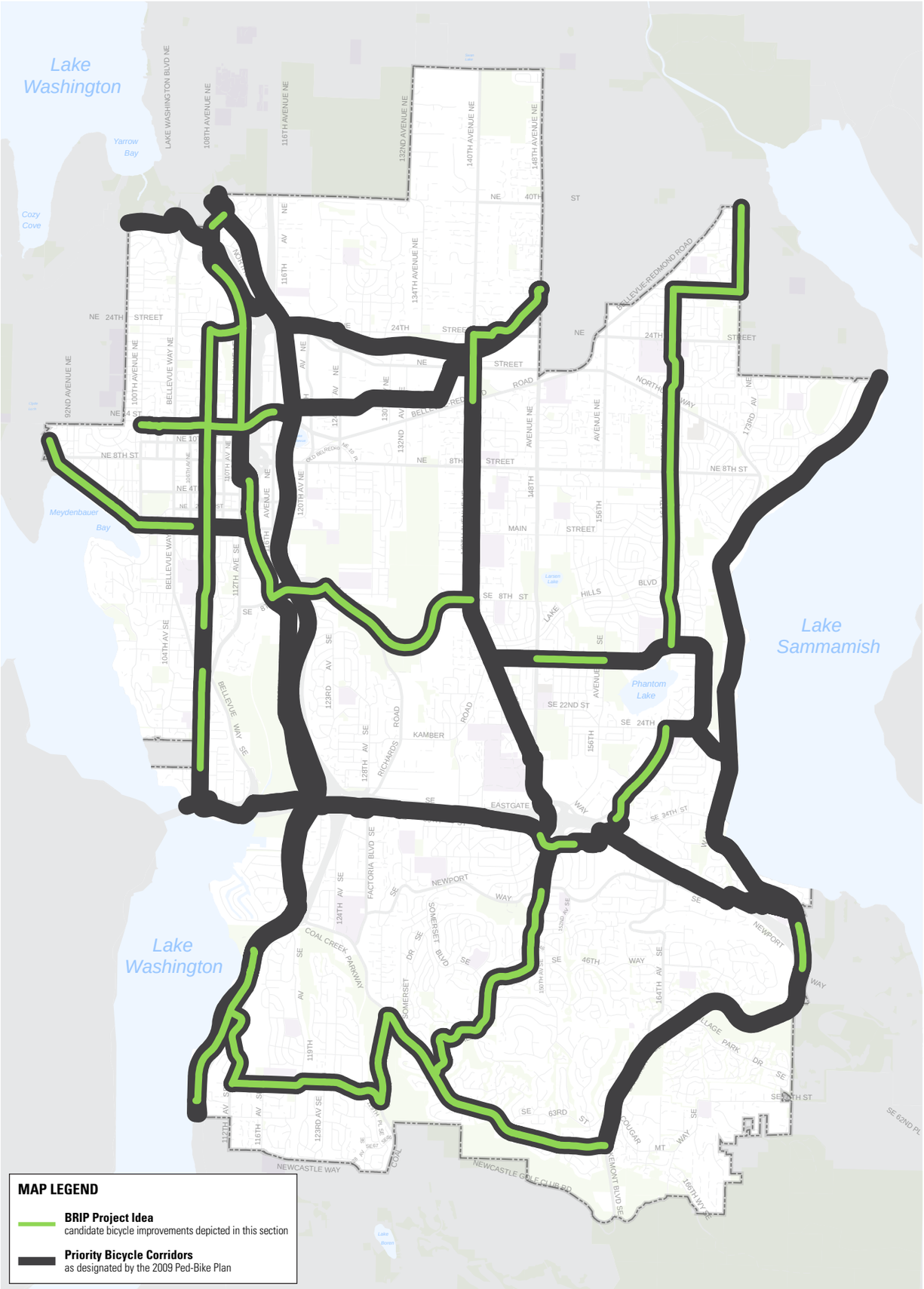

PRIORITY BICYCLE CORRIDOR PROJECT IDEAS

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Priority Bicycle Corridor	Project Idea No.	Location	From	To
NS-1: Enatai to Northtowne	PBC-1	108th Ave SE (South of Main St)	SE 30th St	Main St
	PBC-2	108th Ave NE (Downtown)	Main St	NE 12th St
	PBC-3	108th Ave NE, NE 24th St (Northtowne Bikeway)	NE 12th St	112th Ave NE
NS-2: Lake Washington Loop Trail	PBC-4	Lake Washington Blvd SE	South City Limits	Lake Washington Loop Trail
	PBC-5	114th Ave SE	SE 8th St	NE 6th St
	PBC-6	112th Ave NE, 108th Ave NE	NE 12th St, NE 38th Pl	SR-520, Eastside Rail Corridor Trail
NS-4: Somerset to Redmond	PBC-7	Highland Dr, 148th Ave SE	Forest Dr SE	SE Newport Way
	PBC-8	140th Ave NE, NE 24th St, NE 29th Pl	Bel-Red Rd	148th Ave NE
NS-5: Spirit Ridge to Sammamish River	PBC-9	161st Ave SE	SE Eastgate Way	SE 24th St
	PBC-10	164th Ave	SE 14th St	NE 30th St
	PBC-11	NE 30th St, 172nd Ave NE	164th Ave NE	NE 40th St
EW-2: Downtown to Overlake	PBC-12	NE 12th St	100th Ave NE	116th Ave NE
EW-3: Lake-to-Lake Trail	PBC-13	Lake Washington Blvd NE, Main St	NE 1st St	108th Ave NE
	PBC-14	SE 8th St, Lake Hills Connector	114th Ave SE	140th Ave SE
	PBC-15	SE 16th St	148th Ave SE	156th Ave SE
EW-4: Mountains to Sound Greenway	PBC-16	SE 38th St	I-90 Pedestrian/Bicycle Overpass	154th Ave SE
EW-5: Coal Creek to Cougar Mountain	PBC-17	Lake Washington Blvd SE, SE 60th St	106th Ave SE	Coal Creek Pkwy SE
	PBC-18	Forest Dr SE	Coal Creek Pkwy SE	Lakemont Blvd SE
	PBC-19	Lakemont Blvd SE	SE Newport Way	West Lake Sammamish Pkwy SE

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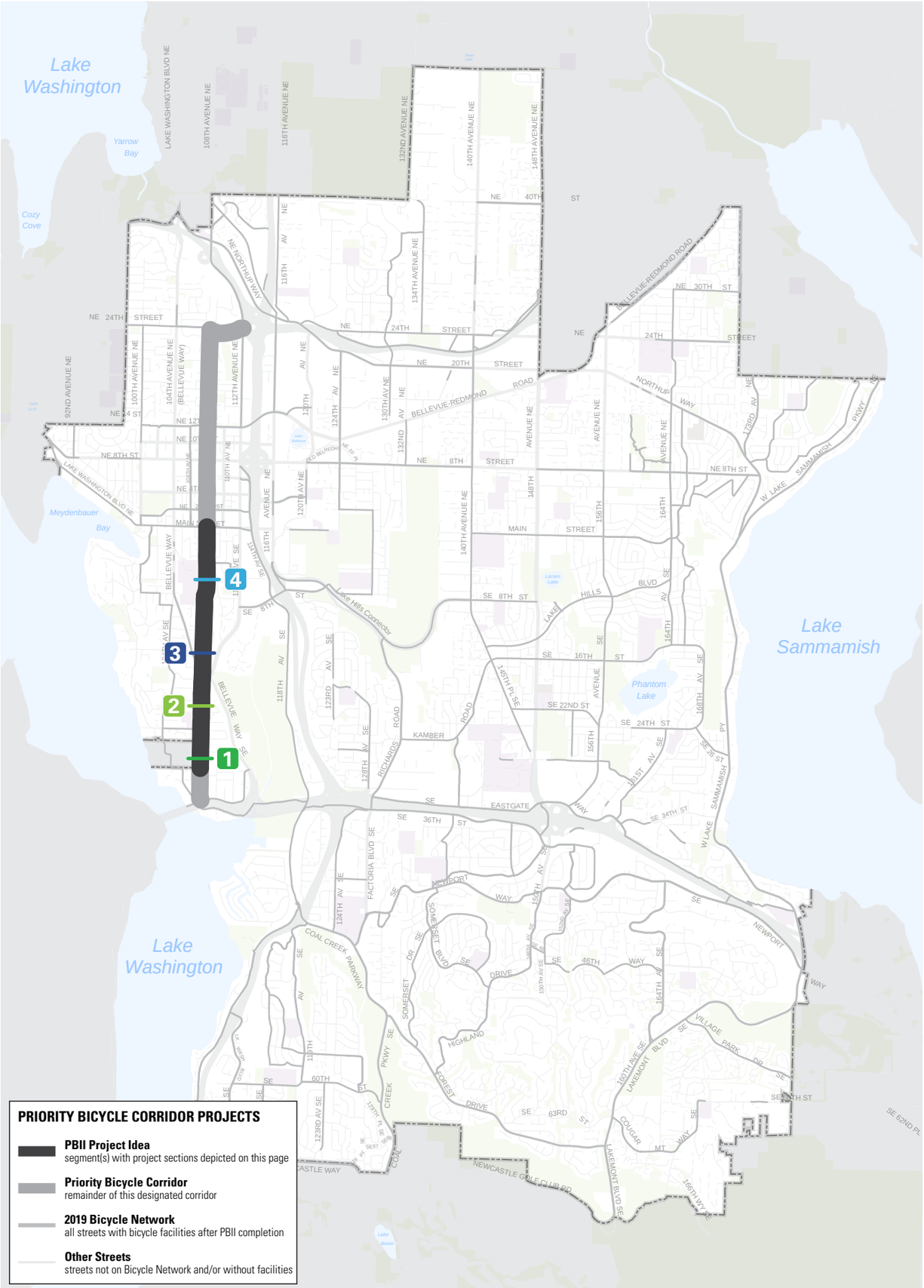


PROJECT IDEA PBC-1: 108TH AVE SE (SOUTH OF MAIN ST)

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
4,700 (SE 12th St to Main St)

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Wide Lane/Shared Shoulder (SE 25th St to SE 14th St); Shared/Wide Outside Lane, Both Sides (SE 30th St to SE 25th St)

Major Nearby Destinations:
Downtown Bellevue, South Bellevue Park-and-Ride, Bellevue High School, Enatai Elementary School, Mercer Slough Nature Park

Bicycle Network Connections:
I-90 Trail (PBC), Lake-to-Lake Trail (PBC)

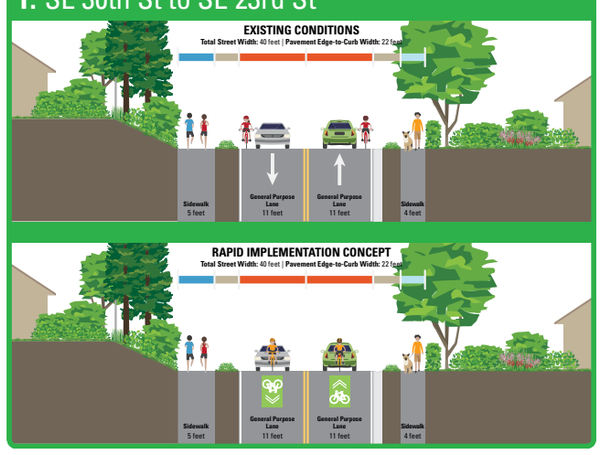
Population (¼-mile buffer):
5,739 residents

Employment (¼-mile buffer):
9,728 jobs

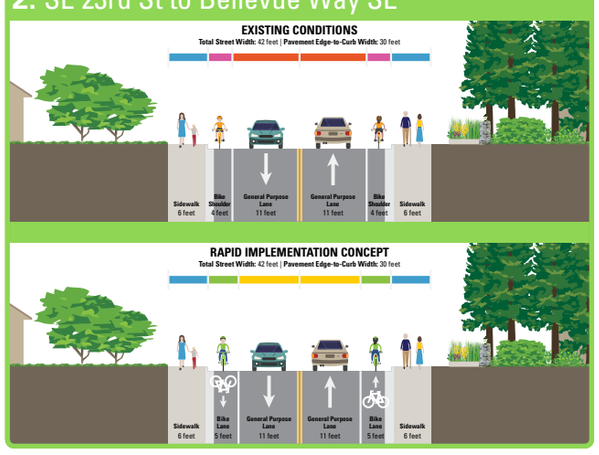
2009 Plan Projects: B-138 (Medium)

Typical Street Sections:

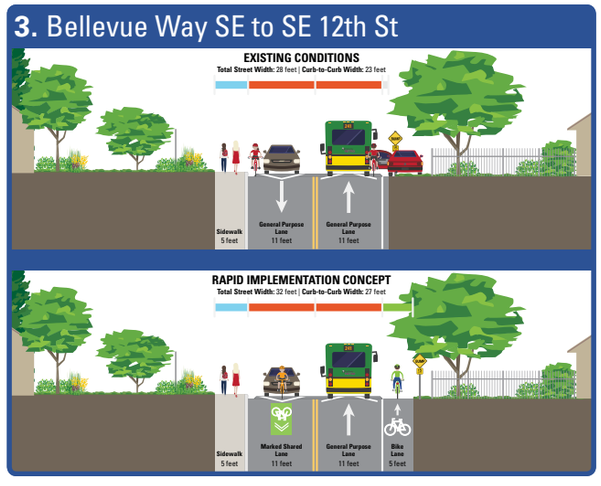
1. SE 30th St to SE 23rd St



2. SE 23rd St to Bellevue Way SE



3. Bellevue Way SE to SE 12th St



4. SE 12th St to Main St

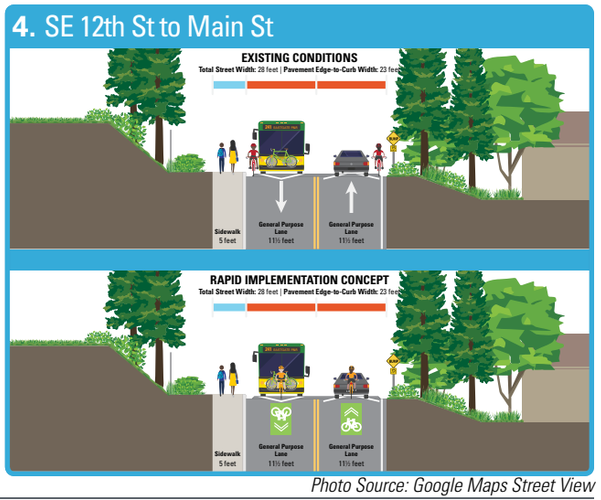


Photo Source: Google Maps Street View

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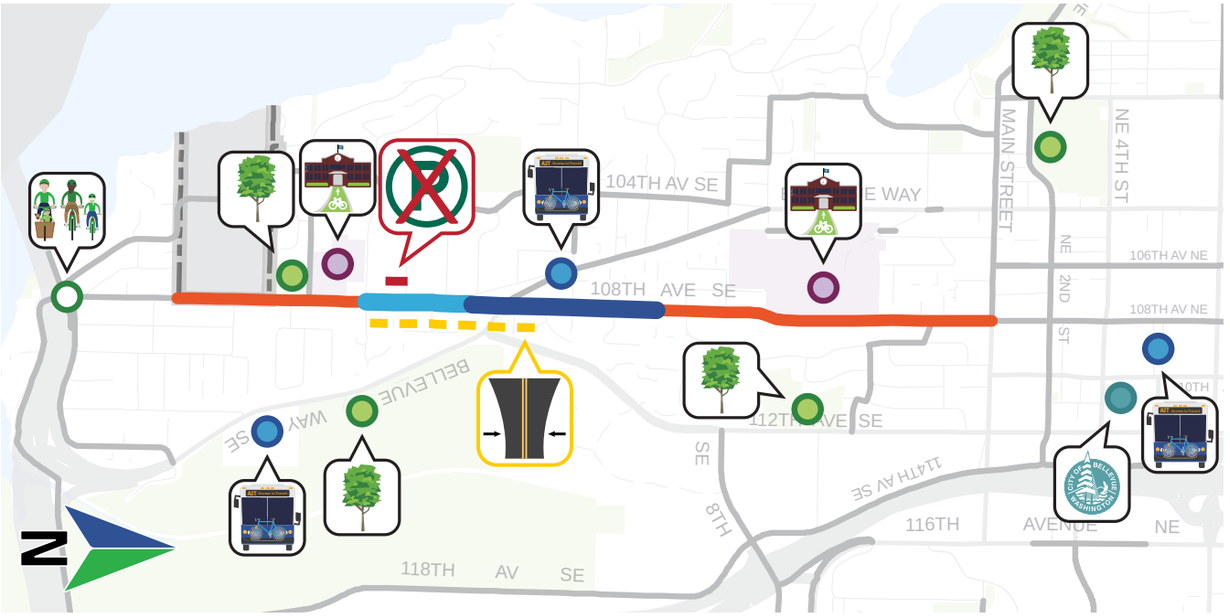


Issues:

- **Requires 10-foot Travel Lanes:** SE 23rd St to SE 17th St
- **Parking Displacement Required (est. 200 feet):** North of SE 23rd St to SE 22nd St

Opportunities:

Marked Shared Lanes (1.5 miles): SE 35th Pl to SE 23rd St and SE 12 St to Main St

Conventional Bike Lanes, both sides (0.3 miles): SE 23rd St to south of Bellevue Way SE

Conventional Bike Lane, uphill; Marked Shared Lanes, downhill (0.3 mi): South of Bellevue Way SE to SE 12th St

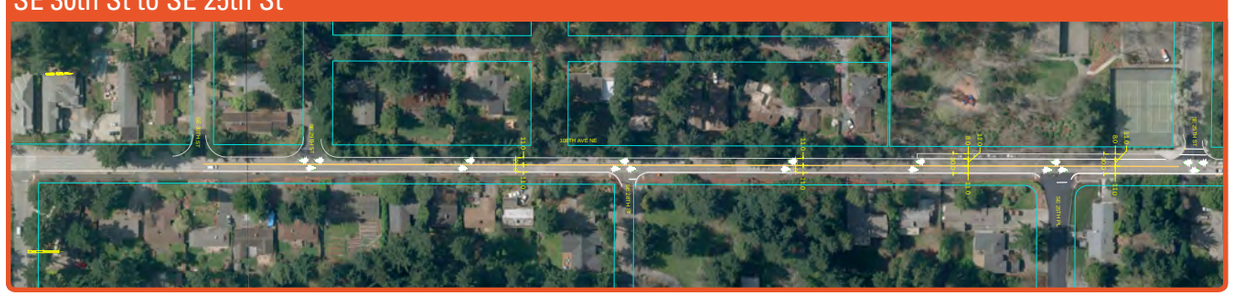
- **Nearby Transit:** Bellevue Transit Center, South Bellevue P&R, Frequent Route 550 (Bellevue Way SE)
- **Access to Schools:** Improved bicycle connections to Enatai Elementary School, Bellevue High School
- **Access to Parks:** Improved bicycle connection to Enatai Park; Mercer Slough, Surrey Downs, and Downtown Park nearby
- **Nearby City Services:** Bellevue City Hall and Police Department
- **Regional Trail Connection:** Improved north-south connection to I-90 Trail (PBC EW-4)

Cost Estimates: Capital: $102,300 | **O&M:** $2,700 annually

Conceptual Layouts:

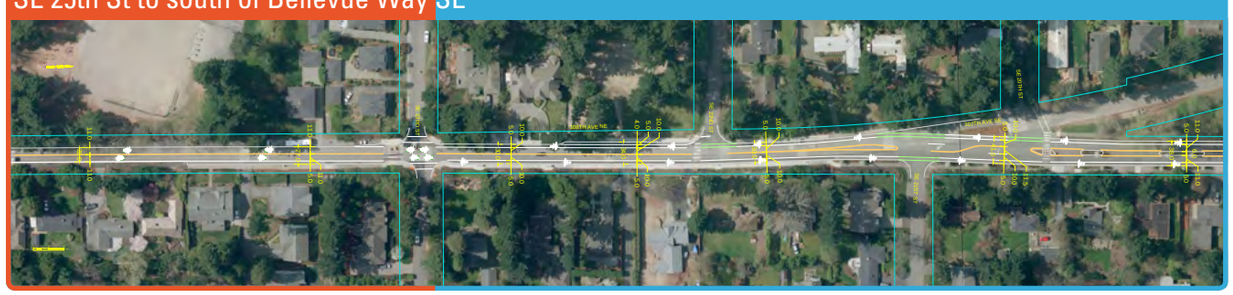
Note: All dimensions are approximate pending field verification

SE 30th St to SE 25th St



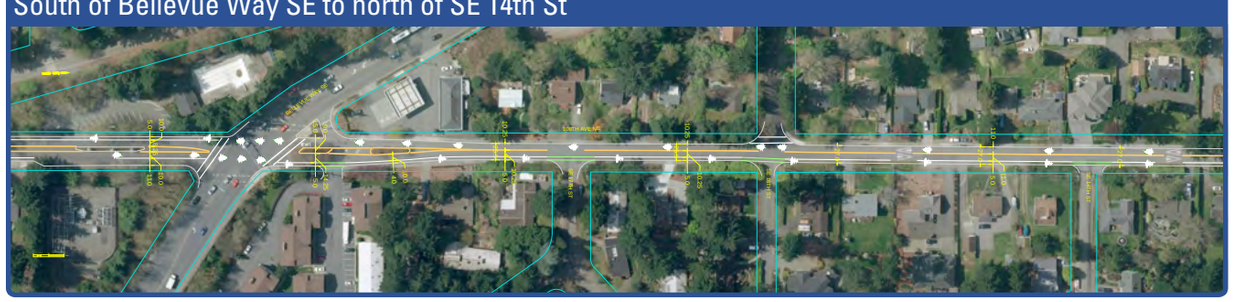
SE 14th St to Bellevue High School

SE 25th St to south of Bellevue Way SE



Bellevue High School to SE 2nd St

South of Bellevue Way SE to north of SE 14th St



SE 2nd St to Main St

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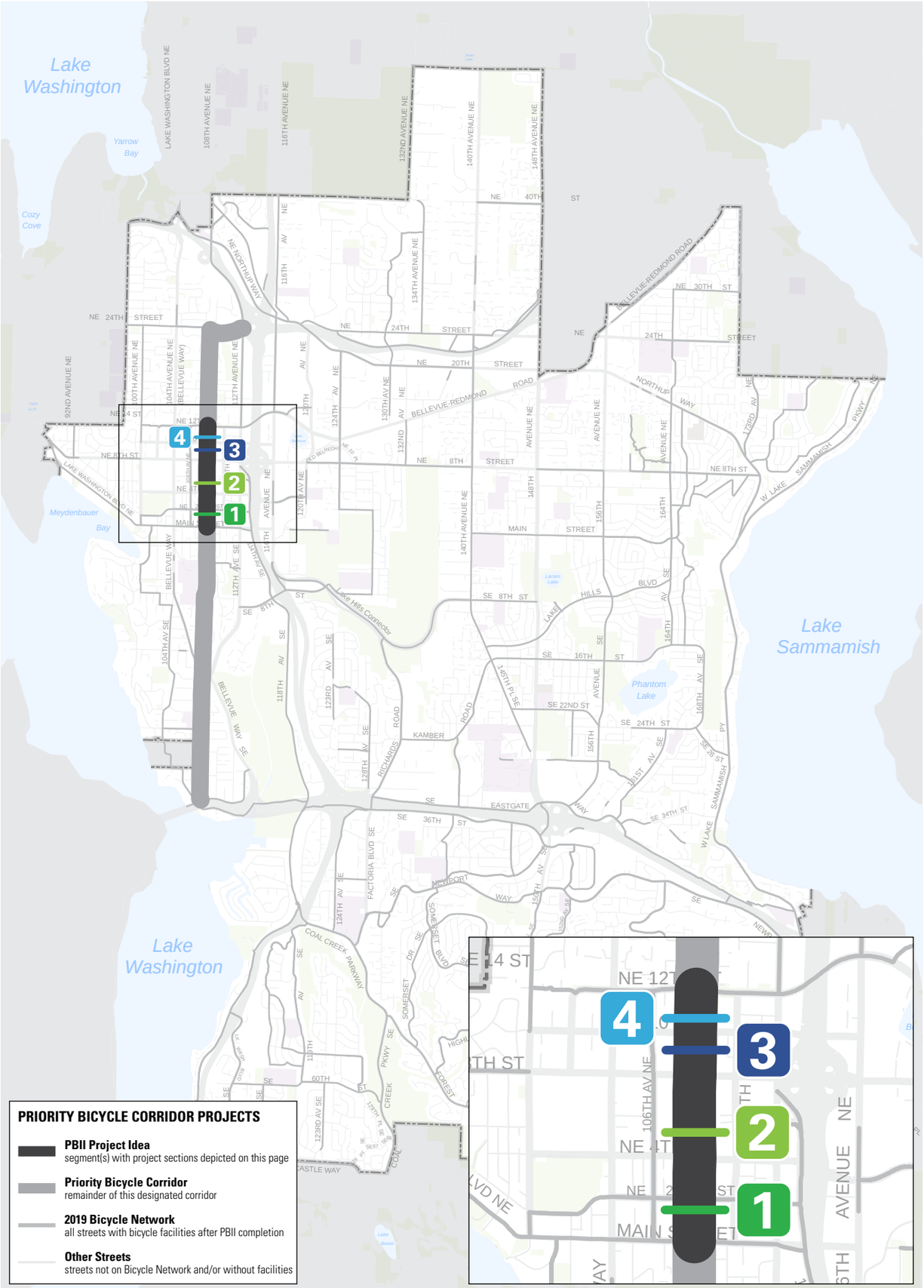


PRIORITY BICYCLE CORRIDOR PROJECTS

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

PROJECT IDEA PBC-2: 108TH AVE NE (MAIN ST TO NE 12TH ST)

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
8,500-113,000 (NE 2nd Pl to NE 8th St);
8,500 (Main St to NE 2nd Pl);
5,500 (NE 8th St to NE 12th St);

Posted Speed Limits: 30 MPH

Existing Bicycle Facilities:
No bicycle facilities (Main St to NE 8th St);
Bike Shoulders, One or Both Sides (NE 8th St to NE 12th St)

Major Nearby Destinations:
Downtown Bellevue, Bellevue Transit Center, NE 6th Street Pedestrian Corridor, Bellevue Library, Ashwood Playfield, McCormick Park

Bicycle Network Connections:
NE 12th St (PBC EW-2), Lake-to-Lake Trail (PBC EW-3)

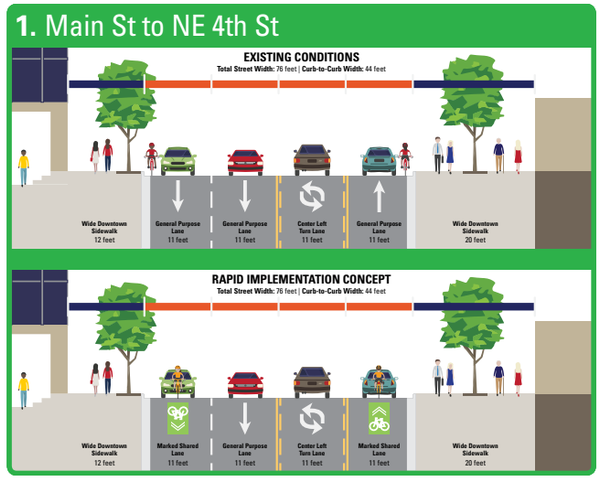
Population (¼-mile buffer):
10,529 residents

Employment (¼-mile buffer):
33,614 jobs

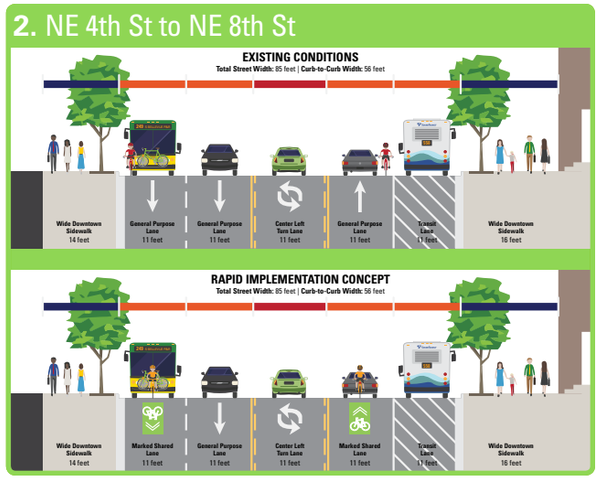
2009 Plan Projects: B-125 (Medium)

Typical Street Sections:

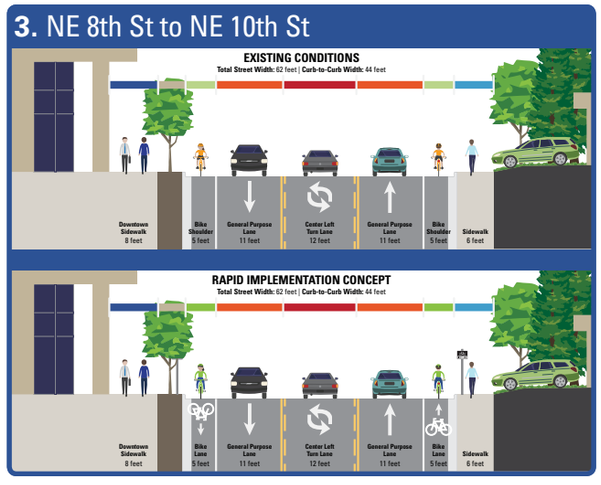
1. Main St to NE 4th St



2. NE 4th St to NE 8th St



3. NE 8th St to NE 10th St



4. NE 10th St to NE 12th St

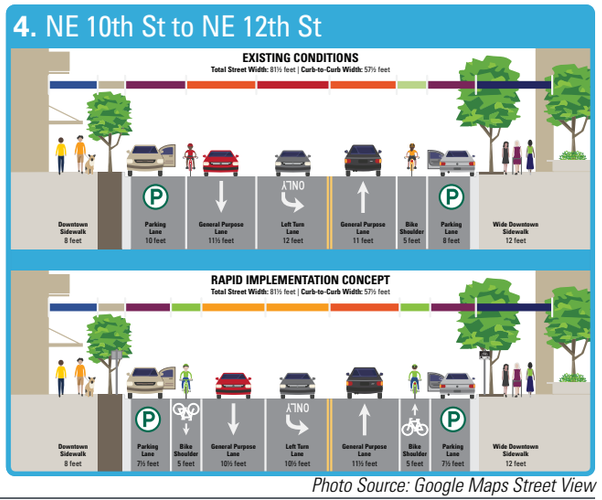


Photo Source: Google Maps Street View

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Issues:

Parking Displacement Required (est. 2 spaces): 30-Minute Load/Unload zone south of NE 12th St

Opportunities:

Marked Shared Lanes (0.5 miles): Main St to NE 8th St

Conventional Bike Lanes (0.3 miles): NE 8th St to NE 12th St

- **Access to Transit:** Improved bicycle connection to Bellevue Transit Center
- **Access to School:** Improved bicycle connection to Bellevue High School
- **Access to Parks:** Improved bicycle connections to Ashwood Playfield, McCormick Park, Zumdieck Park
- **Other Nearby Parks:** Downtown Park, Surrey Downs Park, Hidden Valley Park
- **Access to City Services:** Improved connections to Bellevue City Hall and Police Department, Bellevue Library

Cost Estimates:

Capital: $163,200

O&M: $3,200 annually

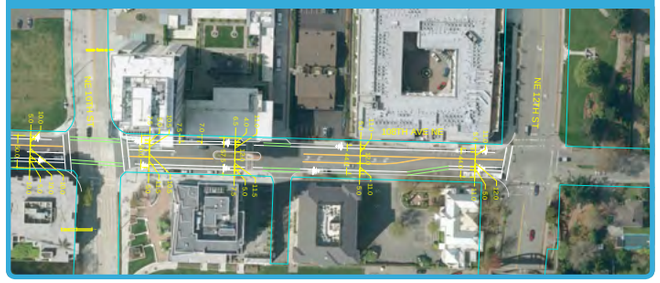
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Main St to NE 4th St

NE 4th St to NE 10th St

NE 10th St to NE 12th St



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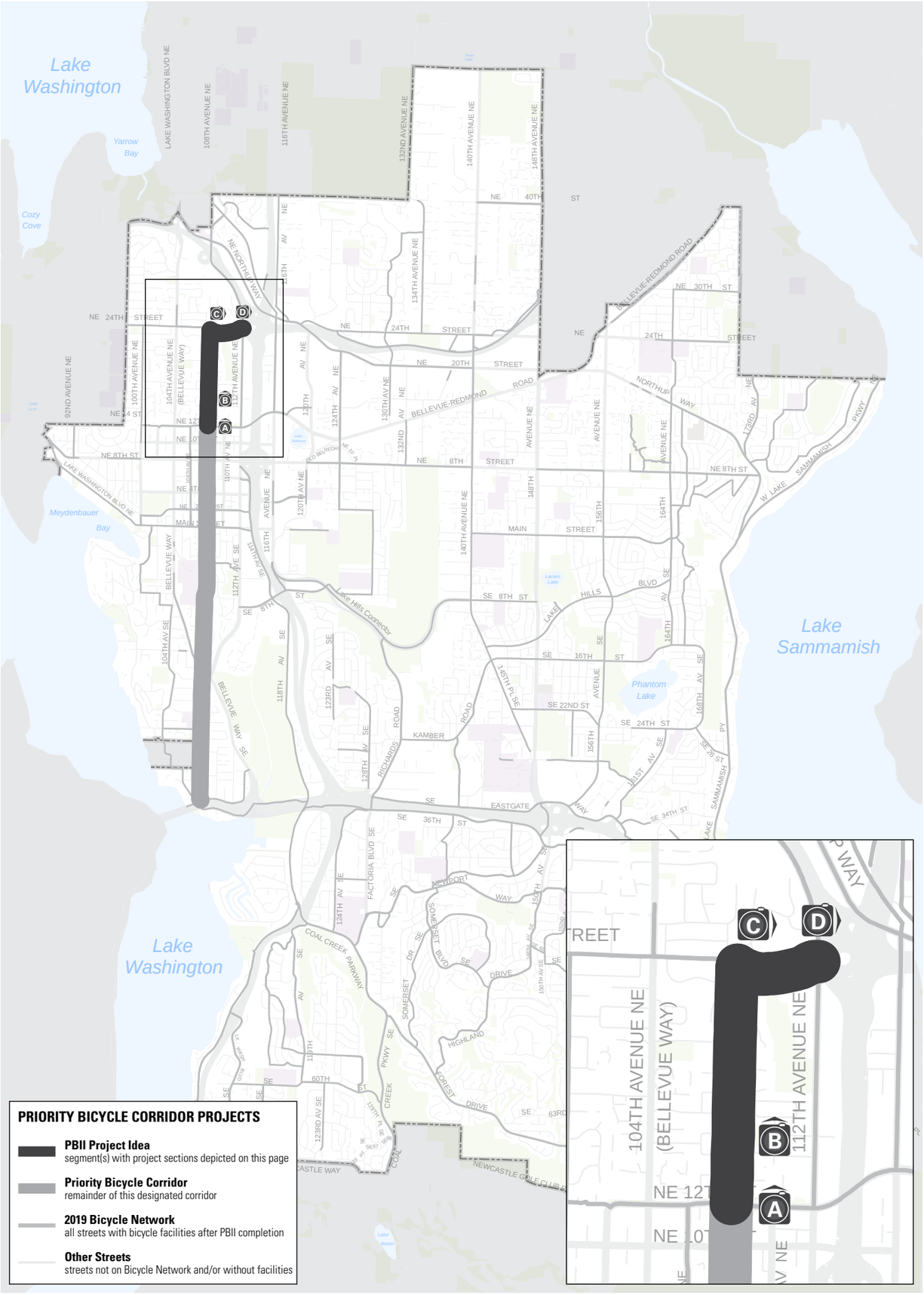

PROJECT IDEA PBC-3:
108TH AVE NE, NE 24TH ST (NORTHTOWNE BIKEWAY)

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
1,000 (NE 12th St to NE 24th St)

Posted Speed Limits:
25 MPH

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

Major Nearby Destinations:
Downtown Bellevue, McCormick Park,
Hidden Valley Park, Bellevue Montessori School

Bicycle Network Connections:
NE 12th St (PBC EW-2),
112th Ave NE (PBC NS-2: Lake Washington Loop)

Population (¼-mile buffer):
5,188 residents

Employment (¼-mile buffer):
3,940 jobs

2009 Plan Projects: B-201 (Medium), B-204 (Medium)

Typical Street Sections:

A. 108th Ave NE at NE 12th St, looking north

B. 108th Ave NE at NE 18th St, looking north

C. NE 24th St at 109th Ave NE, looking east

D. NE 24th St at 112th Ave NE, looking east

Photo Source: Google Maps Street View

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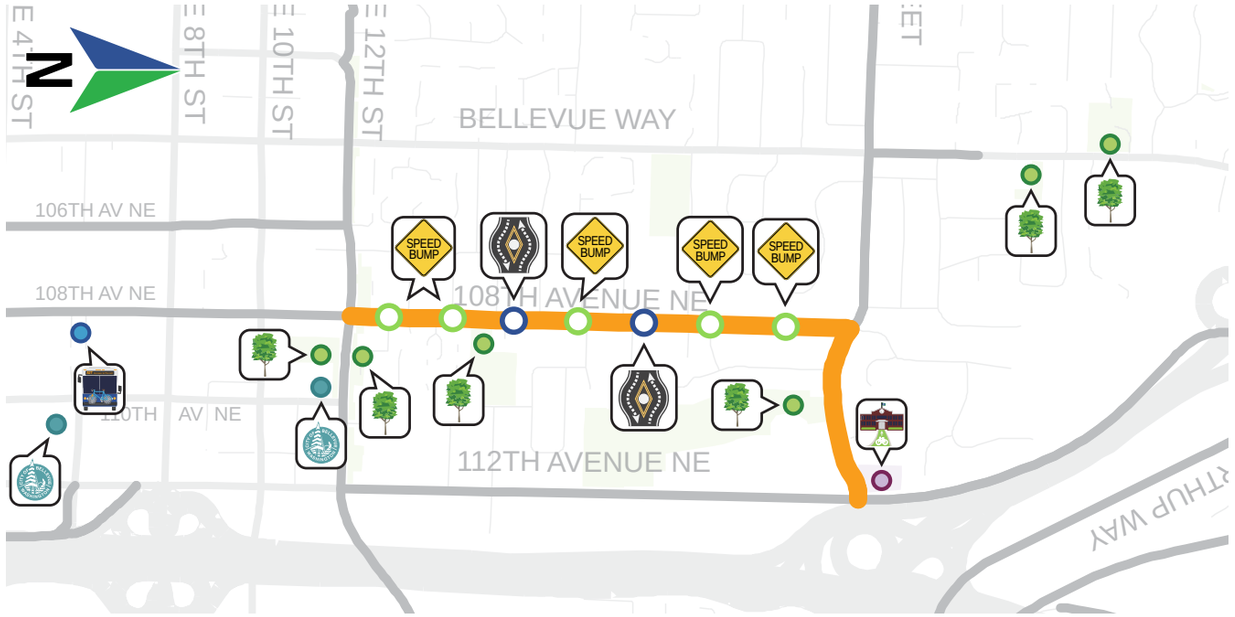

Existing Conditions:

- **Existing Speed Humps:** Speed humps at NE 12th Pl, NE 14th St, NE 18th St, NE 20th St, and south of NE 24th St
- **Existing Speed Dot:** Speed dots at NE 16th St and NE 19th Pl

Opportunities:

Neighborhood Bikeway (1 mile): NE 12th St to NE 24th St

- **Access to Transit:** Improved bicycle connection to Bellevue Transit Center
- **Access to School:** Improved bicycle connection to Bellevue Montessori School
- **Access to Parks:** Improved bicycle connections to Ashwood Playfield, McCormick Park, Zumdieck Park, and Hidden Valley Park; Northtowne Park, Spring Hills Park nearby
- **Access to Public Services:** Improved bicycle connections to Bellevue City Hall and Police Department and Bellevue Library

Cost Estimates:

Capital: $45,700 | **O&M:** $800 annually

What are Neighborhood Bikeways?

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

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

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

Traffic Circle

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

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

Green-Backed Sharrows

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

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

Speed Dots

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

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

Speed Humps

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

Chicane

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

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

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

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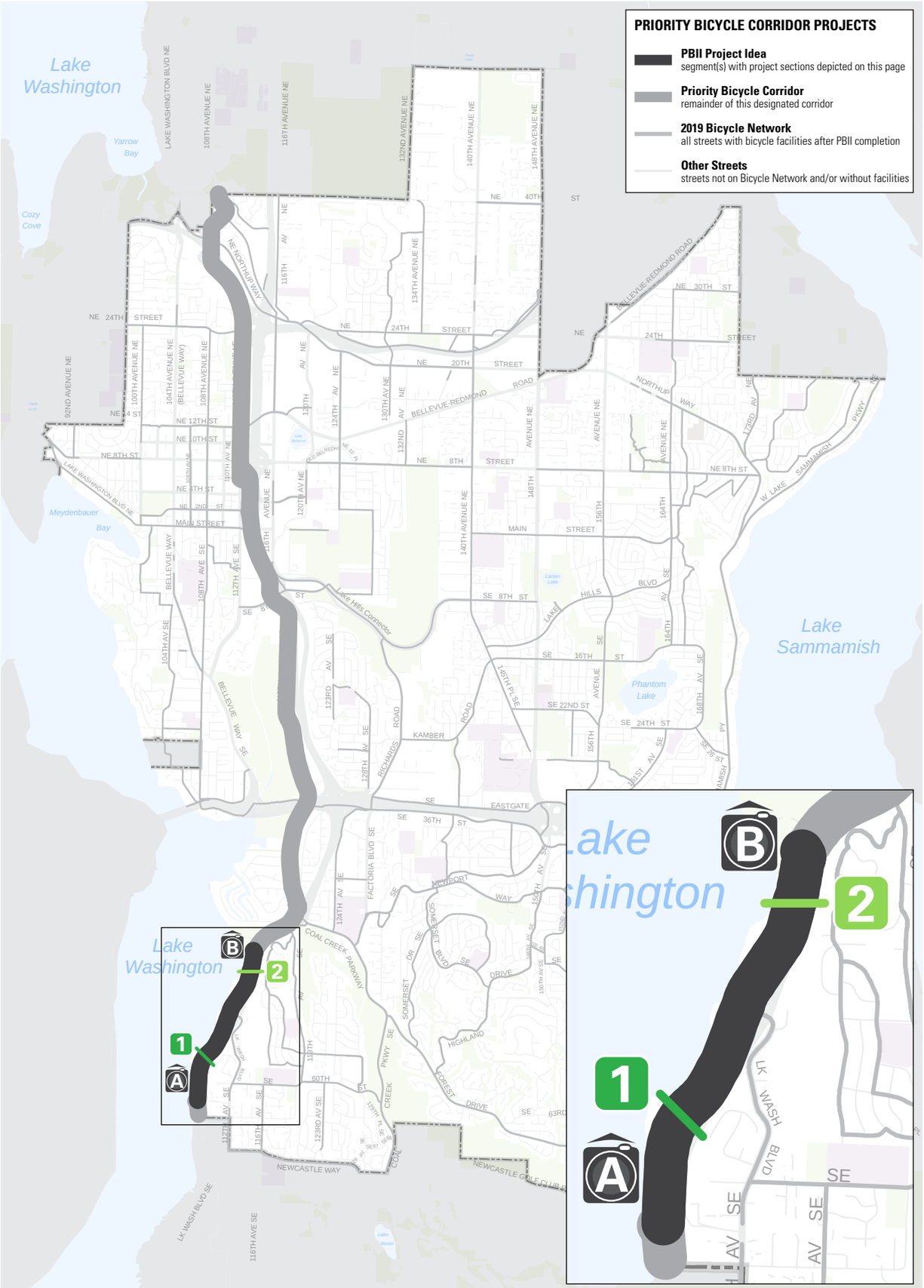


PROJECT IDEA PBC-4: LAKE WASHINGTON BLVD SE

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Local

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
30 MPH (South city limits to Lake Washington Blvd SE);
25 MPH (106th Ave SE to Lake Washington Loop Trail

Existing Bicycle Facilities:
Wide Lane/Shared Shoulder, One Side Only

Major Nearby Destinations:
Newport Hills Park-and-Ride, Newcastle Beach Park

Bicycle Network Connections:
Lake Washington Blvd SE (PBC EW-5)

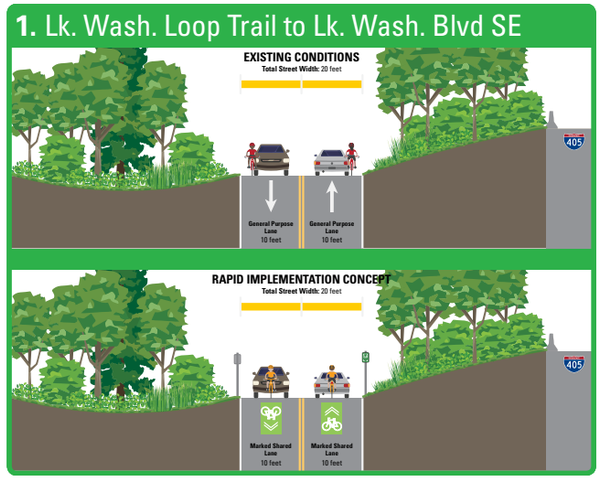
Population (¼-mile buffer):
1,090 residents

Employment (¼-mile buffer):
38 jobs

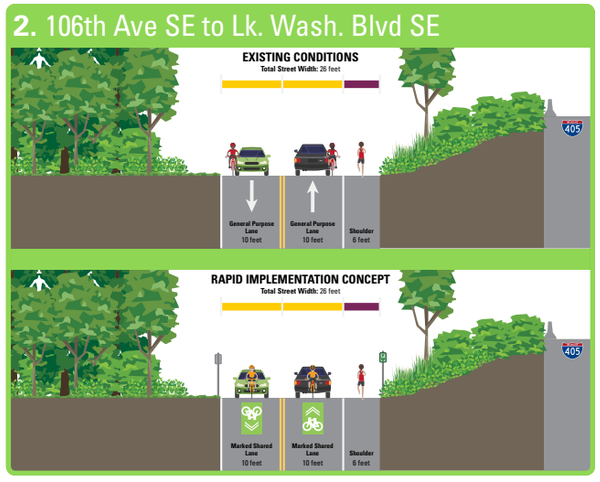
2009 Plan Projects:
None

Typical Street Sections:

1. Lk. Wash. Loop Trail to Lk. Wash. Blvd SE



2. 106th Ave SE to Lk. Wash. Blvd SE



A. 106th Ave SE looking north

B. Newcastle Beach Park

Photo Source: Google Maps Street View

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Issues:

- **Constrained Pavement Width:** Street is too narrow to implement dedicated bicycle facilities
- **Requires 10-foot Travel Lanes:** Lake Washington Loop Trail (south city limits) to Lake Washington Loop Trail (connects to Coal Creek Pkwy SE)

Opportunities:

Green-Backed Sharrows (1.25 miles): Lake Washington Loop Trail (south city limits) to Lake Washington Loop Trail (connects to Coal Creek Pkwy SE)

- **Access to Transit:** Improved bicycle connection to Newport Hills Park-and-Ride
- **Nearby Schools:** Olde Middle School, Ringdall Jr. High School, Newport Heights Elementary School
- **Access to Parks:** Improved bicycle connection to Newcastle Beach Park;
- **Nearby Parks:** Newport Hills Park, Tyler property park
- **Regional Trail Connection:** Improved north-south connection to Lake Washington Loop Trail (PBC NS-2)

Cost Estimates: Capital: $53,400 | **O&M:** $1,500 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

106th Ave SE from Lake Washington Loop Trail to Pleasure Point Lane SE

106th Ave SE from Pleasure Point Lane SE to Lake Washington Blvd SE

Lake Washington Blvd SE from 106th Ave SE to north of SE 50th Pl

Lake Washington Blvd SE from north of SE 50th Pl to Lake Washington Loop Trail

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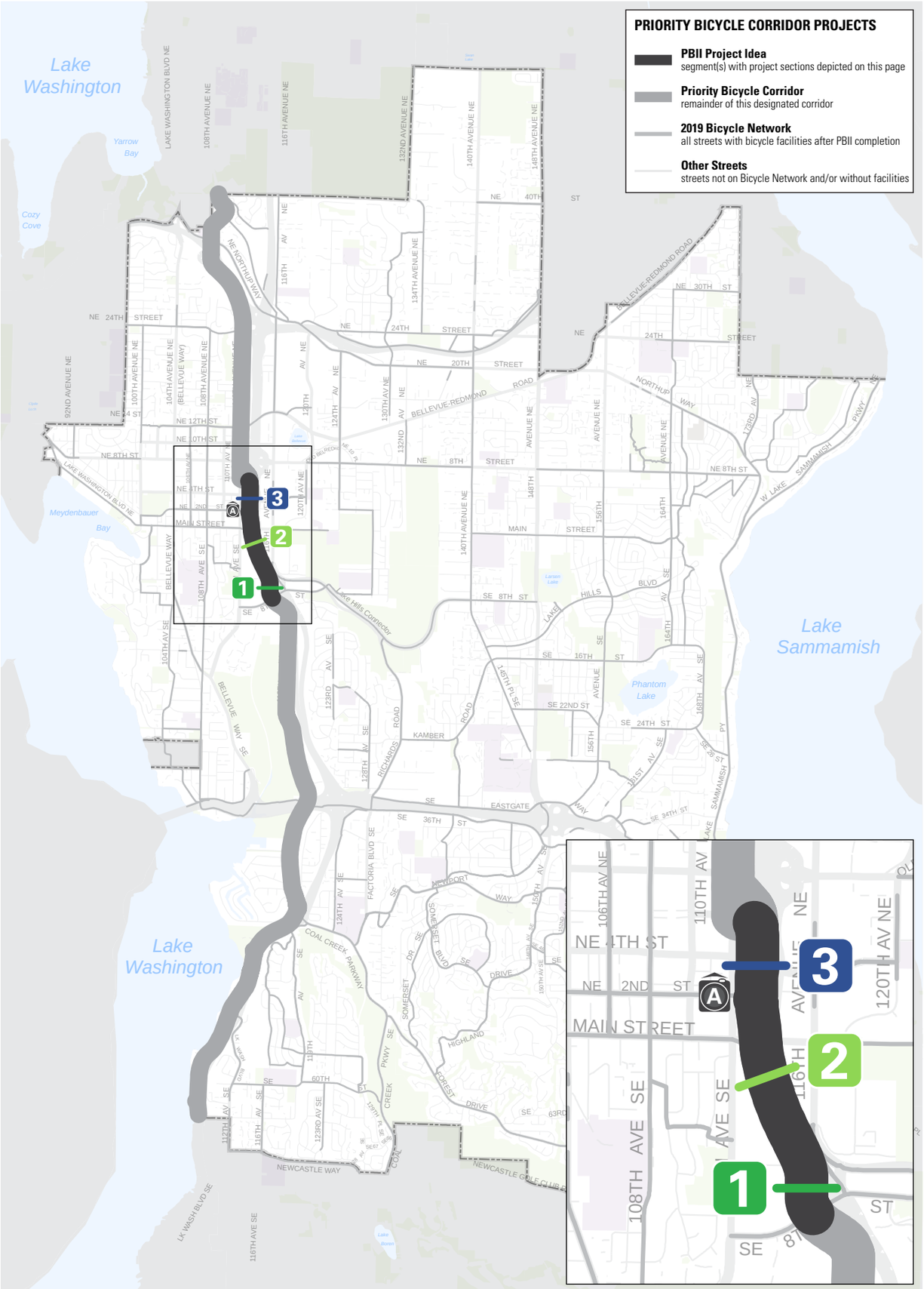


PROJECT IDEA PBC-5: 114TH AVE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
5,800 (SE 8th St to Main St)

Posted Speed Limits:
30 MPH (SE 8th St to Main St);
25 MPH (Main St to NE 6th St)

Existing Bicycle Facilities:
Conventional Bike Lane, One Side (SE 8th St to Main St);
Sharrows, Both Sides (Main St to NE 6th St)

Major Nearby Destinations:
Mercer Slough Nature Park, Wilburton Park-and-Ride, Downtown Bellevue, Bellevue Transit Center

Bicycle Network Connections:
SE 8th St (PBC EW-3); Main St (PBC EW-3)

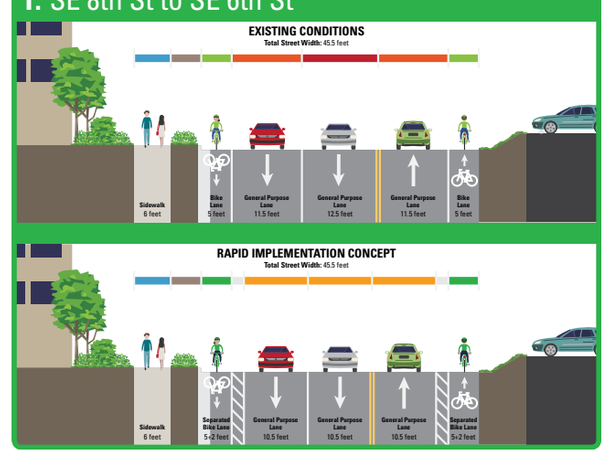
Population (¼-mile buffer):
2,681 residents

Employment (¼-mile buffer):
15,226 jobs

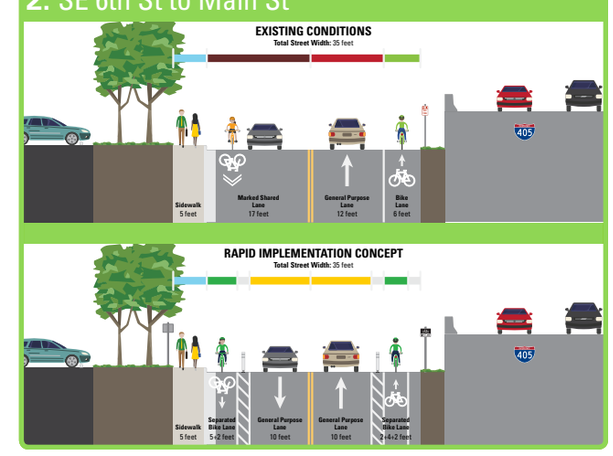
2009 Plan Projects:
B-127 (High)

Typical Street Sections:

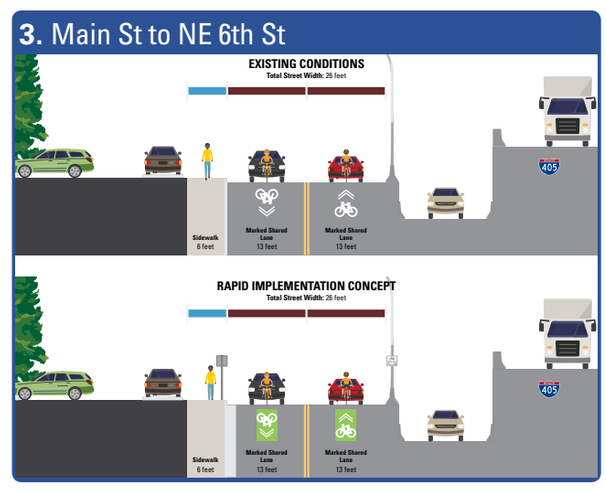
1. SE 8th St to SE 6th St



2. SE 6th St to Main St



3. Main St to NE 6th St



A. 114th Ave NE north of NE 2nd St

Photo Source: Google Maps Street View

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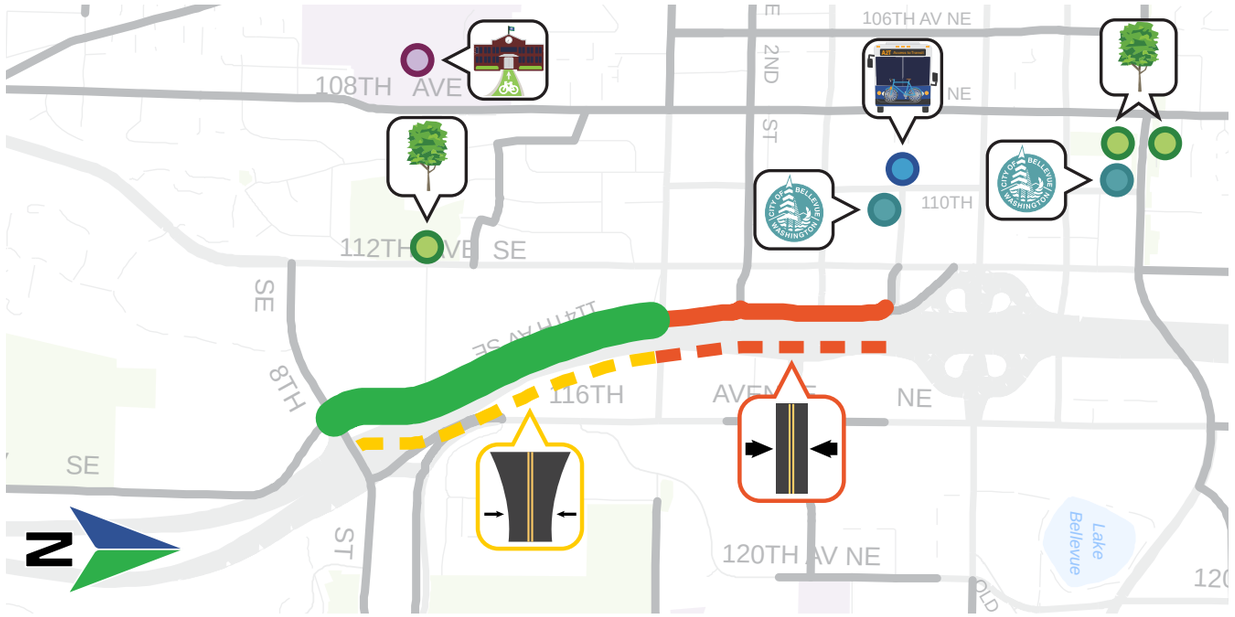


Issues:

- **Requires 10-foot Travel Lanes:** SE 8th St to Main St
- **Constrained Pavement Width:** Main St to NE 6th St

Opportunities:

Separated Bike Lanes (0.5 miles): SE 8th St to Main St

Green-Backed Sharrows (0.4 miles): Main St to NE 6th St

- **Access to Transit:** Improved bicycle connection to Bellevue Transit Center
- **Nearby School:** Bellevue High School
- **Nearby Parks:** Surrey Downs Park, Ashwood Playfield, McCormick Park
- **Access to City Services:** Improved bicycle connection to Bellevue City Hall and Police Station
- **Nearby Public Services:** Bellevue Library

Cost Estimates:

Capital: $120,500 | **O&M:** $5,200 annually

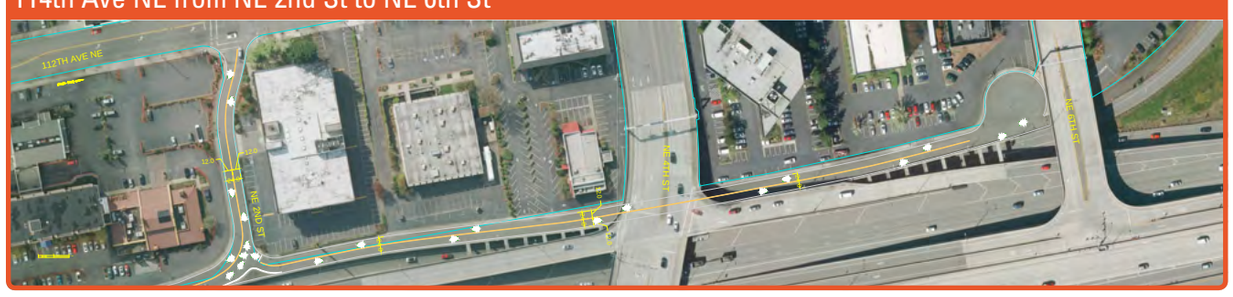
Conceptual Layouts:

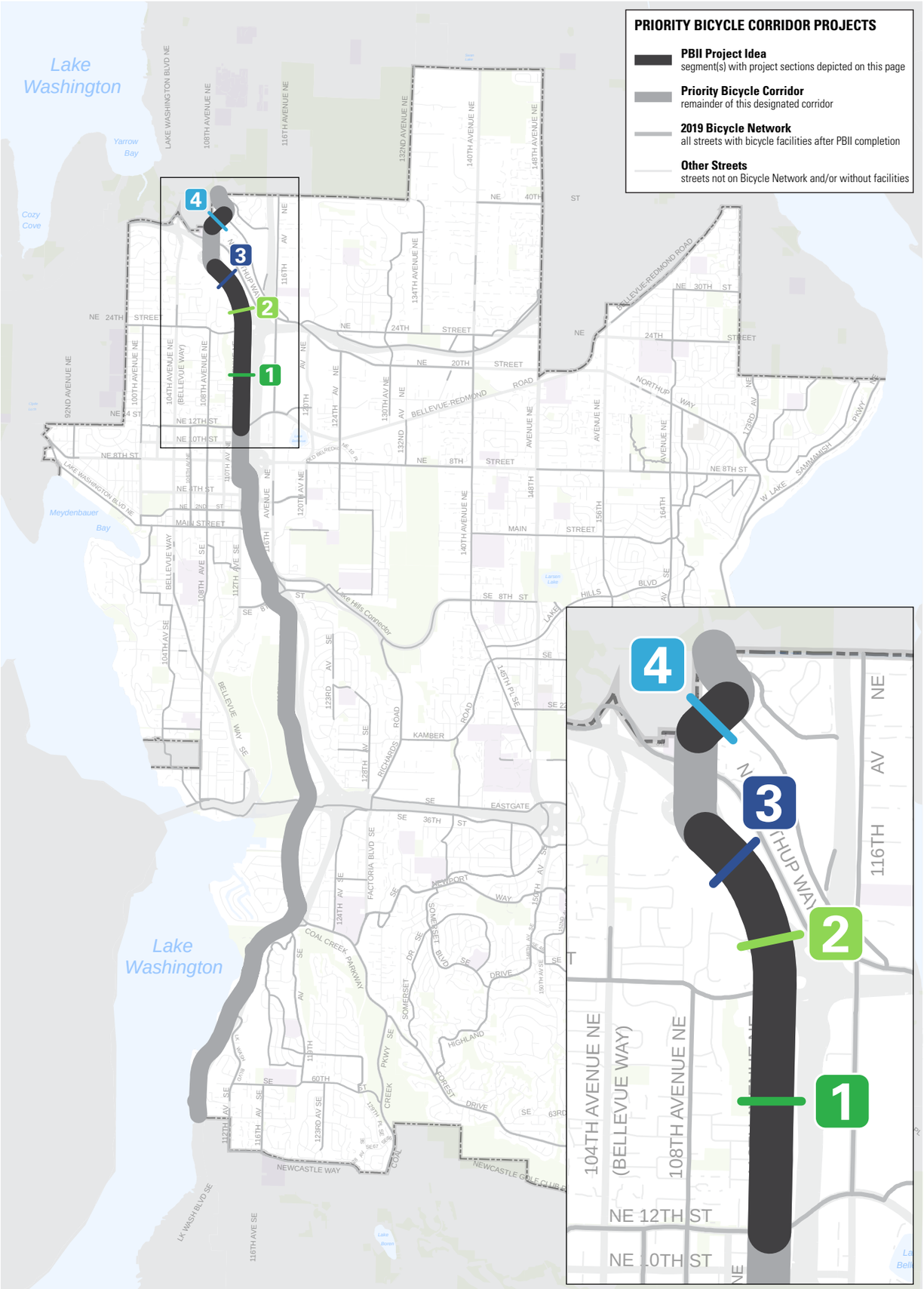
Note: All dimensions are approximate pending field verification

114th Ave SE from SE 8th St to Hilton Bellevue

114th Ave SE from Hilton Bellevue to NE 2nd St

114th Ave NE from NE 2nd St to NE 6th St





PROJECT IDEA PBC-6: 112TH AVE NE, 108TH AVE NE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor/Major Arterial

Traffic Volumes (AAWT):
8,900 (NE 12th St to NE 24th St); 10,000 (NE 24th St to SR-520); 12,500 (SR-520 to Eastside Rail Corridor)

Posted Speed Limits:
30–35 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (NE 12th St to NE 24th St); Shared/Wide Outside Lane (NE 24th St to SR-520 and Northup Way to NE 38th Pl)

Major Nearby Destinations:
Downtown Bellevue, Bellevue Montessori School, South Kirkland Park-and-Ride, McCormick Park

Bicycle Network Connections:
NE 12th St (PBC EW-2), Northup Way (PBC EW-1), Eastside Rail Corridor (PBC NS-3)

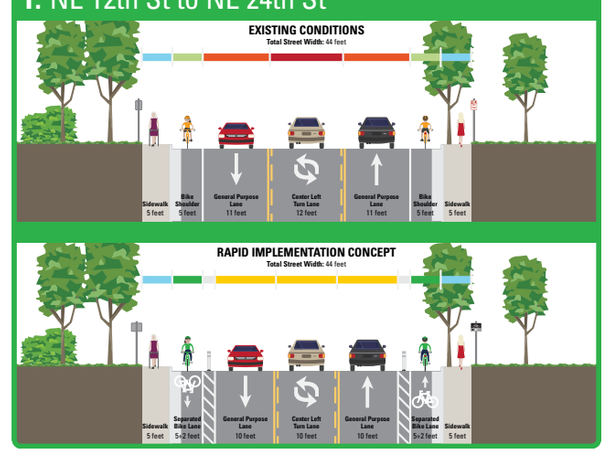
Population (¼-mile buffer): 5,209 residents

Employment (¼-mile buffer): 13,712 jobs

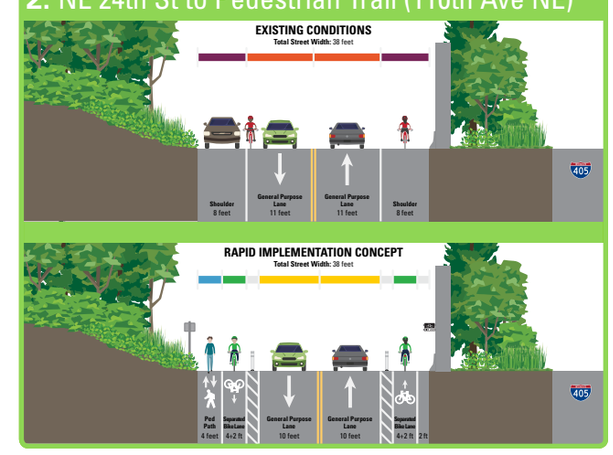
2009 Plan Projects:
B-101 (High), B-104 (High), S-303 (High)

Typical Street Sections:

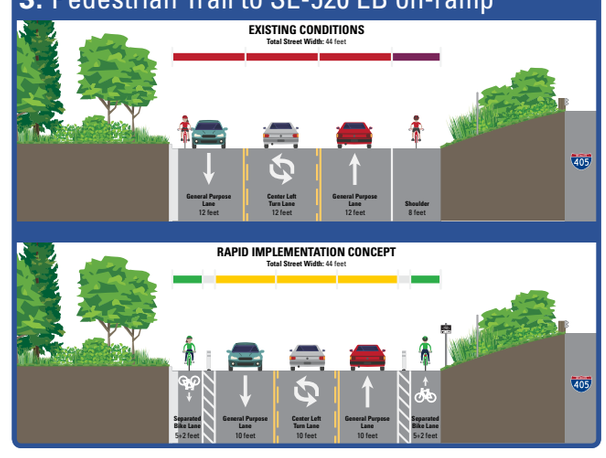
1. NE 12th St to NE 24th St



2. NE 24th St to Pedestrian Trail (110th Ave NE)



3. Pedestrian Trail to SE-520 EB on-ramp



4. NE 38th Pl to Eastside Rail Corridor

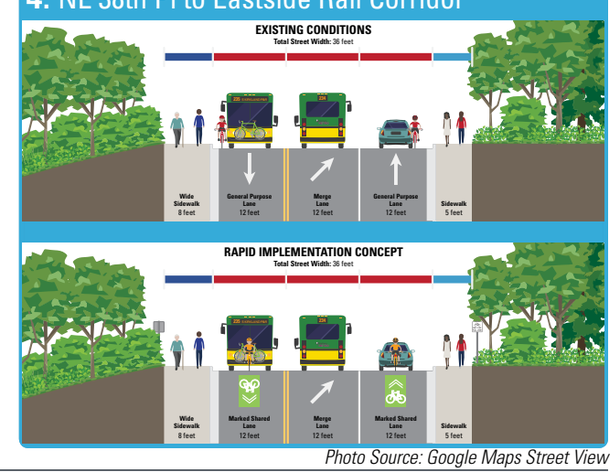


Photo Source: Google Maps Street View

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Issues:

- **Requires 10-foot Travel Lanes:** NE 12th St to SR-520 EB on-ramp
- **Requires Parking Displacement (est. 500 feet):** NE 24th St to NE 26th Pl (approx.)

Opportunities:

Separated Bike Lanes (1 mile): NE 12th St to SR-520 EB on-ramp
On-Street Pedestrian Path (0.25 miles): NE 24th St to 110th Ave NE trail
Green-Backed Sharrows (650 feet): NE 37th St to Eastside Rail Corridor Trail

- **Access to Transit:** Improved bicycle connection to South Kirkland Park-and-Ride
- **Access to School:** Improved bicycle connection to Bellevue Montessori School; The Little School nearby
- **Access to Parks:** Improved bicycle connection to Hidden Valley Park; several others nearby
- **Access to Public Services:** Bellevue Library
- **Regional Trail Connection:** Improved north-south connections to 520 Trail (PBC EW-1), Eastside Rail Corridor (PBC NS-3)

Cost Estimates: Capital: $342,500 | **O&M:** $12,500 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

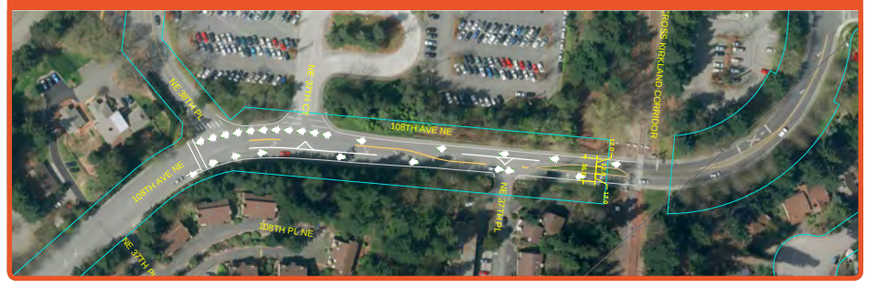
112th Ave NE from NE 12th St to Hidden Valley Sports Park

112th Ave NE from Hidden Valley Sports Park to south of NE 24th St

112th Ave NE from south of NE 24th St to Pedestrian Trail (110th Ave NE)

112th Ave NE from Pedestrian Trail (110th Ave NE) to SR-520 EB on-ramp

108th Ave NE from NE 37th St to Eastside Rail Corridor



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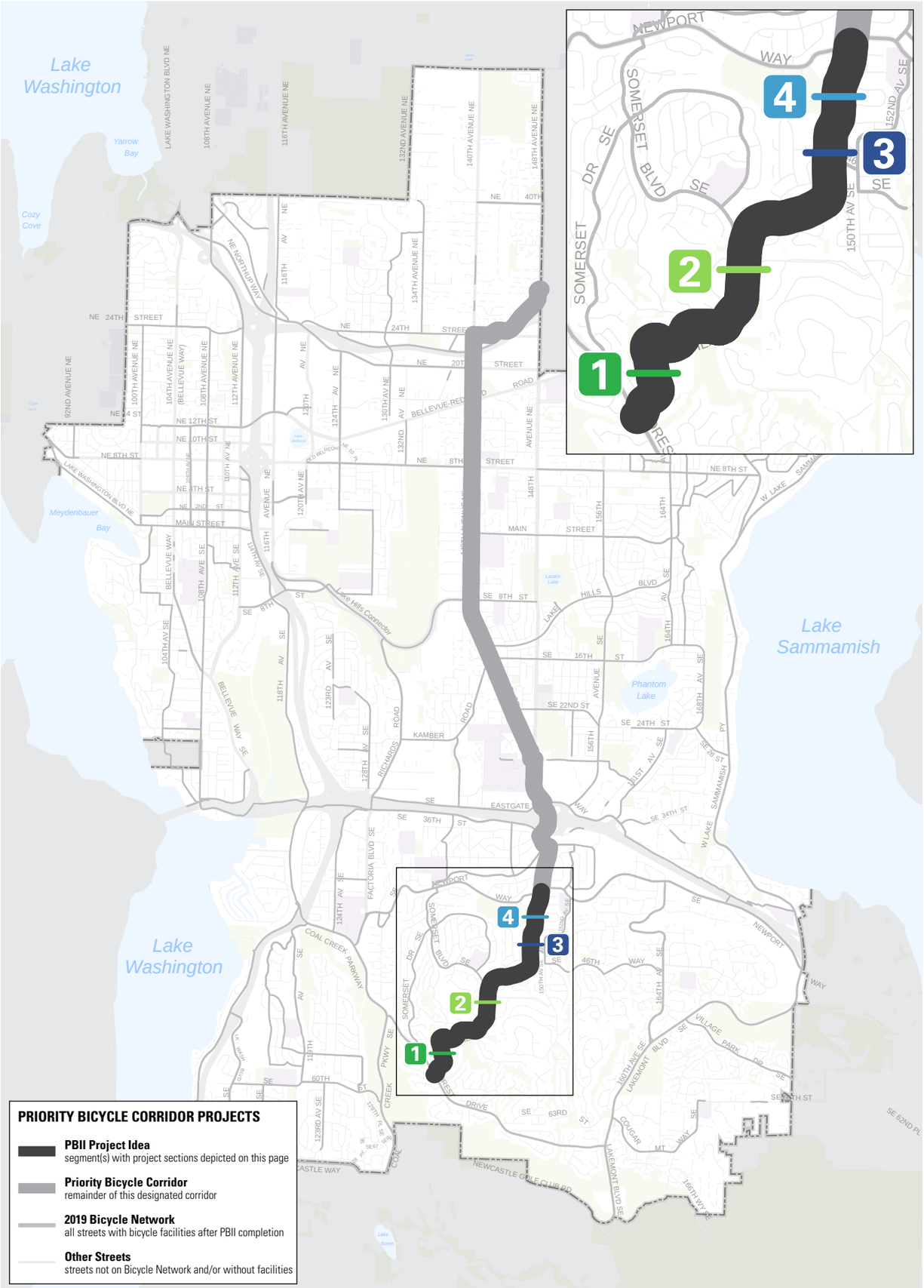


PROJECT IDEA PBC-7: HIGHLAND DR, 148TH AVE SE

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Other Arterial

Traffic Volumes (AAWT):
N/A

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides

Major Nearby Destinations:
Somerset Elementary School, Eastgate Elementary School, South Bellevue Community Center, Newport Way Library

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

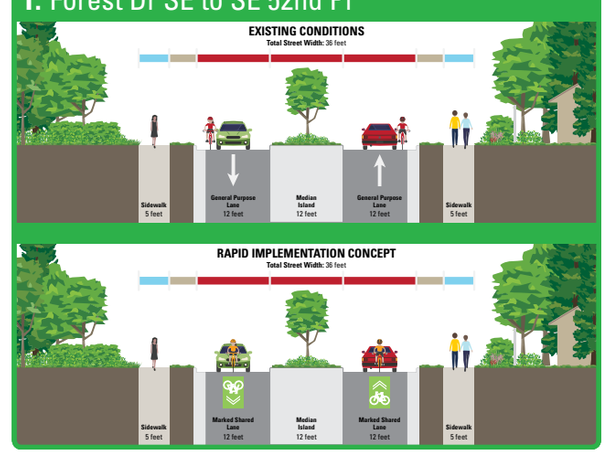
Population (¼-mile buffer): 4,693 residents

Employment (¼-mile buffer): 456 jobs

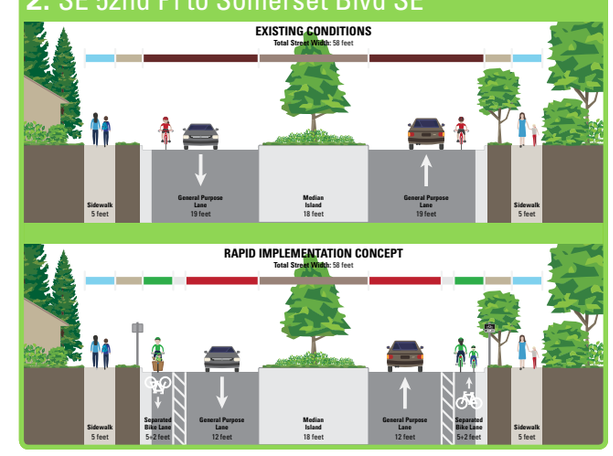
2009 Plan Projects: B-305 (High)

Typical Street Sections:

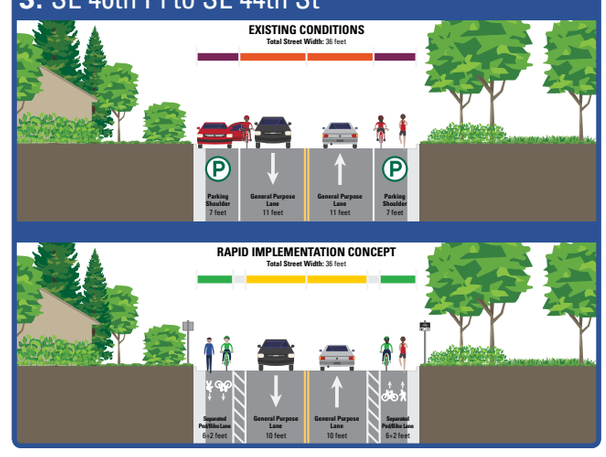
1. Forest Dr SE to SE 52nd Pl



2. SE 52nd Pl to Somerset Blvd SE



3. SE 46th Pl to SE 44th St



4. SE 44th St to SE 43rd St

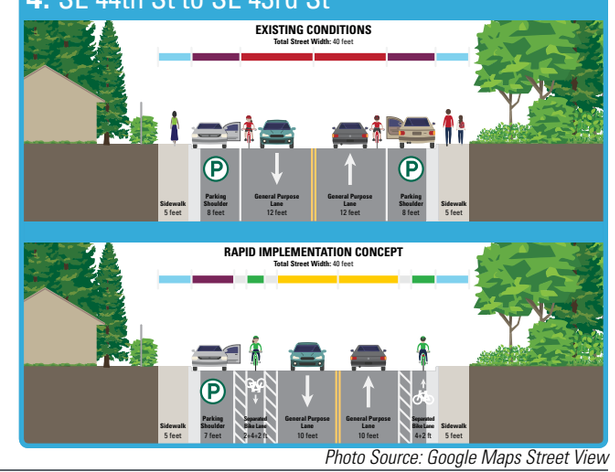


Photo Source: Google Maps Street View

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Issues:

- **Requires 10-foot Travel Lanes:** SE 52nd Pl to SE 43rd St
- **Parking Displacement Required (est. 0.5 miles):** 148th Ave SE from SE 46th St to SE 43rd St

Opportunities:

Green-Backed Sharrow (0.65 miles): Forest Dr SE to SE 52nd Pl and SE 43rd St to SE Newport Way

Separated Bike Lanes (1.2 miles): SE 52nd Pl to SE 43rd St

On-Street Pedestrian Paths (0.3 miles): SE 46th Pl to SE 44th St

- **Nearby Transit:** Eastgate Park-and-Ride
- **Access to Schools:** Improved bicycle connections to Somerset Elementary School and Eastgate Elementary School
- **Nearby Schools:** Tyee Middle School, Forest Ridge School of the Sacred Heart
- **Nearby Parks:** Improved bicycle connection Eastgate Park
- **Nearby Public Services:** Improved bicycle connections to South Bellevue Community Center, Newport Way Library

Cost Estimates: Capital: $399,800 | **O&M:** $15,000 annually

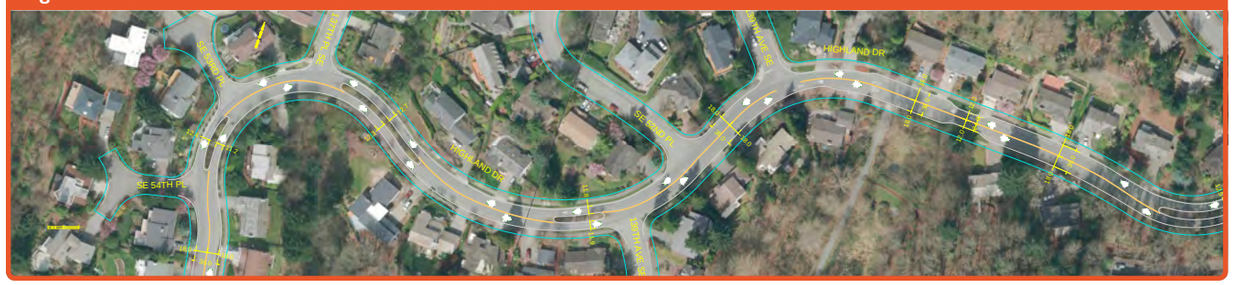
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Highland Dr from Forest Dr SE to south of SE 54th Pl

Highland Dr from Somerset Dr SE to 147th Ave SE

Highland Dr from south of SE 54th Pl to SE 52nd Pl



Highland Dr from 147th Ave SE to SE 40th Pl

Highland Dr from SE 52nd Pl to Somerset Blvd SE

148th Ave SE from SE 40th Pl to SE Newport Way

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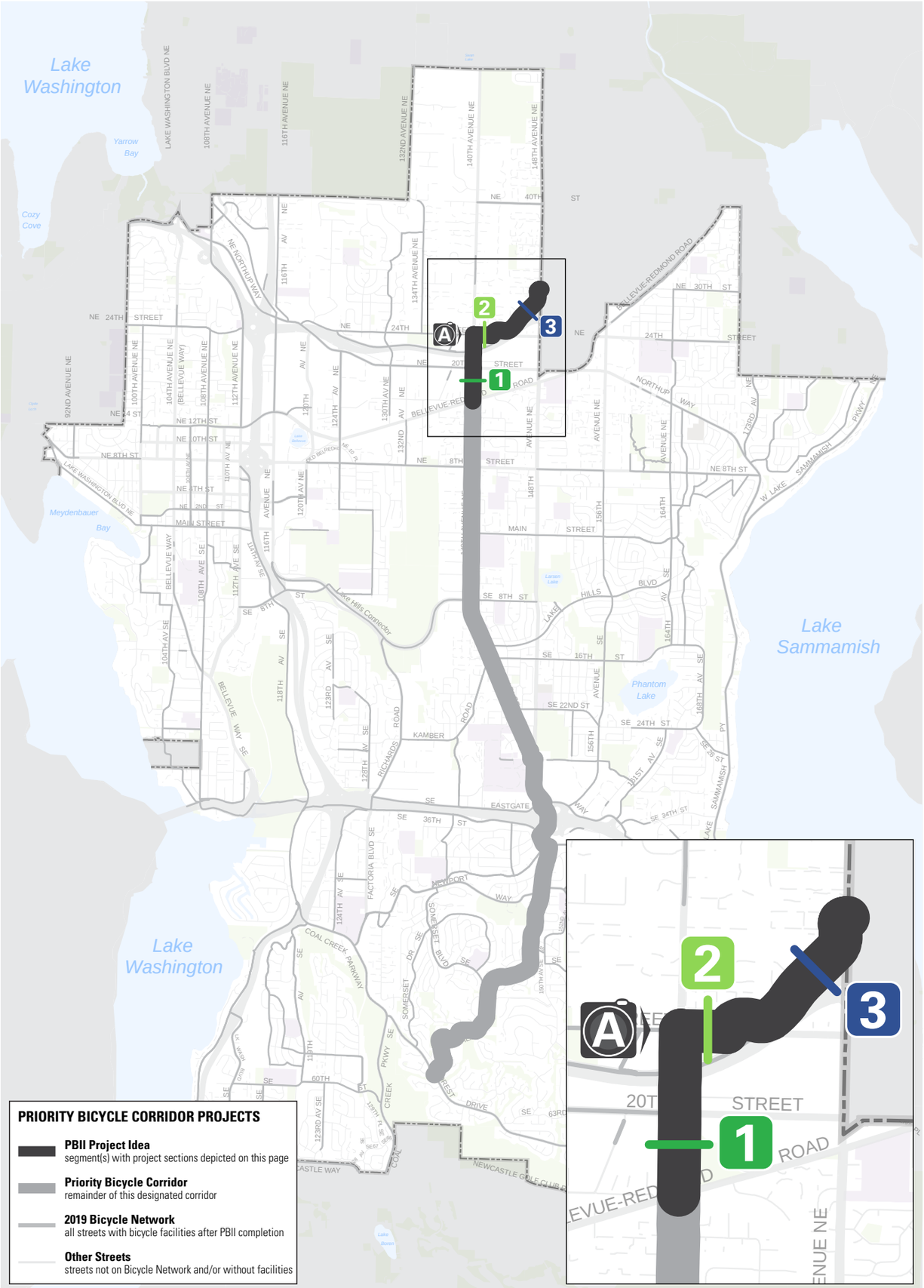


PRIORITY BICYCLE CORRIDOR PROJECTS

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

PROJECT IDEA PBC-8: 140TH AVE NE, NE 24TH ST, NE 29TH PL

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor/Collector Arterial

Traffic Volumes (AAWT):
18,300 (Bel-Red Rd to NE 20th St); 23,700 (NE 20th St to NE 24th St); 14,500 (140th Ave NE to NE 29th Pl); 6,200 (NE 24th St to 148th Ave NE)

Posted Speed Limits:
30 MPH (Bel-Red Rd to NE 24th St);
35 MPH (140th Ave NE to 148th Ave NE)

Existing Bicycle Facilities: Conventional Bike Lane, Both Sides (NE 24th St to 148th Ave NE)

Major Nearby Destinations:
Highland Community Center Highlands Park, Bellevue College North Campus

Bicycle Network Connections:
Northup Way (PBC EW-2), 520 Trail (PBC EW-1)

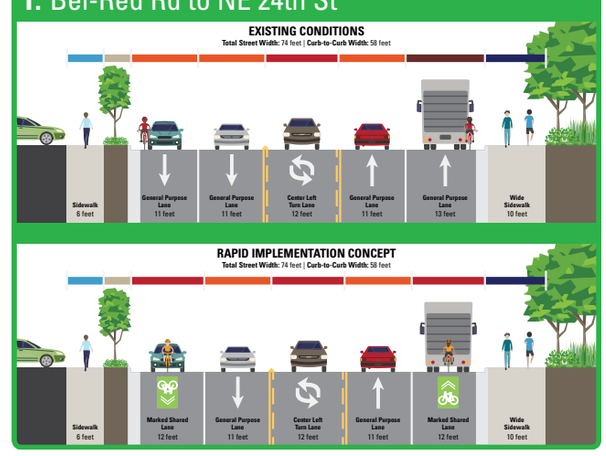
Population (¼-mile buffer):
2,861 residents

Employment (¼-mile buffer):
6,213 jobs

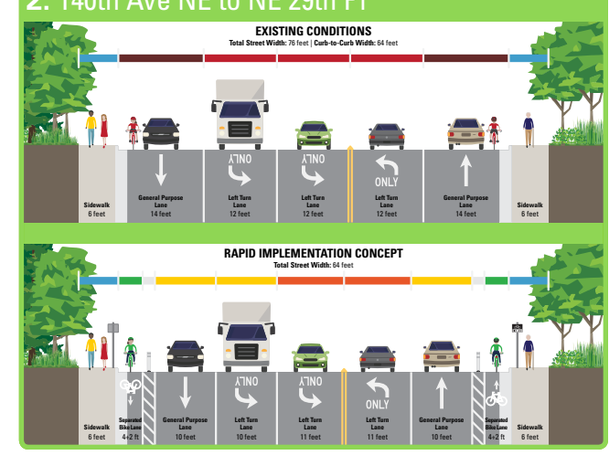
2009 Plan Projects:
B-112 (High), B-400 (Low)

Typical Street Sections:

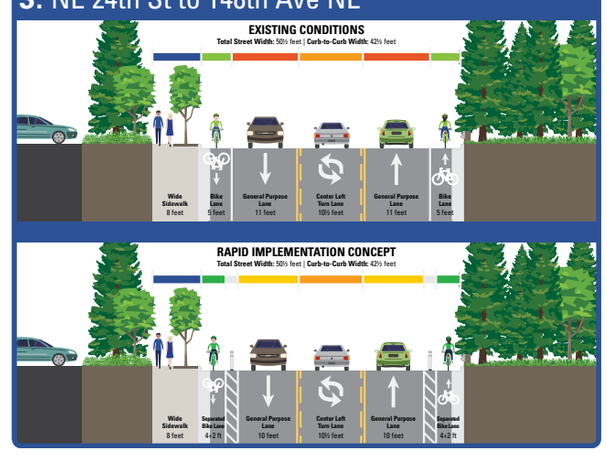
1. Bel-Red Rd to NE 24th St



2. 140th Ave NE to NE 29th Pl



3. NE 24th St to 148th Ave NE



A. NE 24th St at 140th Ave NE, looking east

Photo Source: Google Maps Street View

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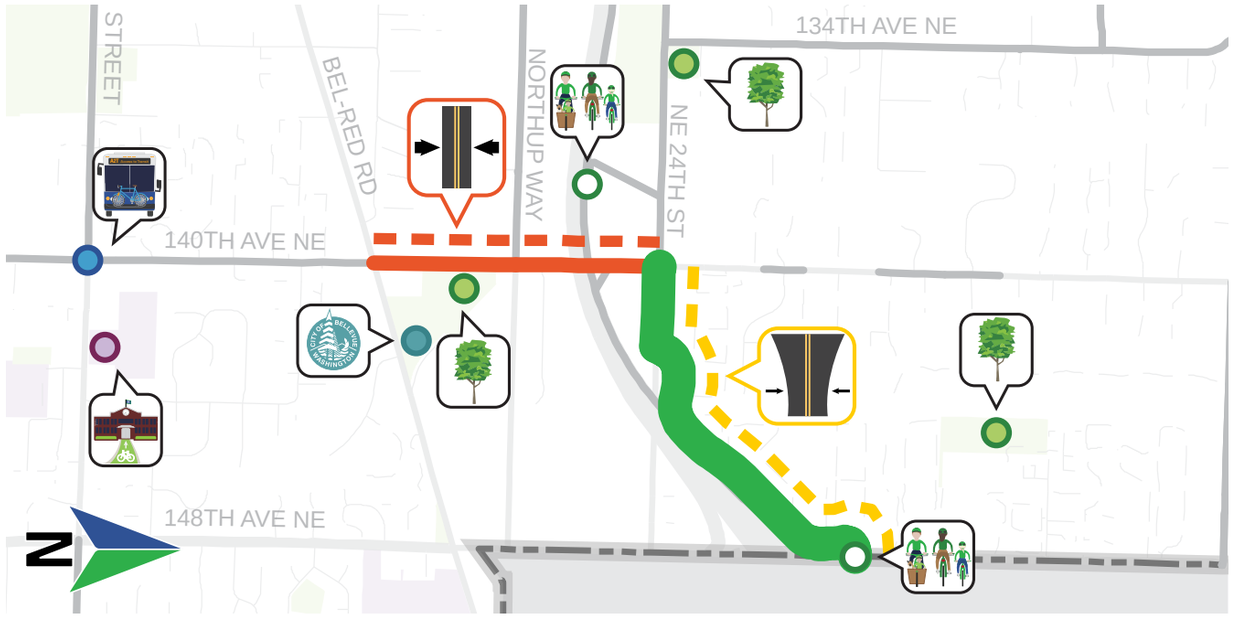


Issues:

- **Constrained Pavement Width:** Street is too narrow to implement dedicated bicycle facilities without elimating a travel lane
- **Requires 10-foot Travel Lanes:** One or more travel lanes must be narrowed to 10 feet

Opportunities:

Green-Backed Sharrows (0.5 miles): 140th Ave NE from Bel-Red Rd to NE 24th St

Separated Bike Lanes (0.1 feet): NE 24th St from 140th Ave NE to NE 29th Pl

Separated Bike Lanes (0.6 miles): NE 29th Pl from NE 24th Pl to 148th Ave NE

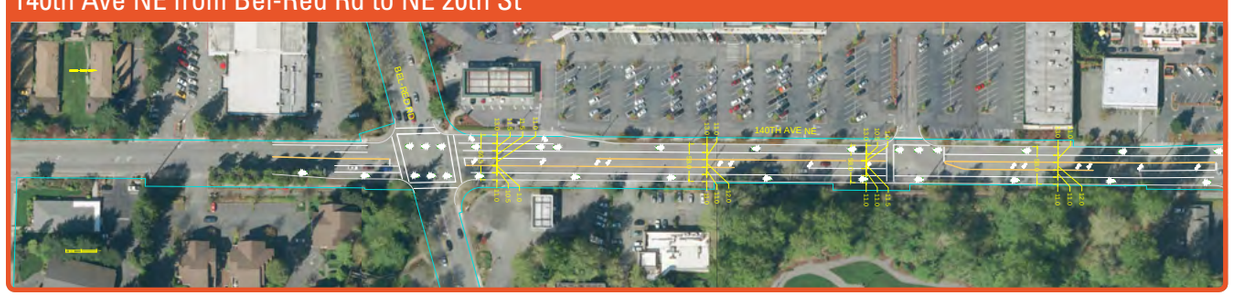
- **Nearby Transit:** Nearby bicycle connection to RapidRide B Line at 140th Ave NE and NE 8th St
- **Nearby School:** Stevenson Elementary School
- **Access to Parks:** Improved bicycle connection to Highlands Park; Bridle Trails Corner Park, Goldsmith Park nearby
- **Access to City Services:** Improved bicycle connection to Highland Community Center
- **Regional Trail Connection:** Improved north-south connections to 520 Trail (PBC EW-1) at 136th Pl NE, 148th Ave NE

Cost Estimates: Capital: $193,500 | **O&M:** $7,800 annually

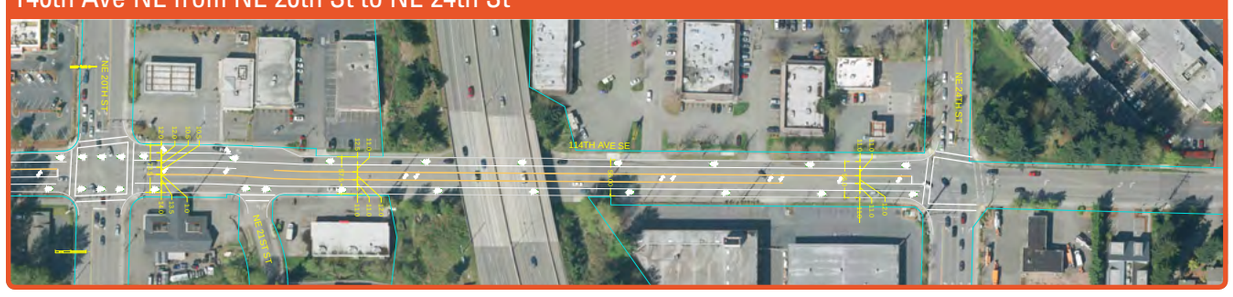
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

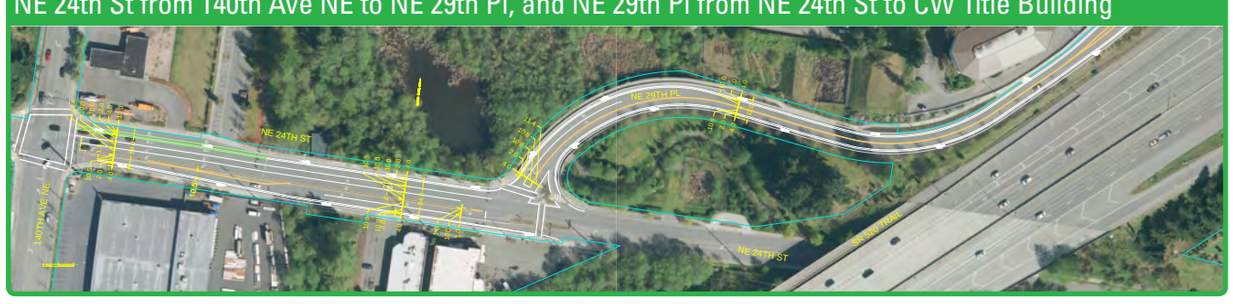
140th Ave NE from Bel-Red Rd to NE 20th St



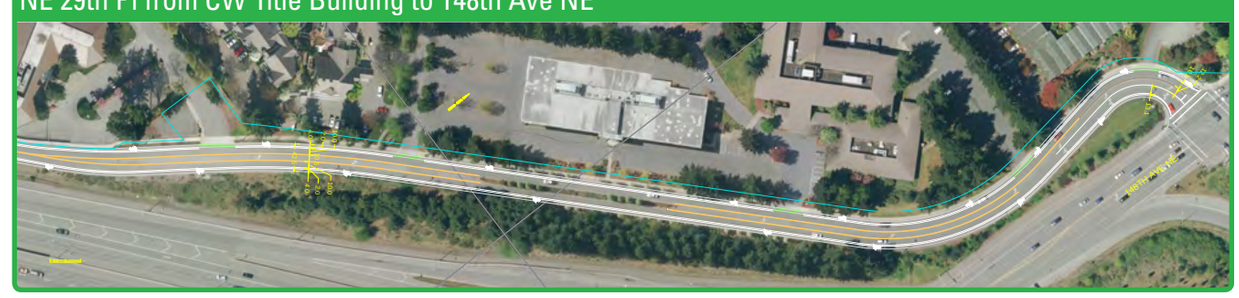
140th Ave NE from NE 20th St to NE 24th St



NE 24th St from 140th Ave NE to NE 29th Pl, and NE 29th Pl from NE 24th St to CW Title Building



NE 29th Pl from CW Title Building to 148th Ave NE



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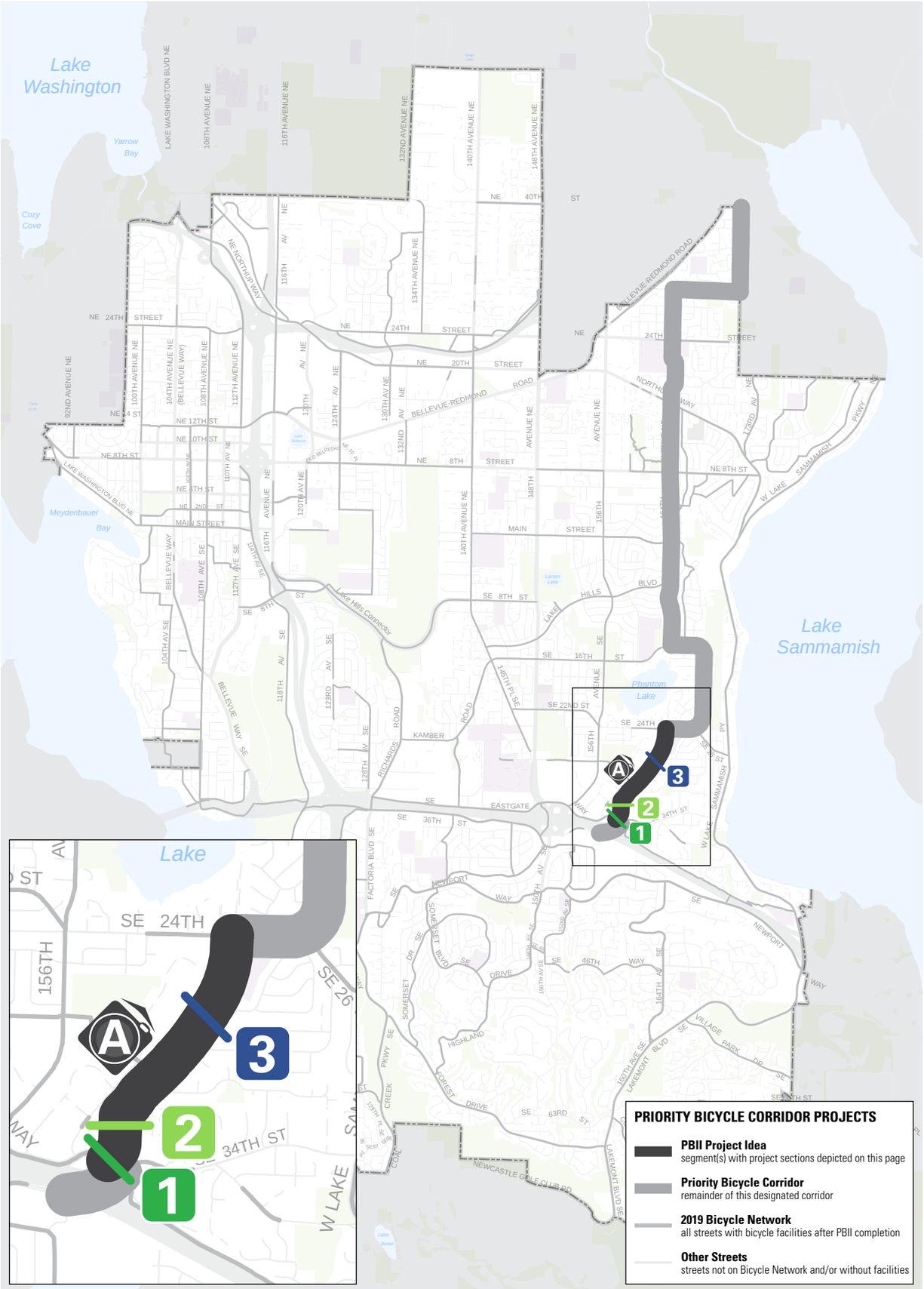


PROJECT IDEA PBC-9: 161ST AVE SE

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Local

Traffic Volumes (AAWT):
3,700

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Sharrows, Both Sides

Major Nearby Destinations:
Bellevue Airfield Park, Spiritridge Elementary School

Bicycle Network Connections:
SE Eastgate Way

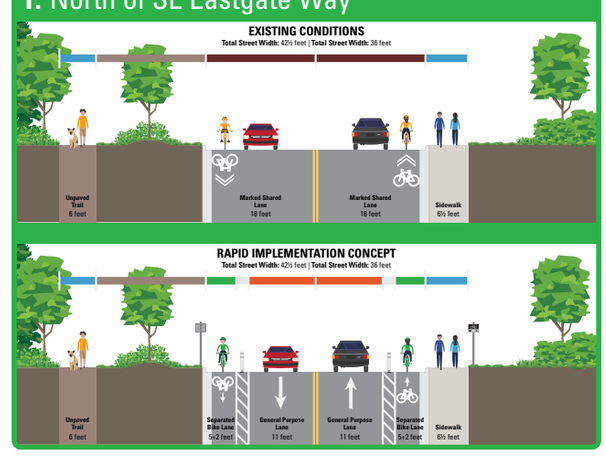
Population (¼-mile buffer):
1,935 residents

Employment (¼-mile buffer):
6,539 jobs

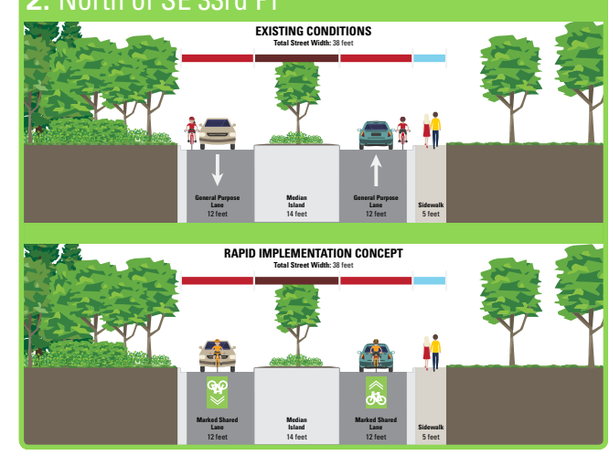
2009 Plan Projects:
O-134 (Medium)

Typical Street Sections:

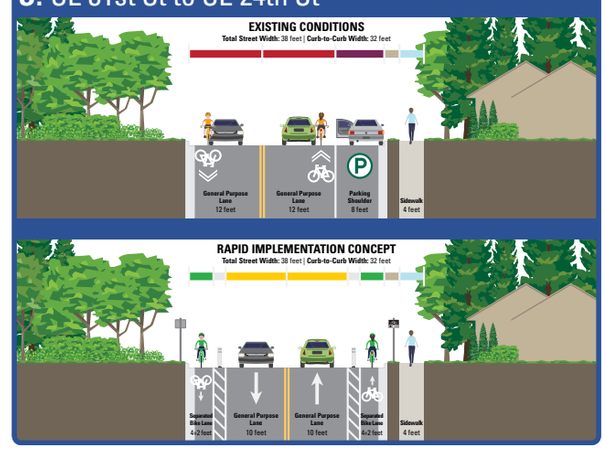
1. North of SE Eastgate Way



2. North of SE 33rd Pl



3. SE 31st St to SE 24th St



A. North of SE 31st St, looking north

Photo Source: Google Maps Street View

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Issues:

- **Requires 10-foot Travel Lanes:** SE 31st St to SE 24th St
- **Parking Displacement Required (est. 0.6 miles):** SE 31st St to SE 24th St

Opportunities:

Separated Bike Lanes (0.8 miles): SE Eastgate Way to SE 24th St

- **Nearby Transit:** Eastgate Park-and-Ride
- **Access to School:** Improved bicycle connection to Spiritridge Elementary School
- **Nearby School:** Bellevue College
- **Access to Parks:** Improved bicycle connections to Spiritridge Park, Bellevue Airfield Park; Robinswood Park nearby
- **Regional Trail Connection:** Improved north-south connection to I-90 Trail

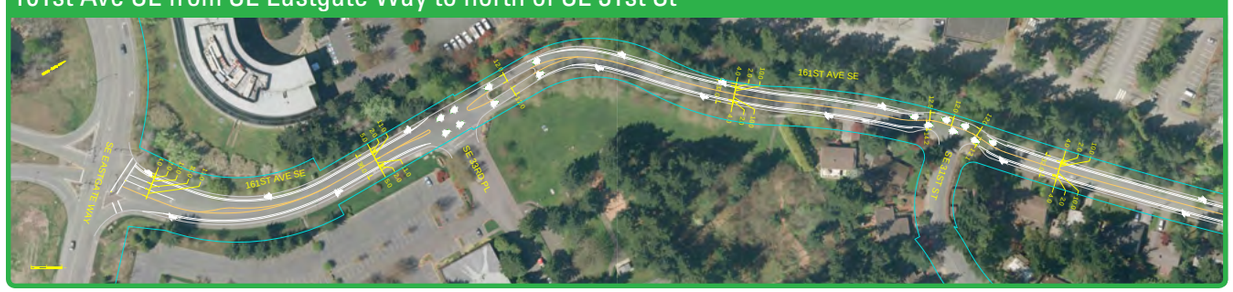
Cost Estimates:

Capital: $138,400 | **O&M:** $6,100 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

161st Ave SE from SE Eastgate Way to north of SE 31st St



161st Ave SE from north of SE 31st St to south of SE 24th St

161st Ave SE from south of SE 24th St to SE 24th St

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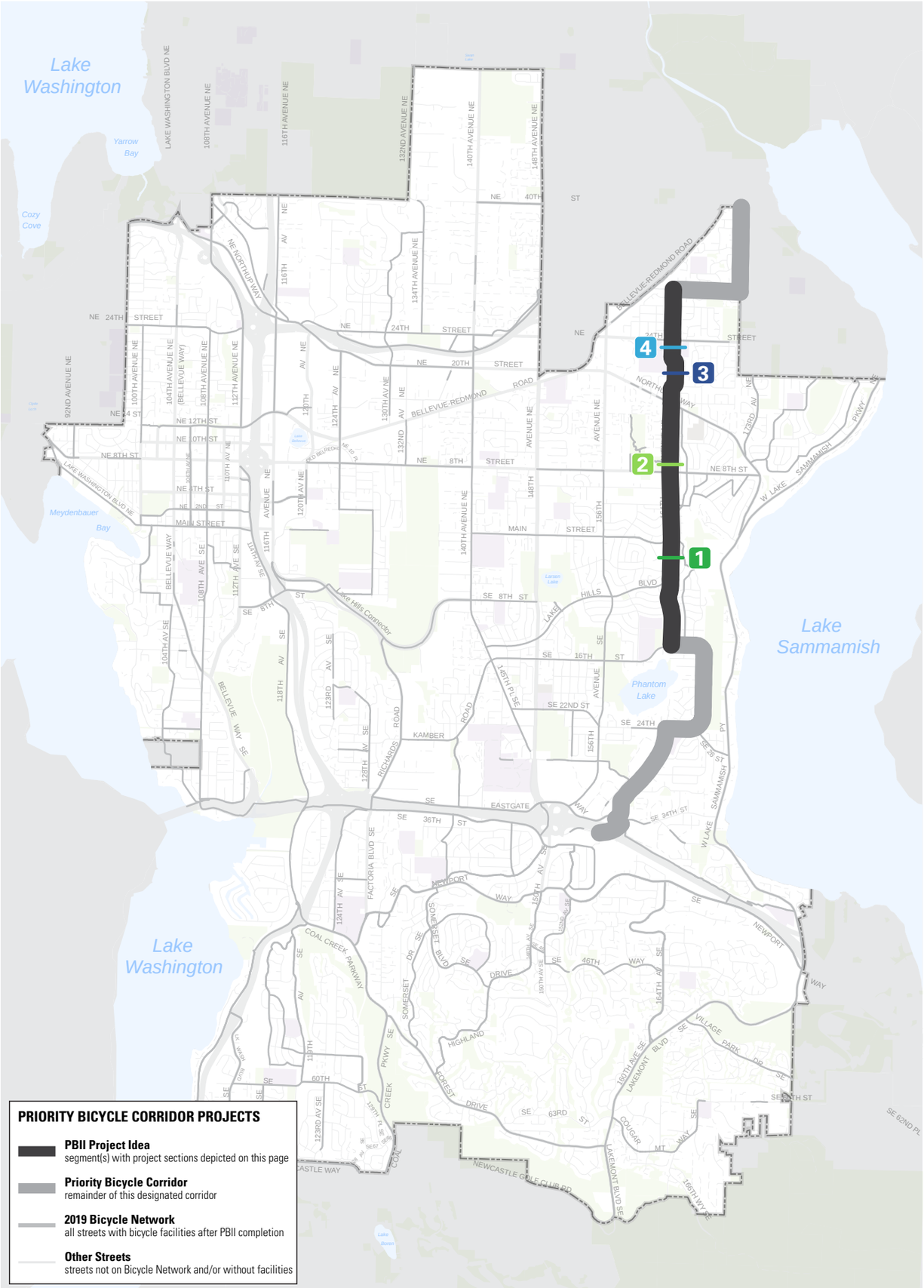


PROJECT IDEA PBC-10: 164TH AVE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
6,300–9,300 (Lk Hills Blvd to NE 4th St to NE 24th St); 3,200-3,400 (NE 24th St to NE 30th St)

Posted Speed Limits: 25 MPH (predominates); 30 MPH (NE 4th St to Northup Way)

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides (predominates); Bike Shoulders, One or Both Sides (NE 8th St to NE 18th St and NE 24th St to NE 30th St)

Major Nearby Destinations:
Crossroads Park and Community Center, Interlake High School, Tillicum Middle School, Bellevue Youth Theater

Bicycle Network Connections:
SE 14th St (PBC EW-3: Lake-to-Lake Trail), Lake Hills Blvd, Main St, Northup Way

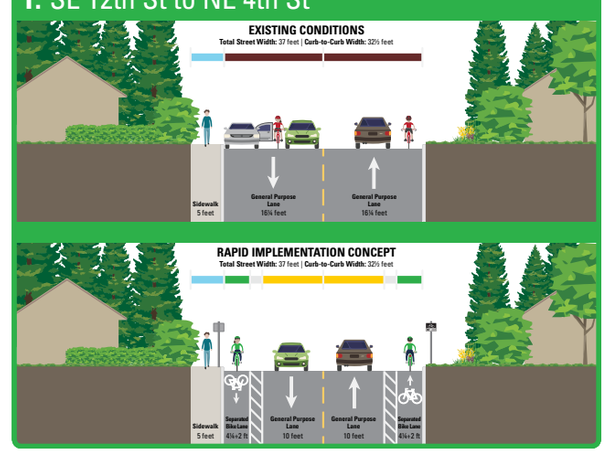
Population (¼-mile buffer): 8,616 residents

Employment (¼-mile buffer): 1,365 jobs

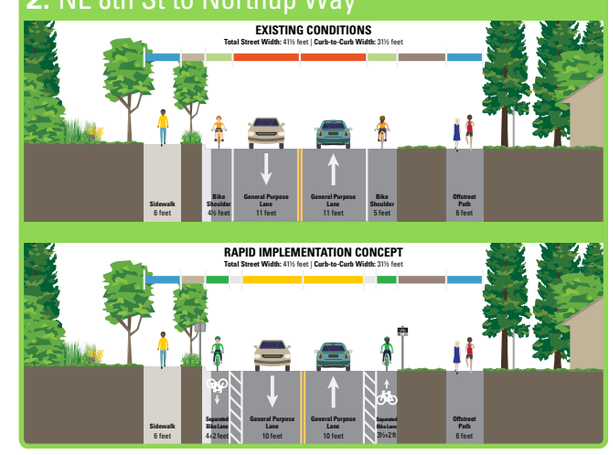
2009 Plan Projects:
B-112 (Medium), B-301 (Medium), B-302 (Medium)

Typical Street Sections:

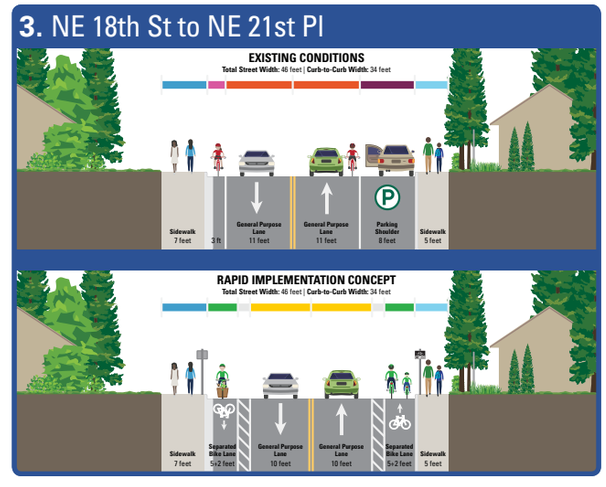
1. SE 12th St to NE 4th St



2. NE 8th St to Northup Way



3. NE 18th St to NE 21st Pl



4. Interlake High School to NE 24th St

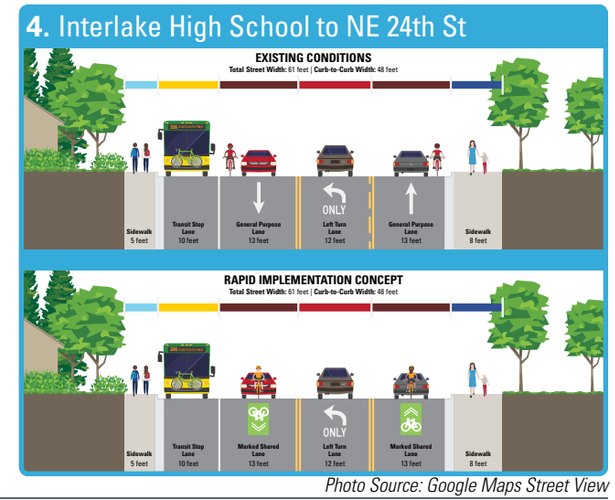


Photo Source: Google Maps Street View

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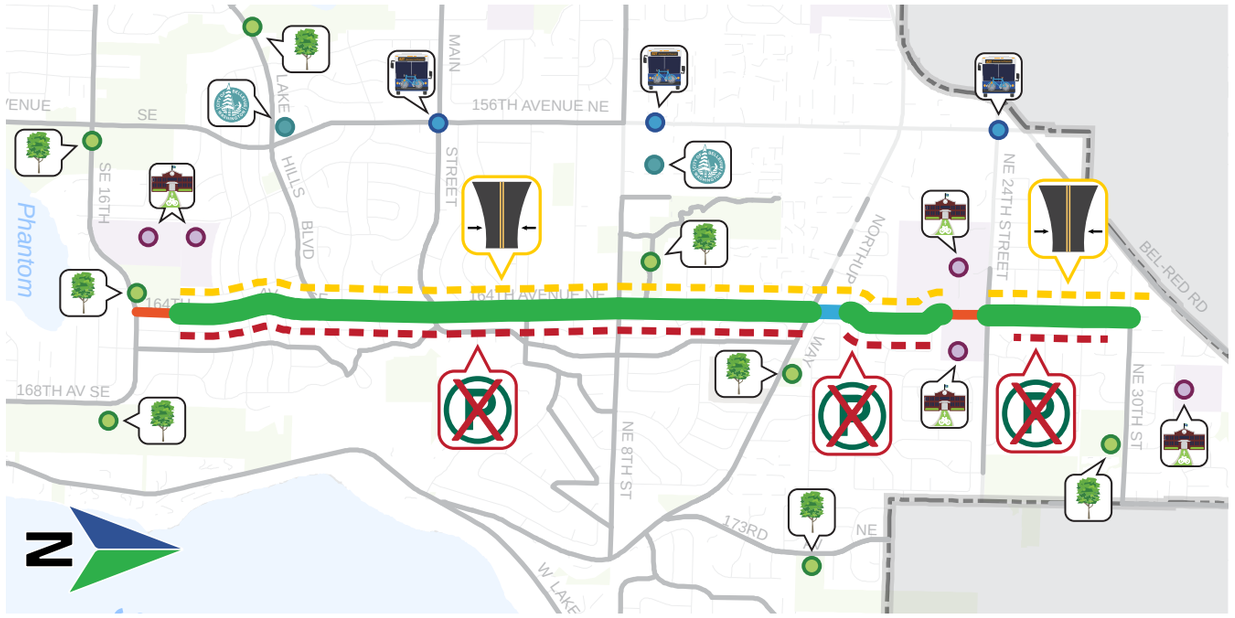


Issues:

- **Requires 10-foot Travel Lanes:** SE 12th St to Interlake HS and NE 24th St to NE 30th St
- **Parking Displacement Required (est. 2.3 miles):** SE 12th St–Northup Way; NE 18th St–Interlake HS; NE 24th St–NE 30th St

Opportunities:

Green-Backed Sharrows (0.25 miles): SE 14th St to SE 12th St and Interlake High School to NE 24th St

Separated Bike Lanes (2.35 miles): SE 12th St to Northup Way; NE 18th St to Interlake HS; NE 24th St to NE 30th St

Conventional Bike Lanes (550 feet): Northup Way to NE 18th St

- **Nearby Transit:** Frequent Route 245 (at Main St, NE 8th St, NE 24th St) and RapidRide B Line (at NE 8th St, NE 24th St)
- **Access to Schools:** Improved bicycle connections to Phantom Lake Elementary School, Tillicum Middle School, Interlake High School, Sherwood Forest Elementary School; Ardmore Elementary School nearby
- **Access to Parks:** Improved bicycle connections to Lake Hills Park, Crossroads Park
- **Nearby Parks:** Weowna Park, Lake Hills Greenbelt, Tom O'Shanter Park, Ardmore Park, Ivanhoe Park
- **Nearby Public Services:** Lake Hills Library, Crossroads Mini City Hall

Cost Estimates: Capital: $652,800 | **O&M:** $23,800 annually

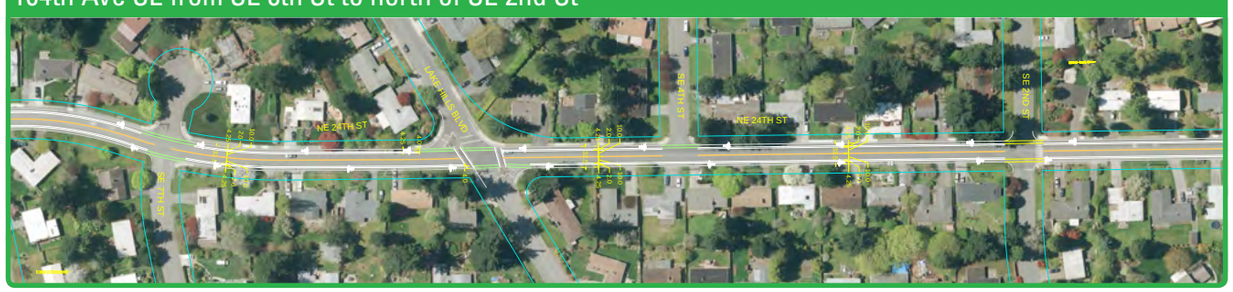
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

164th Ave SE from SE 14th St to SE 8th St

164th Ave SE from NE 4th St to Crossroads Park

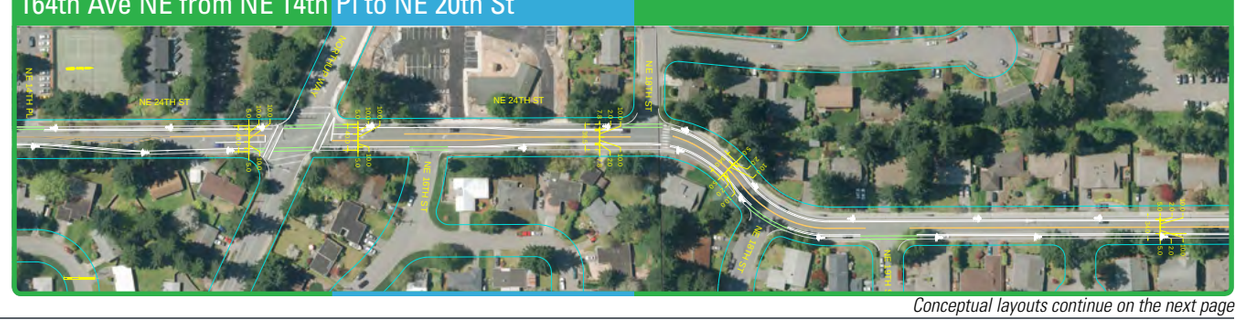
164th Ave SE from SE 8th St to north of SE 2nd St



164th Ave NE from Crossroads Park to NE 14th Pl

164th Ave SE from north of SE 2nd St to NE 4th St

164th Ave NE from NE 14th Pl to NE 20th St



Conceptual layouts continue on the next page

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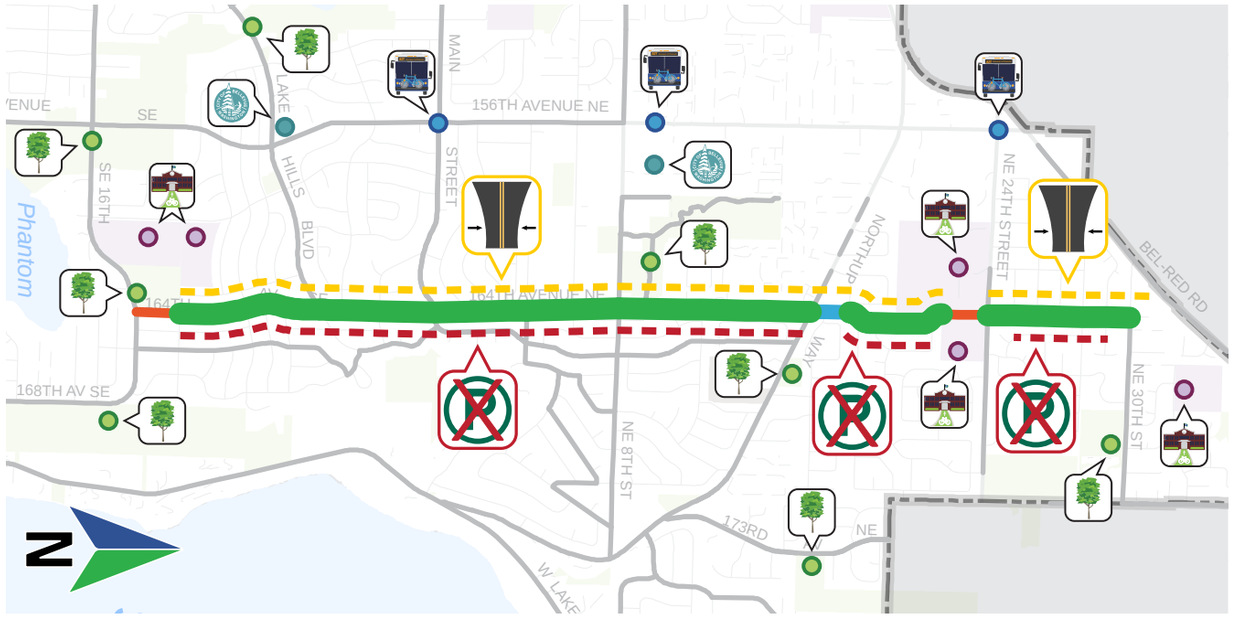


Issues:

- **Requires 10-foot Travel Lanes:** SE 12th St to Interlake HS and NE 24th St to NE 30th St
- **Parking Displacement Required (est. 2.3 miles):** SE 12th St–Northup Way; NE 18th St–Interlake HS; NE 24th St–NE 30th St

Opportunities:

Green-Backed Sharrows (0.25 miles): SE 14th St to SE 12th St and Interlake High School to NE 24th St

Separated Bike Lanes (2.35 miles): SE 12th St to Northup Way; NE 18th St to Interlake HS; NE 24th St to NE 30th St

Conventional Bike Lanes (550 feet): Northup Way to NE 18th St

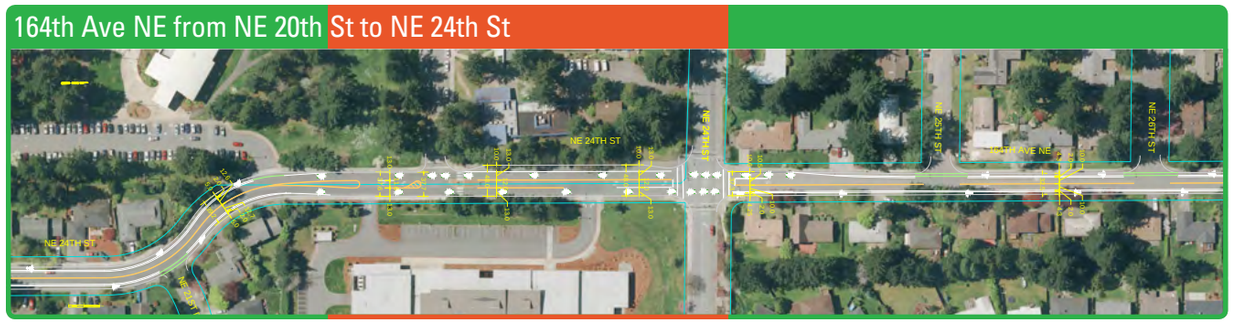
- **Nearby Transit:** Frequent Route 245 (at Main St, NE 8th St, NE 24th St) and RapidRide B Line (at NE 8th St, NE 24th St)
- **Access to Schools:** Improved bicycle connections to Phantom Lake Elementary School, Tillicum Middle School, Interlake High School, Sherwood Forest Elementary School; Ardmore Elementary School nearby
- **Access to Parks:** Improved bicycle connections to Lake Hills Park, Crossroads Park
- **Nearby Parks:** Weowna Park, Lake Hills Greenbelt, Tom O'Shanter Park, Ardmore Park, Ivanhoe Park
- **Nearby Public Services:** Lake Hills Library, Crossroads Mini City Hall

Cost Estimates: Capital: $652,800 | **O&M:** $23,800 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

164th Ave NE from NE 20th St to NE 24th St



164th Ave NE from NE 27th St to NE 30th St

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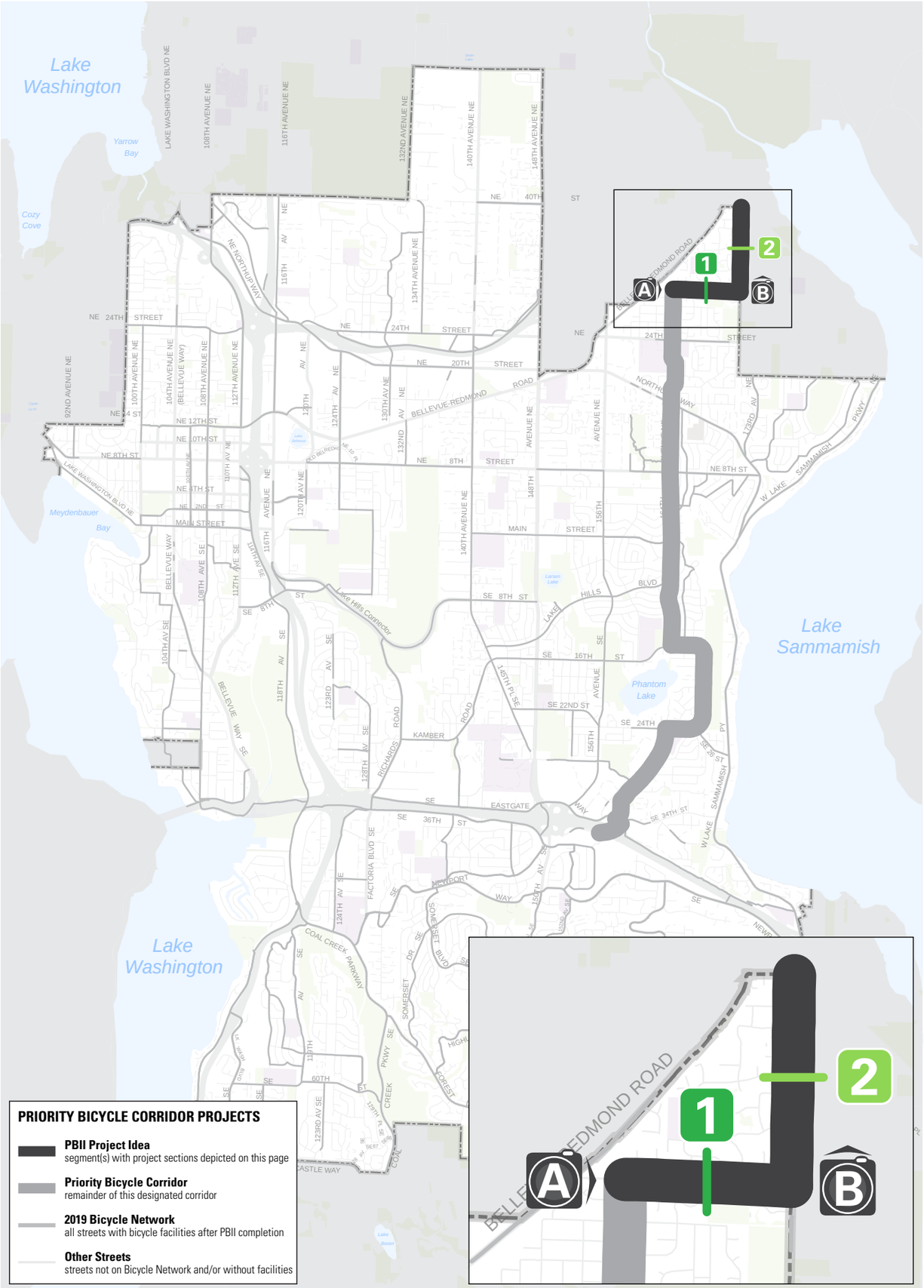


PROJECT IDEA PBC-11: NE 30TH ST, 172ND AVE NE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector Arterial

Traffic Volumes (AAWT):
5,800–6,200 (NE 30th St)

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Bike Shoulders, One or Both Sides (164th Ave NE to 172nd Ave NE); Conventional bike Lanes, Both Sides (NE 30th St to NE 40th St)

Major Nearby Destinations:
Ardmore Elementary School, Ardmore Park

Bicycle Network Connections: N/A

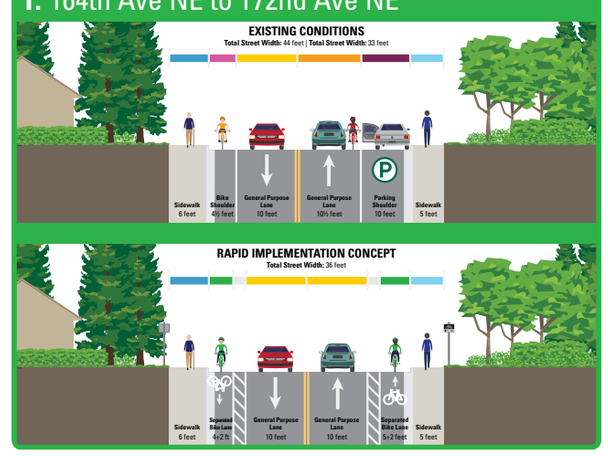
Population (¼-mile buffer):
3,981 residents

Employment (¼-mile buffer):
193 jobs

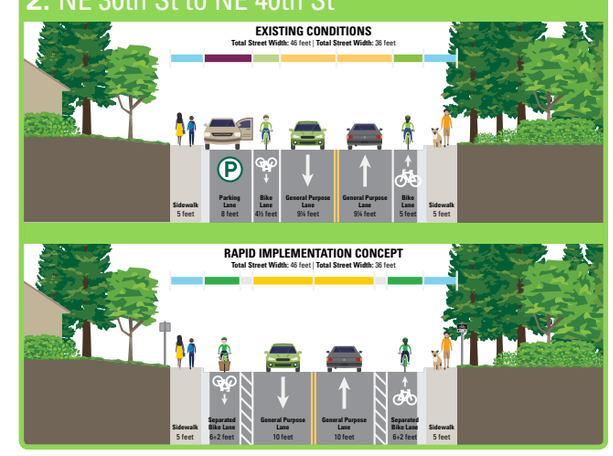
2009 Plan Projects: None

Typical Street Sections:

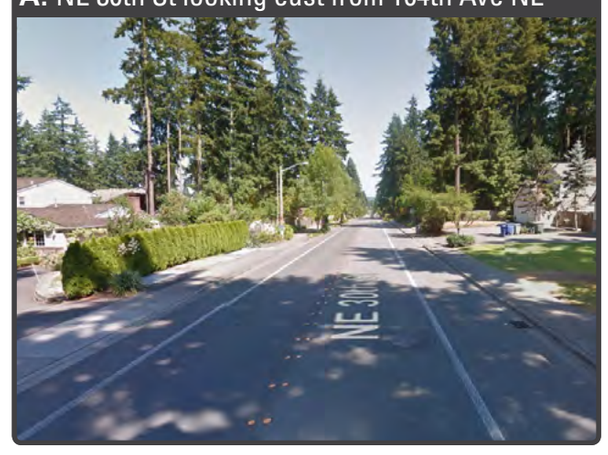
1. 164th Ave NE to 172nd Ave NE



2. NE 30th St to NE 40th St



A. NE 30th St looking east from 164th Ave NE



B. 174th Ave NE looking north from NE 30th Pl

Photo Source: Google Maps Street View

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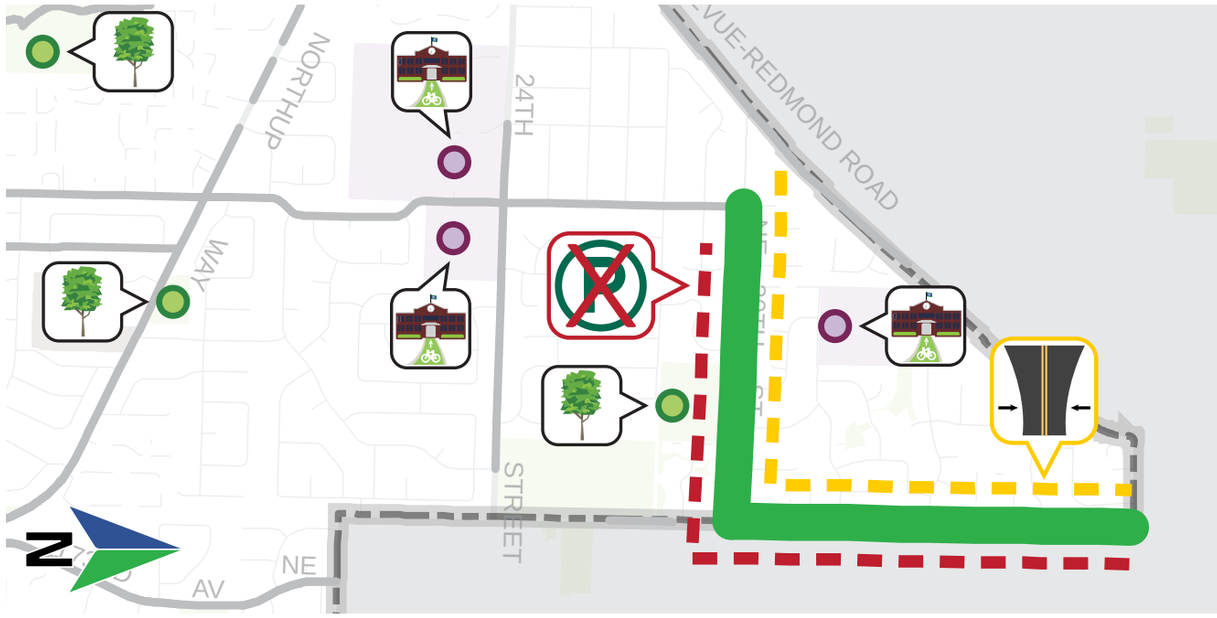


Issues:

- **Requires 10-foot Travel Lanes:** 164th Ave NE to 174th Ave NE; NE 30th St to north city limits
- **Parking Displacement Required (est. 1.1 miles):** 164th Ave NE to 174th Ave NE; NE 30th St to north city limits

Opportunities:

Separated Bike Lanes (1.1 miles): 164th Ave NE to 174th Ave NE; NE 30th St to north city limits

- **Access to Schools:** Improved bicycle connections to Ardmore Elementary School, Interlake High School, and Sherwood Forest Elementary School
- **Access to Parks:** Improved bicycle connection to Ardmore Park; Crossroads Park, Ivanhoe Park nearby

Cost Estimates:

Capital: $214,500

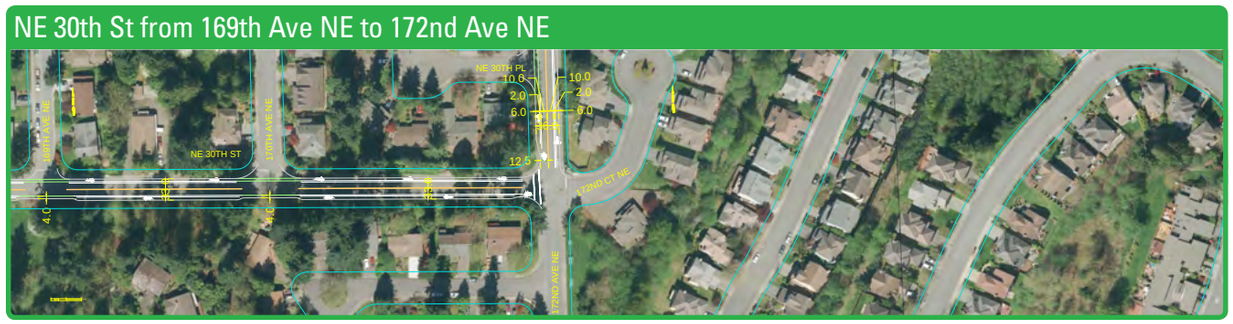
O&M: $9,400 annually

Conceptual Layouts:

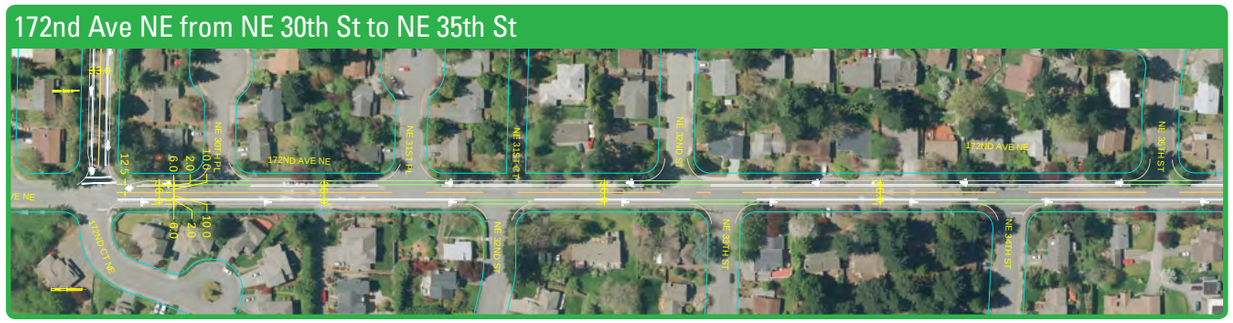
Note: All dimensions are approximate pending field verification

NE 30th St from 164th Ave NE to 169th Ave NE

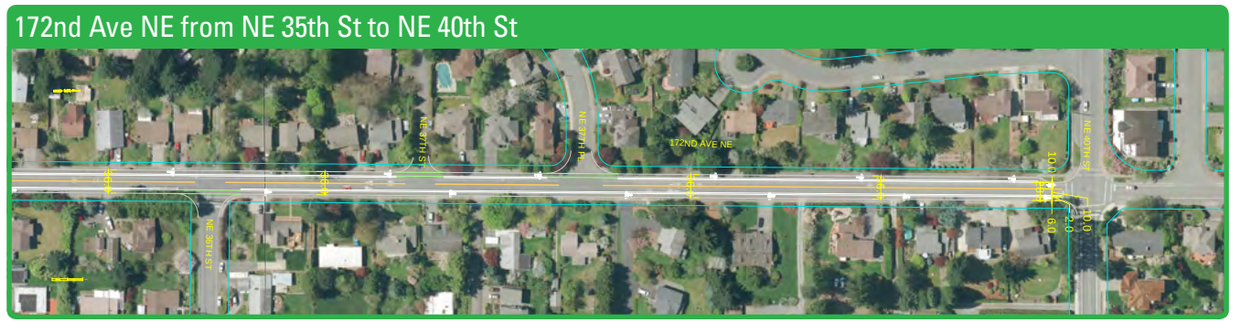
NE 30th St from 169th Ave NE to 172nd Ave NE



172nd Ave NE from NE 30th St to NE 35th St



172nd Ave NE from NE 35th St to NE 40th St



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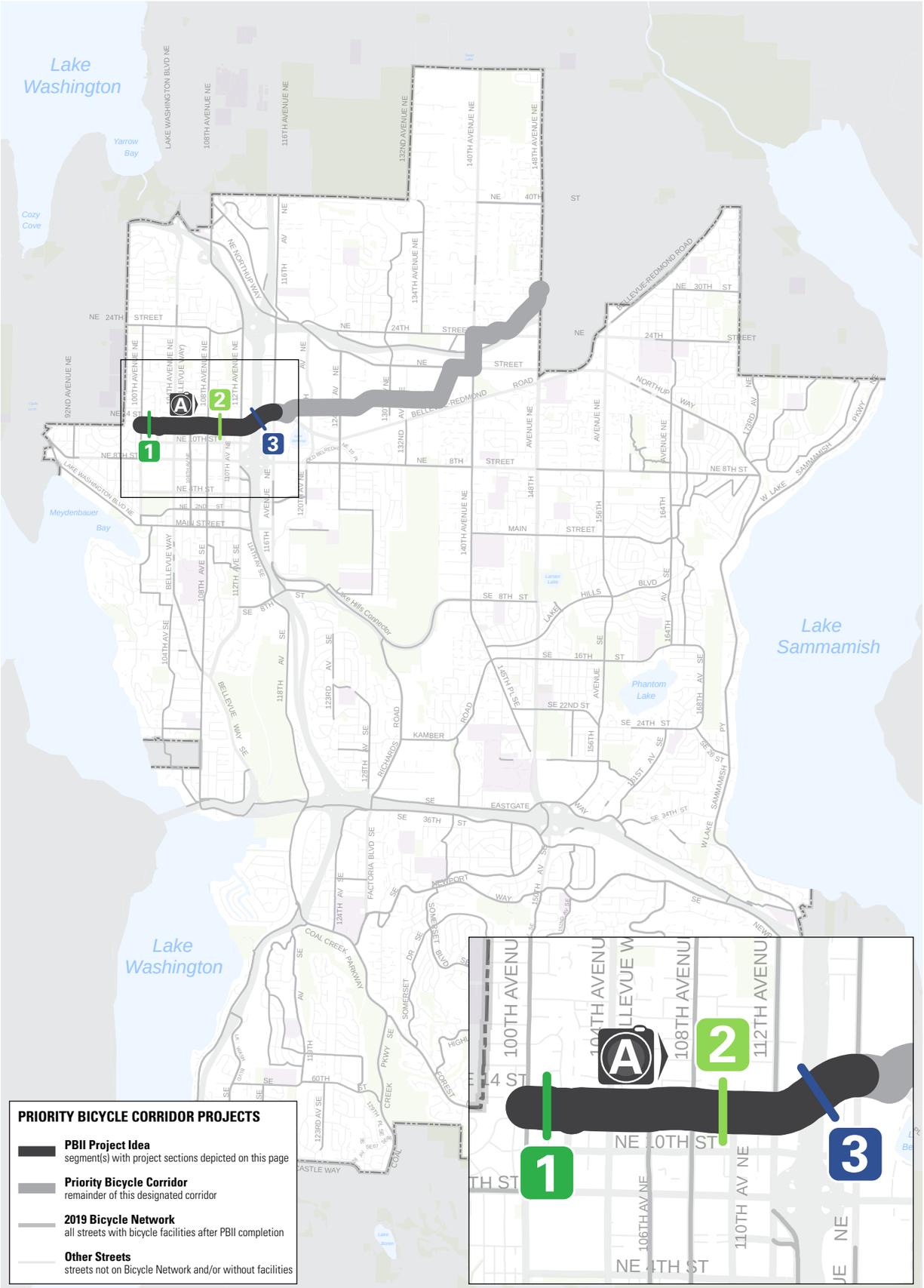


PRIORITY BICYCLE CORRIDOR PROJECTS

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

PROJECT IDEA PBC-12: NE 12TH ST

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Major/Minor Arterial, Local

Traffic Volumes (AAWT):
6,300 (102nd Ave NE to Bellevue Way NE);
14,100– 16,700 (Bellevue Way NE to 112th Ave NE);
20,400 (112th Ave NE to 116th Ave NE)

Posted Speed Limits:
30 MPH (predominates);
25 MPH (100th Ave NE to 102nd Ave NE)

Existing Bicycle Facilities:
Off-Street Path (112th Ave NE to 116th Ave NE)

Major Nearby Destinations:
Downtown Bellevue, Overlake Medical Center, Bellevue Library, Ashwood Playfield, McCormick Park, Bellevue Post Office

Bicycle Network Connections:
106th Ave NE, 108th Ave NE (PBC NS-1), 116th Ave NE
112th Ave NE (PBC NS-2: Lake Washington Loop)

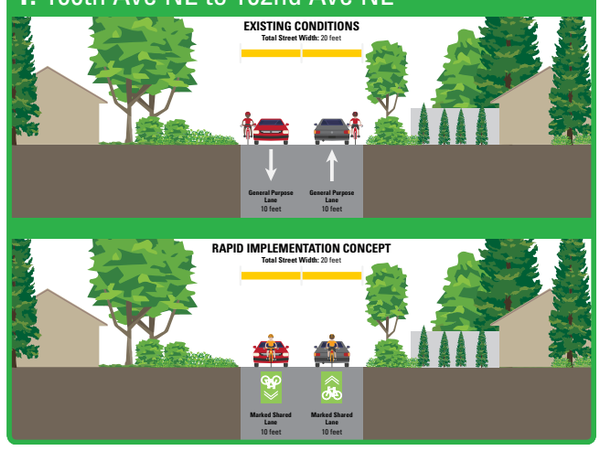
Population (¼-mile buffer): 7,685 residents

Employment (¼-mile buffer): 15,237 jobs

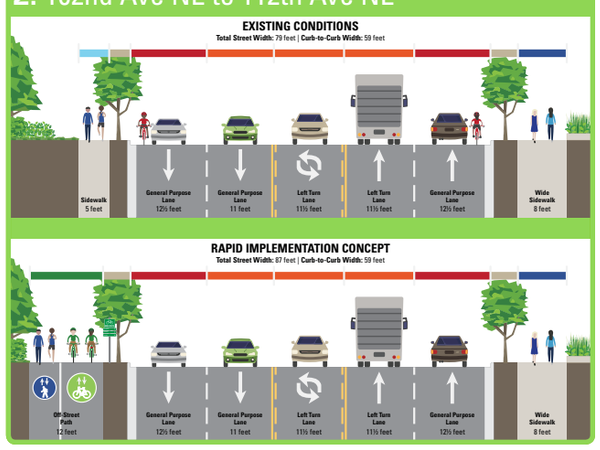
2009 Plan Projects:
O-108 (Medium)

Typical Street Sections:

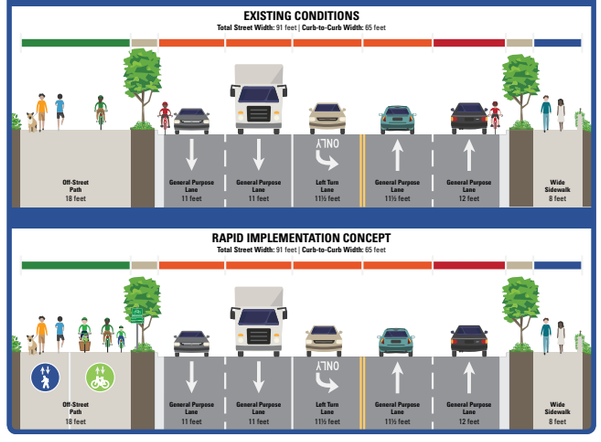
1. 100th Ave NE to 102nd Ave NE



2. 102nd Ave NE to 112th Ave NE



3. 112th Ave NE to 116th Ave NE



A. Looking east toward 108th Ave NE

Photo Source: Google Maps Street View

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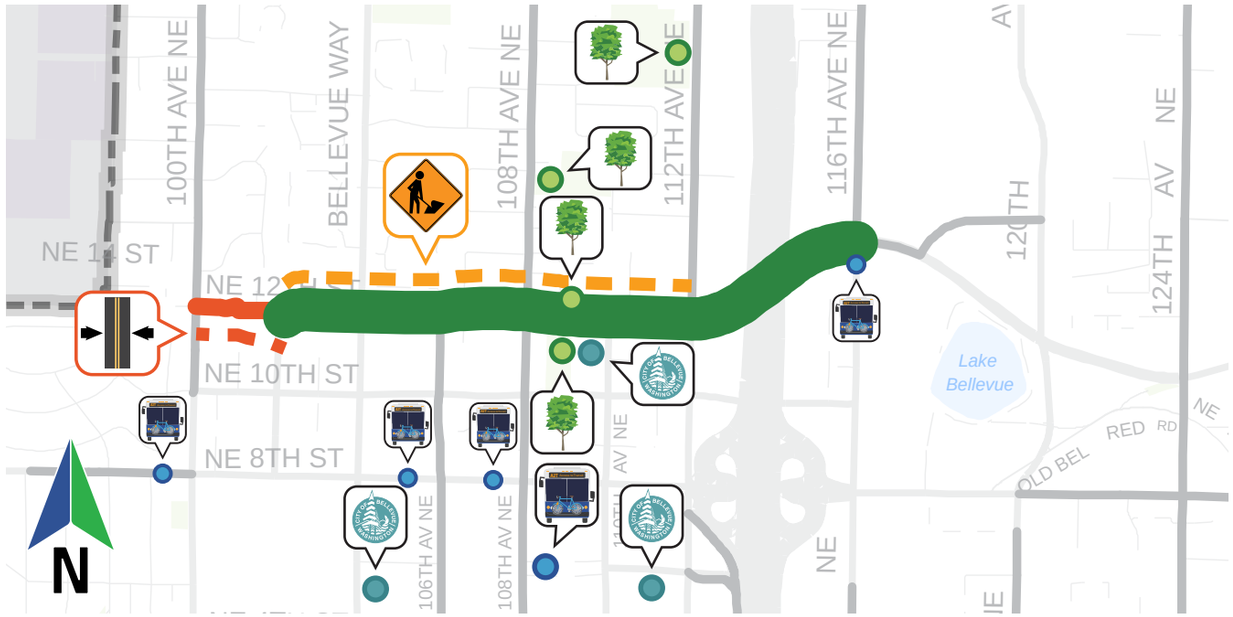


Issues:

- **Constrained Pavement Width:** Street is too narrow to implement dedicated bicycle facilities
- **Major Construction (0.6 miles):** Construct a new off-street path on the north side of NE 12th St

Opportunities:

Off-Street Path (0.6 miles): New off-street path from 102nd Ave NE to 112th Ave NE

Off-Street Path (0.3 miles): Signage and pavement markings on existing path from 112th Ave NE to 116th Ave NE

- **Access to Transit:** Improved bicycle connection to frequent Routes 234 and 235 at 116th Ave NE
- **Nearby Transit:** Bellevue Transit Center, frequent Route 271 (NE 8th St)
- **Access to Parks:** Improved bicycle connection to McCormick Park, Ashwood Playfield;
- **Nearby Parks:** Zumdieck Park, Hidden Valley Park
- **Access to Public Services:** Improved bicycle connection to Bellevue Library
- **Nearby Public Services:** Bellevue City Hall and Police Department, Bellevue Arts Museum

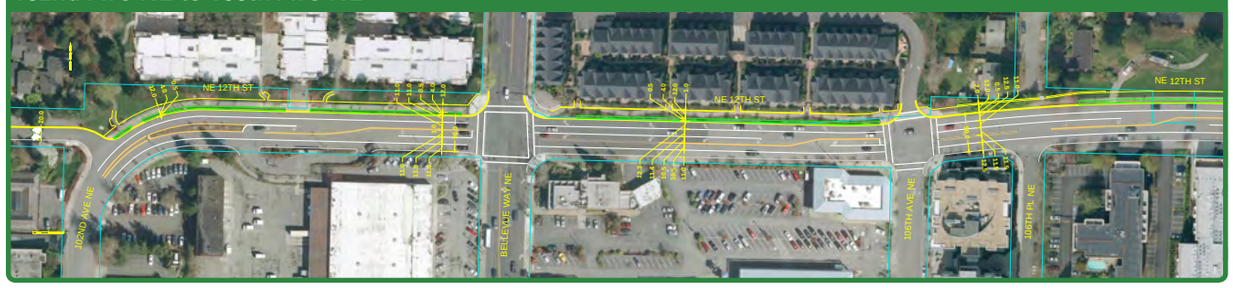
Cost Estimates: Capital: $3,826,700 | **O&M:** $6,800 annually

Conceptual Layouts:

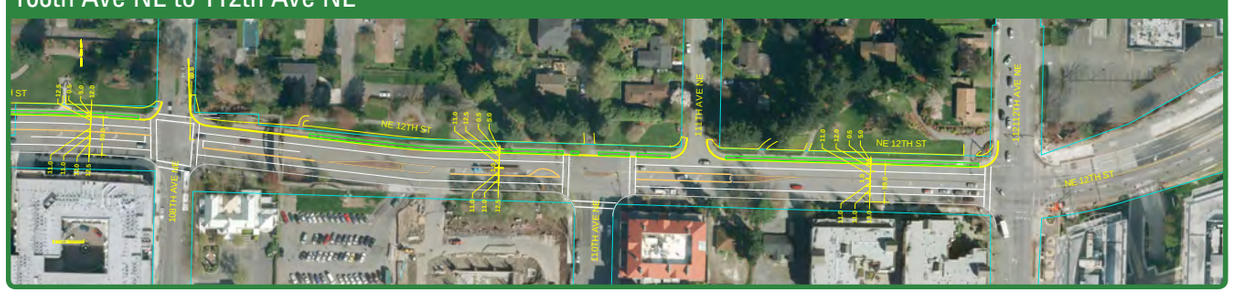
Note: All dimensions are approximate pending field verification

100th Ave NE to 102nd Ave NE

102nd Ave NE to 108th Ave NE



108th Ave NE to 112th Ave NE



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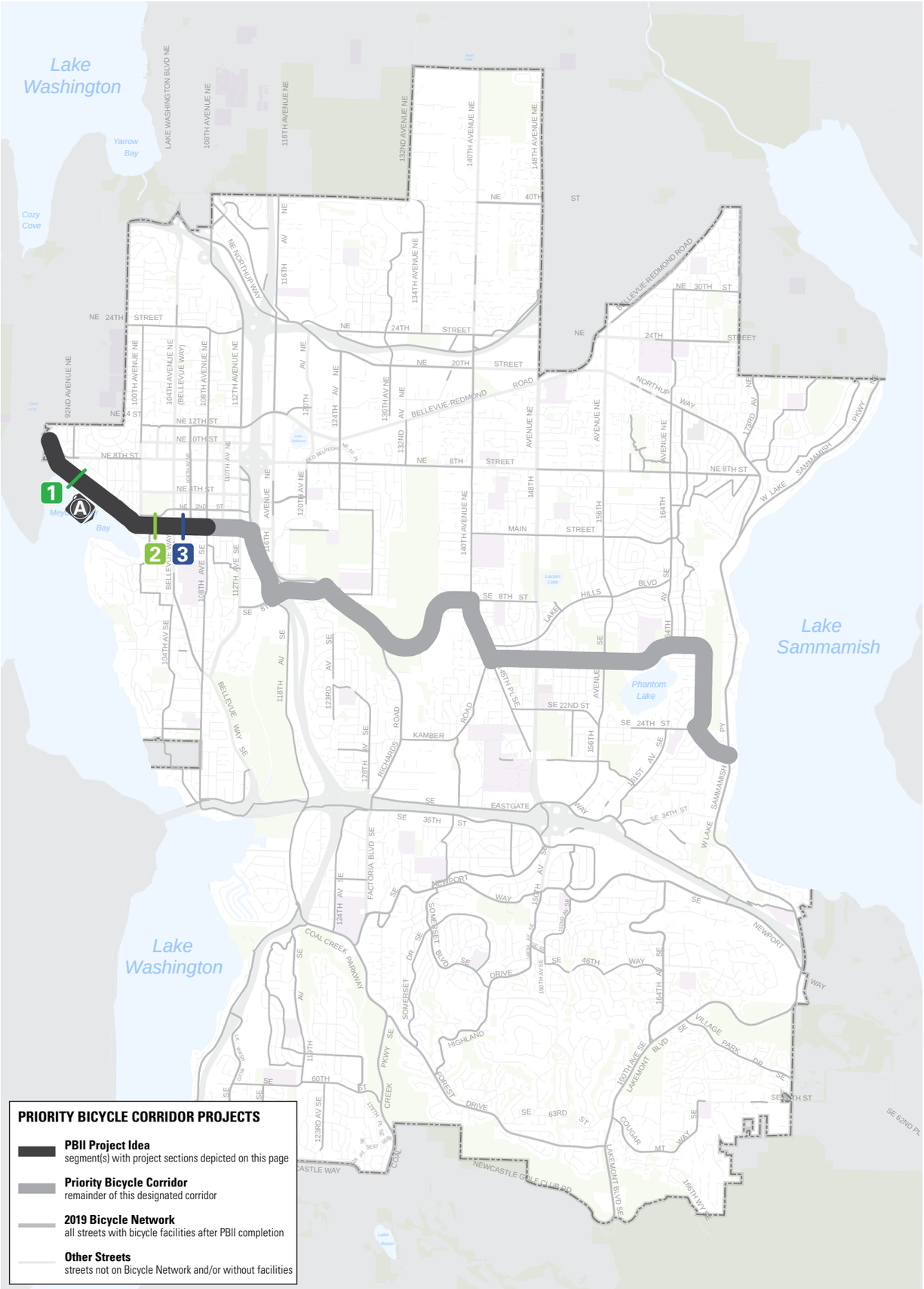


PROJECT IDEA PBC-13: LAKE WASHINGTON BLVD NE, MAIN ST

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector/Minor Arterial

Traffic Volumes (AAWT):
6,600 (NE 1st St to 100th Ave);
15,500 (Bellevue Way 106th Ave);
17,900 (106th Ave to 108th Ave)

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Bike Shoulder, One or Both Sides (Lake Washington Blvd NE)

Major Nearby Destinations:
Downtown Bellevue, Old Bellevue, Downtown Park, Meydenbauer Beach Park

Bicycle Network Connections:
100th Ave NE, 106th Ave NE, 108th Ave (PBC NS-1), 112th Ave (PBC NS-2: Lake Washington Loop)

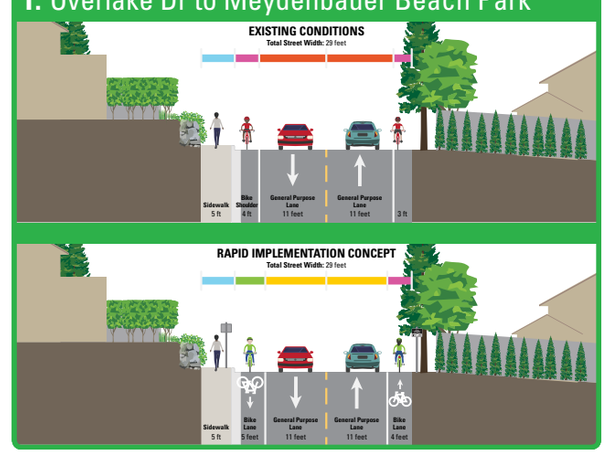
Population (¼-mile buffer): 8,500 residents

Employment (¼-mile buffer): 10,439 jobs

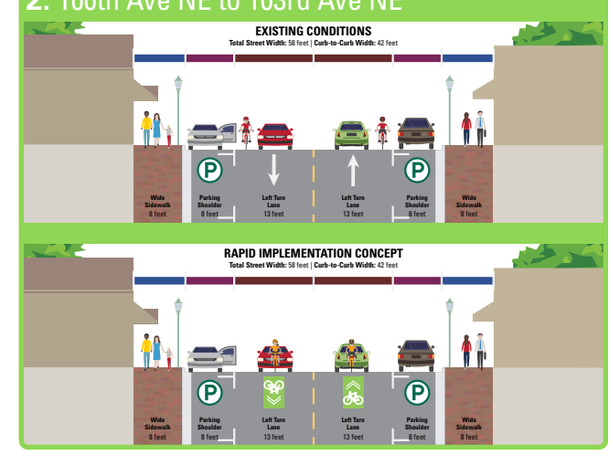
2009 Plan Projects:
B-208 (High), B-210 (High), B-129 (High), O-121 (High)

Typical Street Sections:

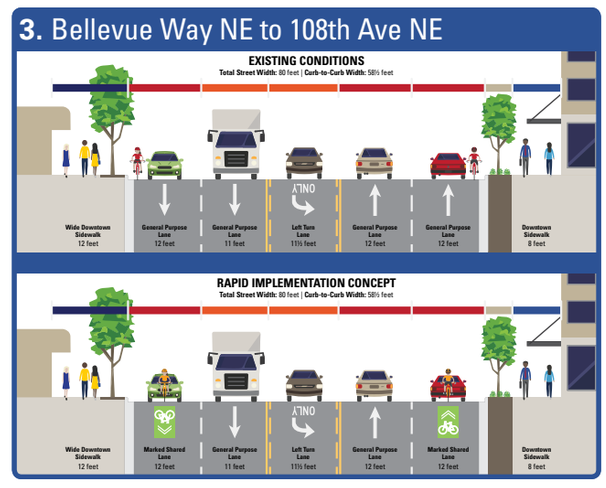
1. Overlake Dr to Meydenbauer Beach Park



2. 100th Ave NE to 103rd Ave NE



3. Bellevue Way NE to 108th Ave NE



A. Looking east from 94th Ave NE

Photo Source: Google Maps Street View

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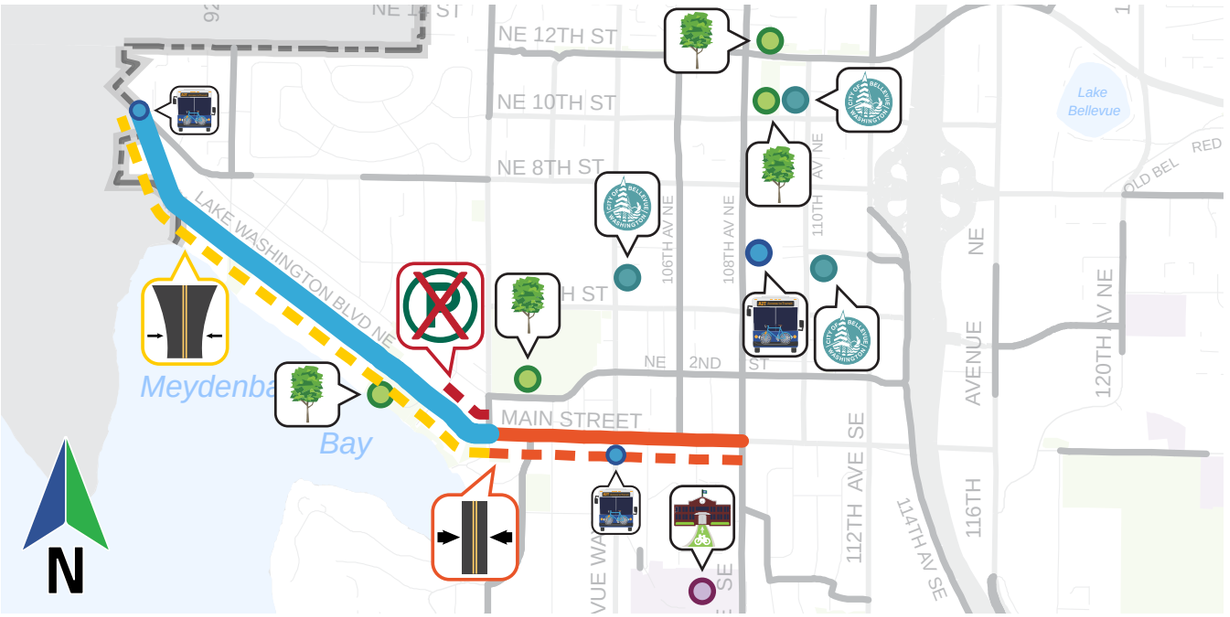


Issues:

- **Requires 10-foot Travel Lanes:** NE 1st St to 100th Ave NE
- **Parking Displacement Required (est. 500 feet):** 99th Ave NE to 100th Ave NE
- **Constrained Pavement Width:** Street is too narrow to implement dedicated bicycle facilities

Opportunities:

Conventional Bike Lanes (1 mile): NE 1st St to 100th Ave NE

Marked Shared Lanes (## miles): 100th Ave NE to 108th Ave NE

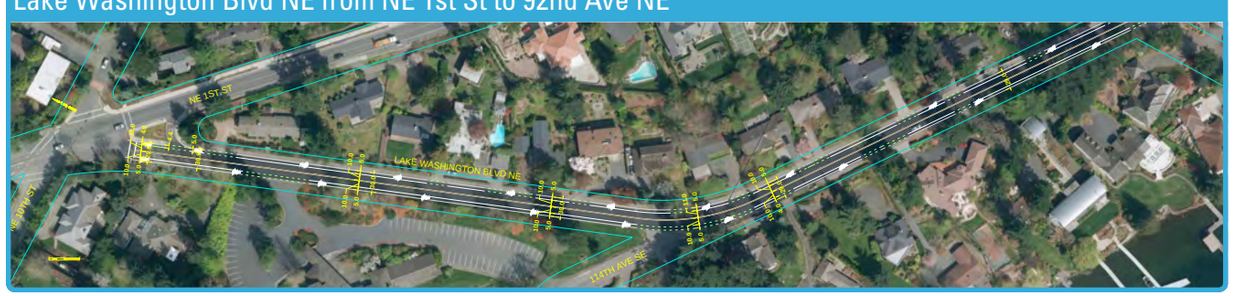
- **Access to Transit:** Improved bicycle connection to frequent Routes 271 (NE 1st St) and 550 (Bellevue Way SE)
- **Nearby Transit:** Bellevue Transit Center
- **Nearby School:** Bellevue High School
- **Access to Parks:** Improved bicycle connection to Meydenbauer Beach Park
- **Nearby Parks:** Downtown Park, Ashwood Playfield, McCormick Park
- **Nearby Public Services:** Bellevue Arts Museum, Bellevue City Hall and Police Department, Bellevue Library

Cost Estimates: Capital: $174,700 | **O&M:** $4,200 annually

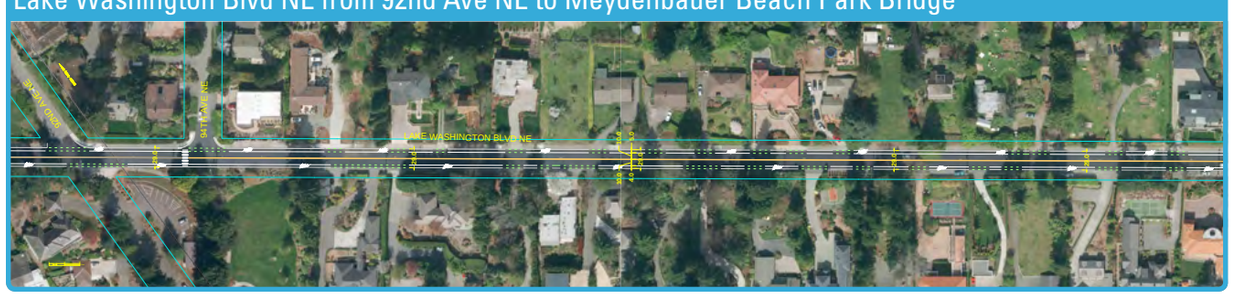
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

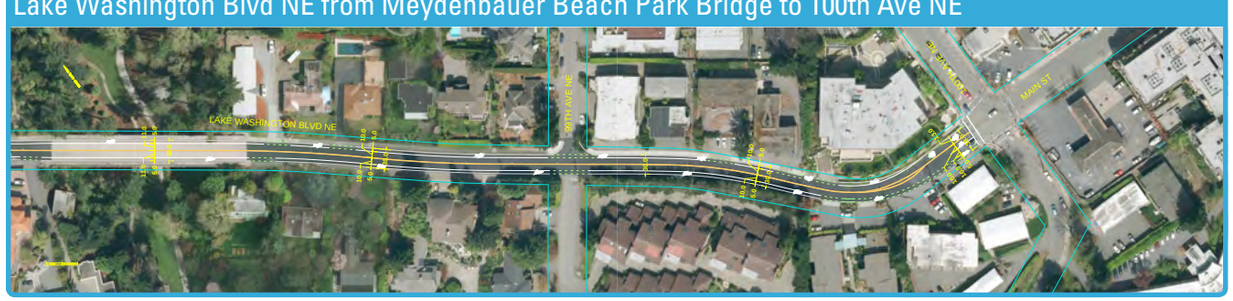
Lake Washington Blvd NE from NE 1st St to 92nd Ave NE



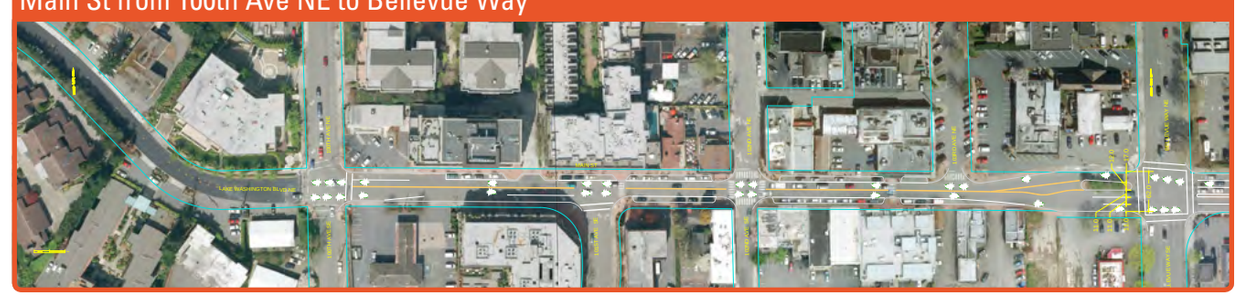
Lake Washington Blvd NE from 92nd Ave NE to Meydenbauer Beach Park Bridge



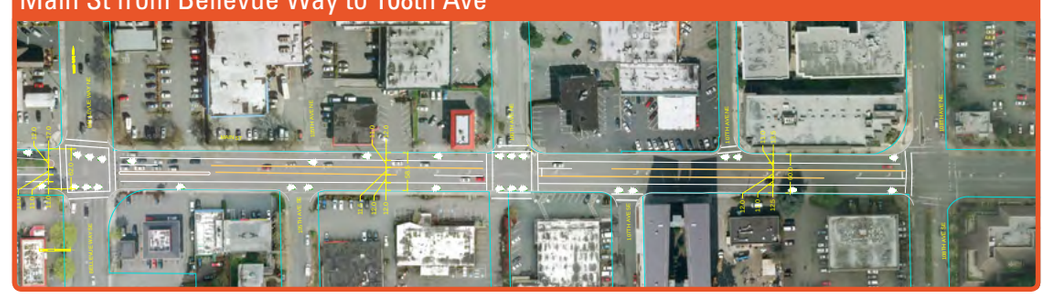
Lake Washington Blvd NE from Meydenbauer Beach Park Bridge to 100th Ave NE



Main St from 100th Ave NE to Bellevue Way



Main St from Bellevue Way to 108th Ave



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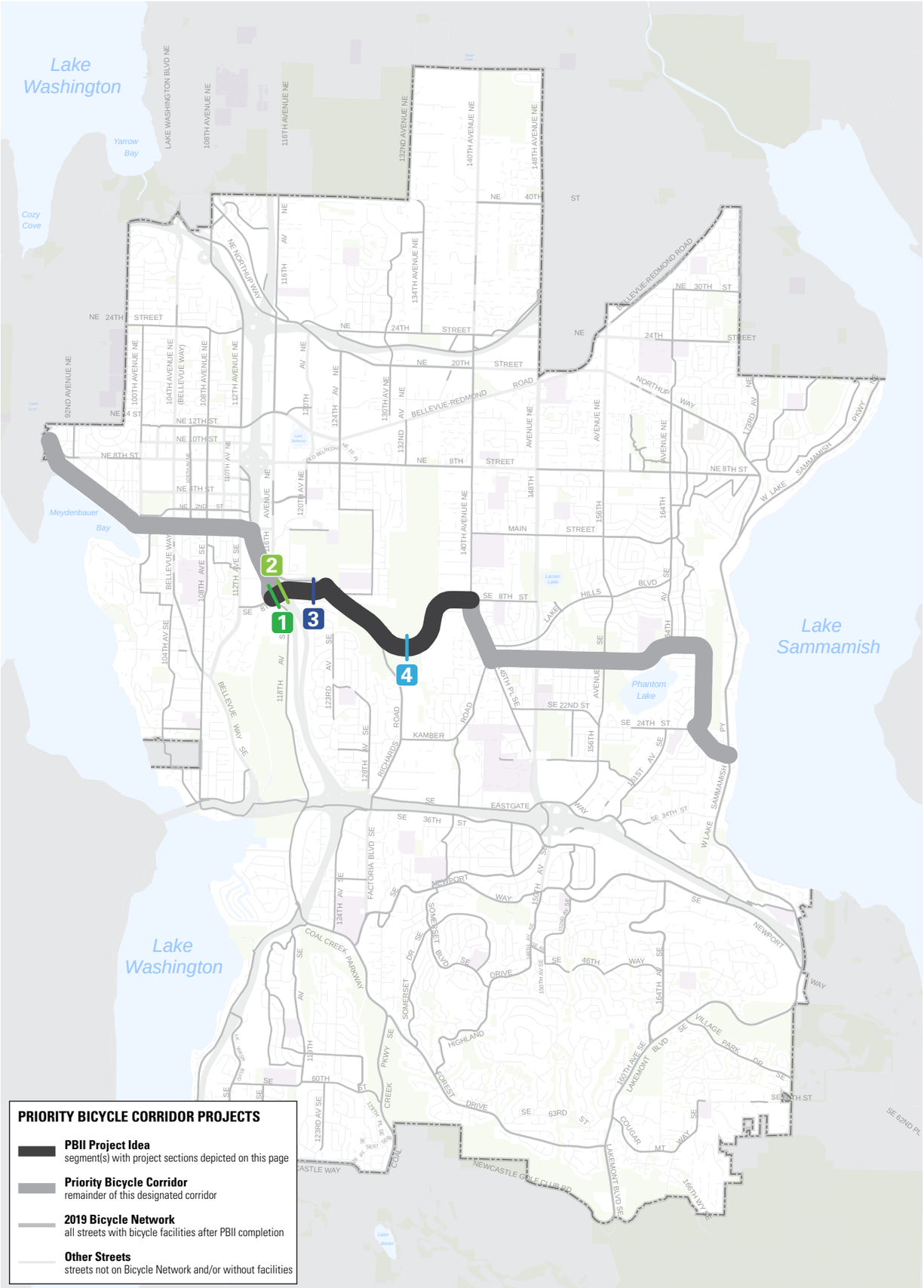


PROJECT IDEA PBC-14: SE 8TH ST, LAKE HILLS CONNECTOR

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Major/Minor Arterial

Traffic Volumes (AAWT):
18,800 (114th Ave SE to Lake Hills Connector);
27,300 (SE 8th St to Richards Rd);
11,100 (Richards Rd to 148th Ave SE)

Posted Speed Limits:
35 MPH (114th Ave SE to Lk Hills Connector);
40 MPH (SE 8th St to 140th Ave SE);

Existing Bicycle Facilities:
None

Major Nearby Destinations:
Wilburton Park-and-Ride, Wilburton Hill Park, Bellevue Botanical Garden, Kelsey Creek Park, International School

Bicycle Network Connections:
114th Ave SE (PBC NS-2: Lake Washington Loop Trail), 116th Ave SE (via trail connection), 121st/123rd Ave SE, Richards Rd, 140th Ave SE (PBC NS-4)

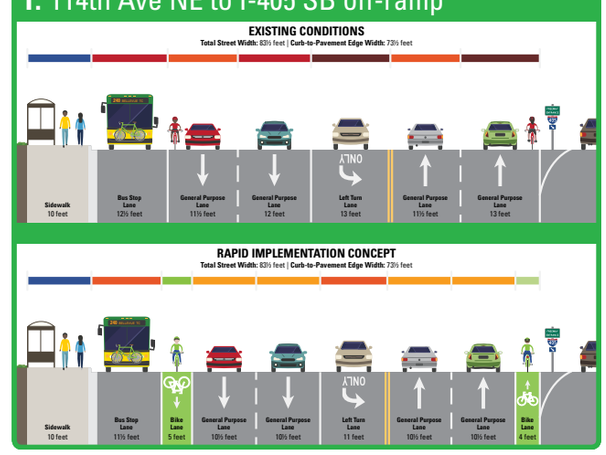
Population (¼-mile buffer): 2,569 residents

Employment (¼-mile buffer): 2,426 jobs

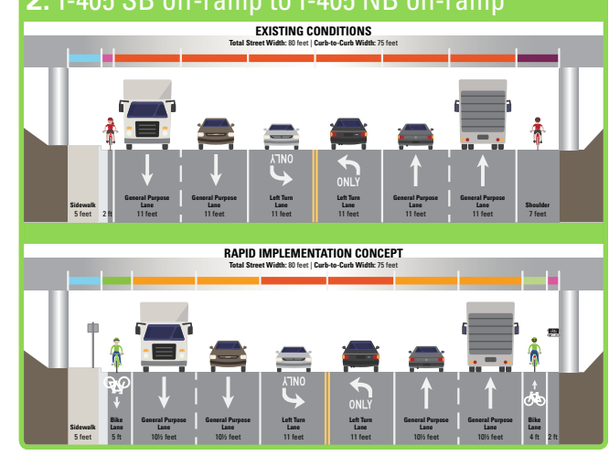
2009 Plan Projects:
B-135 (High), B-212 (High), O-123 (High), O-130 (High)

Typical Street Sections:

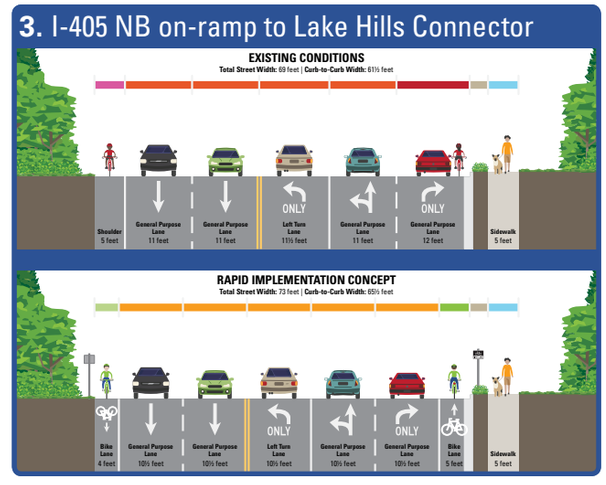
1. 114th Ave NE to I-405 SB off-ramp



2. I-405 SB off-ramp to I-405 NB on-ramp



3. I-405 NB on-ramp to Lake Hills Connector



4. SE 8th St to 140th Ave SE

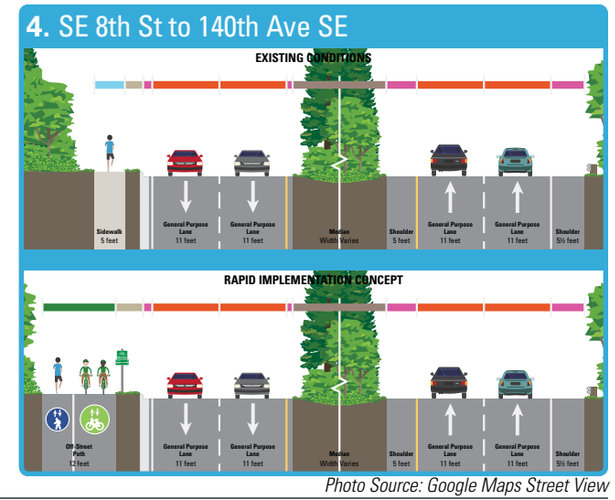


Photo Source: Google Maps Street View

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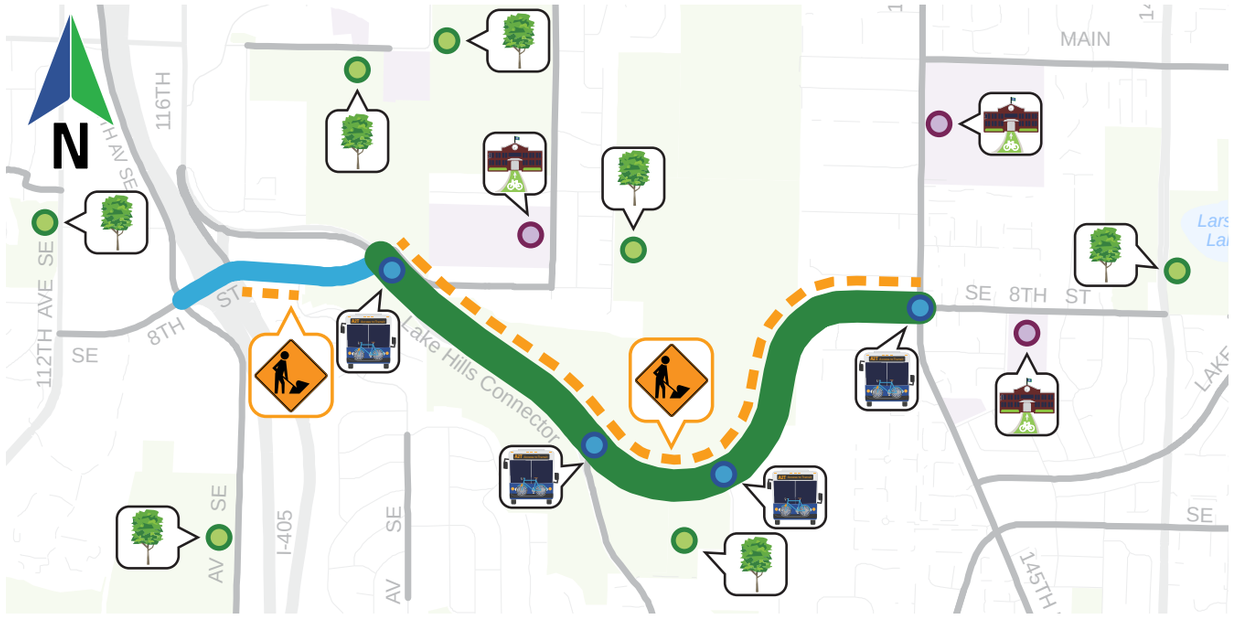


Issues:

- **Shoulder Widening Required (est. 500 feet):** I-405 Northbound ramps to 121st Ave SE
- **Major Construction (1.5 miles):** New off-street path from SE 8th St to 140th Ave SE

Opportunities:

Conventional Bike Lanes (0.4 miles): 114th Ave SE to Lake Hills Connector

Off-Street Path (1.5 miles): North side of Lake Hills Connector from SE 8th St to 140th Ave SE

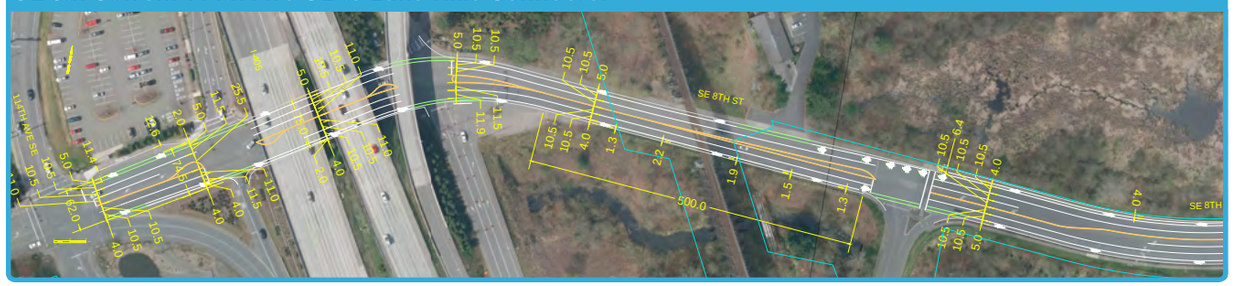
- **Access to Transit:** Improved bicycle connections to frequent Route 271 (all stops along Lake Hills Connector) and frequent Route 245 (at 140th Ave SE)
- **Nearby Schools:** International School, Lake Hills Elementary School, Sammamish High School
- **Access to Parks:** Improved bicycle connection to Bannerwood Sports Park
- **Nearby Parks:** Surrey Downs Park, Mercer Slough Environmental Education Center, Botanical Garden, Wilburton Hill Park, Kelsey Creek Park, Lake Hills Greenbelt

Cost Estimates: Capital: $13,166,900 | **O&M:** $18,700 annually

Conceptual Layouts:

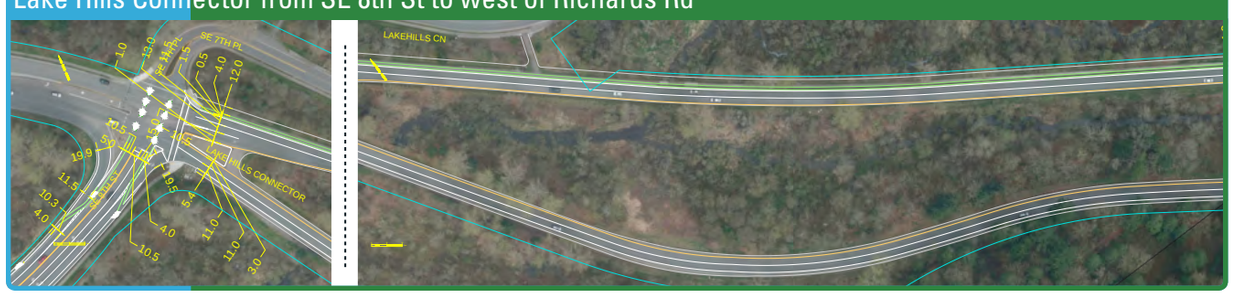
Note: All dimensions are approximate pending field verification

SE 8th St from 114th Ave SE to Lake Hills Connector



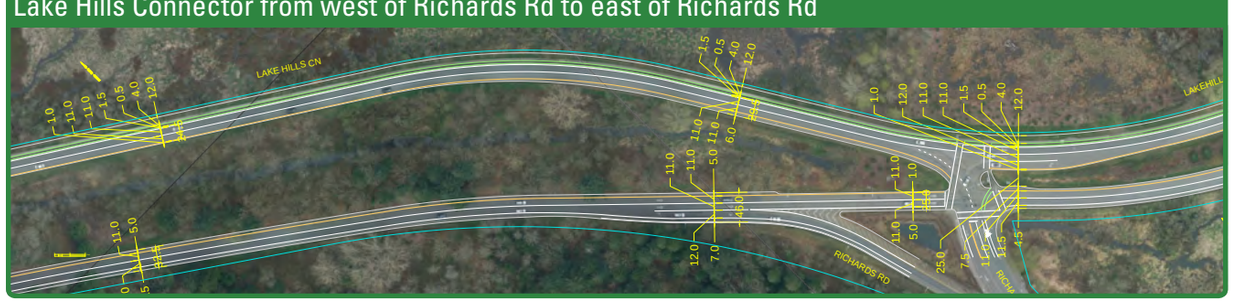
Lake Hills Connector from east of Richards Rd to east of 134th Ave SE

Lake Hills Connector from SE 8th St to west of Richards Rd



Lake Hills Connector from east of 134th Ave SE to 140th Ave SE

Lake Hills Connector from west of Richards Rd to east of Richards Rd



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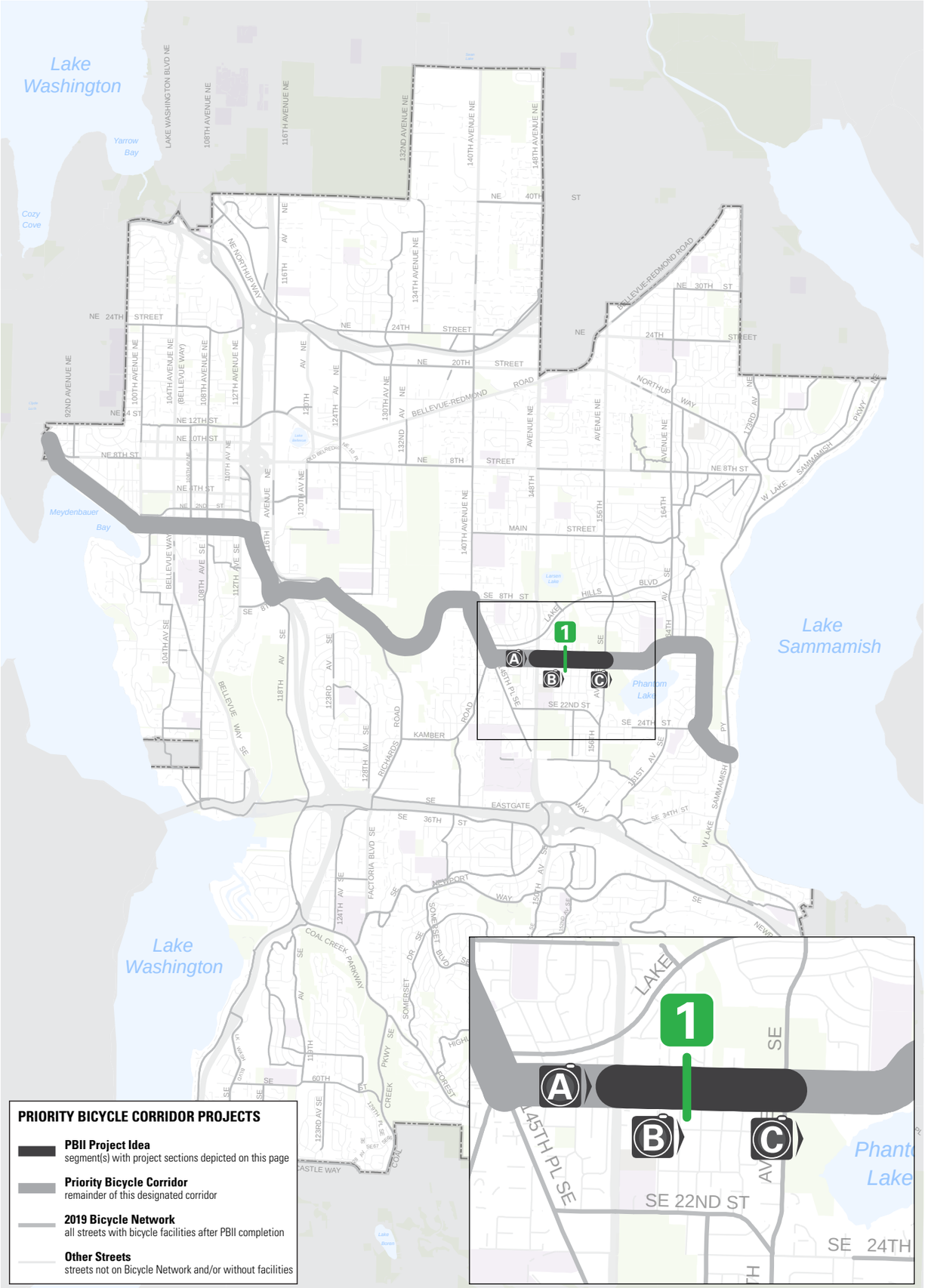


PROJECT IDEA PBC-15: SE 16TH ST

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Collector Arterial

Traffic Volumes (AAWT):
4,600

Posted Speed Limits:
25 MPH

Existing Bicycle Facilities:
Bike Shoulder, One or Both Sides

Major Nearby Destinations:
Lake Hills Greenbelt Park

Bicycle Network Connections:
156th Ave SE

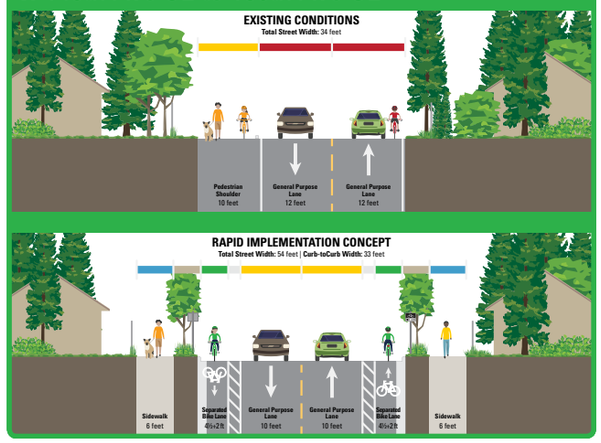
Population (¼-mile buffer):
2,165 residents

Employment (¼-mile buffer):
234 jobs

2009 Plan Projects:
S-346 (High), B-141 (High)

Typical Street Sections:

1. 148th Ave SE to 156th Ave SE



A. Looking east from 148th Ave SE

B. Looking east from 151st Ave SE

C. Lake Hills Greenbelt Park at 156th Ave SE

Photo Source: Google Maps Street View

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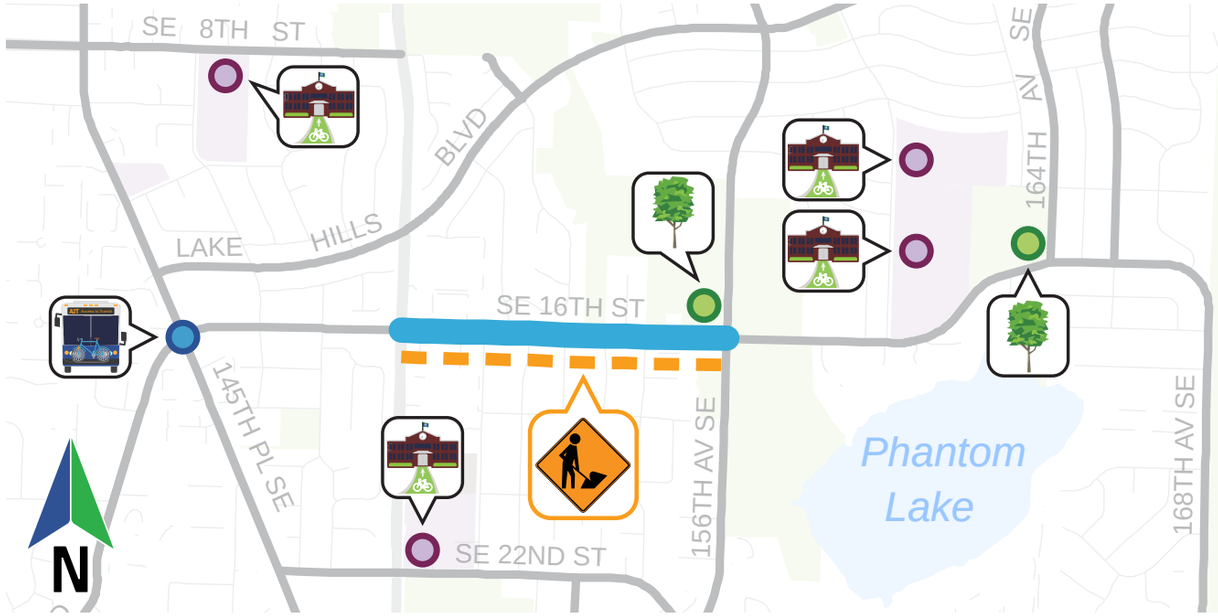


Issues:

- **Major Construction (0.5 miles):** Roadway reconstruction and widening from 148th Ave SE to 156th Ave SE

Opportunities:

Separated Bike Lanes (0.5 miles): 148th Ave SE to 156th Ave SE

- **Nearby Transit:** Frequent transit Routes 245 and 271 at 145th Pl SE
- **Nearby School:** Big Picture School, Lake Hills Elem. School, Tillicum Middle School, Phantom Lake Elem. School
- **Access to Parks:** Improved bicycle connection to Lake Hills Greenbelt; Lake Hills Park nearby

Cost Estimates:

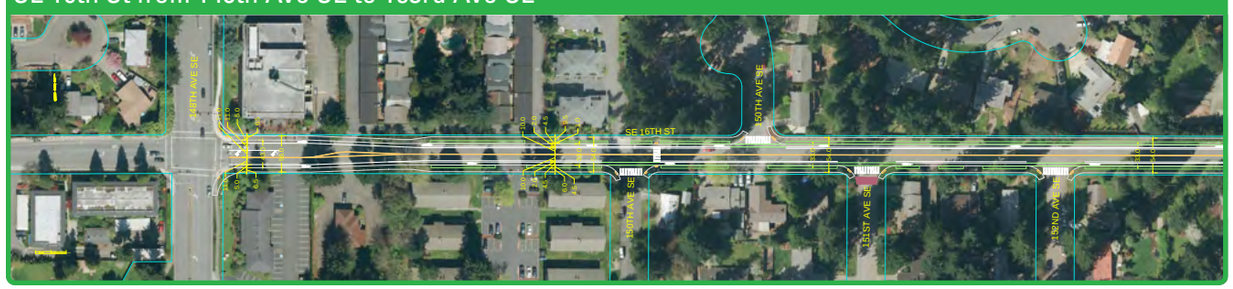
Capital: $5,871,700

O&M: $900 annually

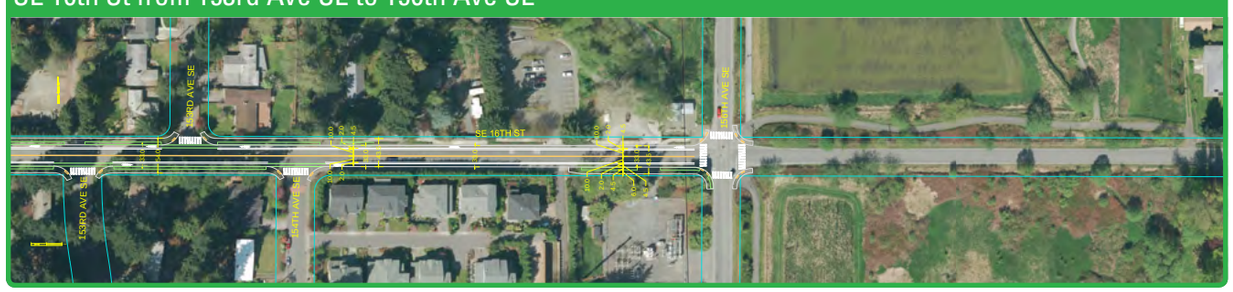
Conceptual Layouts:

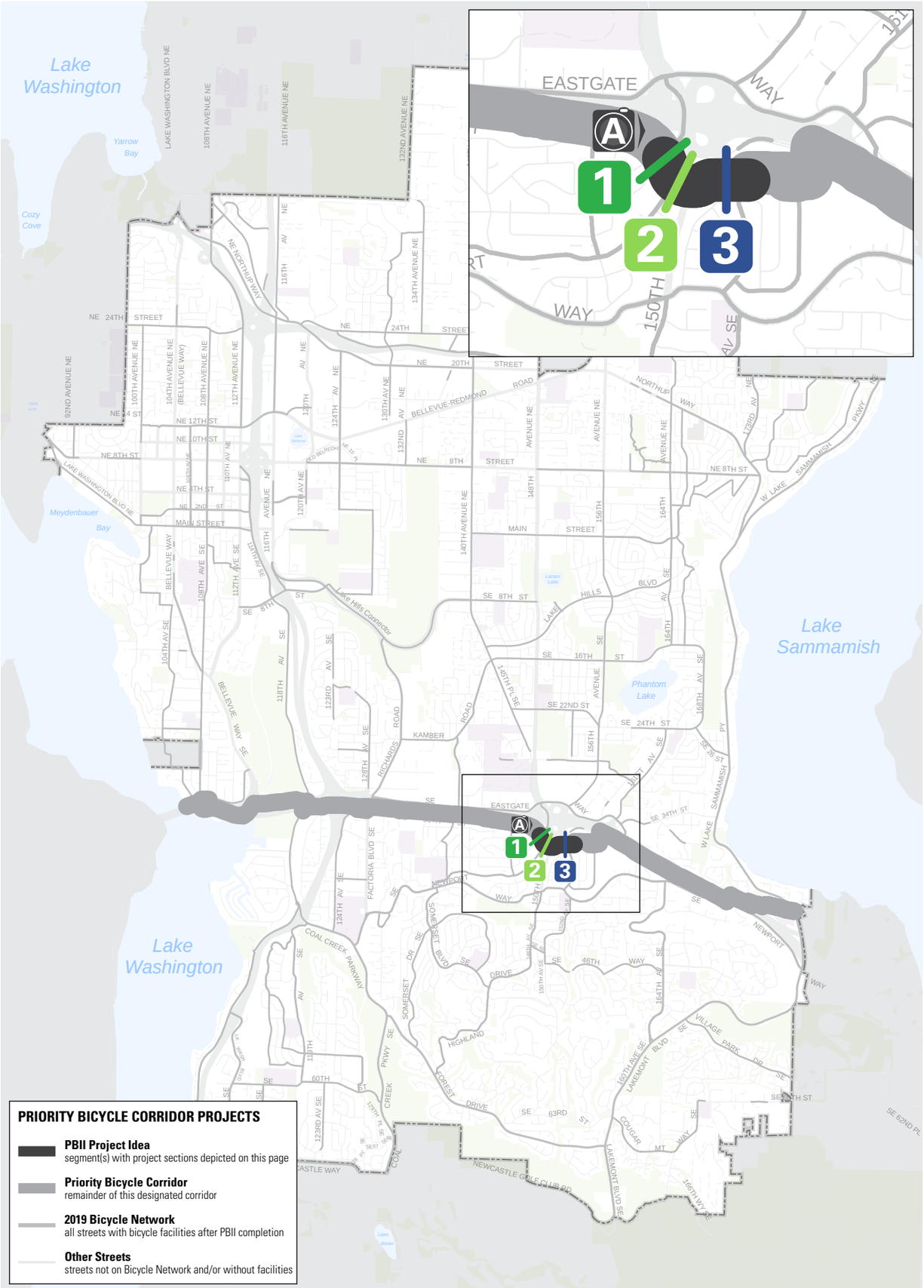
Note: All dimensions are approximate pending field verification

SE 16th St from 148th Ave SE to 153rd Ave SE



SE 16th St from 153rd Ave SE to 156th Ave SE





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PROJECT IDEA PBC-16: SE 38TH ST

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Minor Arterial, Local

Traffic Volumes (AAWT): N/A

Posted Speed Limits:
25 MPH (150th Ave SE to 154th Ave SE);
35 MPH (I-90 Overpass to 150th Ave SE)

Existing Bicycle Facilities:
Shared Wide Outside Lane, Both Sides (150th Ave SE to 154th Ave SE)

Major Nearby Destinations:
Eastgate Plaza

Bicycle Network Connections:
I-90 Ped/Bike Bridge to Eastgate Way (PBC NS-4), SE Allen Rd

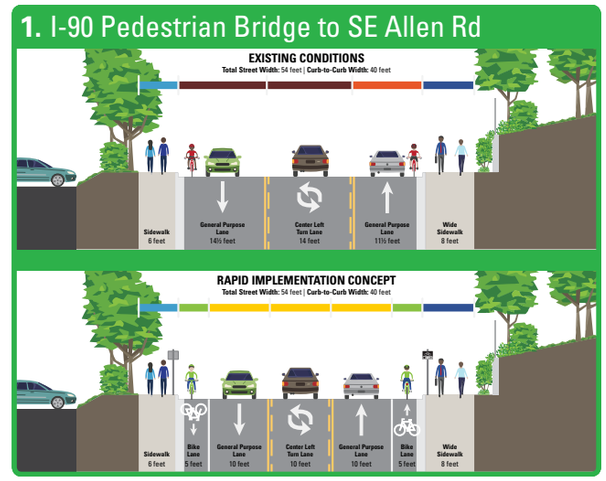
Population (¼-mile buffer):
762 residents

Employment (¼-mile buffer):
915 jobs

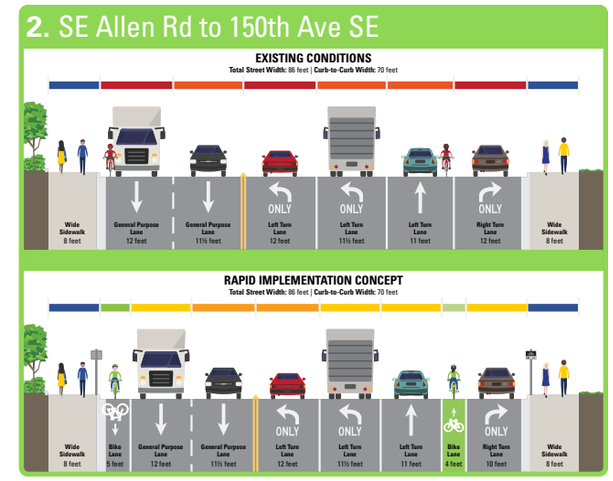
2009 Plan Projects:
O-137 (Medium)

Typical Street Sections:

1. I-90 Pedestrian Bridge to SE Allen Rd



2. SE Allen Rd to 150th Ave SE

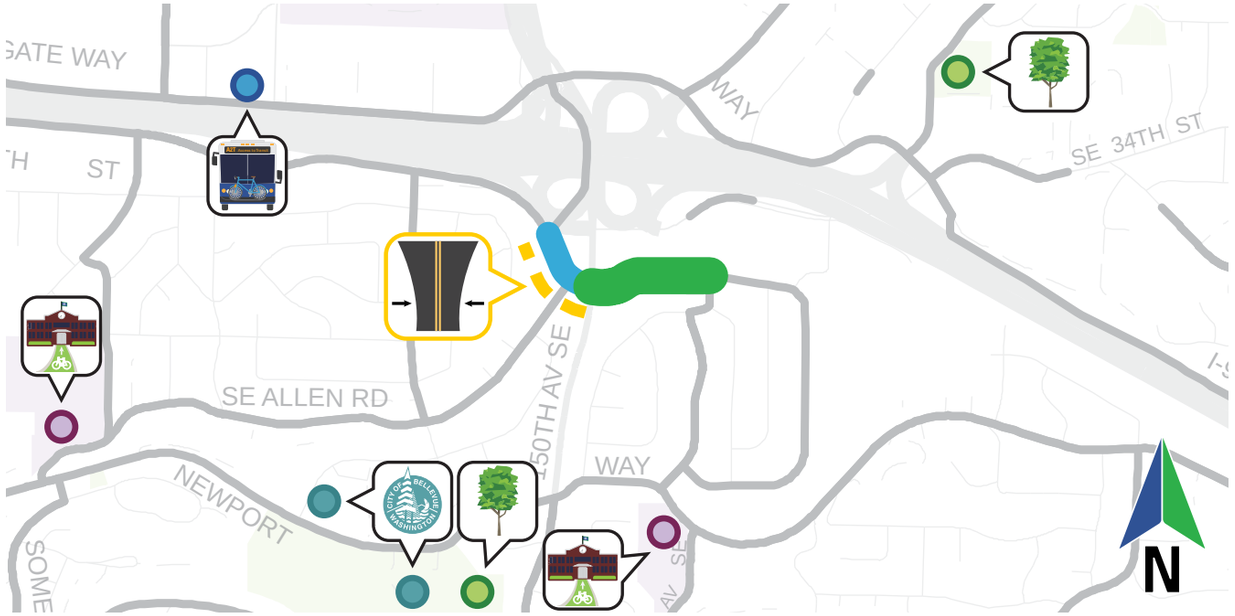


3. 150th Ave SE to 154th Ave SE

A. I-90 Ped/Bike Bridge to SE Eastgate Way

Photo Source: Google Maps Street View

DRAFT



Issues:

- **Requires 10-foot Travel Lanes:** I-90 Pedestrian Bridge to 150th Ave SE

Opportunities:

Conventional Bike Lanes (600 feet): I-90 Pedestrian Bridge to 150th Ave SE

Separated Bike Lanes (1,000 feet): 150th Ave SE to 154th Ave SE

- **Nearby Transit:** Eastgate Park-and-Ride
- **Nearby Schools:** Eastgate Elementary School, Tyee Middle School
- **Nearby Parks:** Eastgate Park, Spiritridge Park
- **Nearby Public Services:** South Bellevue Community Center, Newport Way Library

Cost Estimates:

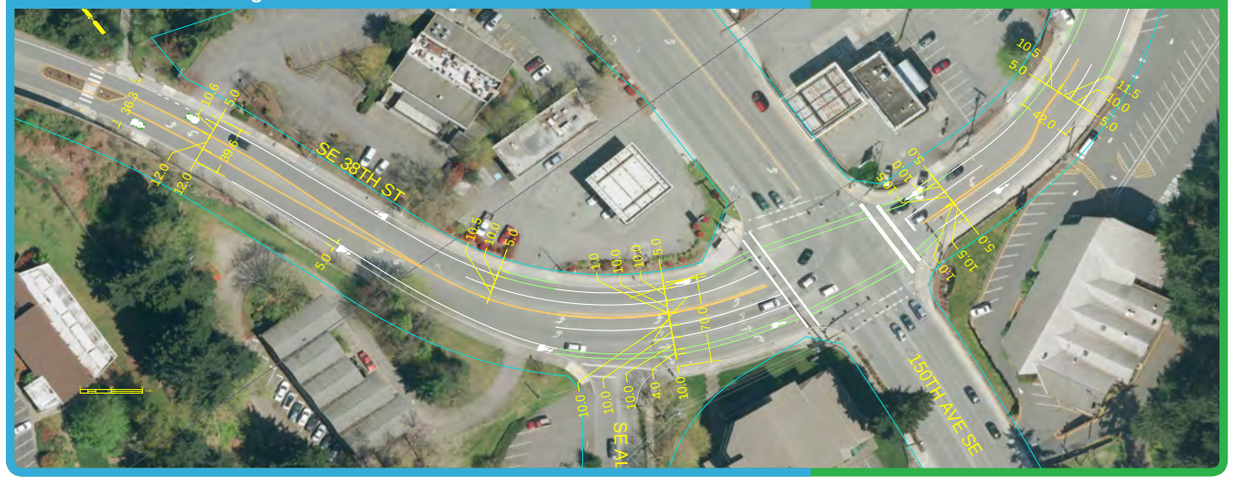
Capital: $116,700

O&M: $3,000 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

I-90 Pedestrian Bridge to 150th Ave SE



150th Ave SE to 154th Ave SE

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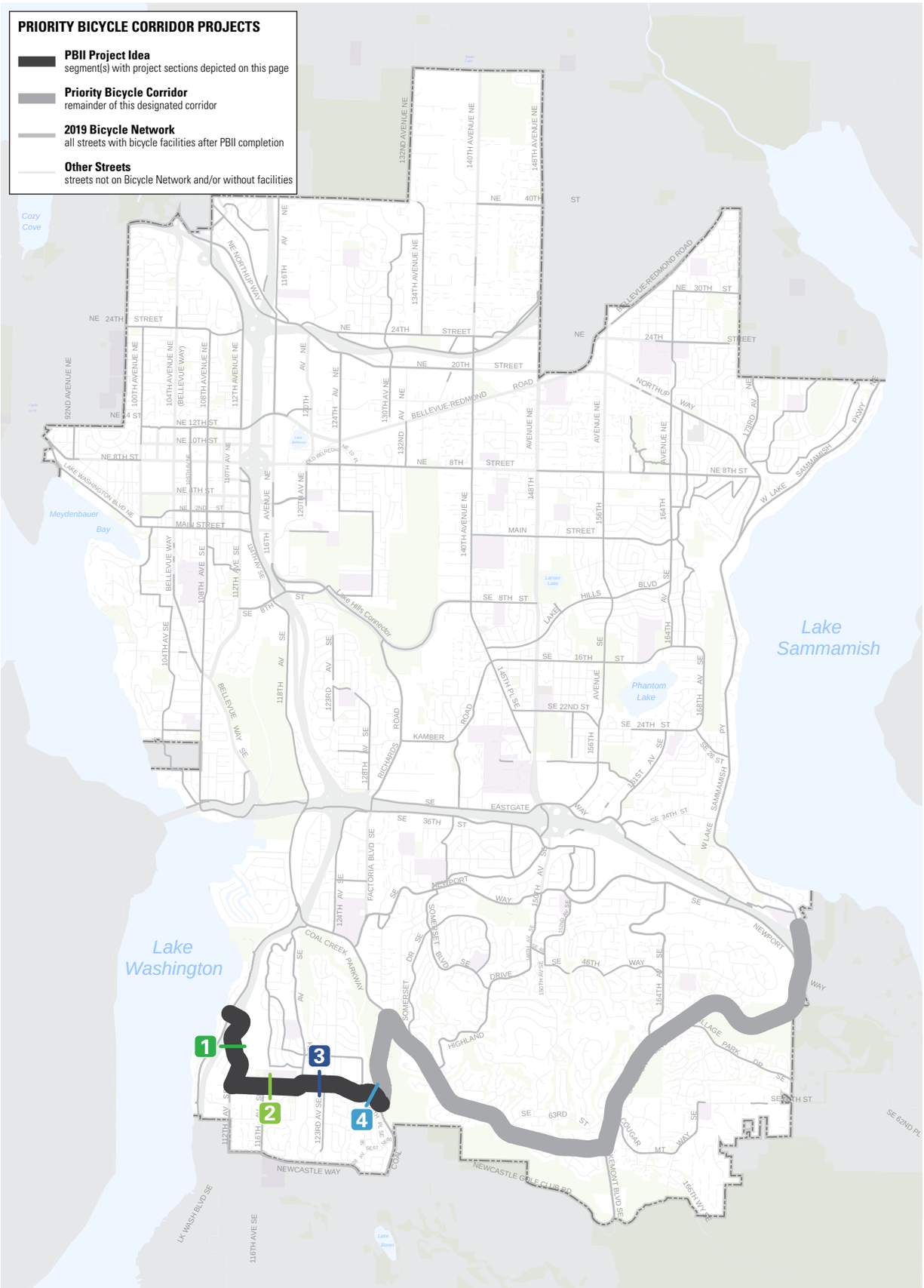


PROJECT IDEA PBC-17:
LAKE WASHINGTON BLVD SE, SE 60TH ST

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Collector/Minor Arterial, Local

Traffic Volumes (AAWT):
9,400 (Lake Washington Blvd SE);
4,900–5,300 (SE 60th St)

Posted Speed Limits:
30 MPH (Newport Hills Park-and-Ride to 120th Ave SE);
25 MPH (west of P&R and east of 120th Ave SE)

Existing Bicycle Facilities:
Conventional Bike Lanes: Newport Hills Park-and-Ride to 120th Ave SE; Bike Shoulder(s) east of 123rd Ave SE

Major Nearby Destinations:
Newport Hills Park-and-Ride, Olde Middle School, Ringdall Jr. High School, Newport Hills Park

Bicycle Network Connections:
106th Ave SE (PBC NS-2: Lake Washington Loop), 116th Ave SE, 119th Ave SE, Coal Creek Pkwy SE

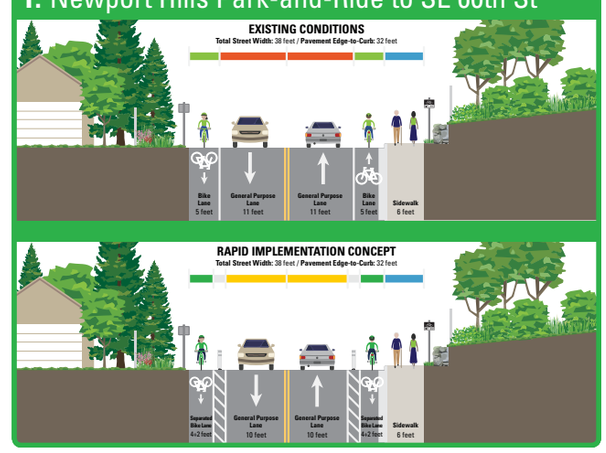
Population (¼-mile buffer):
3,769 residents

Employment (¼-mile buffer):
389 jobs

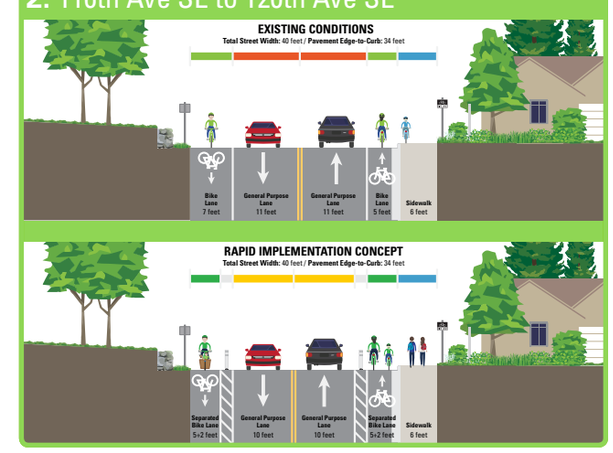
2009 Plan Projects: B-153 (Med), B-157 (Med)

Typical Street Sections:

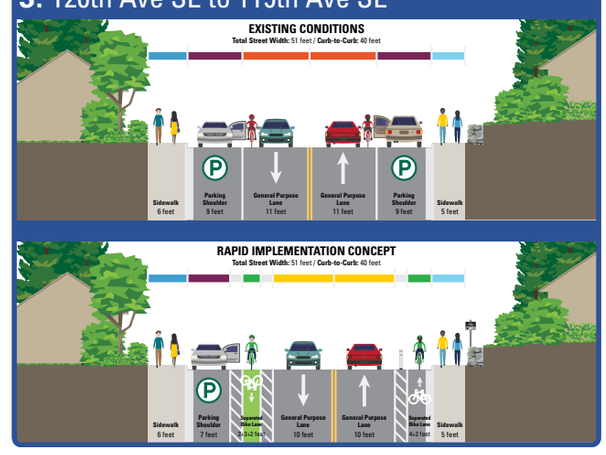
1. Newport Hills Park-and-Ride to SE 60th St



2. 116th Ave SE to 120th Ave SE



3. 120th Ave SE to 119th Ave SE



4. 119th Ave SE 123rd Ave SE

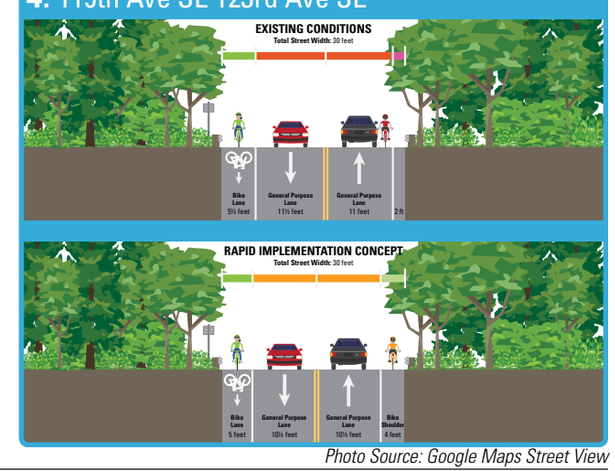


Photo Source: Google Maps Street View

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Issues:

- **Requires 10-foot Travel Lanes:** Lake Washington Blvd SE and SE 60th St from 106th Ave SE to 126th Ave SE
- **Parking Displacement Required (est. 0.4 miles):** SE 60th St from 119th Ave SE to 126th Ave SE

Opportunities:

Separated Bike Lanes (1.1 miles): Lake Washington Blvd SE and SE 60th St from 106th Ave SE to 120th Ave SE
Conventional Bike Lanes (300 feet): SE 60th St from 120th Ave SE to 119th Ave SE
Separated Bike Lanes (0.4 miles): SE 60th St from 119th Ave SE to 126th Ave SE
Conventional Bike Lanes (0.2 miles): SE 60th St from 120th Ave SE to 119th Ave SE

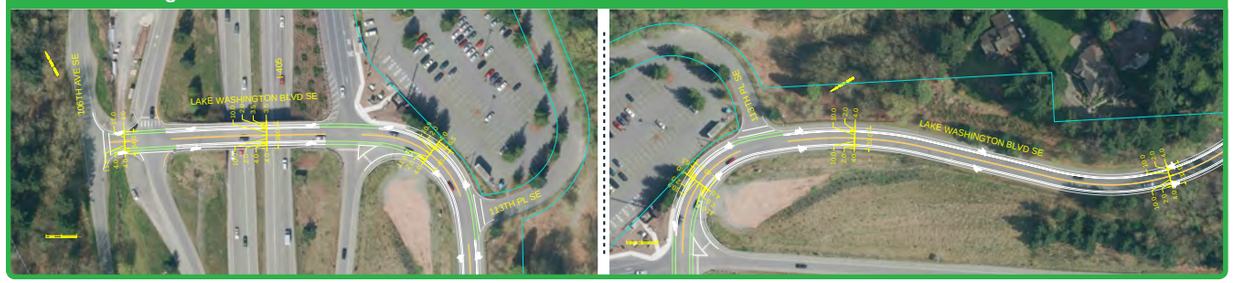
- **Nearby Transit:** Newport Hills Park-and-Ride
- **Access to School:** Improved bicycle connections to Olde Middle School and Ringdall Jr. High School
- **Nearby Schools:** Newport Hills Elementary School, Jing Mei Elementary School
- **Access to Parks:** Improved bicycle connections to Tyler property park, Newport Hills Park

Cost Estimates: Capital: $367,900 | **O&M:** $13,600 annually

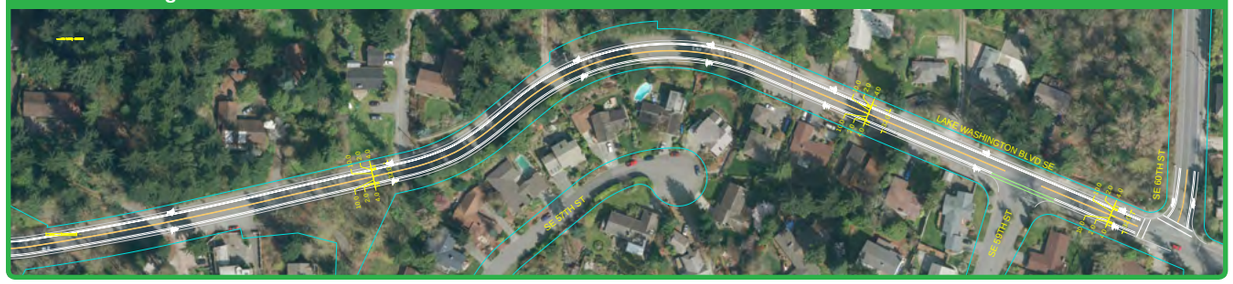
Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Lake Washington Blvd SE from 106th Ave SE to north of SE 54th Ln



Lake Washington Blvd SE from north of SE 54th Ln to SE 60th St



SE 60th St from Lake Washington Blvd SE to 116th Ave SE

SE 60th St from 116th Ave SE to 119th Ave SE

SE 60th St from 119th Ave SE to 126th Ave SE

SE 60th St from 126th Ave SE to Coal Creek Pkwy SE

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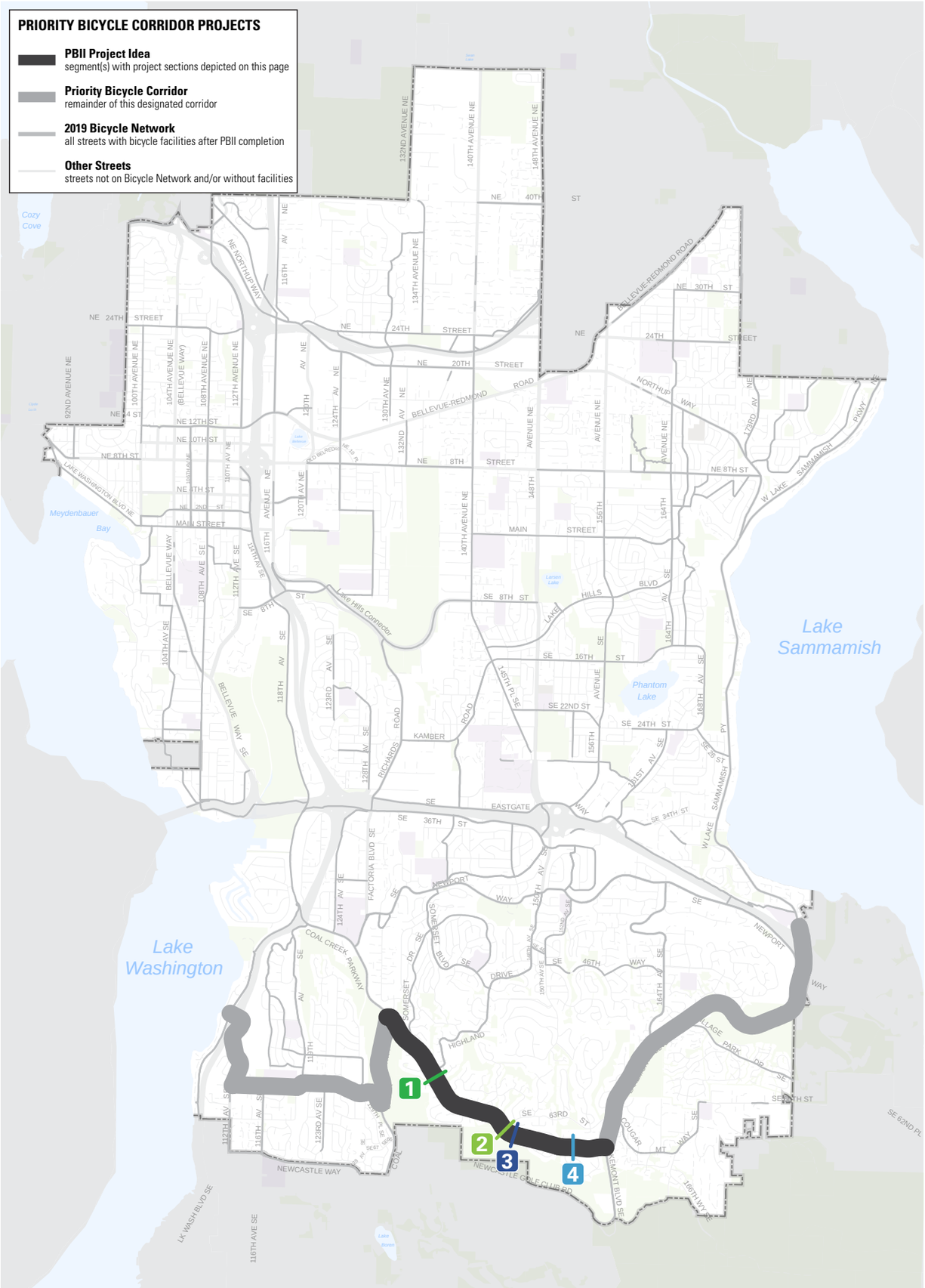


PROJECT IDEA PBC-18: FOREST DR SE

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor Arterial

Traffic Volumes (AAWT):
3,100–9,000

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Conventional Bike Lanes, Both Sides (Coal Creek Pkwy SE to SE 63rd St); Bike Shoulders, One or Both Sides (152nd Ave SE to Lakemont Blvd);

Major Nearby Destinations:
Coal Creek Trail, Cougar Mountain Regional Wildland Park

Bicycle Network Connections:
Coal Creek Pkwy SE, Highland Dr (PBC NS-4), Lakemont Blvd SE

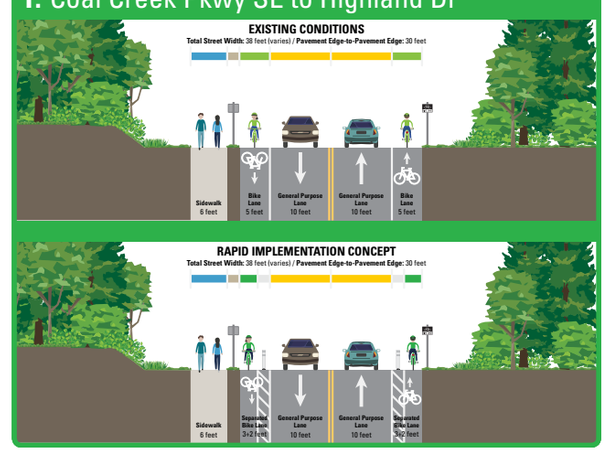
Population (¼-mile buffer):
4,605 residents

Employment (¼-mile buffer):
150 jobs

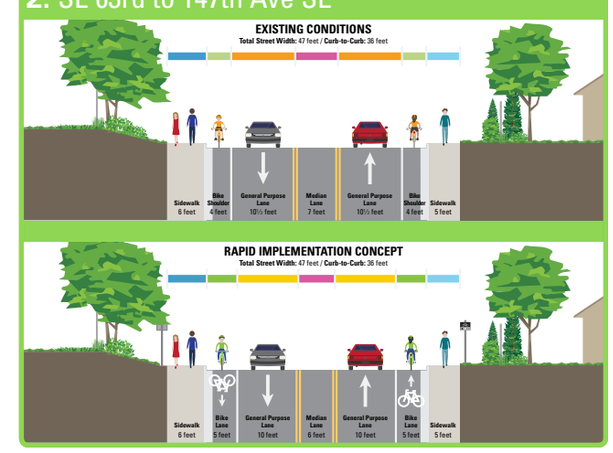
2009 Plan Projects:
B-157 (Med), O-139 (Med)

Typical Street Sections:

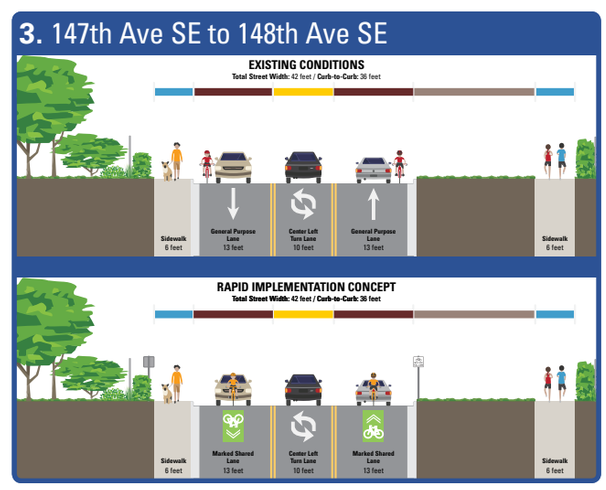
1. Coal Creek Pkwy SE to Highland Dr



2. SE 63rd to 147th Ave SE



3. 147th Ave SE to 148th Ave SE



4. 148th Ave SE Lakemont Blvd SE

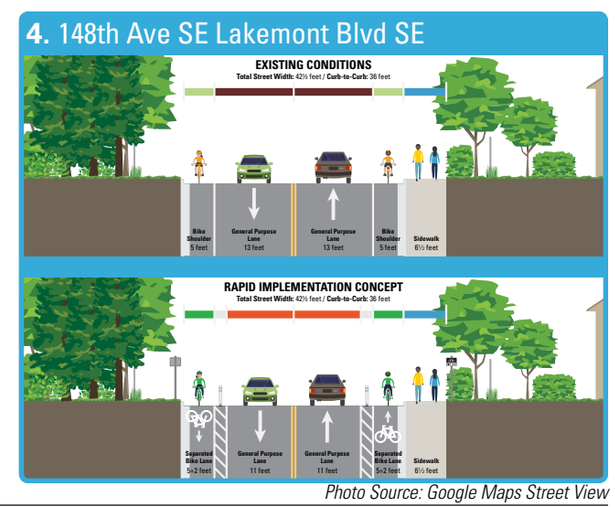


Photo Source: Google Maps Street View

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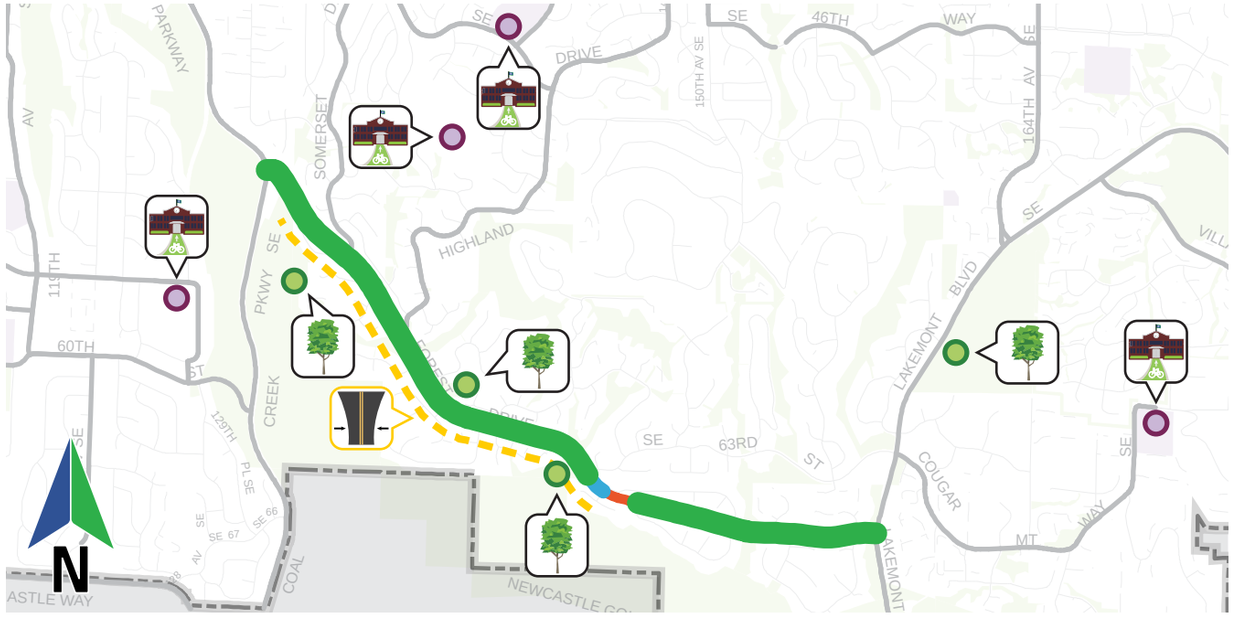

Issues:

Requires 10-foot Travel Lanes: Forest Dr SE from Coal Creek Pkwy SE to SE 63rd St

Opportunities:

Separated Bike Lanes (1.3 miles): Coal Creek Pkwy SE to SE 63rd St

Conventional Bike Lanes (320 feet): SE 63rd St to 147th Ave SE

Marked Shared Lanes (525 feet): 147th Ave SE to 148th Ave SE

Separated Bike Lanes (0.7 mile): 148th Ave SE to Lakemont Blvd SE

Nearby Schools: Jing Mei Elementary, Forest Ridge School, Somerset Elementary, Open Window School

Access to Parks: Improved bicycle connections to Coal Creek Trail, Meadow Wood Park, Forest Glen Park

Nearby Parks: Lewis Creek Park

Cost Estimates:

Capital: $363,500

O&M: $15,800 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

Forest Dr SE from Coal Creek Pkwy SE to Somerset Dr SE

Forest Dr SE from Somerset Dr SE to SE 59th St

Forest Dr SE from SE 59th St to east of 142nd Ave SE

Forest Dr SE from east of 142nd Ave SE to 148th Ave SE

Forest Dr SE from 148th Ave SE to east of 152nd Ave SE

Forest Dr SE from east of 152nd Ave SE to Lakemont Blvd SE

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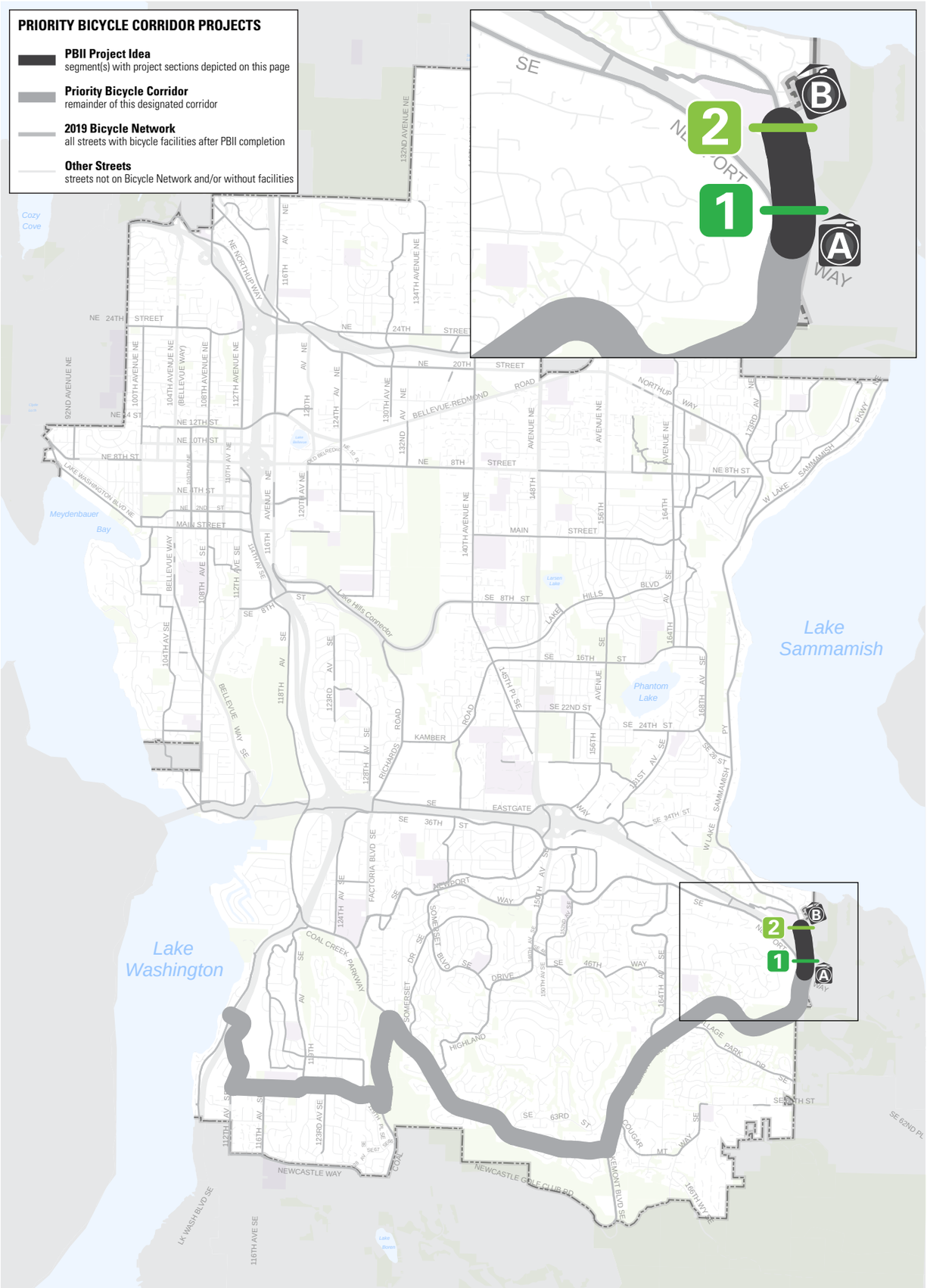


PROJECT IDEA PBC-19: LAKEMONT BLVD SE

Bicycle Classification:
Priority Bicycle Corridor

Street Classifications:
Minor Arterial

Traffic Volumes (AAWT):
19,000

Posted Speed Limits:
30 MPH

Existing Bicycle Facilities:
Shared/Wide Outside Lane, Both Sides

Major Nearby Destinations:
Sunset Elementary

Bicycle Network Connections:
West Lake Sammamish Pkwy (PBC NS-5),
SE Newport Way (PBC EW-4),

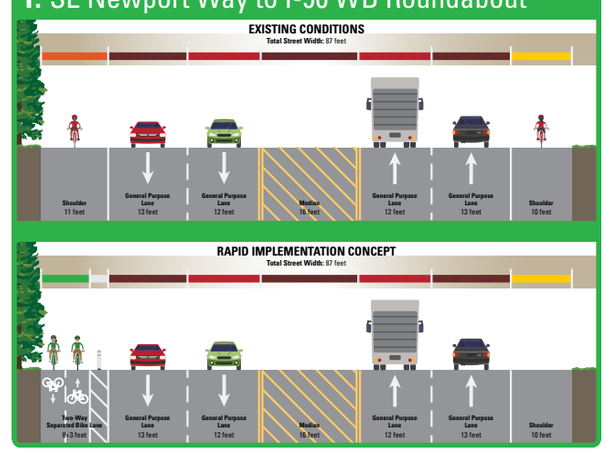
Population (¼-mile buffer):
1,149 residents

Employment (¼-mile buffer):
151 jobs

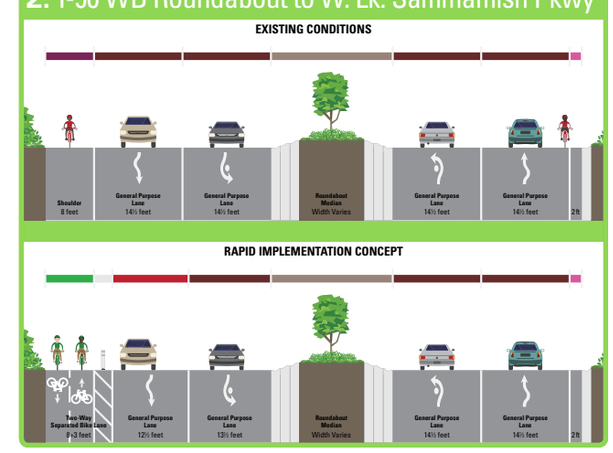
2009 Plan Projects:
B-218 (High)

Typical Street Sections:

1. SE Newport Way to I-90 WB Roundabout



2. I-90 WB Roundabout to W. Lk. Sammamish Pkwy



A. Looking east at I-90

B. Looking north at I-90 Westbound roundabout

Photo Source: Google Maps Street View

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Issues:

No specific issues identified.

Opportunities:

Separated Bike Lanes (0.3 miles): SE Newport Way to West Lake Sammamish Pkwy SE

- **Access to Schools:** Improved bicycle connection to Sunset Elementary School; Cougar Ridge Elementary nearby
- **Nearby Parks:** Lakemont Park, Timberlake Park
- **Regional Trail Connection:** Improved north-south connection to I-90 Trail (PBC EW-4)

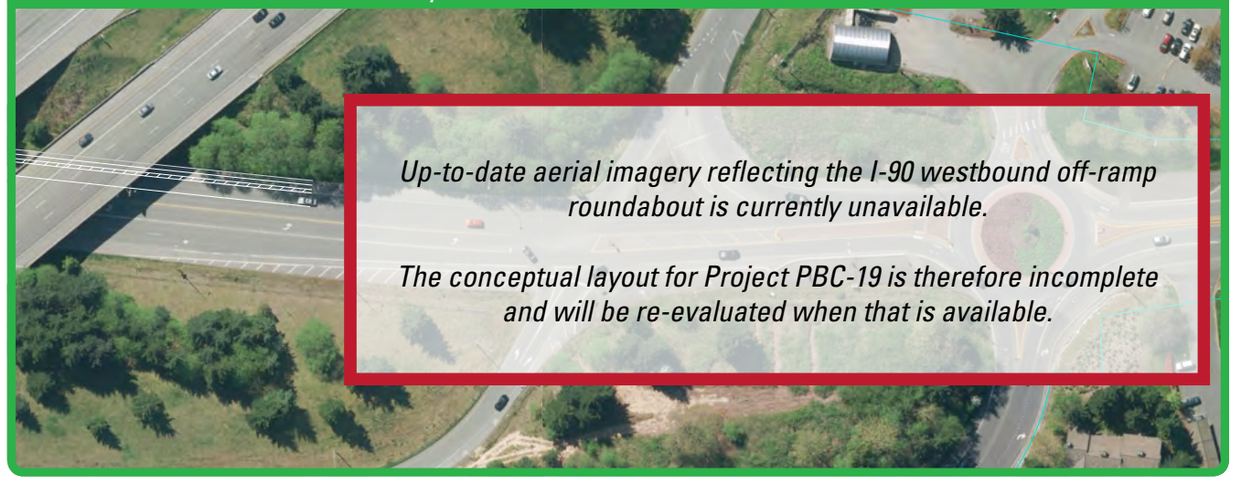
Cost Estimates:

Capital: $83,400

O&M: $3,500 annually

Conceptual Layouts:

Note: All dimensions are approximate pending field verification

SE Newport Way to I-90

I-90 to West Lake Sammamish Pkwy SE