the west side of Bellevue Way from NE 24th Street to 103rd Avenue NE.	Low
B-107-N	NE 24th St	98th Ave NE to 100th Ave NE	Add a 5 foot-wide bike lane on the north side of NE 24th Street from 98th Avenue NE to 100th Avenue NE.	Low
B-110-N	Northup Way	120th Ave NE to 124th Ave NE	Add a 5 foot-wide bike lane on both sides of Northup Way from 120th Avenue NE to 124th Avenue NE.	Low
B-110-S	Northup Way	120th Ave NE to 124th Ave NE	Add a 5 foot-wide bike lane on both sides of Northup Way from 120th Avenue NE to 124th Avenue NE.	Low
B-123-E	92nd Ave	northern city limits to Lake Washington Blvd	Add a 5 foot-wide bike lane on the east side of 92nd Avenue NE from northern city limits to Lake Washington Boulevard NE.	Low
B-124-S	NE 8th St	Lake Washington Blvd to 96th Ave NE	Add a 5 foot bike lane on south side of NE 8th Street between Lake Washington Boulevard and 96th Avenue NE.	Low
B-130-N	NE 4th Street extension	120th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lanes on the north side of the NE 4th Street extension from 120th Avenue NE to 116th Avenue NE.	Low
B-130-S	NE 4th Street extension	120th Ave NE to 116th Ave NE	Add a 5 foot-wide bike lanes on the south side of the NE 4th Street extension from 120th Avenue NE to 116th Avenue NE.	Low
B-131-E	132nd Ave NE	Bel-Red Rd to NE 8th St	Add a 5 foot-wide bike lane on both sides of 132nd Avenue NE from Bel-Red Road to NE 8th Street.	Low

Project Number	Link	Limits	Description	Priority
B-131-W	132nd Ave NE	Bel-Red Rd to NE 8th St	Add a 5 foot-wide bike lane on both sides of 132nd Avenue NE from Bel-Red Road to NE 8th Street.	Low
B-132-N	Main St	156th Ave NE to 158th Pl NE	Add a 5 foot-wide bike lane on the north side of Main Street from 156th Avenue NE to 158th Place NE.	Low
B-136-N	SE 7th Pl	Lake Hills Connector to east edge of Wilburton Hill Community Park	Add a 5 foot-wide bike lane on the north side of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park.	Low
B-136-S	SE 7th Pl	Lake Hills Connector to east edge of Wilburton Hill Community Park	Add a 5 foot-wide bike lane on the south side of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park.	Low
B-139-N	Kamber Road (SE 26th St)	Richards Rd (132nd Ave SE) to 145th Pl SE	Add 5 foot-wide bike lanes on both sides of Kamber Road (SE 26th Street) between Richards Road (132nd Avenue SE) to 145th Place SE.	Low
B-139-S	Kamber Road (SE 26th St)	Richards Rd (132nd Ave SE) to 145th Pl SE	Add 5 foot-wide bike lanes on both sides of Kamber Road (SE 26th Street) between Richards Road (132nd Avenue SE) to 145th Place SE.	Low
B-148-N	Phillips Hill Rd/164th Pl SE/SE 38th St	Eastgate Way to West Lake Sammamish Pkwy	Add a 5 foot-wide bike lane on both sides of SE 38th Street, 164th Place SE, and Phillips Hill Road from Eastgate Way to West Lake Sammamish Parkway SE.	Low
B-148-S	Phillips Hill Rd/164th Pl SE/SE 38th St	Eastgate Way to West Lake Sammamish Pkwy	Add a 5 foot-wide bike lane on both sides of SE 38th Street, 164th Place SE, and Phillips Hill Road from Eastgate Way to West Lake Sammamish Parkway SE.	Low
B-152-W	152nd Ave SE, SE 45th St and 150th Ave SE	SE Newport Way to SE 46th St	Add a 5 foot-wide climbing lane on the uphill segment (west side) of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street.	Low
B-154-E	119th Ave SE	Coal Creek Pkwy to SE 60th St	Add a 5 foot-wide bike lane on the east side of 119th Avenue SE from Coal Creek Parkway to SE 60th Street.	Low
B-154-W	119th Ave SE	Coal Creek Pkwy to SE 60th St	Add a 5 foot-wide bike lane on the west side of 119th Avenue SE from Coal Creek Parkway to SE 60th Street.	Low
B-155-N	Village Park Drive SE	Lakemont Blvd SE to eastern city limits	Add a 5 foot-wide bike lane on the north side of Village Park Drive SE from Lakemont Boulevard SE to the eastern city limits	Low

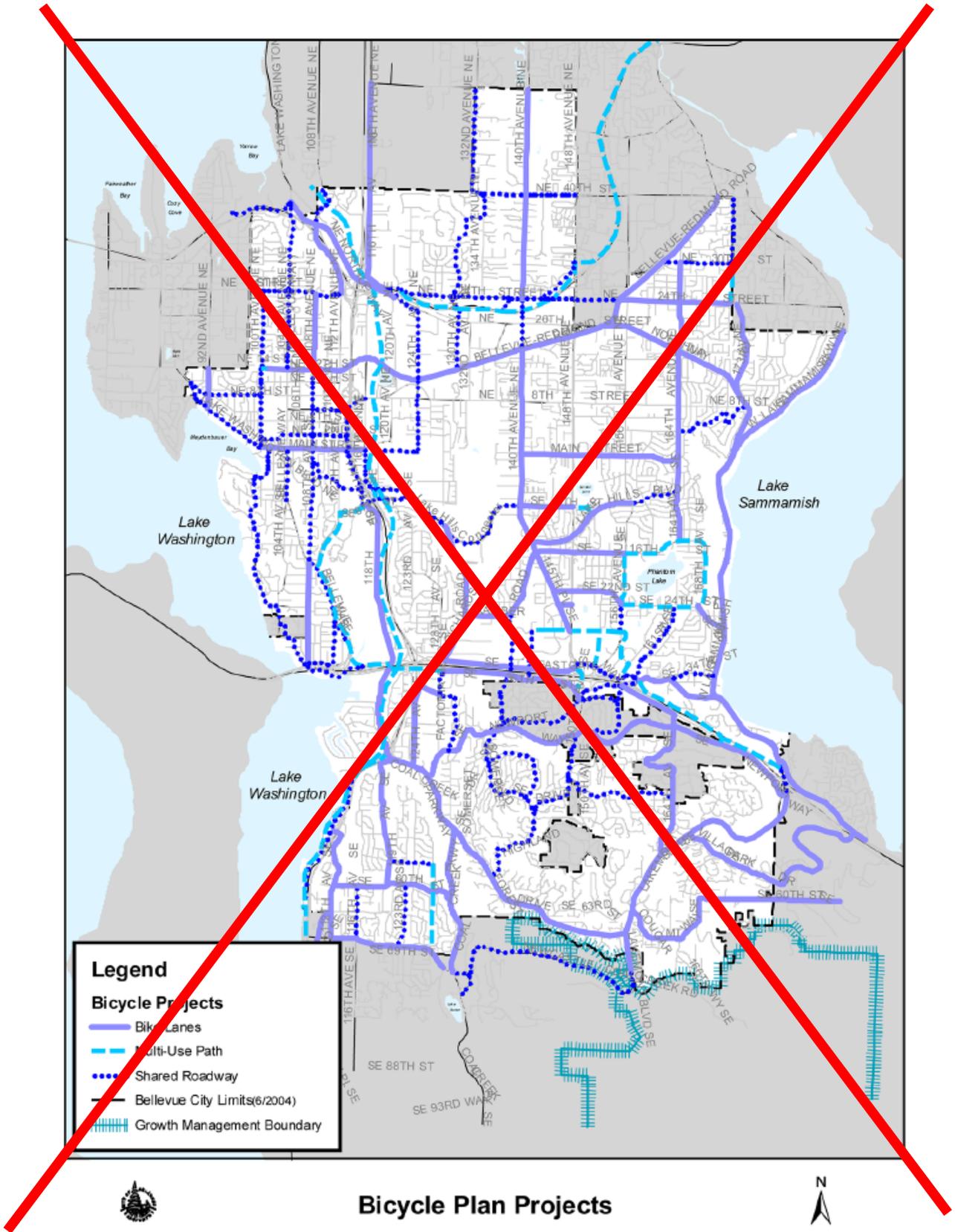
Project Number	Link	Limits	Description	Priority
B-155-S	Village Park Drive SE	Lakemont Blvd SE to eastern city limits	Add a 5 foot-wide bike lane on the south side of Village Park Drive SE from Lakemont Boulevard SE to the eastern city limits	Low
B-156-E	112th Ave SE	SE 60th to SE 68th St	Add a 5 foot-wide bike lane on the east side of 112th Avenue SE from SE 60th Street to SE 68th Street.	Low
B-156-W	112th Ave SE	SE 60th to SE 68th St	Add a 5 foot-wide bike lane on the west side of 112th Avenue SE from SE 60th Street to SE 68th Street.	Low
B-160-N	SE 60th St	168th Pl SE to eastern city limits	Add a 5 foot-wide bike lane on the north side of SE 60th Street from 168th Place SE to the eastern city limits.	Low
B-200-S	NE 24th St	98th Ave NE to Bellevue Way NE	Add a wide bike shoulder on the south side of NE 24th Street from 98th Avenue NE to Bellevue Way NE where not complete.	Low
B-203-N	NE 24th St	124th Pl NE to 140th Ave NE	Add a wide bike shoulder on the north side of NE 24th Street from 136th Place NE to 134th Avenue NE (make use of existing 4 foot-wide gutter pan).	Low
B-206-E	173rd Ave NE	northern city limits to the intersection with Northup Way NE	Add a wide bike shoulder on the east side of 172nd Avenue NE/173rd Avenue NE from the northern city limits to Northup Way where not complete.	Low
B-206-W	173rd Ave NE	northern city limits to the intersection with Northup Way NE	Add a wide bike shoulder on the west side of 172nd Avenue NE/173rd Avenue NE from the northern city limits to Northup Way where not complete.	Low
B-207-N	NE 8th St	Lake Washington Blvd to 96th Ave NE	Add a 3 foot-wide bike shoulder on the north side of NE 8th Street between Lake Washington Blvd and 96th Avenue NE.	Low
B-211-E	101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th Pl	Main St to SE 16th St	Provide bike shoulders on 101 Avenue SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Low
B-211-W	101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th Pl	Main St to SE 16th St	Provide bike shoulders on 101 Avenue SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Low

Project Number	Link	Limits	Description	Priority
B-214-E	156th Ave SE	SE 16th St to SE 21st St	Add a wide bike shoulder on the east side of 156th Avenue SE from SE 16th Street to SE 21th Street.	Low
B-214-W	156th Ave SE	SE 16th St to SE 21st St	Add a wide bike shoulder on the west side of 156th Avenue SE from SE 16th Street to SE 21th Street.	Low
B-215-E	112th Ave SE/SE 34th St	Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE	Add a wide bike shoulder on both sides of 112th Avenue SE and SE 34th Street from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE.	Low
B-215-W	112th Ave SE/SE 34th St	Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE	Add a wide bike shoulder on both sides of 112th Avenue SE and SE 34th Street from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE.	Low
B-216-E	156th Ave SE	SE 27th St to SE Eastgate Way	Add a wide bike shoulder on the east side of 156th Avenue SE from SE 27th Street to SE Eastgate Way.	Low
B-216-W	156th Ave SE	SE 27th St to SE Eastgate Way	Add a wide bike shoulder on the west side of 156th Avenue SE from SE 27th Street to SE Eastgate Way.	Low
B-217-N	Phillips Hill Rd (SE 34th St)	164th Pl SE to West Lake Sammamish Pkwy	Add a wide bike shoulder on the north side of Phillips Hill Road (SE 34th Street) from 164th Place SE to West Lake Sammamish Parkway.	Low
B-217-S	Phillips Hill Rd (SE 34th St)	164th Pl SE to West Lake Sammamish Pkwy	Add a wide bike shoulder on the south side of Phillips Hill Road (SE 34th Street) from 164th Place SE to West Lake Sammamish Parkway.	Low
B-219-N	SE 56th St	119th Ave SE to 128th Ave SE	Add a wide bike shoulder both sides of SE 56th Street and 119th Avenue SE to 128th Avenue SE where not complete.	Low
B-219-S	SE 56th St	119th Ave SE to 128th Ave SE	Add a wide bike shoulder both sides of SE 56th Street and 119th Avenue SE to 128th Avenue SE where not complete.	Low
B-300-E	136th Pl NE	NE 24th St to SR-520 Trail	Add a shared shoulder on the east side of 136th Place NE from NE 24th Street to the SR-520 trail.	Low
B-300-W	136th Pl NE	NE 24th St to SR-520 Trail	Add a shared shoulder on the west side of 136th Place NE from NE 24th Street to the SR-520 trail.	Low

Project Number	Link	Limits	Description	Priority
B-303-N	SE Allen Rd	139th Ave SE to SE 40th St	Add a shared shoulder on the north side of SE Allen Road from 139th Avenue SE to SE 40th Street.	Low
B-304-E	Somerset Blvd	SE Newport Way to SE 43rd St	Add a shared shoulder on the east side of Somerset Boulevard from SE Newport Way to SE 43rd Street.	Low
B-306-W	116th Ave SE	SE 65th Pl to SE Newcastle Way	Add a shared shoulder on the west side of 116th Avenue SE from SE 65th Place to SE Newcastle Way.	Low
B-400-N	NE 24th St	140th Ave NE to 148th Ave NE	Add a wide outside lane on the north side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete.	Low
B-400-S	NE 24th St	140th Ave NE to 148th Ave NE	Add a wide outside lane on the south side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete.	Low
B-500-E	130th Ave NE	NE 16th St to Bel-Red Rd	Add a shared wide outside lane on the east side of 130th Avenue NE from NE 16th Street to Bel-Red Road.	Low
B-500-W	130th Ave NE	NE 16th St to Bel-Red Rd	Add a shared wide outside lane on the west side of 130th Avenue NE from NE 16th Street to Bel-Red Road.	Low
B-503-E	138th Ave SE	SE 40th St to SE Allen Road	Add a shared wide outside lane on the east side of 138th Avenue SE from SE 40th Street to SE Allen Road.	Low
B-503-W	138th Ave SE	SE 40th St to SE Allen Road	Add a shared wide outside lane on the west side of 138th Avenue SE from SE 40th Street to SE Allen Road.	Low

**Proposed Amendments to Comprehensive Plan (Volume II),
Pedestrian and Bicycle Transportation Facility Plan project maps**

The existing Bicycle and Pedestrian Plan Projects Maps in the Pedestrian and Bicycle Transportation Facility Plan, pages 341 and 342, should be replaced with the following maps.



Legend

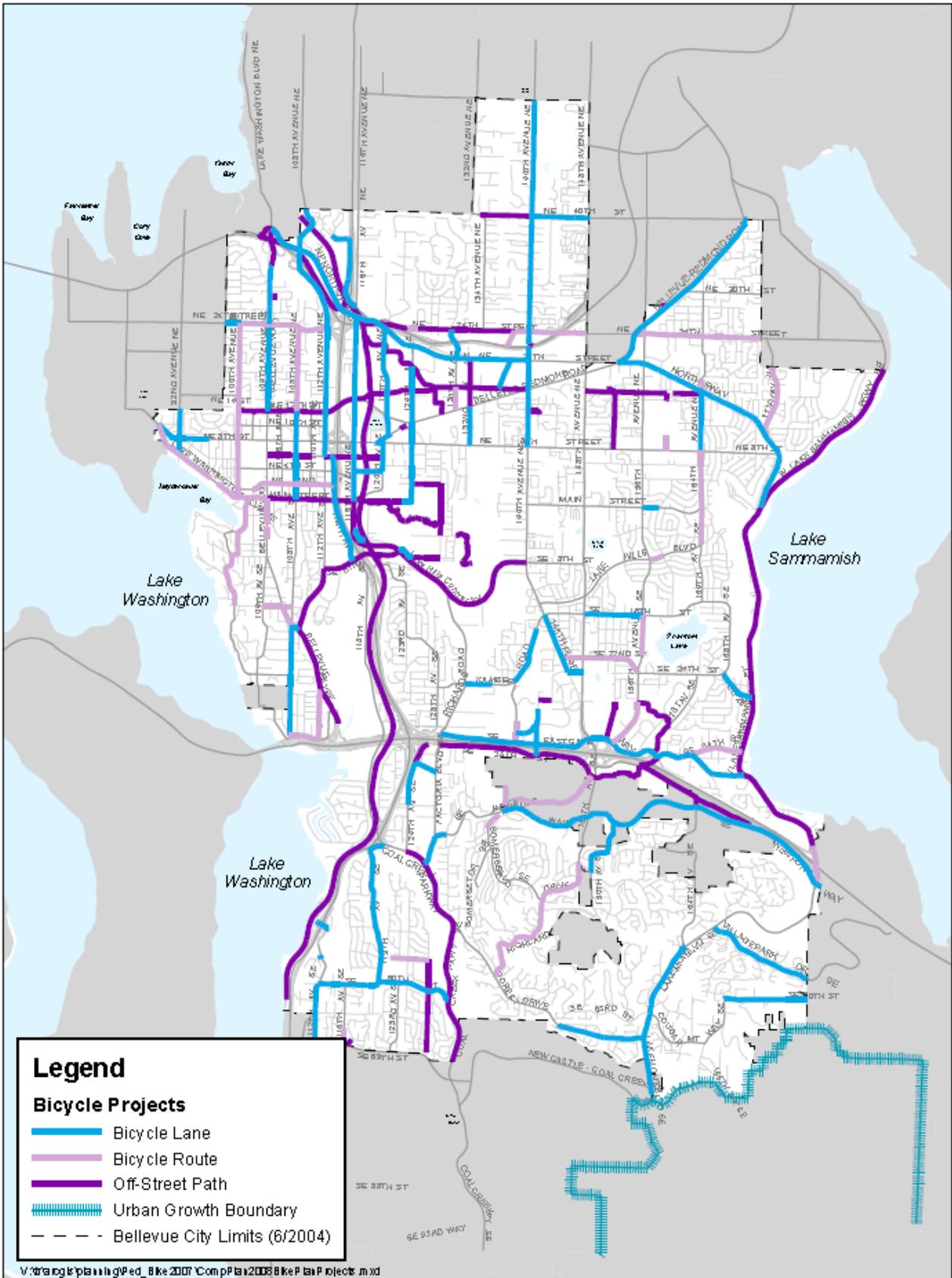
Bicycle Projects

- Bikeways
- - - Multi-Use Path
- . . . Shared Roadway
- - - - - Bellevue City Limits (6/2004)
- ▨ Growth Management Boundary



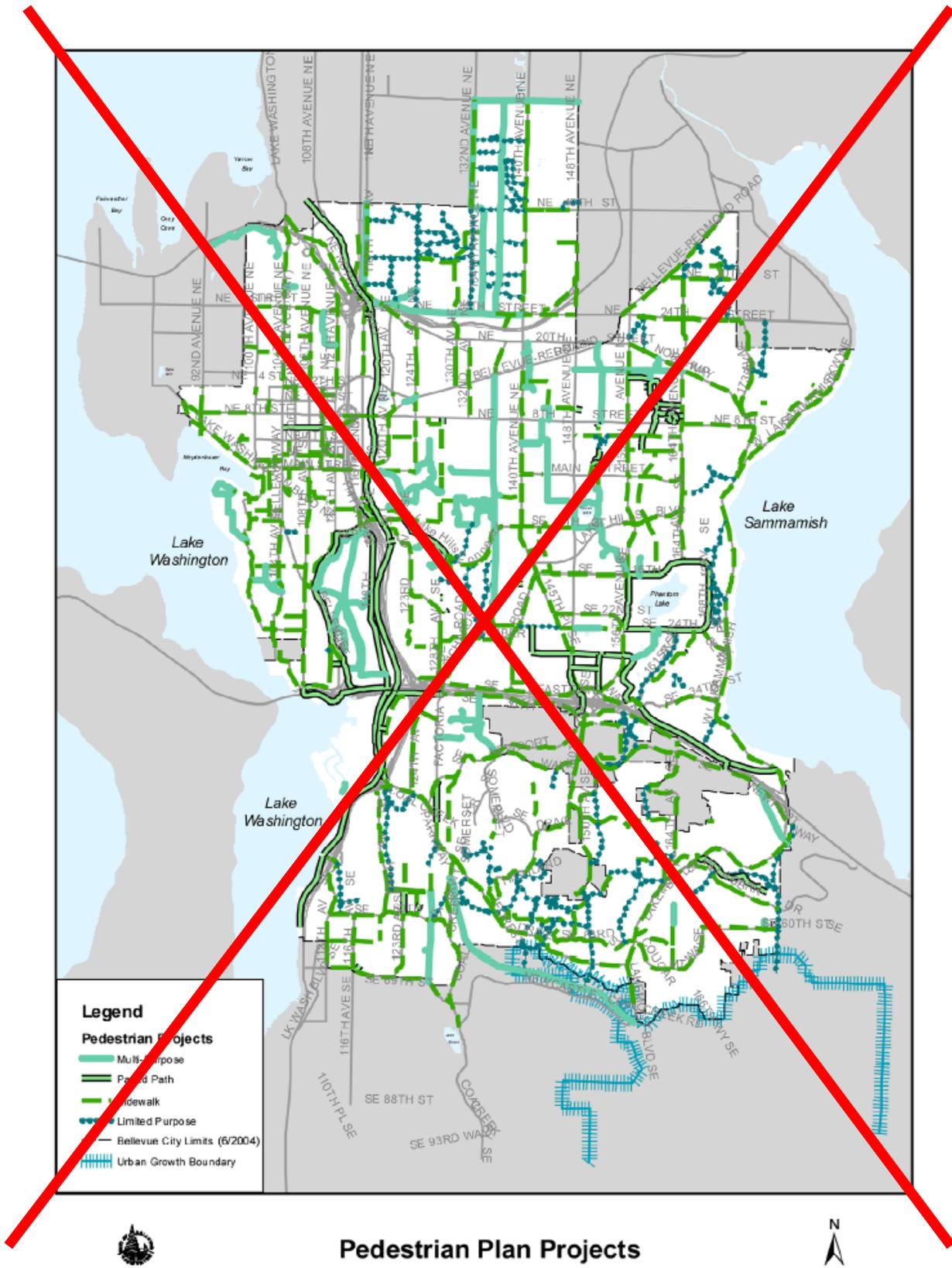
Bicycle Plan Projects

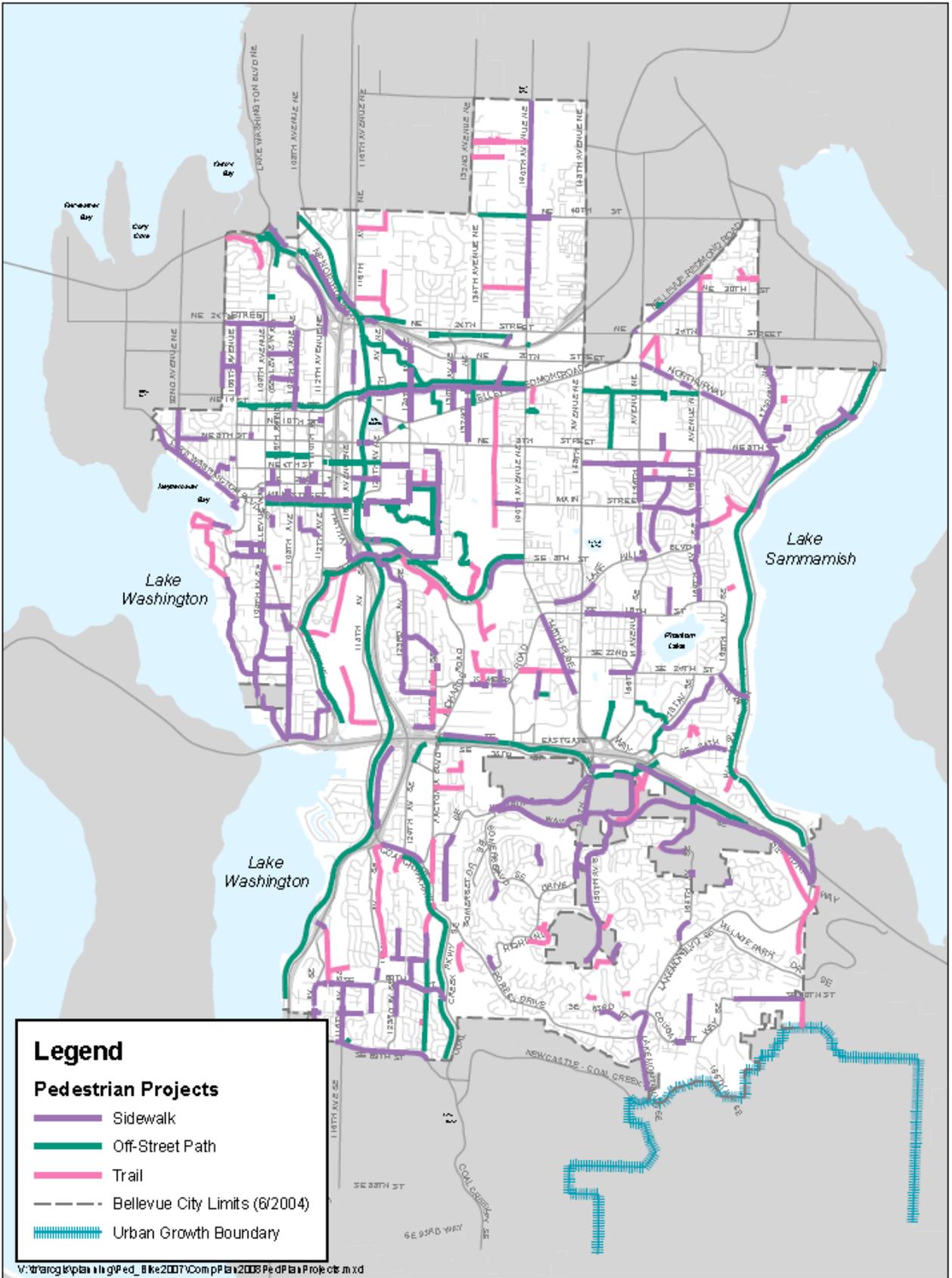




Bicycle Plan Projects







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Pedestrian Plan Projects

