Pedestrian and Bicycle Transportation Plan Update

Adopted October, 1999

TRANSPORTATION DEPARTMENT

Pedestrian and Bicycle Transportation Plan Update

Prepared by:

City of Bellevue
Transportation Department
Planning and Programming Division

City of Bellevue
Transportation Department
Planning and Programming Division
301 116th Avenue SE, Suite 150
Bellevue, WA 98009 - 9012
(425) 452-6856

Printed on recycled paper.

ACKNOWLEDGEMENTS

The City would like to thank the following groups and individuals for their continuing assistance in the review and development of this plan.

Bellevue City Council

Bellevue Transportation Commission

Bellevue Planning Commission

Pedestrian and Bicycle Citizens Advisory Group and the Plan Update Subcommittee

Transportation Director — Goran Sparrman

Assistant Transportation Director — Nora Johnson

Project Manager — Leah Greenblat

Staff Contributors

Patrice Cole
Zorba Conlen
Dan DeWald
Chris Dreaney
Brook Durant
Karen Gonzalez
Jane Gray
Laurie Gromala
Jamie Gunter
Dan Hardin
Jeff Herb
Randy Holmes
Steve Hoover
Michael Ingram
Rick Logwood
Nicholas Matz
Eric Miller
Dirk Mitchell
Len Pavelka
Mark Poch
Dave Rendle
Michael Shiosaki
Steve Sindiong
Scott Taylor
Anne Tonella-Howe
Bob Cavanaugh (Former Staff)
Paul Cornish (Former Staff)
Tracy Krawczyk (Former Staff)
Bets Nelson (Former Staff)
Tom Noguchi (Former Staff)
Robbie Quinto (Former Staff)
Susan Sanchez (Former Staff)

Editorial/Writing Consultant — Eve Warmflash, Warmflash Associates

Printed on recycled paper.

TABLE OF CONTENTS

LIST OF FIGURES

SECTION I

SECTION II

SECTION IV

SECTION V

SECTION I

INTRODUCTION

A. BACKGROUND

In 1993 the City of Bellevue adopted the Pedestrian and Bicycle Transportation Plan. The primary focus of this plan is to address facilities for pedestrians and bicyclists. Secondarily the plan is intended, where feasible, to accommodate all other forms of non-motorized transportation. This 30-year plan sets the framework for non-motorized transportation in and around the City of Bellevue. It represents an interdepartmental effort, involving Transportation, Parks and Community Services, Planning and Community Development, Utilities, and Police departments, working together to create a safety-oriented and integrated pedestrian and bicycle transportation system for all citizens.

In 1998, the City began work on updating the plan, as required by plan policy. This 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. Results of this work were summarized in the Pedestrian and Bicycle Transportation Plan Progress Report.

In January 1999, City staff presented the Progress Report to City Council. The report highlighted areas of progress in the City's non-motorized transportation system. It also identified several areas where modifications were needed. Following this presentation, staff proceeded to develop the 1999 Plan Update based upon the recommendations in the Progress Report and Council's comments.

The 1999 Pedestrian and Bicycle Transportation Plan Update is the result of a collaborative effort. Working closely with interested citizens, boards, commissions, and the City Council, the Transportation Department took the lead in developing the plan with the assistance of a multi-departmental workgroup. Where warranted, the City staff modified policies, updated project lists, and revised maps to ensure the plan responds to current transportation needs. Staff in other departments assisted in developing the plan and provided input to ensure the plan was consistent and coordinated with other City plans and practices. The goal of this coordinated effort is to create a seamless non-motorized transportation system for the use and enjoyment of citizens throughout the City.

B. SUMMARY OF CHAPTERS

Section I: Introduction. This section provides the reader with a summary of the 1999 Plan Update, including highlights of the Plan Update, its relationship to other plan documents, and an overview of the Puget Sound Regional Council's region-wide plan for non-motorized transportation. This section also offers an overview of the development of the 1999 Plan Update and its review and approval process.

Section II: Supporting Information. This section provides detailed information regarding the status of pedestrian and bicycle facilities in and around the City. This section covers pedestrian and bicycle safety, funding trends, and funding support for pedestrian and bicycle projects. The reader will also find a summary of outcomes based on project priorities in the 1993 Pedestrian and Bicycle Transportation Plan, key issues related to the construction of pedestrian and bicycle facilities, and the City's progress in building its pedestrian and bicycle networks since 1993.

Section III: Policies. This section includes a reprint of the policies in the City's Comprehensive Plan Volume 1 and policies found in the Pedestrian and Bicycle Transportation Facility Plan[1] in the Comprehensive Plan Volume 2. Implementation strategies to facilitate many of these policies have been developed and are listed in this section.

Section IV: Systems Maps and Lists. This section includes Pedestrian and Bicycle System Maps, Pedestrian and Bicycle Project Maps, and Pedestrian and Bicycle Project Lists.

The Pedestrian and Bicycle System Maps provide a holistic view of what each system will look like when completed. These maps identify existing and proposed facilities. The Pedestrian and Bicycle Project Maps show locations of proposed projects and identify projects by facility type. Project numbers listed on the Project Maps are cross-referenced to the Project Lists. Pedestrian and Bicycle Project Lists show the following information: project number, project location/limits, general description, justification and benefits of the project, priority, reference information (related projects in the other list), jurisdiction, and cost ranges.

Section V: Facility Maintenance. This section includes an overview of the City's current maintenance programs for pedestrian and bicycle facilities.

---

[1] The Transportation Facility Plan found in the Comprehensive Plan Volume 2 should not be confused with the Transportation Department's Transportation Facility Plan. The former is a long-range plan, providing detailed policies, project lists, and maps. The latter is a 12-year plan, providing a link between the City's Capital Investment Program (CIP) and the City's long-range plans.

Appendices:

Appendix A (Definitions): This section provides definitions for the terminology used in this plan.

Appendix B (Classifications for Pedestrian System Plan): This section provides a reference table summarizing pedestrian facility types, characteristics, and typical cross-sections for these facility types.

Appendix C (Cross Section and Channelization Drawings for Bicycle Facilities): These drawings indicate the basic components of each bicycle facility type contained in this plan and typical cross-sections for these facility types.

.

Appendix D (Cost Estimating Assumption): This appendix outlines the assumptions used in developing project costs shown in the Project Lists.

Appendix E (List of Completed Projects): This appendix includes a list of completed projects from the 1993 Pedestrian and Bicycle Transportation Plan.

Appendix F (List of Deleted Projects): This appendix includes a list of deleted projects from the 1993 Pedestrian and Bicycle Transportation Plan.

Appendix G (Adopting Resolutions): This appendix includes the resolutions adopting the 1993 Pedestrian and Bicycle Transportation Plan, the addition of the Newport Hills maps and project descriptions, as well the 1999 Plan Update and amendments to the Comprehensive Plan.

C. HIGHLIGHTS OF THE 1999 PLAN UPDATE

The 1999 Plan Update differs from the 1993 plan in several respects. Highlights of the Plan Update include:

- *Modified policies and new policies.* The 1999 Plan Update includes modifications to policy language and five new policies. Policies are now grouped by subject matter rather than listed under four policy types. These modifications, along with updated implementation strategies, will ensure the City responds to emerging needs, funding constraints, and project opportunities.

- *Reorganized planning documents*. As part of the 1999 Plan Update process, the City proposes to amend the Comprehensive Plan to fully integrate the pedestrian and bicycle policies, maps, and project lists into its long-range plan. A new Pedestrian and Bicycle Transportation Facility Plan was created in the Comprehensive Plan Volume 2. It contains policies, project maps, and project lists. In addition, inconsistencies in policy language between the Plan Update and Comprehensive Plan will be eliminated. Policies,

maps, and project lists in the proposed Comprehensive Plan Volumes 1 and 2 are reprinted in the 1999 Plan Update along with additional information.

- *Created true system maps for pedestrian and bicycle facilities.* The City now recognizes that the maps in the 1993 plan were project maps rather than true system maps. Therefore, the 1999 Plan Update now includes new System Maps along with new Planned Project maps and revised Project Lists.

- *Increased emphasis on completing facilities along key north-south and east-west routes.* The 1993 plan assumed an aggressive spending schedule and developed project priorities based on this assumption. In reality, funding has not been maintained at the original levels and completion of projects has lagged behind. The 1999 Plan Update gives greater priority to those projects along key north-south and east-west routes. This will improve mobility options across the City in the shortest possible timeframe.

- *Increased focus on completing linkages and showing connections in the system as they are built out.* There is a general perception that pedestrian and bicycle projects constructed by the City have not created a continuous system. This is due in part to the City inadequately communicating how, for example, small completed projects may provide links between existing facilities. The 1999 Plan Update now provides better tools (such as new and improved maps) for communicating how the pedestrian and bicycle systems will be completed. For example, periodic updates of the system maps will graphically show the City's progress in completing each of these systems.

- *Revised project priorities.* In addition to reprioritizing pedestrian and bicycle facility projects based on safety and other factors (including current funding levels), the 1999 Plan Update reprioritizes projects based on appropriate timeframes. For example, over 75 percent of the 507 pedestrian and bicycle projects listed in the 1993 plan were identified as either high priority or medium priority. In contrast, the revised project priorities provide more realistic targets for accomplishing projects based on past experience and a critical look towards the future.

- *Revised approach to identifying project costs.* Estimated project costs in the 1999 Plan Update are based on planning level costs and are conveyed using estimated cost ranges. Estimated cost ranges in the Plan Update reflect a more detailed analysis than the 1993 Plan and provide a clearer representation of the work required.

- *New section on facility maintenance.* While the 1993 plan focused primarily on planning and building an integrated system of walkways and bikeways, the 1999 Plan Update includes a separate section devoted to programs that maintain the City's non-motorized investments.

D. RELATIONSHIP OF THE 1999 PLAN UPDATE TO OTHER PLANS

In 1993 the City of Bellevue adopted the 1993 Pedestrian and Bicycle Transportation Plan. This 30-year plan was designed to lay the foundation for, and direct the implementation of, the City's pedestrian and bicycle system into the 21st century. Used in conjunction with the City's other plans and policies, the plan is intended to create a balanced transportation system and provide mobility choices for residents and visitors.

Policies, implementation strategies, system maps, and projects are the primary tools for accomplishing the plan's goals. However, due to the City developing and adopting the 1993 Pedestrian and Bicycle Transportation Plan and the Comprehensive Plan at different times, these two documents were not fully coordinated. This resulted in several inconsistencies, including some differences in policy language in the two plans.

In addition, only one type of policy (Comprehensive Plan Policies) was included in the Comprehensive Plan. Three other types of policies (Overall Implementation Policies, Pedestrian Policies, and Bicycle Policies) and pedestrian and bicycle project lists were not included in the Comprehensive Plan. Though generally more detailed in nature, these three types of policies have a city-wide focus. Yet because these policies were only found in the Pedestrian and Bicycle Transportation Plan, it caused confusion regarding their status. It also made it difficult to find all of the policies related to pedestrian and bicycle planning.

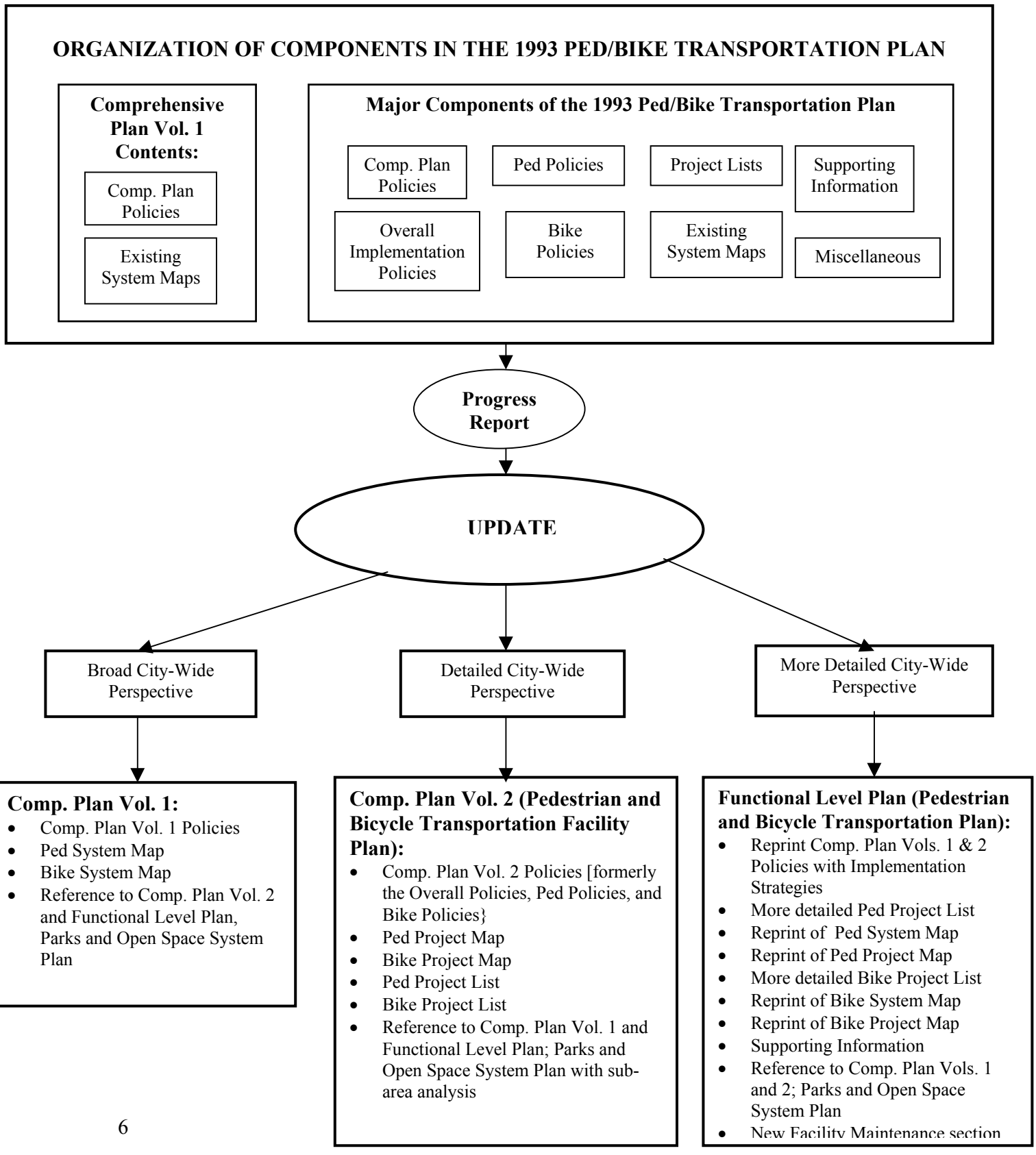
In developing the 1999 Plan Update, the City has integrated the plan's major components (policies, maps, and project lists) into both volumes of the City's Comprehensive Plan. In addition, the City has eliminated the four original types of policies (Comprehensive Plan, Overall, Pedestrian, and Bicycle Policies) and instead grouped policies by subject matter. This subject grouping makes it easier to find related policies in the 1999 Plan Update.

The Transportation Element of the Comprehensive Plan Volume 1 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 system maps are included in the Transportation Element.

The Comprehensive Plan Volume 2 contains subarea plans and Transportation Facility Plans. These long-range Transportation Facility Plans should not be confused with the Transportation Department's 12-year plan, also called the Transportation Facility Plan. The City has developed a new Pedestrian and Bicycle Transportation Facility Plan in Volume 2 of the Comprehensive Plan. The new Transportation Facility Plan provides an implementation-oriented perspective on pedestrian and bicycle planning. It includes pedestrian and bicycle policies, pedestrian and bicycle projects maps, and project lists.

Figure I-1

Pedestrian and Bicycle Transportation Plan and Comprehensive Plan

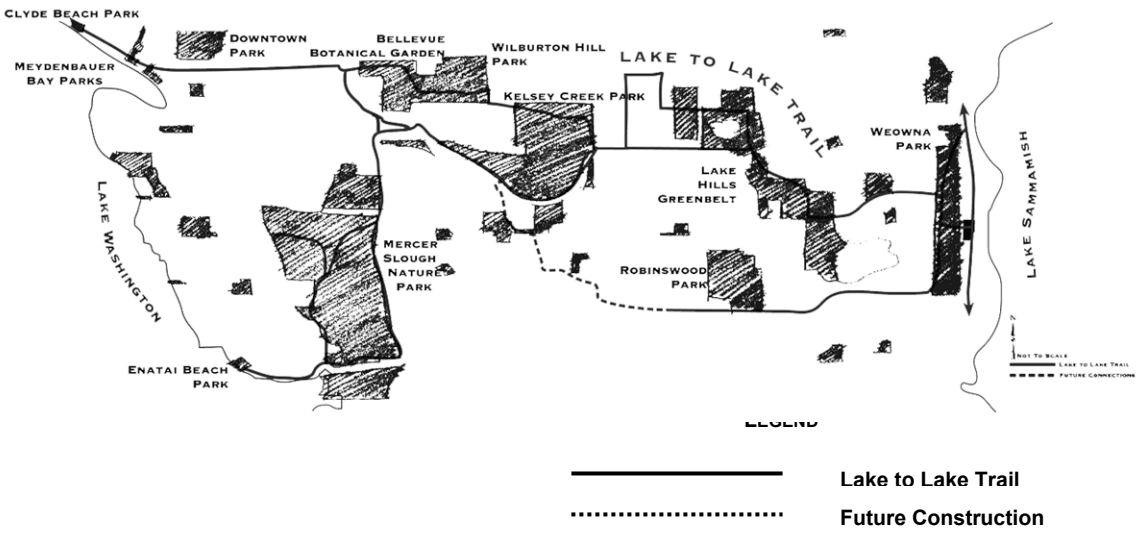


Systems maps and project lists (found in the Comprehensive Plan Volume 1 and 2, respectively, and reprinted in the 1999 Plan Update) are also coordinated with the City's Parks and Open Space System Plan. This plan provides the overall vision for the development of the City's park system. This system is designed to create an interconnected series of parks linked by open space and trails.

The Parks, Open Space, and Recreation Element in Volume 1 of the Comprehensive Plan lays out the vision of the City Park System. This particular Element of the Comprehensive Plan discusses the need to provide a coordinated system of greenways that include non-motorized linkages between neighborhoods, schools, parks, and activity areas. The Parks and Open Space System Plan (P&OSS Plan) identifies the development of the City trail system as one of the major open space issues facing Bellevue. The P&OSS Plan refers to the Pedestrian and Bicycle Plan as the primary resource for trail policies, projects, and implementation and financing strategies.

The P&OSS Plan recognizes that trails provide pedestrian and, in some cases, bicycle and equestrian connections between and through sites, and that trails through open space are part of a larger, non-motorized transportation system. Connections between parks often need to be made with sidewalks or paths along streets. Major east-west and north-south non-motorized routes that traverse the City have been designated, and are a top priority in completing the trail systems.

Figure I-2
Lake-to-Lake Greenway Map



One way the Parks and Community Services Department is implementing this priority is completing the City's Lake-to-Lake Greenway (*Figure I-2*). The Lake-to-Lake Greenway offers residents a primary east to west non-motorized trail connection from Lake Sammamish to Lake Washington. This planned route connects parks, schools, and neighborhoods, both

off-street and via sidewalks or pathways along streets. Off-street trails and the completion of linkages are crucial to completing this work. Therefore, the precise trail alignments of the incomplete segments of the Lake-to-Lake Greenway are reflected in the 1999 Plan Update Project Lists and Maps. The specific street design concepts and trail standards are included in the Development Standards of the Transportation and Parks and Community Services Departments.

E. REGIONWIDE PLAN FOR NON-MOTORIZED TRANSPORTATION

Bellevue's approach to pedestrian and bicycle transportation planning also fits into the Puget Sound Regional Council's 1995 Metropolitan Transportation Plan (MTP) vision for a region-wide non-motorized transportation system. The MTP's goal is to increase non-motorized travel from five percent in 1994 to 13 percent in 2020.

The MTP advocates greater investments in three key areas of non-motorized transportation. The first area of investment is linking communities through an integrated, coordinated system of pedestrian and bicycle facilities. Second, developing a local system of sidewalks, pathways, and bikeways. And lastly, enhancing transit access for pedestrians and bicyclists. Bellevue's Comprehensive Plan and the 1999 Pedestrian and Bicycle Transportation Plan Update continue the local planning work needed to create a region-wide system.

The backbone of the regional non-motorized system is the system of local streets and arterials. These local networks include sidewalks and bike routes that link residential neighborhoods to central areas, provide access to and across principal arterials, and make safety improvements at intersections in central areas. Like the MTP, the Pedestrian and Bicycle Transportation Plan emphasizes projects that provide connectivity and improve safety.

Several activities related to the region's non-motorized system are highlighted in the 1995 plan. Among them is the development of a region-wide inventory of non-motorized facilities based on input and data from each jurisdiction. Other activities include the identification and mapping of major regional corridors for walking and biking; preparation of a Pedestrian Facilities Guidebook; and the restructuring of the region's transportation model to address non-motorized trips.

Bellevue's work in developing pedestrian and bicycle facility inventories is in keeping with the intent of the MTP plan. For example, the development of pedestrian and bicycle system maps is an important step forward in mapping the corridors available for pedestrian and bicycle use. In sum, the City's approach in developing its pedestrian and bicycle system is in keeping with the vision for the region.

F. DEVELOPMENT OF THE 1999 PLAN UPDATE

In 1998 the City of Bellevue took the first step in updating the 1993 Pedestrian and Bicycle Transportation Plan. This process began with the development of the Pedestrian and Bicycle Transportation Plan Progress Report. In 1999, this report served as a guide for developing the Plan Update. The following is an overview of this two-year update process.

City staff worked closely with interested citizens, several City departments, the Transportation Commission, and City Council throughout the plan update process. The Pedestrian and Bicycle Citizen Advisory Group, representing a diverse group of citizens who are interested in a wide range of issues concerning non-motorized facilities, provided input in this work. They reviewed the 1993 plan and project lists to identify missing links in the proposed systems. They were also instrumental in developing the idea of the bicycle system map. In addition, they formed a subcommittee that worked closely with City staff in the development of the Progress Report and 1999 Plan Update.

The Parks and Community Services Department also reviewed project lists, systems maps, and policies in the Progress Report. Off-street trails are a major component of the City's Parks and Open Space Plan. Therefore, aligning off-street trails with park facilities and completing linkages in the park and open space system are crucial to creating a seamless City-wide system.

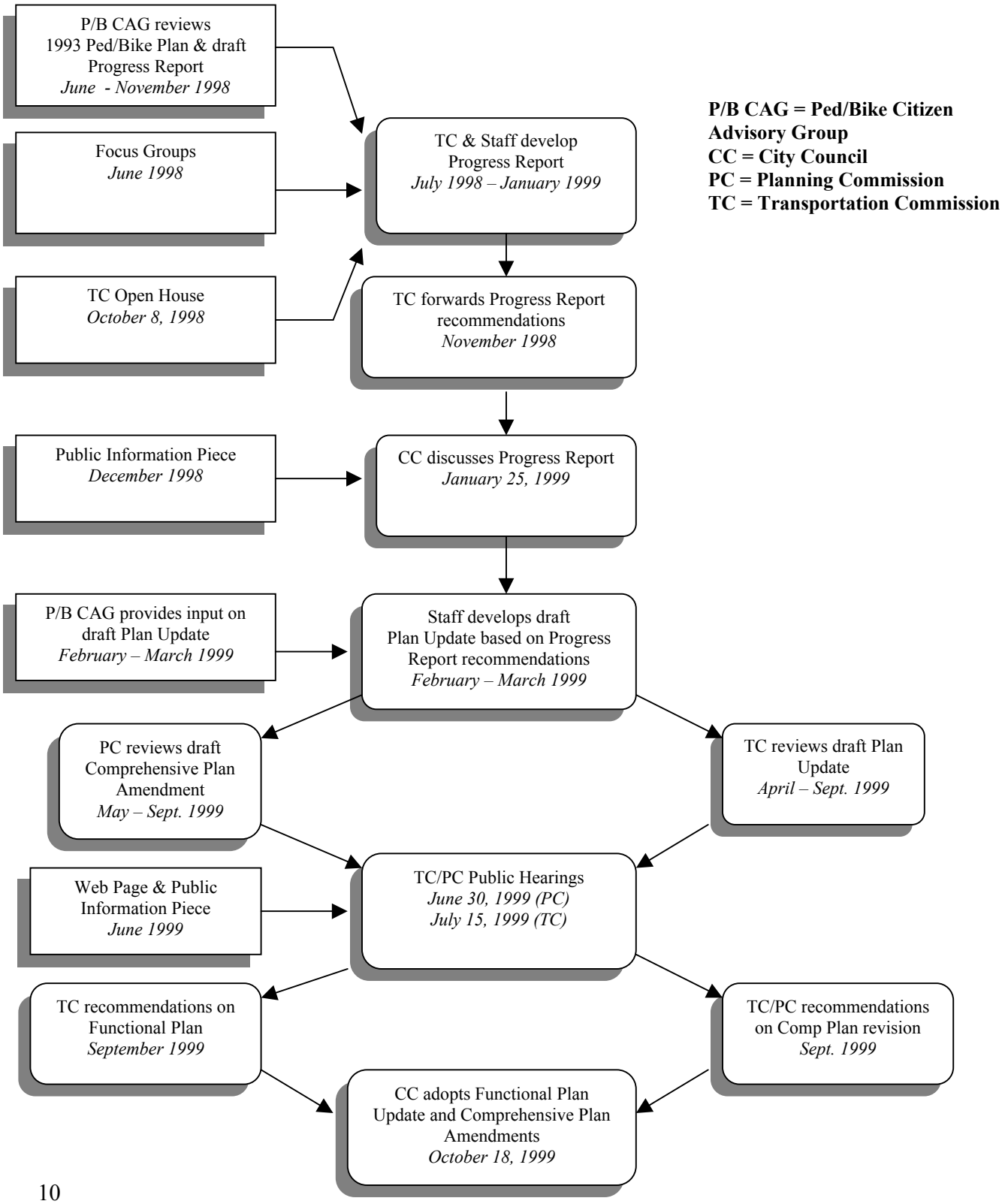
In June 1998, the City conducted focus groups to identify areas for improving the City's approach to pedestrian and bicycle facilities and gather feedback on the work that had been accomplished. Focus group participants included interested citizens, Bellevue youth, pedestrian and bicycle experts, and advocates for pedestrian and bicycle facilities.

In October 1998, the Transportation Commission hosted a public Open House. Citizens reviewed maps illustrating suggested revisions to the pedestrian and bicycle systems, facility inventories of these systems, and project maps. They also provided feedback on suggested modifications or additions to policies.

In January 1999, City Council reviewed the Progress Report. Working with the Transportation Commission, Citizens Advisory Group, the Parks and Community Services, and other city departments, staff developed a draft Plan Update based on the recommendations in the Progress Report. The draft included revised policy language along with the systems and project maps, and the project lists from the Progress Report.

Figure I-3

Pedestrian and Bicycle Transportation 1999 Plan Update
Overview of Review and Adoption Process



The Transportation Commission reviewed the draft of the Plan Update. The Planning Commission also reviewed proposed changes to the Comprehensive Plan associated with the 1999 Plan Update. The Planning Commission reviewed the amendments to the Comprehensive Plan, that is, the policies, the systems and project maps, and the modified project lists.

Opportunities for public review and comment also occurred during the review of the Plan Update by the Planning and Transportation Commissions. The City received 21 letters of comment; 15 people spoke at the public hearing held by the Planning Commission on June 30, 1999; and, 11 people spoke at the public hearing held by the Transportation Commission on July 15, 1999.

On September 23, 1999, the Planning and Transportation Commissions forwarded their recommendations to City Council. At their October 11, 1999 Study Session, City Council discussed the Pedestrian and Bicycle Plan Update. On October 18, 1999, City Council adopted the ordinance updating the Comprehensive Plan and a resolution adopting the 1999 Pedestrian and Bicycle Plan Update.

SECTION II

SUPPORTING INFORMATION

A. INTRODUCTION

This section provides background information for evaluating the Policies presented in Section III and the Systems Maps and Project Lists in Section IV of the 1999 Plan Update. Here the reader will find an overview of current funding programs for pedestrian and bicycle projects in the City, followed by a summary of funding trends related to CIP transportation funding from 1993 to March 1999. These discussions are followed by an overview of current public attitudes towards transportation projects and priorities. The reader will also find information about pedestrian and bicycle accidents in Bellevue, including steps the City has taken to improve the safety of non-motorists.

The last part of this section provides a summary of completed work since the City adopted the 1993 Pedestrian and Bicycle Transportation Plan. The reader will find a summary of completed projects based on the 1993 plan's project priorities; key issues that have emerged since 1993 related to the construction of pedestrian and bicycle facilities; and the status of the City's pedestrian and bicycle network as planned in 1993.

B. CURRENT INFRASTRUCTURE FUNDING PROGRAMS

Transportation Capital Investment Program (CIP) Funding Programs

The City's Capital Investment Program (CIP) funds pedestrian and bicycle projects through a variety of programs and departments. Within the transportation CIP, there are four overall transportation capital program areas that provide funding for nonmotorized projects. These program areas are summarized below, specifically as they relate to pedestrian and bicycle facilities.

- *Roadways:* This program specifically funds large roadway projects. Pedestrian and bicycle improvements are often a component of large roadway projects. Building or reconstruction of large portions of the pedestrian and bicycle system is often accomplished in conjunction with major roadway projects.

- *Walkways/Bikeways:* This program funds large pedestrian and bicycle projects. These projects tend to be located on arterial streets and represent a larger portion of the pedestrian and bicycle system. In 1993, the City decided to set aside 18 percent of its transportation capital budget for this program area. That set-aside was eliminated in 1997. In addition to

funding large, stand-alone projects, Walkways/Bikeways also funds other programs (like *Pedestrian Access Improvements)* that support pedestrian and bicycle projects.

- *Intersections:* This category funds intersection projects that improve safety and capacity at intersections. Typically smaller in scope, these projects may include improvements to pedestrian and bicycle facilities. Work may involve adding turning lanes, mid-block crossings, or push button signals for pedestrian crossings.

- *Overlays/Maintenance:* This category funds street resurfacing and maintenance projects. Smaller pedestrian and bicycle improvements, such as adding stripes for bike lanes, repairing sidewalks, or adding a wider asphalt shoulder, are often implemented in conjunction with resurfacing of streets.

As mentioned above, pedestrian and bicycle projects are also funded through several on-going annual programs within the *Walkway/Bikeway* program area. These programs include the *Pedestrian Access Improvements* (currently funded at $225,000 annually) and the *Transportation Trail Maintenance Program* ($75,000+ annual inflation adjustments). The *Pedestrian Access Improvements* program is described below. See **Section V** for more information about the *Transportation Trail Maintenance* and other maintenance programs (including the *Sidewalk Maintenance and Repair Program*).

- *Pedestrian Access Improvements* is a CIP-funded program encompassing two separate subprograms: The *Walkway/Bikeway Improvements Fund* and the *School Access Improvements Fund*[1]. These two subprograms enable the City to address safety concerns, emergent needs and opportunities, and citizen requests for sidewalks, paths, or trails that are not addressed through larger CIP projects.

  Walkway/Bikeway Improvements Fund supports smaller pedestrian and bicycle projects, usually under $50,000. Funded projects may address safety issues, access, system completion, maintenance, and repair projects. Proposed projects may be initiated by citizen- or staff-identified safety needs. This program also gives the City flexibility to take advantage of other funding opportunities (leveraging/piggybacking).

  School Access Improvements Fund supports minor construction and improvements to local paths, sidewalks, and trails on right-of-ways or easements connecting neighborhoods and schools.

- *Neighborhood-Transit Links Program* originated as a grant-funded study to identify high priority locations where an improved link between a neighborhood or employment center and transit service could be created. The program goal is to make transit more accessible and therefore a more attractive mode of transportation. The study identified an initial list of high

[1] Formerly called the *Walkway/Bikeway Minor Capital Program* and the *Neighborhood and School Access Program*, respectively.

priority implementation locations or projects, and a methodology for identifying and prioritizing locations in the future.

- *Pedestrian/Bicycle Channelization Program,* funded at $25,000 annually, provides spot pedestrian and bicycle improvements. Work may include striping, signing, or adding shoulders to existing roadways.

- *Wheelchair Ramps Program* is funded at $50,000 annually. This program installs ramps where missing or upgrades are needed to meet current accessibility standards. As part of the program, wheelchair curb ramps are inventoried, identified, prioritized, and constructed city-wide.

CIP Funding Programs in Other Departments

In addition to the Transportation Department's CIP-funded programs, similarly funded programs within other departments support and implement non-motorized facility improvements. One such program is the Neighborhood Enhancement Program (NEP), a CIP-funded program of the Department of Planning and Community Development that funds many pedestrian and bicycle improvements.

- *Neighborhood Enhancement Program (NEP):* NEP funds neighborhood projects under $100,000[2]. Projects are nominated and voted on by neighborhood residents. The program focuses on three to four neighborhoods at one time, rotating through all 11 neighborhoods during a three-year cycle. Proposed projects, called Customer Action Requests, are smaller in scope than typical CIP projects. As a result, NEP is able to respond to local neighborhood needs. In 1998, NEP received 221 Customer Action Requests within the Somerset, Sunset and Newport Hills neighborhoods. Of those requests, 66 were pedestrian and bicycle related and 40 were traffic related. From 1995-1998, over 30 percent of NEP-funded projects involved pedestrian and bicycle facilities.

Furthermore, significant portions of Bellevue's non-motorized facilities are situated within the City's parks and open space system. As a result, Parks and Community Services funding programs also support the City's bicycle and pedestrian trails.

- *Parks and Community Services Funding*: Bicycle and pedestrian trails have been, and continue to be, implemented from funding through individual Parks CIP projects (as specific parks sites are developed) and through the Parks CIP Trail Development program. In addition, Bellevue's trails have been developed with funding from state and county grants and bond issues. The Parks and Community Services Department manages the City's off-street trail system and some segments of the sidewalk within the city through the Parks Operating fund and the Parks CIP Renovation fund.

[2] In 1999, the City increased the dollar limit for proposed projects from $65,00 to $100,000 to enable NEP to fund larger projects.

C. TRANSPORTATION CIP FUNDING TRENDS

Transportation CIP funding has undergone significant changes since the City adopted the 1993 Pedestrian and Bicycle Transportation Plan. Growth in the region has placed heavier than anticipated demands on the City's transportation system. Rapid growth and the competing demands for capacity projects have affected budget policy towards transportation projects, including walkway/bikeway investments. This section provides a historical overview of these trends in transportation CIP funding.

Since 1991, the City has adopted five CIPs. Each CIP, which is updated bi-annually, can be either a six- or seven-year funding plan. Because of variations in their funding periods, these documents overlap. Therefore, the following analysis of the City's transportation funding is based on average annual expenditures. *Table II-1* displays average annual funding for walkways/bikeways, roadways and intersections, and overlays/maintenance projects since 1991.

Figure II-1
Average Annual Transportation Funding ($ in millions)

TRANSPORTATION FUNDING			Average Annual Funding					
			Walkways / Bikeways		Roadways and Intersections		Overlays / Maintenance	
CIP Period	Total Funding	Annual Average	Amount	Percent	Amount	Percent	Amount	Percent
1991-1997	$150	$21.4	$2.2	10.2%	$16.6	77.4%	$2.6	12.4%
1993-1999	$123	$17.5	$3.2	18.5%	$11.1	63.0%	$3.2	18.5%
1995-2001	$140	$20.1	$3.7	18.3%	$12.3	61.4%	$4.1	20.3%
1998-2003	$137	$22.8	$2.7	11.8%	$15.8	68.9%	$4.4	19.3%
1999-2005[3]	$155.6	$22.2	$1.9	8.7%	$15.2	68.2%	$5.1	23.1%

Prior to development of the Pedestrian and Bicycle Plan, only 10.2 percent of the transportation capital budget in the 1991-1997 CIP was allocated to walkway/bikeway improvements. This reflects an average annual budget of $2.2 million (based on year of expenditure dollars) for non-motorized projects over the seven-year period. In contrast, 77.4 percent was dedicated to roadway and intersection projects. The remaining 12.4 percent funded maintenance needs.

When the City adopted the 1993 Pedestrian and Bicycle Transportation Plan, it also adopted a new budget policy. This policy, contained in the 1993-1999 CIP, dedicated 18 percent of

[3] The City adopted the 1999 CIP one year earlier than usual to align it with the operating budget schedule.

transportation capital funding to non-motorized projects. This action was taken to enable the City to make substantial progress in responding to facility needs identified in the plan.

That same year, the City adopted completion targets for pedestrian and bicycle systems into the Comprehensive Plan for each of the City's 14 Mobility Management Areas (MMAs). These were accompanied with mode split targets and intersection level-of-service standards in response to passage of the State Growth Management Act (GMA). Measurements of intersection operations were also adopted as standards, rather than as targets, as mandated by the GMA.

Reflecting the new budget policy, funding for walkway/bikeway investments rose nearly 85 percent in the 1993-1999 CIP compared to the 1991-1997 CIP, increasing from 10.2 percent to 18.5 percent. Because the total CIP funding level was lower than for the previous CIP period (declining from $150 million to $123 million) funding levels for walkway/bikeways rose nearly 50 percent – increasing from $2.2 million to $3.2 million annually. Funding for maintenance projects also increased to 18.5 percent. At the same time, investments in capacity improvements decreased nearly 15 percent to offset funding within these other program categories.

In the 1995-2001 CIP, the proportional share of funding for all project categories remained fairly stable compared to the previous CIP. Because total CIP funding was increased by $17 million, average annual funding for walkway/bikeway projects increased to $3.7 million within the 1995-2001 CIP.

Before adopting the 1998-2003 CIP, the Transportation Commission recommended and City Council concurred that the 18 percent set-aside for walkway/bikeway investments be eliminated. As a result, non-motorized projects now compete for funding with roadways/intersections and overlays/maintenance investments. This action was taken in response to increased traffic congestion in various parts of the City. Investments in roadway and intersection projects are a key component in the City's strategy for maintaining adopted intersection level-of-service standards in the face of increasing congestion.

Within the 1998-2003 CIP, funding for walkway/bikeway investments comprise less than 12 percent of the transportation budget, while average annual expenditures have decreased to $2.7 million. Walkway/bikeway expenditures include the Transportation Trail Maintenance Program. Funding for overlay/maintenance needs remain fairly stable, representing about 19 percent of the budget. Roadway and intersection investments represent nearly 69 percent of the transportation budget, with an annual average budget of nearly $16 million. Despite the increase in the percent of transportation funding spent on roadway and intersection projects over the last two CIP's, funding levels have not been restored to the 1991-1997 levels of 78 percent.

With the adoption of the 1999-2005 CIP, walkway/bikeway investments continued to decrease. Walkway/bikeway funding comprised less than 9 percent of the transportation budget and average annual spending reached a new low since 1991 of $1.9 million annually.

It is likely that capacity investments that address traffic congestion will continue to be a high priority for CIP transportation funding in the future. However, CIP funding within the walkway/bikeway category is not the only source of funding for non-motorized projects. On the other hand, capital improvement roadway projects frequently include pedestrian and/or bicycle facilities, such as sidewalks, paths, and shared travel lanes or bike lanes. In addition, the Neighborhood Enhancement Program will continue to identify and fund many pedestrian and bicycle projects.

D. PUBLIC ATTITUDES TOWARDS TRANSPORTATION IN BELLEVUE

Public attitudes about transportation in Bellevue are reflected in several surveys and focus groups conducted by the City of Bellevue. A 1997 Community Values Survey of Bellevue residents, which was conducted by the Department of Planning and Community Development, showed that three out of five (60 percent) respondents believe that city transportation is the most important issue facing Bellevue today. The most frequently mentioned transportation issues cited were traffic congestion (24 percent), transportation (17 percent) and traffic in general (17 percent). The most frequently mentioned reasons for pessimism about the future were too much growth (60 percent), traffic/congestion (22 percent), and crime (14 percent). When asked to state three qualities that will make Bellevue a great to live in ten years, more than half the responses were "a good transportation network".

Transportation issues also ranked high in a 1998 CIP Survey of Bellevue residents. In this survey, 62 percent of respondents said that transportation is the number one issue facing the City[4]. When asked if the City should take steps to "encourage individuals to change the ways in which they travel," 77 percent of respondents said they "agreed strongly/somewhat."

Survey respondents were asked to rank a list of 48 services and facilities provided by the City on a scale of one to seven (where one is the lowest importance/satisfaction rating and seven is the highest importance/satisfaction rating). Residents ranked maintenance of existing streets and sidewalks in the first tier of importance (mean greater than 6.0). Building and widening of roads, reducing traffic in residential neighborhoods, and building neighborhood improvements were ranked in the second tier of importance (mean between 5.5 and 6.0). Expanding trails between parks and major destinations, building additional sidewalks, and bike improvements were all ranked in the third tier (mean below 5.5).

In June 1998, the Transportation Department invited members of the public to attend several focus group discussions. The purpose of these meetings was to identify areas for improvement to the City's Pedestrian and Bicycle Transportation Plan as well as provide feedback on those areas

[4] *1999-2000 Operating Budget/CIP Survey*, Bellevue Finance Department and Planning and Community Development Department.

that were successful. The 40 focus group participants included a diverse group of active Bellevue citizens, youth, advocates for pedestrian and bicycle facilities, and pedestrian and bicycle experts.

Focus group participants expressed strong support for pedestrian and bicycle facilities in Bellevue. When asked to rank the most important considerations when planning for pedestrian and bicycle facilities, 94 percent of participants said they considered "safety" the highest importance, followed by 79 percent who said "access to schools." "Access to businesses" followed in order of importance. During the discussions, participants cited "lack of connectivity" as the major problem for both pedestrians and bicyclists. Additionally, participants noted the importance of providing safe alternatives for pedestrians when existing facilities are closed due to construction.

E. SUMMARY OF PEDESTRIAN AND BICYCLE ACCIDENTS

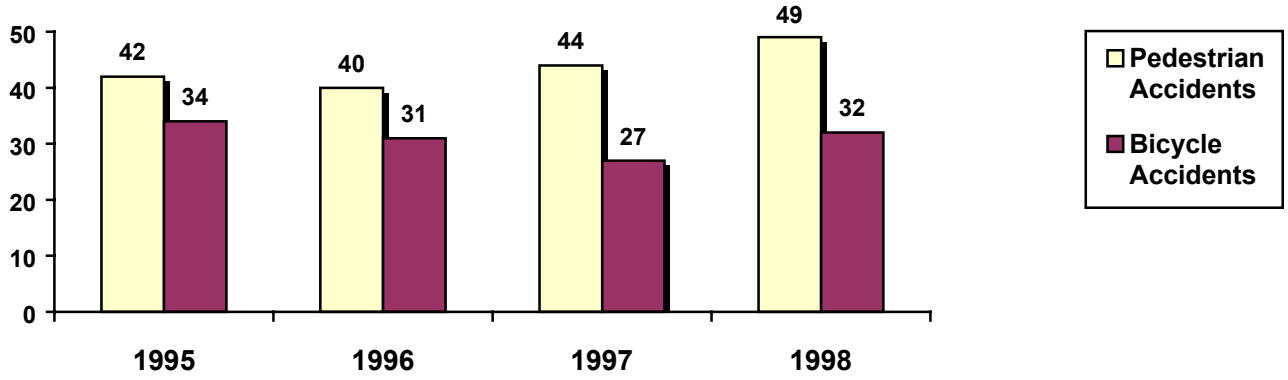
According to data provided by the City of Bellevue's Police Department and compiled by the Transportation Department, reported pedestrian and bicycle accidents between 1989-1993 and 1995-1997 has remained relatively constant in several areas. Higher accident rates appear consistent amongst certain age groups and during certain times of the year and day.

From 1989-1993 and 1995-1997, the percentage of pedestrian and bicycle accidents involving young people ages 10 - 14 remained constant at 23 percent. Younger people appear to be involved in more accidents because of their general lack experience and possibly a feeling of invincibility. Furthermore, 45 percent of pedestrian and bicycle accidents involved people between the ages of 10 - 25. Again, lack of experience and a sense of invincibility appear to be the key reasons for this high rate.

From 1989-1993 and 1995-1997, 68 percent of pedestrian accidents occurred between October and March. This higher rate of pedestrian accidents may be due in part to the weather. Weather from October through March is typically cloudy and overcast, encouraging people to choose walking over bicycling. Weather conditions along with reduced daylight hours may result in poor visibility, making it hard for drivers to see pedestrians. On the other hand, 76 percent of bicycle accidents occurred between April and October, months that are typically warmer and sunnier. As a result, more bicyclists are on the road for recreation and commuting, which tends to increase the rate of accidents.

Finally, from 1989-1993 and 1995-1997, 67 percent of pedestrian and bicycle accidents occurred between the hours of 12:01 p.m. and 8:00 p.m. Higher accident rates during peak hours, such as around lunchtime and during the late afternoon and early evening, are probably due to the increase in pedestrians and bicyclists commuting from home and school. Other factors may also play a role in this increased accident rate, including age, inexperience, poor judgement, and lack of pedestrian and bicycle facilities.

Figure II-2
Pedestrian/Bicycle Accidents in Bellevue from 1995 -1998



Other trends involving pedestrian and bicycle accidents have also emerged, as shown in *Figure II-1***.** From 1995-1998, the total number of pedestrian accidents in the City grew slightly while the total number of bicycle accidents slowly decreased. Increased pedestrian accidents may be due to the City's growth, increased population, and additional motorized and non-motorized traffic on the road. Commercial and residential development and the addition of recently annexed areas, such as Newport Hills, have contributed to this trend.

These factors suggest the City should continue to improve pedestrian and bicyclist safety by building and maintaining non-motorized facilities. Approximately 80 percent of all pedestrian collisions occur in urban areas, according to the Washington State Pedestrian Facilities Guidebook, which cites statewide and nationwide pedestrian safety studies. When asked in June 1998, focus group participants rated "safety" as their highest concern when considering pedestrian and bicycle facilities. "Lack of connectivity" was also universally noted as a major concern regarding the City's present pedestrian and bicycle system.

Steps to improve pedestrian and bicyclist safety include non-motorized facility improvements around high-traffic zones with higher pedestrian and bicycle accident rates. One area that recently underwent improvement is along 156th Avenue NE in the Crossroads area. In 1996, the Transportation Department teamed up with Neighborhood Enhancement Program to enhance pedestrian and bicyclist safety along this corridor. This project focused primarily on public education and resulted in the development of a new brochure. In addition, in cooperation with property owners, the City enhanced sight distance lines by pruning and removing landscaping and relocating signage. Driveway signs were also installed to alert motorists of pedestrian crossings. Recognizing that this corridor is heavily used and additional improvements might be needed, the Transportation Department also initiated a design study in this area. Funded by the CIP, this project is now focusing on physical design issues to enhance pedestrian and bicyclist safety.

Many factors can enhance pedestrian and bicyclist safety, ranging from sight lines, facility design, locations of pedestrian crossings, channelization, lighting, and signage. Several areas in the City that might benefit from further study of these factors include:

- Downtown Bellevue along NE 8th Street and along Bellevue Way
- NE 20th Street from 130th to 148th Avenue NE
- 148th Avenue NE from NE 8th Street to Main Street
- Bel-Red Road and 140th Avenue NE
- 156th Avenue NE in Crossroads
- 128th Avenue SE in Factoria

These last two locations (156th Ave NE and 128th Avenue SE) are both CIP projects and provide a current opportunity to address pedestrian safety.

The City has also taken steps to reduce pedestrian and bicycle accidents through public education. Ped Bee, an outreach program targeted to elementary school-age children, teaches youngsters about pedestrian safety. The Police Department works with schools and youth organizations, giving talks and sponsoring bicycle rodeos to educate young riders about the rules of the road and safety issues. The City has also produced a video that focuses on pedestrian and bicycle safety issues. In addition, strong enforcement of laws pertaining to motor vehicles, bicycles, and pedestrians appears to reduce accidents.

These efforts must continue to reduce pedestrian and bicycle accident rates in the future. In addition, building and maintaining non-motorized facilities that improve safety must remain a high priority.

F. PROJECT PRIORITIES

Project priorities in the 1993 Pedestrian and Bicycle Transportation Plan were based on the assumption that aggressive funding levels would continue over the next 30 years. In 1997, however, the City eliminated the 18 percent set-aside that had been previously adopted in the CIP to fund bicycle and pedestrian projects. Because of these changes in funding support, the 1999 Plan Update provides a more strategic approach to prioritizing projects.

In the 1993 plan, projects were identified as high, medium, or low priority. High priority projects were defined as "most urgent and recommended for construction as soon as possible." Medium priority projects were to be constructed within ten years. Low priority projects were to be constructed after ten years.

Of all 507 pedestrian and bicycle projects identified in the 1993 Plan project lists, nearly 77 percent were designated as either high or medium priority (*Figure II-3*). More than half of the low priority projects involved maintaining an existing facility.

Figure II-3
Breakdown of Project Priorities in 1993 Plan

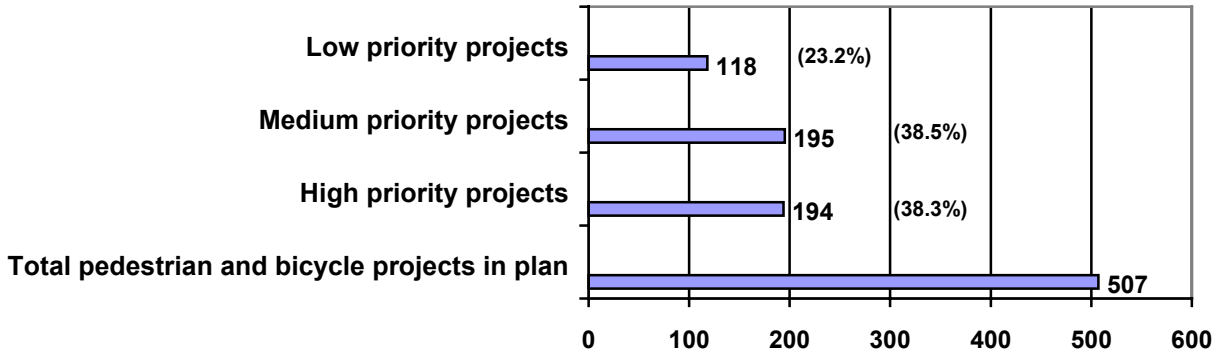
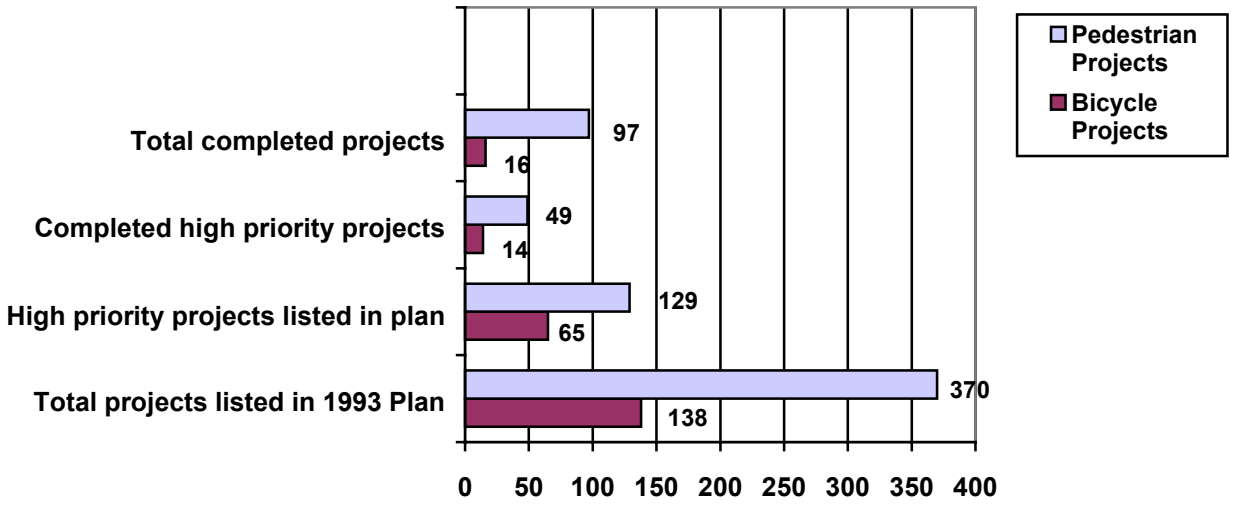


Figure II-4 provides a detailed breakdown of the pedestrian and bicycle projects listed in the original plan. Since 1993, the City has completed 97 pedestrian projects (or 26.2 percent) out of the total 370 pedestrian projects listed in the original plan. Of the 129 high priority pedestrian projects listed in the plan, 49 projects (or 38.0 percent) were completed. In addition, of the total completed pedestrian projects (97), 50.5 percent (or 49 projects) were high priority projects.

Figure II-4
Pedestrian and Bicycle Projects Listed in 1993 Plan



In contrast to pedestrian projects, the City has completed only 16 bicycle projects (or 11.6 percent) out of the total 138 bicycle projects listed in the original plan. Of the 65 high priority bicycle projects listed in the plan, 14 projects (or 21.5 percent) were completed. Finally, of the total completed bicycle projects (16), 87.5 percent (or 14 projects) were high priority projects in the 1993 plan.

G. KEY ISSUES RELATED TO CONSTRUCTION OF PEDESTRIAN AND BICYCLE FACILITIES

Since 1993 several key issues have emerged related to the construction of pedestrian and bicycle facilities in the City. These issues have impacted some of the work proposed in the 1993 version of the Pedestrian and Bicycle Transportation Plan.

Cost issues
Since 1993 the cost of constructing transportation projects, particularly non-motorized transportation projects, has received increasing public scrutiny. Cost concerns are due, in part, to greater demand for capacity projects. Because of growth in population and increasing competition for decreasing amounts of public funding, the City is shifting money away from pedestrian and bicycle projects and towards projects that address capacity issues.

Road footprint
There are many issues associated with widening the roadway footprint. To leverage public dollars, pedestrian and bicycle projects are often piggybacked onto roadway improvement projects. Often these improvement projects call for widening the road, thereby making full use of the existing public right-of-way. Because non-motorized facilities are located on the perimeter, there is a perception that these projects are a significant element in creating the wider footprint. In addition, widening the roadway can impact existing utilities, such as roadside ditches, fire hydrants, power poles, and so on. This impact may increase project costs.

Furthermore, when roadway and walkway/bikeway projects are built simultaneously they can further impact the appearance of the neighborhood. The resulting wider footprint may cause the City to remove landscaping planted by private owners within undeveloped public right-of-ways. These changes can affect the appearance of a neighborhood and increase public sensitivity towards the project.

The combination of an additional lane or median in conjunction with a roadway improvement may also raise other concerns. Residents worry that wider streets will lead to increased traffic and higher speed levels through their neighborhoods. Striping, signing, and planting of street trees may mitigate these concerns and counteract the potential for increased speed levels on widened roadways. Lastly, there is a perception that re-striping of bike lanes could create a new vehicle travel lane thereby adding future capacity. While this action has never occurred, the City is sensitive to this issue of public trust.

Preservation of neighborhood character

Preserving the character of residential neighborhoods in Bellevue is a concern of many residents, particularly those living in older neighborhoods. These older residential neighborhoods are identifiable by their two-lane roads and lack of sidewalks on either side. When the City builds new facilities for pedestrians and bicyclists, local residents worry they will lose the rural ambiance of their neighborhood.

Encroachment into yards

Improvements constructed in residential neighborhoods may occasionally encroach onto private property. In these instances, the City compensates property owners by purchasing property or easements. In addition, the City may remove mature landscaping planted by property owners. These changes in landscaping can affect the overall appearance of a neighborhood. Therefore, wherever possible the City tries to preserve the overall appearance, either by moving and re-planting the landscaping within the right-of-way or easement, or by designing a facility that does not require removal of landscaping.

Annexed areas

Since 1993 the City's boundaries have grown as a result of annexations. New areas acquired through annexations include Newport Hills, as well as areas south of Newport Way and west of Lakemont Boulevard, areas around Lakemont Boulevard and Cougar Mountain, and scattered areas around Somerset and Newport Way.

After Newport Hills became a part of the City through a series of annexations, the City began developing the Newport Hills Subarea Plan. The subarea plan process created a Bicycle and Pedestrian System Map with project descriptions. The 1993 plan was amended to include these projects, and the policies, goals and design standards in that plan were extended to Newport Hills in December 1994. It is the only annexed area included in the 1993 plan.

Changes in development

The City of Bellevue has experienced tremendous unanticipated growth since 1993. Some undeveloped areas have recently been developed for residential or commercial use, while other areas have undergone extensive re-development. These changes in development have impacted the construction of pedestrian and bicycle facility projects in two ways. First, the City's growth has contributed to greater demand for capacity projects. And second, as a result of the development boom, developers have been responsible for constructing parts of the pedestrian and bicycle system.

H. STATUS OF PEDESTRIAN NETWORK AS PLANNED IN 1993

Further study of the 1993 Pedestrian and Bicycle Transportation Plan has shown that it did not provide true "systems maps" of either the pedestrian or bicycle system. Therefore, the City developed "networks" to measure infrastructure in the State of Mobility in Bellevue report[5].

The pedestrian network, as defined in the State of Mobility in Bellevue report, is comprised of all sidewalk and paved path projects listed in the 1993 Pedestrian and Bicycle Transportation Plan and all sidewalks along both sides of arterial streets.

According to the 1996-1998 State of Mobility in Bellevue report, with few exceptions, the City is well on its way to meeting its pedestrian network completion targets.[6] By the end of 1999, the existing pedestrian network in Bellevue will extend over 132 miles. Of that total, over 28 miles (nearly 22 percent) will have been built between January 1996 and December 1999. Approximately 51 percent of the pedestrian network will be completed by 1999.

Figure II-5 indicates the target level and the anticipated level of network infrastructure that exists or will be in place by the end of 1999 in each of the City's 14 districts or Mobility Management Areas (MMA). The Comprehensive Plan has specific targets for pedestrian and bicycle system completion within each MMA

Figure II-5
State of Mobility[7]: Pedestrian Network Completion through 1999

MMA Type	Mobility Management Area (from Comprehensive Plan)	Corrected Target (Percent)	Actual Completion (Percent)
Regional Center	Downtown (MMA #3)	90	87
Mixed Commercial/ Residential	Bel-Red/Northup (MMA #4) Crossroads (MMA #5) Eastgate (MMA #10)	80 85 55	63 99 60
Interlocal Areas	Overlake (MMA #12) Factoria (MMA #13)	N/A* N/A*	32 67
Residential Group 1	North Bellevue (MMA #1) South Bellevue (MMA #7) Richards Valley (MMA #8) East Bellevue (MMA #9)	45 55 60 45	47 60 44 50
Residential Group 2	Bridle Trails (MMA #2) NE Bellevue (MMA #6) Newcastle (MMA #11) Newport Hills (MMA #14)	30 60 N/A* 40	54 50 35 27

* *No targets were estimated in the Comprehensive Plan for these areas.*

[5] The *State of Mobility in Bellevue* report measures the *percent* of the pedestrian and bicycle network which has already been constructed and which is planned for construction within a target period.
[6] Pedestrian network targets in the Comprehensive Plan for 1999 and 2005 were calculated incorrectly. Corrected targets were used in the *1996-1998 State of Mobility in Bellevue report.*
[7] Figures shown here are from the *1996-1998 State of Mobility in Bellevue Report.*

Mobility targets for 2005 are omitted from Figure II-5 and Figure II-6. The pedestrian network targets for 2005 (and 1999) included in the Comprehensive Plan were based on expected completion levels when the Comprehensive Plan was adopted. However, these targets were calculated incorrectly. In calculating these targets, the City underestimated the actual overall length of sidewalk included in the 1993 Pedestrian and Bicycle Transportation Plan. In addition, the definition of the Mobility Management Area (MMA) boundaries changed following the adoption of the pedestrian network targets.

The City has recalculated the total pedestrian network length based on a more accurate measurement of sidewalk miles and correct MMA definitions. These corrected targets are included in the 1999 Plan Update. Corrected mobility targets must also be included in the Comprehensive Plan. For this reason, a new policy was developed as part of the 1999 Plan Update to ensure the City performs regular reviews and updates to the Mobility Management Matrix included in the Comprehensive Plan.

Although the majority of pedestrian projects targeted for completion were successfully implemented, others could not be completed. There were several reasons for projects not being completed. Some projects identified in the 1993 Pedestrian and Bicycle Transportation Plan fell within other jurisdictions, making implementation of the project outside of the City's control. In other cases, environmental constraints resulted in downscaling planned improvements. In some cases, community opposition limited planned construction or prevented it altogether. Finally, funding constraints and reductions may have accounted for some of the shortfall.

I. STATUS OF BICYCLE NETWORK AS PLANNED IN 1993

The bicycle network, as defined in the State of Mobility in Bellevue report, is comprised of all bicycle lanes and separated bicycle path projects listed in the 1993 Pedestrian and Bicycle Transportation Plan. The State of Mobility in Bellevue report measures the percent of the bicycle network which has already been constructed and which is planned for construction within a target period. Completion of wide shoulders is provided for informational purposes. These measurements are intended to convey the overall scope of infrastructure that is scheduled to be in place by 1999. Wide shoulders are not, however, included in the total network completion measurements since they do not meet the level of safety and service specified in the original plan.

By the end of 1999, the existing bicycle network will extend over 25 miles. Of that total, over 9 miles (about 38 percent) will have been built between January 1996 and December 1999. Completion of the bicycle network, unlike the pedestrian network, has fallen considerably short of anticipated targets. Approximately 15 percent of the total network identified in the 1996-1998 State of Mobility in Bellevue report will be completed by 1999. Possible reasons for this shortfall include reductions in the amount of funding for bicycle projects; greater emphasis on capacity projects; concerns raised by local neighborhood residents; and other environmental and budgetary constraints.

Figure II-6

State of Mobility[8]: Bicycle Network Completion through 1999

MMA Type	Mobility Management Area (from Comprehensive Plan)	Comprehensive Plan Target (Percent)	Anticipated Completion (Percent)	Completion Including Wide Shoulder (Percent)
Regional Center	Downtown (MMA #3)	40	0	1
Mixed Commercial/ Residential	Bel-Red/Northup (MMA #4)	15	1	1
	Crossroads (MMA #5)	0*	0*	0*
	Eastgate (MMA #10)	50	11	22
Interlocal Areas	Overlake (MMA #12)	N/A**	0	0
	Factoria (MMA #13)	N/A**	49	75
Residential Group 1	North Bellevue (MMA #1)	25	0	11
	South Bellevue (MMA #7)	25	26	26
	Richards Valley (MMA #8)	35	16	56
	East Bellevue (MMA #9)	35	21	30
Residential Group 2	Bridle Trails (MMA #2)	25	32	32
	NE Bellevue (MMA #6)	35	8	19
	Newcastle (MMA #11)	35	13	31
	Newport Hills (MMA #14)	N/A**	8	23

** Target number is small due to the size and configuration of the MMA.*

*** No targets were estimated in the Comprehensive Plan for these areas.*

[8] Figures shown here are from the 1996-1998 *State of Mobility in Bellevue Report.*

SECTION III

POLICIES

A. INTRODUCTION

The Pedestrian and Bicycle Transportation Plan includes a reprint of the policies found in the Transportation Element of the Comprehensive Plan (Volume 1) and also a reprint of the policies in the new Pedestrian and Bicycle Transportation Facility Plan found in the Comprehensive Plan (Volume II).

Policies in the Transportation Element of the Comprehensive Plan (Volume I) provide broad direction for developing the non-motorized system. These policies are identified with the prefix "TR-__." Policies in the Pedestrian and Bicycle Transportation Facility Plan found in the Comprehensive Plan (Volume II) are more detailed in nature yet still provide a city-wide perspective. These policies are identified with the prefix "PB-__."

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

Within the Pedestrian and Bicycle Transportation Plan, but not found in either volume of the Comprehensive Plan, are implementation strategies for many of the policies. These strategies, which are carried out over the lifetime of the 30-year plan, suggest ways to implement policies and will be considered along with other ideas that are identified when carrying out the plan.

B. POLICIES

GENERAL OVERALL POLICIES

Policy TR-54 PROMOTE NON-MOTORIZED TRANSPORTATION
Promote and facilitate the effective use of non-motorized transportation.

Policy TR-66 RECREATIONAL NEEDS
Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.

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

Implementation Strategies:

PB-1.1 In conjunction with an overall Transportation Department effort, develop a coordinated outreach program from planning through construction for non-motorized projects.

SYSTEM POLICIES

Policy TR-55 ATTENTION TO PEDESTRIANS AND BICYCLISTS
Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.

Policy TR-56 IMPLEMENT NON-MOTORIZED TRANSPORTATION SYSTEM
Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safety-oriented and connective non-motorized transportation system.

Policy TR-57 PRIORITIZATION OF PEDESTRIAN AND BICYCLE PROJECTS

Assign high priority to pedestrian and bicycle projects that serve the following objectives:

- *Address safety issues,*
- *Provide access to activity centers,*
- *Provide linkages to the transit and school bus systems,*
- *Complete planned pedestrian or bicycle facilities or trails, and*
- *Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes*

Minimal energy paths, the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse, shall be recognized and developed.

Policy TR-63 COORDINATION WITH NEIGHBORING JURISDICTIONS

Coordinate the design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors continue into neighboring jurisdictions.

Implementation Strategies:

TR-63.1 Pursue inter-local agreements as necessary to facilitate the design and construction of facilities.

TR-63.2 Monitor the development of non-motorized improvements in neighboring jurisdictions that may effect the city.

Policy PB-2 ROLE OF PEDESTRIAN & BICYCLE SYSTEM & PROJECT MAPS

Pedestrian and Bicycle System Maps, Project Maps and Project Lists shall be used as the basis for all planning, design, construction and maintenance of all roadway projects. Balance competing demands on City right-of-way by using the Bicycle System Map hierarchy for guidance.

Implementation Strategies:

PB-2 .1 Actively involve the community in implementing this plan. Utilize Bellevue citizens, the Bellevue Pedestrian and Bicycle Citizen Advisory Group and the expertise of local biking and walking clubs.

PB-2.2 Attempt to secure public non-motorized easements or land dedication via development, donation, tax deduction/exemption programs, or acquisition when the need is identified or supported in the Pedestrian and Bicycle Plan. Seek the assistance of land trust organizations in obtaining pedestrian or bicycle system connections.

PB-2.3 Consider using the City's power of condemnation as a last resort to secure needed easements.

PB-2.4 Convert private trail systems identified on the system and project maps to public access, as feasible.

PB-2.5 Review the latest additions of national and federal non-motorized standards and guidelines to determine if there are relevant sections to incorporate into the Development Manual.

PB-2.6 Utilize the Capital Investment Program to implement the projects shown on Pedestrian and Bicycle Project Maps and Project Lists.

PB-2.7 Consult the Pedestrian and Bicycle System, Project Maps and Project Lists when re-channelizing or re-striping streets to provide improved access for pedestrians and bicycles.

Policy PB-3 NO CRITICAL LOSS
When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.

Implementation Strategies:

PB-3.1 Consult the Pedestrian and Bicycle System Maps and Inventory Maps when designing changes to the right-of-way.

PB-3.2 Maintain inventories of pedestrian and bicycle infrastructure.

PB-3.3 As an evaluation criteria when selecting projects for the CIP, add criteria to consider whether a project results in a critical loss of non-motorized infrastructure.

Policy PB-4 WAY-FINDING SUPPORT
Strategically place signs and provide maps to guide users through the pedestrian and bicycle systems.

Implementation Strategies:

PB-4.1 Continue to implement pedestrian and bicycle system sign improvements along sidewalks, paths, trails and bicycle routes that direct pedestrians and bicyclists to key locations, destinations and routes. Use signage as one method of integrating pedestrian and bicycle facilities within the right-of-way with the parks and open space trail system.

PB-4.2 Recognize the safety benefits of appropriate sign placement along sidewalks, paths, trails and bicycle routes by implementing non-motorized signing improvements. Continue to utilize the Transportation Department's Pedestrian and Bicycle Channelization program and Parks and Community Services Department funding to implement improvements.

PB-4.3 Explore the need for route signing more thoroughly. Coordinate these routes and signing programs with abutting jurisdictions and regional facilities. Continue to sign Parks and Community Services Department trail routes, such as the Lake to Lake trail, when portions are completed. Review the routes indicated for bicycle route signing and install signs when it is determined that bicycle facilities along the route are complete enough. Include informational signs for key bicycle destinations at major decision points.

PB-4.4 Continue to develop and integrate signage standards for the city-wide pedestrian and bicycle system. Develop a signage policy for off-street facilities, including trail heads. Review the Development Manual to consider the most recent state and nationally recognized sign and stencil guidelines.

PB-4.5 Identify key locations and gateways for installing spot signage and signage kiosks throughout the pedestrian and bicycle system.

PB-4.6 Identify and evaluate the potential for using new approaches to guiding users through the non-motorized system, such as posting guide maps on the Internet.

PB-4.7 Regularly update and print the Bicycling in Bellevue Map and the Park Guide to include new improvements to the bicycle system and the recreational system. Continue to seek financial assistance for the next bike map update from bike stores, bicycle organizations and commute trip reduction organizations and businesses.

PB-4.8 Develop a pedestrian walking guide map. The map may include routes to provide access to various parts of the city. The guide should identify transit corridors as well as identify general circulation routes and points of interest in Bellevue. In addition, themed walking routes may be developed to highlight Bellevue's parks, history, architecture, art, among other topics. Consider selling advertising space, or seeking financial assistance from local businesses or organizations such as the Arts Commission, historical societies, arts groups, and transit companies.

Policy PB-5 MISSING PEDESTRIAN LINKS

Identify and complete key missing pedestrian and bicycle links that serve the objectives identified in Policy TR-57.

Implementation Strategies:

PB-5.1 Continue to use funds from the Pedestrian Access Improvement Program to complete missing sidewalk links. Further explore ways of addressing citizen requested projects within this existing program.

PB-5.2 Use the sidewalk inventory to determine the location and extent of missing sections of sidewalk in the City. Develop criteria to identify and prioritize missing links. Prioritize these projects by proximity to activity centers and transit.

PB-5.3 Acquire public easements for sidewalk or trail purposes from property owners if there is insufficient right-of-way, using the power of eminent domain, as a last resort.

Policy PB-6 COORDINATION OF SCHOOL ACCESS

Enhance the coordination and working relationship with the public and private schools in Bellevue to continue developing and implementing recommended walking and bicycle routes, access to school bus stops, and pedestrian and bicycle connections to and through school properties.

Implementation Strategies:

PB-6.1 Continue coordination with the School District to identify, improve, and publish recommended walking routes. Update route maps, as needed, and develop a distribution system to youth.

PB-6.2 Work with public and private schools on school bus route access needs and give high priority to implementing these improvements. Develop alternative routes or stops if capital construction funding is not available.

PB-6.3 Develop joint access and management agreements with the schools on connections to and through schools.

PB-6.4 Regularly seek the input of students to identify and prioritize non-motorized improvements. Utilize the Youth Link program in this effort.

PB-6.5 Develop guidelines for passenger waiting areas, bus pullouts and amenities at bus stops serving schools. Consider the large quantity of students loading and unloading at stops near schools and community centers. Coordinate with school district and transit providers.

DESIGN POLICIES

Policy PB-7 PROJECT DESIGN

Project design decisions should reflect the following factors:

- **Relationship to or role in overall system mobility**
- **Intent of project**
- **Type of bicycle facility, if applicable**
- **Travel speed**
- **Topography**
- **Environmental factors**
- **Cost**
- **Neighborhood character**

Cross reference PB-1 (Coordination with Community Organizations) and TR-57 (Prioritization of Pedestrian and Bicycle Projects)

Implementation Strategies:

PB-7.1 Address safety issues first, while also considering the city's long range facility needs and neighborhood concerns when planning, designing and maintaining non-motorized facilities.

PB-7.2 Where feasible, on streets designated on the system map, but which do not have an associated project, construct wider outside curb lanes or wide shoulders on up hill portions to allow bicycles to ride on the street without impeding faster moving vehicle traffic.

Policy PB-8 SEPARATION BETWEEN SIDEWALKS AND ROADWAYS

In the next update of the Development Manual, incorporate guidelines for addressing that sidewalks and walkways be separated from the roadway by a landscaping strip or drainage swale.

Implementation Strategies:

PB-8.1 In conjunction with development of an Arterial Street Plan, re-evaluate the Urban Design Section and Boulevard Plan in the Comprehensive Plan and also coordinate with the Street Tree Planting Categories in the Development Manual.

PB-8.2 Add landscape strips or swales to the scope of future roadway CIP projects, if feasible.

PB-8.3 Consider meandering sidewalks and paths only when necessary to preserve or avoid topographical features, existing trees, utility boxes and to minimize property disruption. Meandering sidewalks and paths may also be appropriate to retain the neighborhood character or natural vegetation along a street.

PB-8.4 Establish standards that provide for bus stops that are accessible from sidewalks, across swales and landscaping strips, at reasonable intervals.

PB-8.5 Consider using landscaping strips to provide a protective buffer for pedestrians on streets with high traffic volumes and speeds; without bike lanes; or without on-street parking. Modify the Development Manual so that when a landscaping strip is not possible, wider sidewalks should be constructed to allow additional separation between the pedestrian and the roadway.

Policy PB-9 ENHANCING PEDESTRIAN STREET CROSSINGS
Enhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and mid-block crossings where justified by a traffic engineering study.

Implementation Strategies:

PB-9 .1 Utilize the Transportation Department's guidelines for pedestrian crossings to determine if a crosswalk is warranted and the appropriate pedestrian crossing design at the locations identified in the Pedestrian System Plan and project list. Analyze other locations as they are identified. Continue funding to implement the crossing recommendations in these locations.

PB-9 .2 Examine pedestrian access at locations where special needs for crossing have been identified by pedestrian accident records or by concentrations of elderly housing, employment centers for the disabled population, schools, or residential areas with high concentrations of people with language barriers.

PB-9.3 Examine pedestrian access between the neighborhoods and major activity centers at peak locations and times of day to facilitate access and improve safety.

PB-9.4 Identify additional opportunities, if appropriate, for pedestrian crossings when sidewalks exist on only one side of an arterial.

PB-9.5 Continue to identify, evaluate and utilize, as appropriate, new approaches and technologies for enhancing pedestrian street crossings.

Policy PB-10 BICYCLE DESIGN STANDARDS

Adopt design standards to ensure that the bicycle system plan projects are coordinated and consistent in design.

Implementation Strategies:

PB-10.1 Review material on bicycle facilities in state and federal guidelines and use them for guidance to update, as appropriate, the Development Manual. Look for opportunities to provide flexibility in design of a facility without reducing the intent of a facility.

PB-10.2 Provide for the ability of bicycles to trigger signals on bicycle system streets. Continue marking the "hot spots" on streets for triggering signals.

PB-10.3 Evaluate options to control and manage in-street surface water run-off instead of using water diversion barriers to improve bicycle access and safety.

PB-10.4 Develop a standard design for new bollards on off-street trails that funnels pedestrian and bicycle traffic to the appropriate side and minimizes conflicts. New bollards should be designed and located so as to be visible at night and in inclement weather by using reflective material.

PB-10.5 Where appropriate, trail intersections with roadways should be well lighted and include directional signage.

PB-10.6 Minimize conflicts with raised pavement markers where they may interfere with the use of a bikeway.

PB-10.7 Develop a program and guidelines to enhance safety around sewer and utility covers along bicycle facilities. The guidelines should consider settling problems. Ensure new roadway projects and new construction use bicycle-friendly sewer and utility covers.

PB-10.8 Develop design guidelines, whereby arterial streets that are identified as shared roadway or wide shoulder streets as part of the Bicycle System, provide a minimum of 14 foot outside lanes and 15 foot outside lanes on the uphill sections of streets (bike lane streets would be exempt from this standard). These standards may include striping to provide wide shoulders instead of a shared lane.

PB-10.9 Revise the Development Manual to clarify that, where feasible, on bicycle system streets, an 18 inch curb and gutter or vertical curb shall be used in order to maximize the useable width of the lane for bicyclists. On streets with vertical curb also consider how to make catch basins visible to bicyclists.

PB-10.10 Develop design guidelines for off-street bicycle paths that minimizes conflicts between various users. Design features could include extra width, separation of user types, stenciling, striping, signing or enforcement.

PB-10.11 When implementing projects on the Bicycle Project Map, consider factors such as presence of mature landscaping, terrain, utilities, mailbox location/access, neighborhood character, and community wishes.

PB-10.12 Continue to dedicate funding to channelize and mark bicycle lanes, wide shoulders and routes.

PB-10.13 The Police Department should enforce parking violations in bike lanes and where parking is prohibited on multi-use shoulders. Parking on sidewalks should also be discouraged through enforcement.

Policy PB-11 TRAFFIC CALMING

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

TRANSIT POLICIES

Policy TR-58 LINKAGES TO TRANSIT SYSTEMS

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 PB-12 PEDESTRIAN TRANSIT ACCESS

Increase the accessibility to transit by pedestrians.

Implementation Strategies:

PB-12.1 Work with transit agencies to identify transit facilities, routes or side streets feeding the route, that lack sidewalks or warranted crossing facilities. Prioritize needed sidewalks or warranted crossing facilities and develop a strategy to construct them.

PB-12.2 Coordinate roadway and intersection project designs with transit agencies and address transit needs when possible.

PB-12.3 Support the provision of covered transit shelters at key locations along all transit routes.

PB-12.4 Identify and inventory needed pedestrian facilities around Sound Transit routes and work with Sound Transit to construct these facilities in conjunction with developing their service.

PB-12.5 Continue to produce the Bellevue Transit Map. Incorporate Sound Transit routes as they begin service.

PB-12.6 Continue the Neighborhood Transit Links program by identifying new projects and identifying additional funding sources.

Policy PB-13 TRANSIT AND BICYCLES
Facilitate the use of transit by bicyclists.

Implementation Strategies:

PB-13.1 Work with Metro, and other transit agencies, to identify and fund a list of specific bicycle parking improvements at Park and Ride lots and major transfer stations (these improvements may be outside of Bellevue, too).

PB-13.2 Seek special funding to install bicycle lockers at these locations.

PB-13.3 Work with Metro and/or Sound Transit to identify and fund improvements for bicycle access to Park and Ride lots, major transfer stations, and bus routes.

PB-13.4 Encourage Metro to expand the bicycle carrying capacity of buses. Work with Metro and/or Sound Transit to provide additional trans-Lake Washington bicycle service such as a shuttle during peak hours.

PB-13.5 Encourage Metro and/or Sound Transit to construct a bike and pedestrian corridor in conjunction with the HCT system when feasible.

PB-13.6 Work with Sound Transit to ensure convenient access for bicyclists throughout the system. Ensure that Sound Transit shall provide for bicycle loading and unloading during peak and off-peak hours.

PB-13.7 Work with Metro and Sound Transit to provide a variety of bicycle parking types (lockers, covered racks, attendant) and facilities (support stations with phones, drinking fountains information kiosks, restrooms, showers, rental and repair service) at Park and Ride lots and major transfer stations in conjunction with developing their service.

PB-13.8 Identify and inventory needed bicycle facilities that would provide improved access to routes, Park and Ride lots and major transfer stations served by Sound Transit. Work with Sound Transit to construct these facilities in conjunction with developing their transit service.

DEVELOPMENT RELATED POLICIES

Policy TR-62 IMPLEMENTATION THROUGH DEVELOPMENT REVIEW
Secure sidewalk and trail improvements and easements consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.

Policy TR-64 OFF-STREET FACILITY VACATIONS
Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.

Policy PB-14 NON-MOTORIZED ACCESS DURING CONSTRUCTION
Address issues of non-motorized access and safety, through or around a site during construction or maintenance work within the right-of-way.

Implementation Strategies:

PB-14.1 Highlight to contractors and inspectors the importance construction impacts have on safety, comfort and usability for the disabled, pedestrians and bicyclists. This may involve developing special training or other educational materials.

PB-14.2 Review policies that address non-motorized access during construction and implement any policy changes through revisions to Bellevue's standards, codes and specifications.

PB-14.3 Complete the Traffic Barricade Manual.

PB-14.4 Review and expand Design Project Manager's checklist to include addressing non-motorized access in the development of construction documents.

PB-14.5 Require work performed in the right-of-way to designate a convenient detour route for non-motorized use, when necessary.

PB-14.6 Encourage the use, where feasible, of appropriate methods of non-permanent markings on sidewalks when identifying the location of underground utilities.

Policy PB-15 DETERMINING SIDEWALK LOCATION

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.

Implementation Strategies:

PB-15.1 Develop criteria that will assist in determining if sidewalks should be built on one or both sides of the street when scoping sidewalk projects in existing neighborhoods. Consider safety as the primary factor and then other factors such as the presence of mature landscaping, terrain, nearby land uses, mailbox location/access, street width, parking, low traffic volumes, traffic speed, transit access, number of travel lanes, location and frequency of pedestrian crossings, neighborhood character, and reflect community interests.

PB-15.2 This policy should be applied to all new construction or development review projects, and when the City deems it necessary for the safety, health and welfare of the public.

PB-15.3 To further facilitate neighborhood walking, investigate constructing sidewalks on both sides of new streets with cul-de-sacs when they serve a large number of residences or provide links between streets or other uses such as schools or shopping.

Policy PB-16 INTERIM SIDEWALKS

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.

Implementation Strategies:

PB-16.1 Support the continued use of Neighborhood Enhancement Funding, Pedestrian Access Improvement funds, and the Street Overlay fund or other capital funds to provide interim facilities when possible. Consider increasing

the level of funding within these programs for interim non-motorized improvements.

PB-16.2 Develop design guidelines for interim joint-use shoulders.

PB-16.3 Evaluate the tradeoffs and cost-effectiveness of constructing interim facilities on one side prior to the ultimate roadway project.

PB-16.4 In accordance with the development of the Arterial Street Plan identify future cross sections of streets, determine additional right-of-way or easement needs, setbacks, etc.

PB-16.5 Determine standard cross sections for existing and future residential streets. This action recognizes that retrofitting a sidewalk or drainage into an established street is difficult and has a different set of standards than constructing a new facility. See PB Policy 13.

PB-16.6 Soft surface trails should be designed so that their surfacing materials do not spill over or track onto hard surface bicycle or pedestrian pathways and streets.

PB-16.7 Continue funding within the CIP Pedestrian Access Improvement Program that enables the City to build in conjunction with development related improvements to integrate the development with the non-motorized system in conformance with Pedestrian and Bicycle Transportation Plan.

Policy PB-17 DOCUMENTING NON-MOTORIZED EASEMENTS
Establish a uniform process for conditioning, securing, recording, filing, and marking non-motorized easements.

Implementation Strategies:

PB-17 .1 Develop an inventory tracking system for existing and future non-motorized easements and tract dedications. Include information on width, description, recording date, surface type, type of improvement, management/maintenance responsibility, surveying, staking and signing.

PB-17.2 Continue to use standardized language for non-motorized public easements that reads "City of Bellevue Non-motorized Public Easements." All easements dedicated for non-motorized use shall be identified on the plats, and in re-zone or development conditions.

PB-17.3 Research past development conditions and perform title searches as necessary to confirm past dedications.

PB-17.4 Revise the Development Manual to require that developers stake non-motorized trail easements with permanent survey markers as determined by

the City. City staff should field-check the easements prior to approving development.

PB-17.5 Development Code and Standards should include criteria and standards for non-motorized easement width that balances impact on development potential with site constraints, maintenance access, and safety.

PB-17.6 Development Code and Standards should include criteria and standards for marking non-motorized easements and fencing along non-motorized trails.

PB-17.7 This work will require additional staff resources to properly condition, record, and manage the system. The easements should be entered into the Geographic Information System. Coordination needs to occur within the City to maintain the easement information.

Policy PB-18 CIRCULATION BETWEEN AND WITHIN DEVELOPMENTS
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.

Implementation Strategies:

PB-18.1 The Police Department (Crime Prevention Unit and Traffic Division), Parks and Community Services, Planning and Community Development and Transportation should determine design criteria for enhancing the safety of non-motorized connections, especially between multi-family developments. Work with the Police Department to review collected crime statistics to identify areas for further study.

PB-18.2 Explore the legal requirements for creating these connections.

PB-18.3 Target key developments in the City for a program to create connections and remove barriers to pedestrians and bicyclists. There are several key developments in the Crossroads area.

PB-18.4 Re-evaluate fencing standards for multi-family developments to minimize barriers to pedestrians.

PB-18.5 Continue to work with the School District to secure connections to the schools.

PB-18.6 Work with commercial interests through the development review process to create pedestrian connections from the front door to the sidewalk and/or transit stop.

Policy PB-19 BICYCLE PARKING REQUIREMENTS

Require new or redeveloping properties to provide bicycle parking and other facilities to encourage the use of bicycles.

Implementation Strategies:

PB-19.1 Re-evaluate the Development Manual and the Land Use Code to determine the nature, number and extent of bicycle amenities and facilities for different types of developments. Consider model ordinances for bicycle parking that have been developed in other cities. This effort should include requirements for Park and Ride and major bus transit stations. The bicycle parking requirements should consider the size of the development and/or the nature of the re-development.

PB-19.2 Include and coordinate this effort with the Commute Trip Reduction Act and Transportation Demand Management program implementation.

PB-19.3 Encourage managers of large employment centers to provide secure parking, changing facilities and showers for bicyclists.

PB-19.4 Seek funding whereby the City would install bike racks for businesses that request them.

PB-19.5 The City should investigate and develop basic design guidelines for bicycle racks.

MAINTENANCE POLICIES

Policy TR-60 MAINTAIN SYSTEM

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.

Implementation Strategies:

TR60.1 Provide for non-routine, major maintenance of system facilities.

TR60.2 Incorporate non-routine, major trail maintenance projects into the existing Transportation Trail Maintenance Program.

TR60.3 Develop a plan for maintaining multi-purpose asphalt shoulders when adjacent to concrete roadways.

TR60.4 Provide for the overlaying of off-street trails.

TR60.5 Continue to require responsible property owners to maintain clearance for pedestrians and bicyclists on walkways and bikeways by pruning low hanging and/or encroaching vegetation.

TR60.6 Coordinate maintenance responsibilities between responsible city departments to provide an integrated maintenance program for the entire pedestrian and bicycle system.

TR60.7 Consider developing a volunteer program to supplement the maintenance of the pedestrian and bicycle system. Such a program would need to address staffing resources as well as liability issues.

Policy TR-61 SIDEWALK CONSTRUCTION, MAINTENANCE & REPAIR PROGRAMS

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

Implementation Strategies:

TR61.1 Develop a strategy to address areas requiring significant infrastructure reconstruction that is beyond the traditional scope of the Sidewalk Maintenance and Repair Program.

TR61.2 Establish a repair and hazard elimination element to the Trail Maintenance Program.

TR61.3 Provide for the resurfacing of trails either as part of the Overlay Program or the Trail Maintenance Program.

TR61.4 Integrate the use of a spot maintenance form into the existing maintenance programs.

TR61.5 Send educational information to property owners who abut recently completed sections of sidewalk that explain their maintenance responsibilities.

TR61.6 Continue to coordinate the maintenance and repair of sidewalks with the Parks and Community Services Department's responsibilities to maintain street trees and planting strips along arterial streets.

Policy PB-20 SECURITY AND SAFETY

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.

Implementation Strategies:

PB-20.1 Require, where feasible, street lighting along new construction of the non-motorized system that runs adjacent to the roadway.

PB-20.2 As warranted, provide lighting at mid-block crossings and at intersections with roadways and trails to improve visibility of pedestrians and bicycles.

PB-20.3 Work with Police Department to identify locations with security concerns. Periodically review Police Department crime statistics along paths and trails.

PB-20.4 Review maintained trails to identify vegetation to remove or trim to improve sight distance or blocks existing lighting.

PB-20.5 Work with citizens to get input on issues of security and safety.

PB-20.6 Work with franchise utilities to consider safety and security issues when locating vaults, transformers, risers, poles and appurtenances in new facilities.

Policy PB-21 PROPERTY OWNER RESPONSIBILITY

In conjunction with the Sidewalk Maintenance and Repair Program, notify abutting property owners of their responsibility to maintain 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.

Implementation Strategies:

PB-21.1 Continue the Keep It Neighborly, Clear the Walkway outreach program to communicate the need to prune, sweep and clear sidewalks of debris, leaves, snow and parked vehicles.

PB-21.2 Establish a spot improvement/maintenance (Fixit Form) request program whereby citizens can request minor spot improvements for pedestrians and bicycles. The form should be user-friendly for residents to use.

PB-21.3 Identify additional opportunities for communicating property owner responsibility such as using citywide mailings, or neighborhood association newsletters. Develop articles that can be supplied to publishers for their use.

PB-21.4 Develop a display with information that is suitable for public meetings such as NEP, and department open houses. The display should include information regarding minimum clearance requirements, access and safety issues, and increased costs to the city because of parking on sidewalks.

Policy PB-22 BICYCLE SYSTEM MAINTENANCE
Place a high priority on the maintenance of the pedestrian and bicycle system.

Implementation Strategies:

PB-22.1 Continue to fund the Trail Maintenance Program and sweeping of bicycle facilities. Periodically re-evaluate the maintenance and sweeping schedule to ensure adequate system coverage. Additional resources may be necessary to sweep and maintain the system at a functional level. Bicycle lanes, shoulders (and joint use shoulders), and separated bicycle paths should all be regularly swept and maintained on a regular schedule.

PB-22.2 Establish and fund the regular maintenance of on-street bicycle facilities such as routine re-striping of bicycle lanes, and shoulders, re-stenciling of bicycle emblems, re-surfacing of lanes, and shoulders, hazard elimination and vegetation encroachment.

PB-22.3 Work with property owners to address physical impediments to bicyclists. Develop a design standard for paved driveway aprons where gravel driveways abut the right-of-way.

PB-22.4 Develop a program for cyclists to easily contact appropriate city departments for problems. Consider designation of one city phone number as a contact to be posted at Park and Ride lockers, off-street trails, bike shop, etc.

PB-22.5 Develop and fund a program to replace all wide slotted drain grates on Bicycle System Routes.

SPECIAL NEEDS POLICIES

Policy TR-24 ADDRESS SPECIAL NEEDS

Address the special needs of citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements and other transportation facilities and in delivering transportation services and programs.

Implementation Strategies:

TR24.1 Re-evaluate design standards for wheelchair ramps to address such factors as utility covers, catch basins, and obstructions.

TR24.2 Seek the input of the special needs population in the early stages of design for major CIP projects, in updates to the Development Code and Standards, and in prioritizing walkway, sidewalk and curb ramp projects. Continue to utilize the Pedestrian and Bicycle Citizen Advisory Group for their input on accessibility issues. Consider establishing a special needs advisory group.

TR24.3 Continue the Wheelchair Ramp CIP Program to survey and eliminate driveway and curb cut hazards so that they are negotiable by wheelchairs and bicycles. Expand this program and provide funding to address a wider range of needs.

TR24.4 Consider the needs of the sight-impaired when planning, designing and maintaining sidewalk or walkway projects. Consider the users' impacts from obstacles that are above, below and adjacent to the user.

TR24.5 Train City staff (Transportation, Parks and Community Services and Planning and Community Development) in barrier-free design standards and issues. Utilize this expertise in designing projects and in establishing Development Standards. Training should include the State Architectural Standards, Americans with Disabilities Act, and other federal or state guidelines or requirements.

TR24.6 Continue to fund the surveying, identification and installation of intersections in the City that need wheelchair ramps. Priorities for implementation shall include walkways or sidewalks that serve government offices or facilities, transportation, and places of public accommodation and employment.

TR24.7 Continue funding requests for installing audible signal mechanisms to address the needs of the sight-impaired where warranted.

TR24.8 Represent the needs of Bellevue's special needs population to transit agencies in routing, bus stop location, and improved access to bus stops. Seek transit agency assistance in improving the access to transit when relocation of bus stops is not feasible.

EDUCATION AND ENFORCEMENT POLICIES

Policy TR-65 SHARE-THE-ROAD/SHARE-THE-TRAIL EDUCATION PROGRAMS

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

Implementation Strategies:

TR65.1 Produce and distribute educational materials aimed at pedestrians and drivers that addresses share the road issues for all modes of travel. Coordinate the development of this material with the Police Department.

TR65.2 Incorporate the “share the road/share the trail” concept in future updates of the Bellevue Bike Map.

TR65.3 Incorporate the “share the road/share the trail” concept into a pedestrian guide map.

Policy PB-23 STAFF TRAINING AND EDUCATION PROGRAM

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.

Implementation Strategies:

PB-23.1 Continue to seek out training opportunities for staff, particularly advance classes and issues of concern for the disabled community.

PB-23.2 Develop educational material for staff and others who perform work within the right-of-way.

PB-23.3 Encourage staff to bring policies, plans and projects that include a non-motorized component to the Pedestrian and Bicycle Citizen Advisory Group. As actual users of the system, the group’s expertise provides an opportunity to educate staff about pedestrian and bicycle issues.

PB-23.4 Utilize brown bag lectures as a method for bringing in speakers on non-motorized topics.

Policy PB-24 ENFORCEMENT OF PEDESTRIAN SAFETY LAWS
Increase the level of enforcement of vehicular laws that protect pedestrians and bicyclists.

Implementation Strategies:

PB-24.1 The Police Department should step up enforcement of traffic laws that protect pedestrians at signalized and non-signalized intersections. Key infractions include vehicles creeping across stop bars and blocking crosswalks, vehicles turning right without looking to the right, vehicles not coming to a complete stop at intersections and parking on sidewalks.

PB-24.2 Work with the Police Department to emphasize accident prevention law enforcement at intersections and crosswalks.

PB-24.3 Utilize health care professionals or other experts to educate staff and the public to the tremendous human and monetary costs of brain damage and spinal cord injury.

PB-24.4 Consider the feasibility of using volunteer patrols to enforce pedestrian laws such as parking on sidewalks.

PB-24.5 Work with neighborhood associations to educate residents and their guests about safety and maintenance issues related to parking on sidewalks. Work may include drafting newsletter articles, targeting neighborhoods with informational fliers, and drafting notices for guests of residents.

PB-24.6 Work with local utilities and mail and package delivery services to educate their drivers as to the importance of not parking on sidewalks.

PB-24.7 Identify for Police Department enforcement, locations where parking on sidewalks or in multi-use shoulders and bike lanes is problematic.

PB-24.8 Publish the Police Department's traffic enforcement phone number in information distributed to pedestrians and at locations frequented by pedestrians.

Policy PB-25 BICYCLISTS INFORMATION PROGRAM
Develop and implement an information program for bicyclists in Bellevue.

Implementation Strategies:

PB-25.1 Post signs on off-street paths that encourages bicyclists to use audible signals when passing other bicycles or pedestrians. Also post signs that identify rules of courtesy on the off-street trails.

PB-25.2 Produce and distribute informational material suitable for bicyclists and drivers that explains the share the road concept. The material should relay to the public the rules and courtesies of sharing roadways, trails and sidewalks with all modes.

PB-25.3 Use kiosks to display information about bicycling to the public.

PB-25.4 The Police and Transportation Departments should encourage (through public outreach) bicyclists, especially young riders, to report accidents to the Police Department (when the accident meets Police Department reporting criteria) so accident location and frequency can be tracked.

PB-25.5 Publish the Police Department's traffic enforcement number in information distributed to bicyclists and at locations frequented by bicyclists.

PB-25.6 Publish the phone number to report traffic signals that bicyclists have problems triggering. This number should be included in information distributed to bicyclists, such as the bike map, or provided at locations frequented by bicyclists, such as bike shops or sign kiosks.

Policy PB-26 COOPERATE WITH ORGANIZATIONS TO PROVIDE EDUCATION PROGRAMS

Cooperate with the public and private schools, bicycle clubs and other interest groups to provide education programs and strategies to promote safe riding skills and the transportation and recreation opportunities of bicycling.

Implementation Strategies:

PB-26.1 Continue bicycle education and bicycle rodeo programs.

PB-26.2 Solicit feedback and input from students to identify improvements to the bicycle system.

PB-26.3 Work with local bicycle clubs to develop educational programs and materials targeted to adults.

Policy PB-27 MOTORISTS EDUCATION PROGRAM

Develop pedestrian and bicycle education programs for motorists.

Implementation Strategies:

PB-27.1 Aggressively promote bicycle issues in driver education and in driver licensing examination manuals.

ADMINISTRATIVE POLICIES

Policy TR-59 SOUND FUNDING PROGRAM
Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.

Policy PB-28 FIVE YEAR PLAN UPDATE
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-29 COORDINATE PROJECT TIMING
Coordinate roadway and non-motorized projects to maximize construction efficiencies.

Implementation Strategies:

PB-29.1 Evaluate projects during the CIP and TFP update process to look for opportunities to coordinate timing and to provide key system improvements.

PB-29.2 Coordinate Parks and Community Services Department and Utilities Department CIP projects with Transportation non-motorized projects.

Policy PB-30 MOBILITY MANAGEMENT MATRIX
Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.

Implementation Strategies:

PB-30.1 Keep the Mobility Management Matrix up to date. Targets should be redesigned to better evaluate the rate of implementation of the pedestrian and

bicycle system. Targets should also be set at a level that considers available funding and the city's ability to program projects. Investigate what other methodologies are used by other jurisdictions and current research developments. One factor to consider is connectivity on primary bike routes. Total length of existing system infrastructure is still one valid type of indicator.

PB-30.2 Re-evaluate the method of calculating system completeness used in the State of Mobility Report.

PB-30.3 Review existing pedestrian and bicycle counting methods to develop a useable base of information to assist in prioritizing, programming and justifying the need and benefit of sidewalks, walking facilities, crossings, or bicycle facilities.

PB-30.4 Better utilize pedestrian and bicycle counts that occur at intersections where vehicle traffic counts occur. Review the time of year when counts occur at key non-motorized locations to better reflect periods of pedestrian and bicycle usage. Data would be utilized to analyze use trends over time.

SECTION IV

SYSTEM MAPS AND LISTS

A. INTRODUCTION

This section contains Pedestrian and Bicycle System Maps and Pedestrian and Bicycle Project Maps. Here the reader will also find Pedestrian and Bicycle Project Lists, which provide detailed information about each project identified in the 1999 Plan Update.

System Maps

The Pedestrian and Bicycle System Maps provide a guide for building out a functional pedestrian and bicycle transportation system in the future. Both existing facilities and proposed facilities (or projects) are identified on the System Maps. Each map shows the respective system in the year 2029.

Pedestrian and Bicycle System Maps are based upon the maps shown in the 1993 Plan as well as the pedestrian and bicycle networks identified in the *State of Mobility in Bellevue* report. In developing the System Maps, current transit routes were also reviewed to identify any gaps in the respective system. As defined in the *State of Mobility in Bellevue* report, the pedestrian network is comprised of all sidewalk and paved path projects listed in the 1993 Pedestrian and Bicycle Transportation Plan *and* all sidewalks along both sides of arterials. The bicycle network is comprised of all bicycle lanes and separated bicycle path projects listed in the 1993 Plan.

In contrast, the Pedestrian and Bicycle Project Maps only identify *projects* and are based on the maps included in the 1993 plan. Project Maps show locations of proposed projects and identify projects by facility type. Project numbers listed on these maps are cross-referenced to the Project Lists contained in this section.

The Pedestrian and Bicycle System Maps work in conjunction with the Pedestrian and Bicycle Project Maps to provide a clear view of the pedestrian and bicycle system. The completion of new projects will create a *continuous, safety-oriented* non-motorized transportation system throughout the City. Development of the pedestrian and bicycle system is based on current and projected funding levels.

Planned Routes for Bicyclists

The 1999 Plan Update identifies three types of routes for bicyclists: primary, secondary, and tertiary routes. These are defined below:

Primary Routes – These routes provide general mobility throughout the City. Primary north/south and east/west routes are the backbone of the bicycle system.

Secondary Routes – These routes provide connections to and between primary routes.

Tertiary Routes – Tertiary routes are typically more local in nature. These routes are often a combination of facilities that serve several purposes. They provide connections to secondary routes; serve bicyclists moderately well now; and are less important to the overall functioning of the system.

Primary, secondary, and tertiary routes may be comprised of several project types. For example, a north/south primary route might have segments of bicycle paths, bicycle lanes, and shared roadways. Examples of cross sections for different project types are included in Appendices B and C.

Project Priorities

Each project identified on the project list is assigned a priority A or B. This approach is intended to create an integrated bicycle and pedestrian system based on meeting safety needs while considering current and anticipated funding levels.

Priority A projects – Priority A projects address safety issues, provide access to activity centers, create linkages to the transit or school bus system, or complete connections between planned pedestrian or bicycle facilities or trails. System connectivity is an additional consideration. The timeframe for completing Priority A projects is another criteria. Priority A projects are targeted for completion in the first half of the Pedestrian and Bicycle Plan's 30-year planning cycle.

Priority A projects are implemented in a variety of ways, including through the City's transportation CIP programs as described in Section II, *Supporting Information*. Projects can be accomplished as stand-alone walkway/bikeway projects or in conjunction with roadway projects. In addition, Priority A projects can be funded and implemented by the Parks Department or by local developers. The reader will find a summary of planning level cost estimates for all Priority A projects in this section under *Cost Summary*.

Priority B projects – In contrast to Priority A projects, which address safety issues or completion of system connections and are therefore more time-sensitive, Priority B projects will be built as opportunities arise. Priority B projects are targeted for completion in the second half of the 30-year plan cycle.

In addition to the project priorities identified in the 1999 Plan Update, the City will continue to respond to other critical needs. These projects may address safety issues, maintenance of existing pedestrian and bicycle facilities, and community-initiated requests for pedestrian and bicycle facilities.

Project Lists

The 1999 Plan Update includes the Pedestrian Project List and Bicycle Project List. Based upon the Project Lists in the Comprehensive Plan Volume 2 Transportation Facility Plan, the expanded Project Lists in the Plan Update provide additional details about each project. Projects on the lists are numbered and keyed to the Pedestrian and Bicycle Project Maps. *Figure IV-1* shows how each project number denotes a different facility type.

Project descriptions in these Project Lists are conceptual. Final details will be developed as projects proceed through the design process. In addition, as projects that are potential major transportation CIP projects proceed, they will undergo an ongoing public review process. Projects will be identified for inclusion in the mid-range (12-year) plan or the 6 or 7-year CIP. Public involvement will also be a key component when project design begins.

Figure IV-1: Project Numbering

Project Number	*Description*
Pedestrian Related Projects	
L-400-599	Limited Purpose Trail
M-600-699	Multi-Purpose Trail
P-700-799	Paved Path
S-800-999	Sidewalk
X-1-99	Mid-Block Pedestrian Crossings
Bicycle Related Projects	
B-100-199	Separated Multi-Use Path
B-200-299	Bike Lane
B-300-399	Shared Roadway

Several gaps exist in the numbering system in the Project Lists. These gaps reflect projects the City dropped when developing the 1993 Plan or projects completed after the 1993 Plan was adopted.

The Pedestrian and Bicycle Project Lists include newly identified projects and all unfinished projects from the 1993 Plan. All completed (as of August 1999) and deleted projects in the 1993 Plan are listed in **Appendix E** and **Appendix F**, respectively.

Pedestrian and Bicycle Project Lists contain the following information:

- Project number
- Project location/limits
- General description
- Justification and benefits of the project
- Priority
- Cost
- Reference information (related projects in the other list)
- Jurisdiction (identifying those projects that have joint jurisdiction)

Facility Types

Each system plan contains several different types of facilities. The reader should refer to Appendices A, B and C for definitions, classifications and illustrations of the types of facilities. A brief summary of facility types is provided below:

Pedestrian System:

Limited-Purpose Trail (L) - A narrow trail of soft surface (gravel, chips or dirt) that may, through its design, restrict certain users. Examples of these include many of the "equestrian" trails in the Bridle Trails area, or the Somerset Trail Systems.

Multi-Purpose Trail (M) - A wide trail, generally of soft surface (gravel) that serves as a major link in the off-street pedestrian system. The Lake Hills greenbelt system is a good example of this type of trail.

Paved Path (P) - An asphalt or concrete path generally on an independent alignment. The Phantom Lake Loop is an example of this type of facility.

Sidewalk (S) - A concrete walking surface separated from the roadway by a curb or landscaping strip. Width varies depending on the Development Standards and Land Use Code.

Mid-Block Pedestrian Crossings (X) - Locations identified for improved pedestrian crossings. These locations will need to be further studied to determine if crossings are warranted and appropriate treatments. A good example of this facility type is found along 148th Avenue NE north of SR520.

Bicycle System:

Type A: Separated Multi-Use Path (B-100) - A paved trail separated from the roadway that meets minimum width and clearance standards. Pedestrians may also use such a separated path, and therefore, an allied pedestrian project is often listed as well. A good example of this type of path is the I-90 trail at Eastgate.

Type B: Bicycle Lanes (B-200) - A striped and signed lane on the street that provides a designated space for bicycles and meets minimum width standards. One example of this is along Lake Hills Boulevard.

Type C: Shared Roadway (B-300) - Key on-street linkages in the bicycle system that will be designed with bicycle usage in mind. These could be one of the following: wider curb lanes, signs, or other treatments. An example of a shared roadway is along 112th Avenue NE, from NE 12th to NE 24th Street.

Cost Summary

The 1999 Plan Update takes a new approach in conveying planning level cost estimates. Cost range estimates have been developed for each project based on planning level estimates. Although cost estimates in the 1993 Plan were also based on planning level estimates, the cost ranges here reflect a more detailed analysis. These estimates include several new line items to provide a fuller picture of the work needed to complete projects. Items such as planning, engineering, and traffic control are included to reflect construction-related costs.

Cost estimates have also been revised to account for two other factors. First, many of the projects in the 1993 Plan have already been partially completed. As a result, remaining costs for these projects have changed. Second, the scope of some projects has been revised, and therefore new cost estimates are needed. In addition, a contingency has been incorporated into the standard items within each cost estimate.

It is important to emphasize that the cost estimates provided are *planning level* costs. These estimates were developed in detail to include items such as design, earthwork, materials, labor, and traffic control. Cost estimates do not, however, include any right-of-way costs. Determining right-of-way or easement acquisition costs for each project is difficult without first undertaking a detailed design study. This task is especially difficult given the large number of projects in the plan. In addition, right-of-way and easement costs vary by individual property values and are difficult to assess in a planning level document.

Furthermore, because some non-motorized facility projects are built in conjunction with other work (for example, road widening projects), it is inappropriate to assign all right-of-way or easement acquisition costs to the pedestrian/bicycle component only. At such time that projects are evaluated for inclusion in the City's Capital Investment Program (CIP), or the Transportation Department's 12-year Transportation Facilities Plan (TFP), the City may re-visit these cost estimates and include right-of-way costs.

To reflect the planning level nature of the cost estimates, the 1999 Plan Update provides cost range categories. Cost range estimates are divided into four groups: ($) low cost capital improvement; ($$) medium cost capital improvement; ($$$) high cost capital improvement; and ($$$$) very high cost capital improvement. These cost range estimates are defined below.

$ Low cost capital improvement needed. Planning level cost estimates fall into the range of $ 0 to $ 49,999.

$$ Medium cost capital improvement needed. Planning level cost estimates fall into the range of $ 50,000 to $ 249,999.

$$$ High cost capital improvement needed. Planning level cost estimates fall into the range of $ 250,000 to $ 999,999.

$$$$ Very high cost capital improvement needed. Planning level cost estimates fall into the range of $ 1,000,000 and over.

Because the Pedestrian and Bicycle Transportation Plan is a 30-year plan, projects are categorized into two priorities with appropriate timeframes for completion. Priority A projects are targeted for completion in the first half of the 30-year planning cycle, while Priority B projects are targeted for completion in the second half of the planning cycle. It is important to note, however, that some projects identified as Priority B could be developed earlier through the development review process or if other opportunities arise permitting their completion.

The total estimated cost of all projects listed in the Pedestrian and Bicycle Transportation Plan is approximately $171,400,000. The total estimated cost of Priority A projects is approximately $94,900,000, and the total estimated cost of Priority B is approximately $76,500,000. These costs are in 1999 dollars. *Figure IV-2* shows a detailed breakdown of project costs by priority and facility type.

Figure IV-2: Planning Level Project Costs

Facility Type	*Priority A*	*Priority B*	
Bicycle Related Projects	$ 18,700,000	$ 12,300,000	
Pedestrian Related Projects	$ 76,200,000	$ 64,200,000	
**** Total***	$ 94,900,000	$ 76,500,000	***$ 171,400,000***
** These costs do not include right-of-way or easement acquisition.*			

Project costs can be shared or paid for entirely by a number of programs. Some projects may be entirely funded through the City's Capital Investment Program. Cost estimates do not include the costs of projects, or portions of projects, currently being funded through the 1998-2003 CIP.

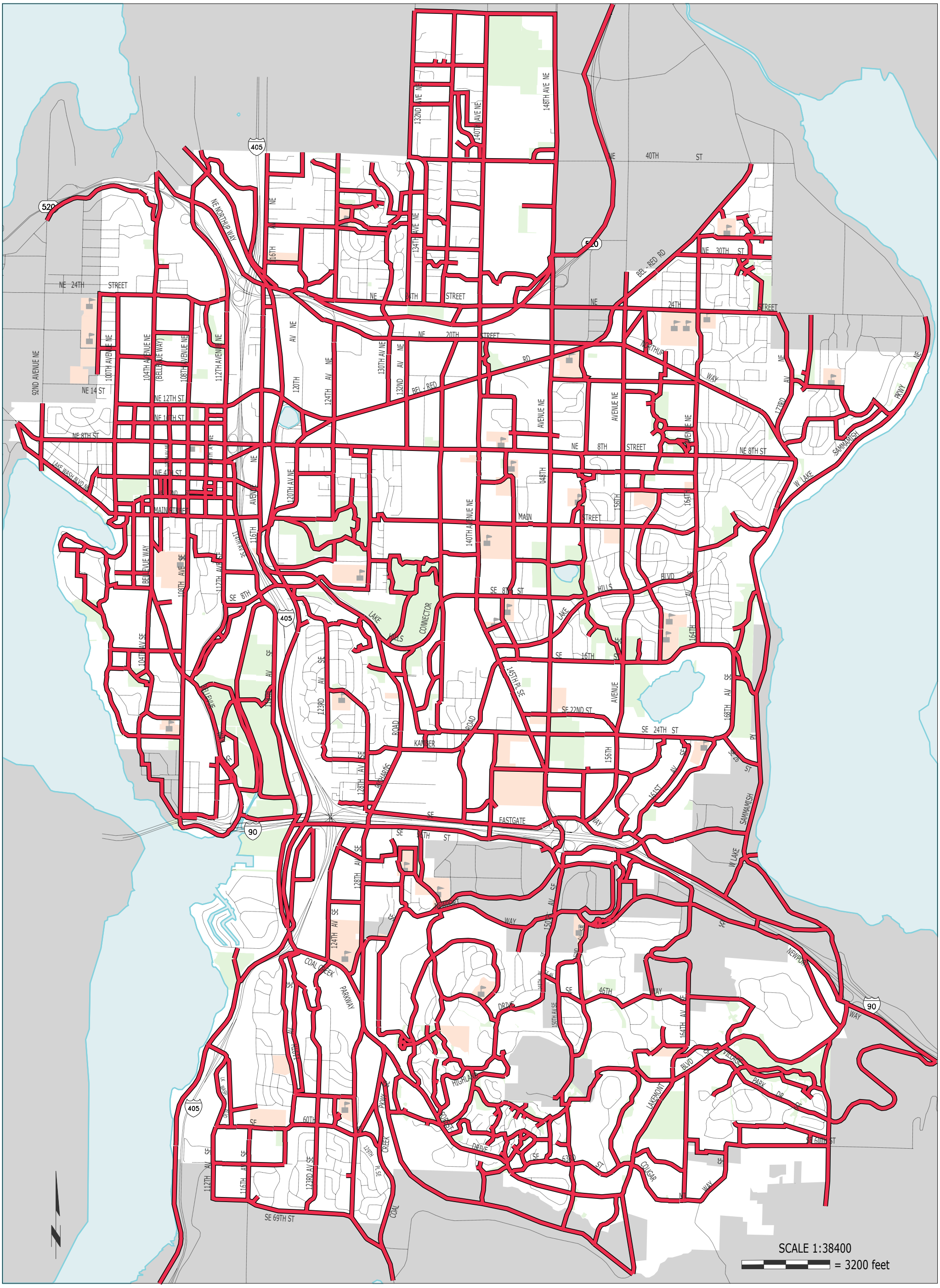
While many of the projects listed in the plan fall within the Transportation CIP, a number of projects, primarily recreational trails, will be funded through the Parks CIP. It is assumed that the Parks and Community Services Department will be responsible for approximately $3,200,000 for Priority A projects and $12,000,000 for Priority B projects.

Portions of projects may also be constructed through the development review process, whereby a developer is required to construct a pedestrian or bicycle improvements within, or adjacent to, their property. While it is impossible to determine the costs covered through development review, it can be assumed that a substantial proportion of the planned projects will be constructed through this process.

Some projects, or portions of projects, may also be constructed through the Neighborhood Enhancement Program (NEP). Still others may be funded through grants, such as the Transit Link Implementation grant (a federally funded congestion Management and Air Quality Mitigation grant). For a more detailed explanation of capital funding, see *Section II, Supporting Information.*

For a more detailed explanation of the cost estimating assumptions, see *Appendix D*.

Pedestrian System



Legend of Map Symbols

- Pedestrian System

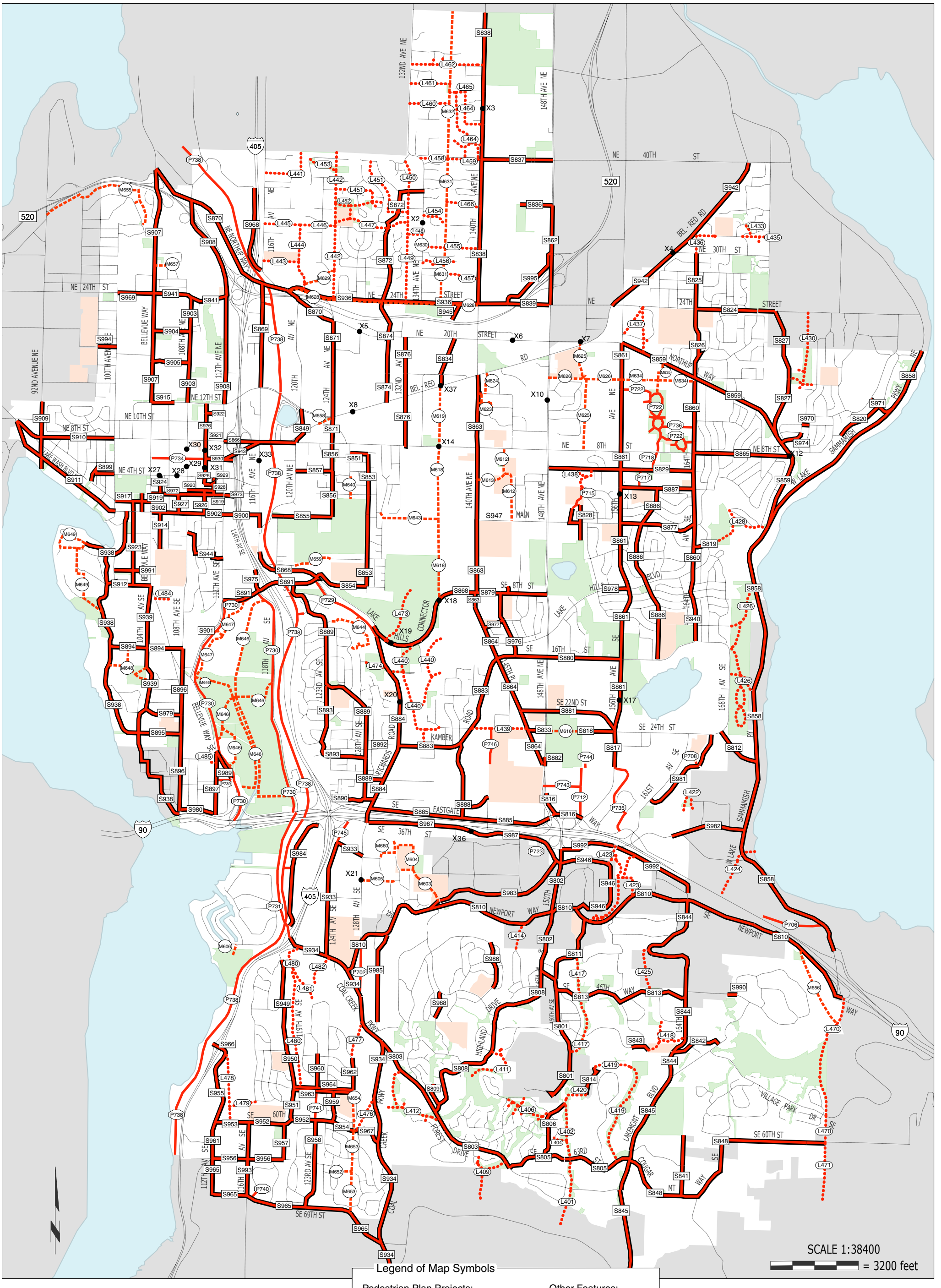
Other Features:

- Schools
- Parks
- Lakes

CITY OF BELLEVUE WASHINGTON

October 1, 1999

Pedestrian Plan Projects



CITY OF BELLEVUE WASHINGTON

October 1, 1999

Figure L-1
PEDESTRIAN SYSTEM 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	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
L-401	Bellevue to King County	SE 63rd St to Coal Creek Trail	Construct greenbelt nature trail through canyon; Bark surface; 2'-6' wide; Stairway; Trailhead signage; Survey	Passive recreation; Neighborhood connection; Connection to south with Coal Creek		0.5	$	B	COB; KC	
L-402	SE 63rd Trail	SE 63rd St to 149th Ave SE	Annual maintenance; No improvements needed; Survey of greenbelt needed	Existing; Passive recreation; Neighborhood connection		0.4	$	B	COB	
L-404	SE 63rd Trail	SE 63rd St Trail to SE 60th St	Construct greenbelt nature trail; Bark surface, 2'-6' wide; SSS; Purchase easement	Neighborhood connection Forest Glen East Division III to SE 63rd St Trail		0.1	$	B	COB	
L-406	Forest Park Greenbelt	Forest Park Meadow Division 2 Greenbelt	Install trailheads; Eliminate encroachments	Neighborhood connections; Greenbelt access		0.5	$	B	COB	
L-409	Coal Creek East Access	Forest Drive to Coal Creek Trail System	Construct soft surface trail system; Stairs; SSS	Neighborhood access to Coal Creek (M-601)		0.4	$$	B	COB; KC	
L-411	Forest Park Greenbelt	Connect Forest Park Greenbelts to Highland Dr	Eliminate encroachments; Improve soft surface trail; SSS; Acquire easements in Eagle's Nest Plat & 145th Ave SE	Neighborhood connections; Continues L-410 system		0.6	$$	B	COB	
L-412	Coal Creek West Access	Forest Park Greenbelt (south of Forest Dr)	Install signage of trailheads; Some surveying; Construct soft surface trail connection to SE 54th Pl	Neighborhood access to Coal Creek Pkwy		0.7	$$	B	COB	
L-414	Eastgate Park Trail	Newport Way to 146th Ave SE	Improvements to one major trail through park; Soft surface; Trailhead signage	Neighborhood connections to park		0.2	0	A	KC	
L-417	Whispering Heights - Eagles Mere	152nd Ave SE to 151st Ave SE @ SE 50 St	Construct soft surface trail; Stairs, SSS; Acquire right-of-way at south end of trail and 151st Ave SE	Neighborhood connections; Access to school		0.8	$$	B	COB; KC	
L-418	Collingwood	SE 46th St to 164th Ave SE	Construct soft surface trail system; SSS; Acquire easement across middle portion of trail system	Neighborhood connections		0.4	$	B	COB	
L-419	East Summit/ Summit Connection	SE 63rd St Around E & N Side to 153rd Ct	Owners to construct soft surface trail system; SSS; Negotiations necessary regarding encroachments, blockages	Neighborhood connections; Wildlife corridors		1.0	$$	B	COB	
L-420	Summit West Trail	L-402 to 152nd Ave SE	Construct soft surface trail system; SSS; Acquire easements	Neighborhood connections		0.2	$	B	COB	
L-422	Crestwood Park	SE 31st St @ 163rd Pl SE - 164th Pl SE	Maintain existing soft surface trail system; Acquire easement at cul-de-sacs	Neighborhood connections		0.2	$	B	KC; COB	
L-423	Vasa Creek System	Newport Way to I-90	Construct soft surface trail system; Acquire easements	Eastgate neighborhood connections to Vasa Park/Lake Sammamish		1.2	$$	B	COB; KC	B-356
L-424	Vasa Creek System	I-90 to Vasa Park/Lake Sammamish	Construct soft surface trail system; SSS; Acquire easements	Will connect to - I-90 Eastgate trail -; Access to Vasa Park and West Lake Sammamish Pkwy		0.4	0	B	KC	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey
Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more
0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)
Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
L-425	Collingwood N. Extension	SE 46th St north to 164th Ave SE	SSS; Construct soft surface trail; Acquisition; Trailheads	Part of Collingwood system; Connects to 164th Ave SE		0.3	$	B	KC; COB	
L-426	Weowna/ Sammamish View Trail	West Lake Sammamish Prkwy @ SE 12 to SE 12 cul-de-sac	Construct soft surface trail, fences, bridges, stairs & southern link to West Lake Sammamish Pkwy; SSS	Connect Phantom Lake neighborhood west of West Lake Sammamish Pkwy; Pedestrian portion of Lake to Lake Trail		1.8	$$	A	COB; KC	
L-428	Sunich Trail	Main St/NE 2nd @ 174th Pl - 165th Ave NE	Construct trailhead parking; Acquire trail easements; Construct & enhance existing social trail; Signage	Connects West Lake Sammamish Area to schools and parks; Lake to Lake Trail spur		0.6	$$	B	COB	
L-430	Tam O' Shanter Trail	System W/I Park connections to neighbor streets	Maintain existing trail system; Sign	Neighborhood to park connections; connects to Redmond trail		0.6	$	B	COB	
L-433	Burnside Greenbelt	NE 33rd to NE 32nd between 169th and 170	Construct and enhance existing soft surface social trail; SSS	Neighborhood to school connections; Part of Ardmore Loop		0.2	$	B	COB	
L-435	NE 32nd St	172nd Ave NE to 169th Ave NE	Construct and maintain soft surface; SSS	Neighborhood to school connections		0.2	$	B	COB	
L-436	NE 32nd St Right-of-way	Ardmore School to 164th Ave NE & to 165	Construct and maintain - soft surface trail; SSS	Part of Ardmore Loop; Access to Ardmore School		0.3	$	B	COB	
L-437	Unigard Trail System	Northup to NE 24th St E/O 156th Ave NE	Maintain north-south and east-west trail system from Northup to NE 24th St and to 156th Ave NE	Maintain important neighborhood linkages to shopping		0.5	0	B	COB	
L-438	Lake Hills Greenbelt N.	NE 4th Pl/School to NE 6th St	Maintain developer constructed soft surface trail through wetlands	Neighborhood to school and shopping connections		0.1	0	A	COB	
L-439	Richards Valley on SE 24th St	145th Pl SE to Kamber Rd	Improve off street trail and sign;-; May involve stair construction	Neighborhood connection to future nature trails and neighborhood connections		0.4	$$	A	COB	
L-440	Richards Valley Nature Trail	Kamber Rd to Lake Hills Connector	Construct soft surface nature trail system; Acquire easements; SSS; Boardwalks	Nature trail; Neighborhood to park connections		1.6	$$$	A	COB	
L-441	Dusenberg to Bridle Trail	116th Ave NE to Bridle Trails State Park	Construct soft surface trail; SSS; Stairs; Eliminate encroachment of tennis court in easement; Clear debris	Provides connection from 116th Ave NE to Bridle Trails State Park; Existing Equestrian System Plan		0.4	$$	B	COB	
L-442	Pikes Peak Transmission Line	NE 24th St to Bridle Trails State Park	Acquire easements; Construct & improve soft surface trail; SSS; Pikes Peak's private easements to public easements	Existing Equestrian System Plan; North-south off-street system		1.0	$$	B	COB	
L-443	NE 28th St ROW Trail	116th Ave NE to 120th Ave NE	ROW exists; SSS; Construct/improve existing trail	Existing Equestrian System Plan; 116th Ave NE to 120th Ave NE connection; Neighborhood connection		0.2	$	B	COB	
L-444	120th Ave NE Trail	Bellemeade to NE 24th St	Construct soft surface trail in ROW; Sign; North end will require easement	Neighborhood connection; Existing Equestrian Trail System		0.4	$$	B	COB	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
L-445	Bellemeade to 134th St Trail	116th Ave NE to 120th Ave NE	Construct trail on north edge of Bellemeade on existing easement; SSS	On Existing Equestrian System Plan; Connects 116th Ave NE to east & Pikes Peak system via 120th Ave NE		0.2	$	B	COB	
L-446	Bellemeade to 134th St Trail	L-445 to Pikes Peak Transmission Line Trail	Construct soft surface trail; East end within NE 32nd St; SSS	Part of Existing Equestrian System Plan; Connects West Bridle Trails to Cherry Crest Park and School		0.2	$	B	COB	
L-447	Bellemeade to 134th St Trail	Pikes Peak Trans. Line to 132nd Corridor	Acquire public easements through private tracts; improve existing soft surface trail; Signage	Part of Existing Equestrian System Plan; Connects 116th Ave NE to 134th Ave NE; School & neighborhood connections		0.6	$$	B	COB	
L-448	GTE Trail	134th Ave NE to 132nd Ave NE	Reconstruct and maintain existing easement and trail	Conditioned as part of GTE development; Linkage of Compton Green to 134th Ave NE		0.1	$	B	COB	
L-449	132nd Ave Corridor Trail	NE 24th St to NE 36th St	Improve existing trail; Remove blockages; Convert private easements to public; (North end through Parkside Public)	Part of Existing Equestrian System Plan		0.7	$$	B	COB	
L-450	132nd Ave Corridor Trail	NE 36th St to Bridle Trails Park	Improve existing trail; Remove blockages; Convert private easements to public; (North end through Parkside Public); Fence for privacy	Part of Existing Equestrian System Plan		0.2	$$	B	COB	
L-451	Compton Green	Trail System within Compton Green	Convert private trail easements to public; Sign; Maintain existing trail system; Eliminate blockages	Existing; Neighborhood connections; Access to school & parks		1.1	$	B	COB	
L-452	Cherry Crest Trail System	Pikes Peak Trans. Line to Compton Trails	Maintain trail system through public property; Sign	Connects neighborhoods to public property/facilities		0.2	$	B	COB	
L-453	Pikes Pk Greenbelt Trail	NE 39th St @ 122nd to Pikes Peak Trans.	Construct soft surface trail system	Off-street trail connection; Connects neighborhoods		0.2	$	B	COB	
L-454	Glengrove Connection	134th Ave NE to 135 Ave Powerline Trail	Construct/enhance trail; Acquire easements (west end)	Existing Equestrian System Plan; Access to 135th Ave NE powerline trail		0.2	$	B	COB	
L-455	NE 30th St Trail	140th Ave NE to 134th Ave NE	Construct soft surface trail; Need easements (east end); SSS	Existing Equestrian System Plan; Connection to major north-south powerline trail		0.4	$$	B	COB	
L-456	Darby Lane Trail	134th Ave NE to 135th Powerline Trail	Acquire public easement; Sign	Existing Equestrian System Plan		0.3	$	B	COB	
L-457	Westminster Estates Connection	140th Ave NE to 135th Powerline Trail	Acquire public easement; Sign	Existing Equestrian System Plan		0.3	$	B	COB	
L-458	NE 40th St Trail	Powerline Corridor to 132nd Ave NE	Acquire public easement; Sign	Existing Equestrian System Plan; Access to Bridle Trails State Park		0.2	$	A	COB	B-304

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
L-459	NE 40th St Trail	Powerline Corridor to 140th Ave NE	Construct trail within NE 40th ROW (Northside)	Existing Equestrian System Plan; Access to Bridle Trails State Park		0.2	$	B	COB	B-304
L-460	NE 47th St Trail	132nd Ave NE to 135th Powerline Trail	Acquire easement on eastern end; Construct trail along road	Neighborhood to park connection		0.3	$	B	COB	
L-461	NE 50th St Trail	132nd Ave NE to 135th Powerline Trail	Improve existing trail; May require easement on east end	Neighborhood to park connection		0.3	$	B	COB	
L-462	Cantershire Trail	132nd Ave NE to 140th Ave NE	Improve existing trail; SSS; Acquire private easement on west end for public use	Neighborhood to park connection		0.6	$$	B	COB	
L-464	Trails End Trail System	140th Ave NE to 135th Ave NE Powerline	Maintain existing trail system; Signage; Survey; Convert private to public	Neighborhood to park connection		1.2	$	B	COB	
L-466	NE 34th Pl Trail	135th Ave NE Powerline to 140th Ave NE	Acquire easements on east end; Construct trail; SSS	Neighborhood to park connection		0.3	$$	B	COB	
L-470	Peggy's Trail	Newport Way to SE 60th St	Enhance existing soft surface trail; SSS; Acquire easements	Major north-south hiking trail connection Newport Way Area to Cougar Mountain		1.1	0	A	COB; KC	B-226
L-471	Extension of Peggy's Trail	Lakemont Development to Cougar Mountain Park	Extension of Peggy's Trail southerly to Cougar Mt. Park; Trail characteristics to match existing Peggy's Trail	Allow for non-motorized access to Cougar Mountain Park from the trail system to the North		0.5	$	A	KC	
L-473	Kelsey Creek Park	Kelsey Creek to Richards Valley	Construct soft surface trail (boardwalks where necessary) from Kelsey Creek Farm area to Lake Hills Connector. Wetlands Environmental Education Trail	Link between Richards Valley trail system and Kelsey Creek Park;		0.4	$$	A	COB	
L-474	Woodridge to Bannerwood	128th Ave SE @ SE 17th St to Richards Rd	Construct trail on park property	Neighborhood to park connection		0.2	$	B	COB	
L-476	Power Line	Coal Creek Pkwy to SE 60th	Construct soft surface trail, SSS, Secure easement	Access from Newport Hills to Coal Creek Pkwy		0.2	$	B	COB	
L-477	Water Line (128th SE)	Coal Creek Pkwy to SE 51st	Construct soft surface trail, stairs, bridge, SSS, Secure easement	Access from Newport Hills to Coal Creek Pkwy		0.3	$$	A	COB	
L-478	Park & Ride Connection	I-405 Park & Ride to SE 60th	Construct gravel trail, acquire easement at south end as property develops; SSS	Access to I-405, ties to L-479, transit		0.5	$$	B	COB	
L-479	Eastside Catholic Connection	Park & Ride Connection to 116th SE	Construct gravel trail, SSS	Connection to I-405 trail, school and neighborhood		0.2	$	B	COB	
L-480	Newport Creek	Coal Creek Pkwy to Swim Club	Soft surface trail, completing link after City drainage project is completed, acquire easement thru swim club	Major north-south connection		1.0	$$	B	COB	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
L-481	SE 46th Connection	SE 46th St to L-480	Construct soft surface trail, SSS	Neighborhood to park connection, school access		0.1	$	B	COB	
L-482	123rd SE Connection	123rd SE to Coal Creek Pkwy	Construct soft surface trail, some stairs and bridges, SSS	Neighborhood to park connection, school access		0.2	$$	A	COB	
L-484	SE 10th	Bellevue Way to 106th Ave NE	Limited purpose trail; Stairs	Connection to Bellevue H.S. and transit, neighborhood		0.1	$	B	COB	
L-485	SE 28th Pl	SE 28th Pl to 112th Ave SE	Construct paved trail, stairs	Neighborhood to transit, parks		0.1	0	A	COB	S-897
M-603	Sunset Ravine Trail	Allen Rd to M-602 (Sunset Ravine Park)	Maintain access through Tyee Middle School site; Sign	Neighborhood to school connection; Access to park and services; Per Subarea Plan		0.2	$	A	COB	
M-604	Sunset Ravine Trail	132nd Ave SE to Sunset Ravine Park Trail	Maintain existing soft surface loop trail around school; Sign	Neighborhood to school connection; Access to park and services; Per Subarea Plan		0.3	$	B	COB	
M-605	SE 41st St	133rd Ave SE to 128th Ave SE	Construction of major stairway under powerline right-of-way and hard surface trail; SSS	Access from Mounthaven to Factoria; Per Subarea Plan		0.2	$$	B	COB	
M-606	Newcastle Park Access	Newcastle Beach Park to Cascade Key	Construct paved trail; Secure easement	Alternate to Lake Washington Bike Trail; Neighborhood to park connection		0.1	$	B	COB	
M-612	Odle/ Sammamish Trail	Main St to NE 8th St	Establish linkage - through School to NE 8th St; SSS	Neighborhood to school connection		0.5	$$	A	COB	
M-613	Odle Trail #2	140th Ave Trail through Odle School	Renovate trail; Sign and establish linkage through school property	Neighborhood to school connection		0.2	$	B	COB	
M-616	SE 24th thru Robinswood Park	153rd Ave SE @ SE 24th St to 148th Ave	Improve west end through Robinswood Park; Signage	Neighborhood to park connection		0.2	$	B	COB	
M-618	136th Powerline Corridor	Lake Hills Connector to NE 8th St	Construct/enhance soft surface trail; Acquire easements at Glendale Country Club; SSS	Major north to south trail corridor; Part of Lake to Lake Trail		1.0	$$	B	COB	X-14; X-18
M-619	136th Powerline Corridor	NE 8th St to Bel-Red Rd	Enhance/complete trail; SSS; Construct bridges across Kelsey Creek; Acquire easements; Ped crossing NE 8th St & Bel-Red Rd	Major north to south trail corridor		0.4	$$	B	COB	X-14; X-37
M-623	East Highland/ Rockwood	140th Ave NE to 141st Pl NE; NE 14-NE 12	Maintain existing off-street system; Acquire easement from East Highland Condominiums	Neighborhood to school, shopping connections		0.2	0	B	COB	
M-624	Rockwood to Highland	NE 14th St to Bel-Red Rd	Acquire easements; Construct path and bridge; SSS	Neighborhood to park, shopping connections		0.1	$	B	COB	
M-625	NE 8th St to Highland	NE 8th St to Bel-Red Rd	Acquire connection through/between multi-family complex; SSS	Access to schools, shopping, Crossroads Subarea		0.7	$$	B	COB	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
M-626	Highland Middle School	148th Ave NE to 156th Ave NE @ NE 16th	Acquire easements; Construct path/sidewalk; SSS	Access to schools and shopping		0.5	$$	B	COB	
M-628	NE 24th St	Northup to 140th Ave NE	Multi-purpose trail on south side -	Key east-west linkage; Bridle Trails Subarea rec.; Existing Equestrian System Plan; access to SR-520 trail	S	1.3	$$$	A	COB	B-306; S-936
M-629	122nd Pl NE Trail	L-444 to Pikes Peak Transmission Line Trail (L-442)	Construct multi-purpose trail one side; Sign	Existing Equestrian System Plan		0.2	$	B	COB	
M-631	136th Ave Powerline Corridor	NE 24th St to NE 40th St	Remove blockages at north end; Acquire easements; Construct trail just north of NE 24th St; SSS	Major north-south system across Bellevue; Existing Comprehensive Plan System		1.0	$$	B	COB	
M-632	136th Ave Power Line Corridor	NE 40th St to NE 60th St	Remove blockages; Acquire easement @ north end and along Chelsea Park; SSS; Northern end through Kapela property should be secured through development permitting process and not before	Major north-south system across Bellevue; Existing Comprehensive Plan System; Connects Bridle Crest/Marymoor Trail		1.0	$$	B	COB	
M-634	Crossroads E-W Connection	156th Ave NE to 164th Ave NE	Construct trail and acquire easements (where necessary); SSS	Crossroads Subarea Plan; Breaks up superblock; Access to parks and shopping		0.5	$$	B	COB	
M-635	Northup to Crossroads	Northup Way to Crossroads Park	Maintain and enhance trails and acquire easements on the south end; SSS	Crossroads Subarea Plan; Major portions already exist; Access to park and shopping		0.2	$	A	COB	
M-640	126th Ave NE	Wilburton Hill Park and NE 4th Pl	Acquire easement; Construct soft surface trail; SSS	Links Wilburton Hill Park with transit and NE 8th St		0.2	$	B	COB	
M-643	Glendale E/W Golf Course	@ 136th Powerline Trail @ Main to Kelsey	Establish east-west trail across Golf Course property; (To occur if Golf Course site redevelops)	East-west connection; Access to bus routes		0.4	$$	B	COB	
M-644	Woodridge to Lk Hills Connect.	Woodridge Div 9 to Lake Hills Connector	Construction of trails and acquisition of easements; SSS	Access to parks and schools; Bus routes		0.5	$$	B	COB	
M-646	Mercer Slough Park Trail	I-90 to SE 8th St	Construct boardwalks and soft surface trails throughout Park; Construct bridge over main Slough channel	Major recreational and wildlife interpretive trail system		3.7	$$$$	A	COB	
M-647	Bellefield Office Park	SE 8th St to SE 18th St alignment	Potential to connect to Mercer Slough Park trail system; Secure easements	Recreational trail; Wildlife interpretive value		0.7	$$	B	COB	
M-648	Killarney Glen Park System	100th Ave/SE 16th St to 104th Ave SE	Acquire easements; Construct soft surface trail where necessary	Neighborhood connections; Connections to beach parks		0.5	$	B	COB	
M-649	Chism to Meydenbauer	SE 11th St to Shoreland Dr SE	Acquire easement from south end of 96th Ave SE to SE 11th St; Construct trail system; Stairs may be necessary	Neighborhood to neighborhood access; Neighborhood to park access		1.0	$$	B	COB	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
M-652	SE 64th Pl	127th SE to M-653	Multi purpose trail	Access from neighborhood to Pipeline trail (M-653, M-654)		0.1	$	A	COB	
M-653	Pipeline	SE 60th St to SE 69th Way	Construct gravel trail, SSS; Obtain easement if necessary	North-south access thru Newport Hills, connects to schools		0.6	$$	A	COB	B-124
M-654	Pipeline	SE 56th to SE 60th St	Construct gravel trail, SSS; Obtain easement if necessary; s/w along street at S. end	North-south access thru Newport Hills, connects to schools		0.3	$$	A	COB	B-125
M-655	35th Pl NE	92nd NE to Bellevue Way	Construct trail, stairwell, SSS; surface treatment may vary	Connects Bellevue Way to planned trail in Clyde Hill		1.0	$$	B	COB; CH	
M-656	Newport Way Off-street Trail	Newport Way at 176 Ave SE to Lakemont Blvd	Build off-street trail	Links I-90 Trail with Peggy=s Trail (L-470) and Lakemont Blvd		0.6	$$	A	COB	
M-657	Northtowne Center Trail	106th Ave NE to shopping center	Obtain easement, maintain trail	Neighborhood to shopping, transit, park		0.1	$	B	COB	
M-658	Bel-Red Mini Park	Bel-Red Rd @ 122nd Ave (alignment) to Bel-Red Rd @ 124th Ave NE	Maintain existing trail through Mini Park; construct trail on ROW at west end & improve access to ex. trail; sign.	Provides off-street connection; minimum energy path; connection to transit, businesses & mini-park		0.1	$	B	COB	S-871
M-659	SE5th-SE 4th	SE 5th @ 120th Ave (alignment) to SE 4th @ 124th Ave (alignment)	Acquire easement; construct multi-purpose trail; sign	Connections to parks, offices, school		0.3	$	B	COB	M-642; P-738
M-660	Monthaven-Factoria Connector	132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; And to SE 38th St	Construct trail connection from edge of school grounds (M-604) to south end of 132nd Ave SE at Newport office park and to SE 38th St; easement, stairs as necessary	Neighborhood connection to transit, shopping and employment		0.2	$	B	COB	M-604
P-702	Seattle Water Pipeline	Coal Creek Pkwy to 128th Ave SE@Newport Way	Construct paved trail along utility corridor; SSS	Provides off-street transportation connections; School access		0.3	$$	B	COB	
P-706	I-90 Path	Sunset Elem ped/bike bridge to W Lake Sammamish Pkwy	Bike/ped path north side I-90; Paved path existing; May need upgrading; May need to acquire easements	I-90 bike/ped system; Ties to Sunset Elementary ped bridge and connects Somerset to North Bellevue; Mountains to Sound Greenway		0.6	0	A	KC	B-103
P-708	Spiritridge School	162nd Ave SE to Spiritridge Elementary	Maintain existing path; Signing; Improve fence; Pave if necessary	Neighborhood to school connection		0.1	$	B	COB	S-981
P-712	Eastgate to Robinswood	Eastgate Way to Robinswood Park	Acquire additional easement width and pave existing soft surface trail; Signage	Major connection between shopping, neighborhood, parks; Eastgate Subarea Plan		0.3	$$	A	COB	B-107; P-744

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
P-715	Lake Hills Greenbelt N.	150Th Pl NE to 152nd Pl NE @ NE 4th St	Maintain existing sidewalk to cul-de-sac and investigate need for easement across school site; SSS	Neighborhood to shopping and school		0.2	$$	B	COB	
P-717	Hillaire Access Trail	NE 4th St to Hillaire Park	Acquire easement and construct paved trail if possible	Cross block neighborhood connection to Hillaire Park		0.1	$$	B	COB	
P-718	Hillaire to Crossroads	NE 6th St to NE 8th St	Acquire easement and construct paved connection; Location of easement yet to be determined	Crossroads Subarea Plan; Neighborhood connection to shopping and parks		0.1	$$	B	COB	
P-722	Crossroads Community Park Trail	156th Ave to 164th Ave & NE 8th to Park	Acquire easements to 156th Ave NE; Construct sidewalk to 156th Ave NE and NE 8th St	Neighborhood to park, shopping, and transit connection		1.4	$$	A	COB	
P-729	Lake Hills Connector	SE 8th St to Richards Rd	Construct paved path or sidewalk on south side	Safety; Major corridor improvement; Access to buses and parks		0.6	$$$	A	COB	B-320; S-868
P-730	Mercer Slough Loop	I-90 to SE 8th St	Construct paved path around park where missing	Part of Lake to Lake Trail & Lk Washington Loop; Major recreation and transportation link; Access to Park & Ride		3.6	0	A	COB	B-113; B-114; B-374
P-731	118th/Lk Washington Loop	I-90 to Coal Creek Pkwy	Construct paved path on west side of road	Major north-south recreational & transportation corridor; Part of Lk Washington Loop; Access to schools & parks; EBTS		0.9	0	A	COB; WSDOT	B-113; B-230
P-734	NE 6th St Ped Corridor	110th Ave NE to Bellevue Way	Construct ped corridor by Design Guidelines; Include pavers on north-south cross streets; Interim project 106th to Bellevue Way	Downtown Plan; Policy - E-W ped linkage within Downtown; Safety; Urban amenities; Access to transit, shopping & offices		0.4	$$$	A	COB	B-341
P-735	Eastgate Trail	156th Ave SE to 160th @ Eastgate Way	Phase I: Develop route across Boeing site that connects 156th @ SE 28th St to SE 33rd St; Acquire easements; Sign. Phase II: SE 33rd St to 160th Ave SE @ Eastgate Way	Eastgate Subarea rec; Connects with BCC access trail (SE 28th St); Mountains to Sound Corridor; Eastgate Subarea Plan		0.6	$$	A	COB	B-105
P-736	Crossroads Park East Access	Crossroads Park to 164th Ave NE	Paved path; Sign; Acquire easement	Crossroads Subarea Plan; Existing connection		0.2	$	A	COB	
P-738	BNSF Railroad Path	North City Limits to South City Limits	Acquire easements; construct hard surface trail within or parallel to railroad ROW. Consider phased development of segments: N. City Limit to I-405, I-405 to SE 5th St, SE 5th St to Coal Crk Pkwy, Coal Crk Pkwy to S. City Limit. Connect 118th @ SE 5th to Lake Hills Connector; connections to Mercer Slough, Woodridge, 116th near Northup, 120th Ave @ SE 40th	Major north-south linkage through City and beyond; already grade separated; Richards Valley Subarea rec.; part of regional trail network plan		7.9	$$$$	B	COB; BNSF; WSDOT	B-121; B-362
P-739	SE 30th St Connector	112th Ave SE to 113th Ave SE @ Bellevue Way	Improve trail; There is not a ped crossing at Bellevue Way in this location	Neighborhood connector; Access to transit, park & ride, and park		0.1	$	B	COB	-

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
P-740	SE 67th Pl	SE 68th Pl to 116th Ave SE	Acquire easements and make connection from SE 68th Pl with a sidewalk, or paved path, to 116th SE	Safety, access to school		0.1	$	B	COB	
P-741	123rd Ave SE Trail	SE 56th to SE 60th	Secure easements from property owners thru redevelopment	North-south access connects to schools, businesses		0.2	$$	B	COB	
P-743	SE 30th	148th Ave to P-712	Paved trail, stairs if necessary	East-west connection between 148th and P-712; Access to shopping, transit		0.3	$$	B	COB	
P-744	153 Ave SE	South end of 153rd to SE 28th Trail	Acquire easement and build connection between 153rd and SE 28th trail; Signage	Neighborhood connection to park, trails, transit and shopping		0.1	$	B	COB	
P-745	Factoria to I-90 Trail	124th Ave SE @ 38th St SE to I-90 Trail	Ped/bike path connection between 124th Ave SE and Richards Rd/I-90 trail along the freeway alignment; Sign.	Factoria Area Transporation Study rec. Safety; access to I-90 trail, parks		0.2	$$	B	COB; WSDOT	B-126
P-746	Snoqualmie River Rd Connection	SE 28th St (alignment) to SE 24th St	Paved path	Improves link between Richards Valley Nature Trail, BCC, Eastgate Trail; improves access to shopping & park		0.3	$$	B	COB	
S-801	151st Ave SE	End of L-403 to Highland Drive	Construct sidewalk both sides	North-south linkage of trail corridor to sidewalk system; Pedestrian route to buses	E/W	1.0	$$$$	B	COB; KC	B-353
S-802	150th Ave SE	150th Ave SE @ SE 46th St to SE 37th St	Construct sidewalk both sides	Pedestrian connector to bus route; Central connection to I-90; Mostly in King County	E/W	0.8	$$$	A	KC; COB	B-351; B-355
S-803	Forest Drive	Coal Creek Pkwy to SE 63rd St	Construct sidewalk on one side, paved trail on other, Signage to trailheads	Major pedestrian connection to Newcastle/Somerset area; Transit, parks, greenbelt	N/S	1.3	$$$$	A	COB	B-247
S-805	SE 63rd St	Forest Dr to Lakemont	Construct sidewalks on south side where missing; Provide system signage	East-west link; Access to trails, School route	S	0.9	$$$	B	COB	
S-806	149th Ave SE	North end of L-402 to SE 63rd St	Install signage	Links neighborhoods; Access to trails		0.4	$	A	COB	
S-808	Highland Drive	Forest Drive to 150th Ave SE	Construct sidewalks where missing; Install signage	Major north-south pedestrian link; Access to parks, schools, and buses	E/W	1.5	$$$	A	COB; KC	B-352
S-809	134th Ave SE	Highland Drive to 136th Pl SE Trailhead	Construct sidewalk (north side); Signage existing	Access to trails; NEP project		0.2	$$	B	COB	
S-810	Newport Way	Coal Creek Pkwy/128th Ave SE to Issaquah	Construct sidewalks & bike lanes on both sides; Partially in King County. S side s/w from private drive east of Somerset Blvd to 142nd to be built only in conjunction w development	Major non-motorized & motorized access across South Bellevue; Access to school, buses, shopping	N/S	4.2	$$$$	A	KC; COB	B-228
S-811	152nd/SE 45th St	SE 46th St to Newport Way	Construct sidewalks on both sides where missing	Access to Whispering Heights/Eagles Mere trail (L-417) and access to Eastgate Elementary & 150th Ave corridor	E/W	0.5	$$$	A	COB; KC	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-812	SE 26th St	SE 24th St to West Lake Sammamish Pkwy	Construct sidewalk on both sides	Lake to Lake Trail link; EBTS rec.; Phantom Lake Trail to Lake Sammamish link	N/S	0.3	$$$	A	COB; KC	B-209
S-813	SE 46th Way	164th Ave SE to 150th Ave SE	Signing for trail access to L-425, L-417	Direct to trails		1.0	$	B	COB	B-353
S-814	154th Ave SE (Summit)	153rd Ct to 152nd Pl SE	Signing to connect L-419 to L-420 trails; Can't do this project until L-420 is constructed	Information/direct signing		0.2	$	B	KC; COB	
S-816	Eastgate Way/148th Ave SE	Eastgate Way @ 156th SE to 148th SE; Lds	Improve sidewalk where existing; construct where missing; Decrease driveway width to shopping center	Connection to shopping, bus routes, Safety	N	0.4	$$$	B	COB	B-315
S-817	156th Ave SE	SE 28th St to SE 24th St	Construct sidewalk on east sides	Provide sidewalks where none exist; Access to bus route, school, park; Safety	E-	0.3	-	A	COB	B-371
S-818	SE 24th St	156th Ave SE to Robinswood Park	Construct sidewalk on one side; Signage	Provide sidewalk where none exist; Neighborhood to park connection	S	0.2	$$	A	COB	
S-819	SE 2nd St	Lake Hills Blvd (L-428) to 164th Ave SE	Construct sidewalk on both sides	Connects Sunich Trail to 164th Ave NE; Access to bus route and school	N/S	0.1	$$$	B	COB	
S-820	185th Ave NE	NE 10th St to NE 15th Pl	Sidewalk on both sides; May consider one side	Citizen request; Completes a sidewalk system and missing link in the Tam O' Shanter area; School access	N/S	0.3	$$$$	B	COB	
S-824	NE 24th St	164th Ave NE to 172nd Ave NE	Construct and maintain hard surface path or sidewalk on both sides; Move walkway along park frontage back for bike lane	Major bike route; Lake Sammamish to Overlake connection; Bus route	N	0.5	$$$	A	COB	B-202
S-825	164th Ave NE	NE 24th St to NE 30th St	Construct sidewalks on both sides	EBTS rec.; Major ped system link; Part of Ardmore Loop system; Access to schools, parks; Bus route	E/W	0.4	$$$	A	COB	B-207
S-826	164th Ave NE	Northup Way to NE 24th St	Construct sidewalks on west side where missing	Major pedestrian corridor; Access to schools, parks; Bus route	W	0.5	0	A	COB	B-207
S-827	173rd Ave NE	Northup Way to NE 24th St	Construct sidewalks on both sides; Partially in Redmond	EBTS rec.; Connects schools, parks	E/W	0.9	$$$$	A	COB; Red	B-204
S-828	151st Pl NE & 150th Pl NE	Lake Hills Greenbelt to NE 8th St	Sign existing sidewalk system	Lake Hills greenbelt system; Access to schools		0.4	$	B	COB	B-211
S-829	NE 6th St	148th Ave NE to 164th Ave NE	Construct sidewalks on one side where missing; Sign trailhead to NE 8th St and Lake Hills Greenbelt	Neighborhood to schools, shopping, parks	N/S	1.0	$$$$	B	COB	
S-833	SE 24/ Phantom Lk-Richards Valley	148th Ave SE to 145th Pl SE	Construct sidewalk on north side-	BCC access; Neighborhood to park connection, Transit access; Section of E-W route from Phantom Lake to Richards Valley	N	0.1	$$	A	COB	
S-834	136th PL NE	Bel-Red Rd to NE 20th St	Construct sidewalk on both sides of 136th Ave NE where missing	Part of major north-south powerline corridor	E/W	0.3	$$$	B	COB	B-377

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-836	NE 36th St Sidewalk	148th Ave NE to Goldsmith Park	Acquire easements if necessary; Construct sidewalk; Sign	Neighborhood to bus and park connections		0.2	$$$	B	COB	
S-837	NE 40th St	148th Ave NE to 140th Ave NE	Construct sidewalk on both sides	Neighborhood to park/community center and transit connections	N/S	0.5	$$$$	A	COB	B-303
S-838	140th Ave NE	NE 24th St to NE 60th St	Construct setback sidewalks on both sides	Major north-south linkage; Access to schools; Major school bus route; Safety; Access to transit	E/W	2.0	$$$$	A	COB	B-201
S-839	NE 24th St	140th Ave NE to 148th Ave NE	Install sidewalks on north side where missing	Major east-west linkage; Bus route; Access to Park & Ride, transit, SR-520 Trail, shopping	N	0.5	$$$	A	COB; WSDOT	B-202; B-307
S-841	164th Ave SE	Cougar Mt Way north to Street End	Construct sidewalk one or both sides; Sign to parks	Connects existing and future developments to Lewis Creek Park and toward Cougar Mt Regional Park	E/W	0.4	$$$$	B	COB	
S-842	SE 49th/165th Pl SE	164th Ave SE to Lakemont Blvd	Construct sidewalks where missing; Construct paved path through existing utility easements; SSS; Acquire easement, Evaluate need for 164th connection	Access to Hillside School, shopping		0.4	$	B	COB	
S-843	SE 50th St	157th Ave SE to 159th Pl SE	Sign connections from L-421 to L-418; Sidewalk exists	Directional signing tieing Summit Loop to Collingwood Trail System		0.1	$	B	COB	
S-844	164th Ave SE	Newport Way to Lakemont Blvd	Construct sidewalk one side and asphalt walkway on other side where missing; Partially in King County	Major north-south on-street connection; Access to schools/parks and trail systems	E/W	1.7	$$	A	COB; KC	B-239
S-845	Lakemont Blvd	164th Ave SE to Newcastle Rd SE	Construct sidewalk on one side and asphalt walkway on the other where missing	Major north-south on-street corridor; Connecting schools, parks and trails	E/W	1.4	$$$$	A	COB; KC	B-226
S-848	Cougar Mt Way and SE 60th	Lakemont Blvd to Issaquah	Construct sidewalk on one side and asphalt path on other	Access to Cougar Mt. Regional Park; East-west connection between Bellevue and Issaquah	N/S E/W	1.8	$$$$	A	COB; KC	B-229
S-849	120th Ave NE	NE 8th St to Bel-Red Rd	Construct sidewalks both sides within right-of-way where missing; Install pedestrian signals & crosswalks at 120th & NE 12th St	Links Wilburton Area commercial/office with Bel-Red Area; Access to bus routes; Safety	E/W	0.3	$$$	A	COB	B-327
S-851	NE 7th St	126th Ave NE to 128th Ave NE	Construct sidewalk on one side	Neighborhood to park and bus access	N	0.1	$$	B	COB	
S-853	128th Ave	NE 7th St to SE 7th St	Construct sidewalk on west side	Neighborhood connections; Neighborhood to park access; Safety	W	0.9	$$$$	A	COB	
S-854	SE 7th Pl	Lake Hills Connector to 128th Ave SE	Construct sidewalk on one side	Neighborhood connections; Access to bus routes	N	0.4	$$$	A	COB	B-385
S-855	Main St	SE 1st St - to 124th Ave	Pave trail through park; Construct sidewalk on north side where missing	Part of Lake to Lake trail; Neighborhood to office connections	N/S	0.4	$$$	A	COB	B-321; B-322
S-856	124th Ave NE	NE 8th St to Main St	Maintain existing separated asphalt trail along east side of street & construct s/w both sides where missing	Access to bus; Neighborhood to park connection	E/W	0.5	$$$	A	COB	B-328

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-857	NE 5th St	120th Ave NE to 124th Ave NE	Construct sidewalk where missing	Neighborhood to shopping connections; Safety		0.2	$$$	B	COB	
S-858	West Lake Sammamish Pkwy	North City Limits to Issaquah	Construct sidewalk on one side; Sign to trails	Major regional corridor; Access to parks; Safety; EBTS rec.	W	5.2	$$$$	A	COB; KC	B-205; B-206
S-859	Northup Way	NE 20th St to W. Lk Sammamish Pkwy	Construct sidewalk on both sides where missing	Arterial linkage to schools and parks; Safety; Bus route; EBTS rec.	N/S	2.0	$$$$	A	COB	B-241
S-860	164th Ave	Northup Way to Lake Hills Blvd	Construct sidewalk on east side where missing	Access to schools and parks; Major north-south ped system link; EBTS rec.; Safety; Bus route	E	1.3	$$$	A	COB	B-208
S-861	156th Ave	NE 20th St to SE 24th St	Construct s/w on both sides where missing; Construct boardwalk or WW on one side on SE 16th-11th St; Section immediately S of SE 16th should be environmentally sensitive (asphalt path & swale); upgrade s/w in Crossroads area to improve pedestrian safety	Major north-south ped system corridor; Access to schools, parks & shopping; Safety; Bus route; EBTS rec.	E/W	2.7	$$$$	A	COB	X-13; X-17; B-102
S-862	148th Ave NE	NE 36th St to NE 24th St	Construct sidewalk on east side and enhance pedestrian safety at freeway ramps; WSDOT & Redmond responsibility	Bridle Trails Subarea rec.; Missing sidewalk on 148th corridor; Safety; Bus route; Access to schools	E	0.7	0	A	Red; WSDOT	
S-863	140th Ave	Bel-Red Rd to SE 10th St	Construct sidewalk on both sides where missing; Sign to trails	Major north-south connection; Access to schools, parks, bus route, & trail systems; Safety; EBTS rec.	E/W	1.6	0	A	COB	B-217; B-218
S-864	145th Pl SE	SE 10th St to SE 28th St/BCC	Construct sidewalk on both sides where missing; Extreme southern end may be off-street	Major north-south connection; Access to schools, parks, BCC, & bus route; Safety; EBTS rec.	E/W	1.2	$$$$	A	COB	B-218
S-865	NE 8th St	164th Ave NE to Northup Way	Construct sidewalk on both sides where missing	Access to shopping, parks, and bus route; East-west connection that provides ped access to neighborhoods; EBTS rec.	N/S	0.7	$$$	A	COB	
S-866	NE 8th St	112th Ave NE to 120th Ave NE	Construct sidewalk on both sides where missing; Improve safety on I-405 interchange for E-W peds	Safety; System continuity; Wilburton Subarea rec.; Access to shopping, hospital, downtown & bus route; EBTS rec.; Downtown rec.	S	0.5	$$	A	COB; WSDOT	
S-868	Lake Hills Connector	116th Ave SE to 140th Ave SE	Construct sidewalk on south side where missing; Install signing; P-729 Paved Path between SE 8th & Richards Rd	Access to parks & schools; Bus route; Safety; Major E-W ped linkage; EBTS rec.	S	1.4	$$$$	B	COB	B-320; P-729
S-869	116th Ave NE	NE 12th St to Northup Way	Construct sidewalk on both sides where missing & relocate powerpoles	Major north-south ped connection between Bridle Trails to Downtown/ Midlakes; Bus route; Bel-Red Subarea rec.		0.7	$$	A	COB	
S-870	Northup Way	Bellevue Way to 124th Ave NE	Construct sidewalk on both sides where missing	Major E-W ped connection between Kirkland to Midlakes/Bridle Trails; Bus route; Safety; Connects offices	N/S	1.7	$$$$	A	COB; Kirk; WSDOT	B-238; B-386

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-871	124th Ave NE	NE 8th St to Northup Way	Construct sidewalk on both sides from NE 8th to Bel-Red and on one side between Bel-Red & Northup	North-south ped corridor; Connects Midlakes/Wilburton to Northup area; Bel-Red Subarea rec.		0.8	$$$	A	COB	B-328; B-384
S-872	130th/131st Ave NE	NE 24th St to NE 36th St @ 134th	Construct sidewalk on one or both sides where missing; Sign at crossings	Access to school and park; Safety; Bus route; Bridle Trails Subarea rec.	E/W	1.0	$$$$	B	COB	B-305
S-874	130th Ave NE	Bel-Red Rd to NE 24th St	Construct sidewalk on both sides where missing	North-south connection under SR-520 between Bridle Trails & Bel-Red area; Bus route; Bridle Trail Subarea rec.	E/W	0.7	0	A	COB; WSDOT	B-325
S-876	132nd Ave NE	NE 8th St to Northup Way	Construct sidewalk on both sides where missing	Access to transit on NE 8th St; North-south corridor through Bel-Red area	E/W	0.7	$$$$	B	COB	
S-877	Main St	156th Ave to 164th Ave	Construct sidewalk on both sides where missing	Only missing part of Main St sidewalk in EBTS area; EBTS rec.; Crossroads Subarea rec.; Access to school & park	N/S	0.5	$$$$	B	COB	B-210
S-879	SE 8th St	140th Ave SE to 148th Ave SE	Construct sidewalk on both sides where missing; Ties in with M-611 on 143rd Pl	EBTS rec.; Major E-W ped link; Access to schools and parks; Safety	S	0.5	0	A	COB	B-214
S-880	SE 16th St	145th Pl SE to 156th Ave SE	Construct sidewalk on both sides where missing	EBTS rec.; Major E-W ped link; Access to schools, parks and trails; Safety	N/S	0.8	$$$$	A	COB	B-215
S-881	SE 22nd St	145th Pl SE to 156th Ave SE	Construct sidewalk on one side where missing	EBTS rec.; Access to parks and schools; Safety	N/S	0.7	$$$	A	COB	B-216
S-882	148th Ave SE	SE 26th St to SE 28th St	Construct sidewalk on West side; Signing	Access to BCC, trails, parks, and ped crossings; System continuity; Safety; Bus route		0.2	0	A	COB	
S-883	SE 26th St/ Kamber Rd	Richards Rd to 145th Pl SE	Construct sidewalk on both sides where missing	Major E-W pedestrian link; Access to parks, schools & trails; EBTS rec.; Richards Valley rec.	N/S	1.1	$$$$	A	COB	B-219
S-884	Richards Rd	I-90 to Lake Hills Connector	Construct sidewalk on both sides; Portions of corridor may have separated asphalt trail as alternative	Major N-S ped connection between Factoria & Downtown; Access to parks, schools & trails; EBTS rec; Richards Valley rec.	E/W	1.4	0	A	COB	B-220
S-885	Eastgate Way	Richards Rd to 148th/150th Ave SE	Construct sidewalk on north side where missing; Install bus passenger waiting areas on south side at bus stops	E-W connection; Access to Park & Ride, offices, commercial & BCC; Bus route; EBTS rec.	N	1.3	$$$$	A	COB	B-243
S-886	160th/158th /159th Pl SE /NE	NE 4th St to SE 16th St	Construct sidewalk on one side	N-S ped connection on non-arterial street; Access to schools & parks	E	1.2	$$$	B	COB	B-314
S-887	NE 4th St	156th Ave NE to 164th Ave NE	Construct sidewalk on south side where missing	Access to schools & parks; Crossroads Subarea rec.	S	0.5	$$$	B	COB	
S-888	139th/141st Sunset Devlpt	Eastgate Way to Kamber Rd & BCC	Construct sidewalk on both sides; Sign trails; Currently under construction	N-S connection; Access to BCC, Park & Ride, parks, offices & housing		0.7	$$	B	COB	B-319

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-889	123rd/128th Ave SE	SE 8th St to SE 32nd St	Construct sidewalk on both sides	N-S ped system link over the hill; Bus route; EBTS rec.; Richards Valley Subarea rec.; school access	E/W	1.8	$$$$	B	COB	
S-890	SE 32nd St	Richards Rd to 125th Ave SE	Construct sidewalk on north side of street	Connects Woodridge Hill to Richards Rd; Bus route; Safety; Richards Valley Subarea rec.; EBTS rec.	N	0.3	$$	B	COB	
S-891	SE 8th St	112th Ave SE to Lake Hills Connector	Construct sidewalk or separated paved path on both sides where missing; Acquire easements as necessary	Key missing link; Park & Ride; Bus route; Safety; EBTS rec.; Lake to Lake Trail	N/S	0.7	$$$	B	COB; WSDOT	B-329; P-730
S-893	123rd Ave SE/SE 27th St	SE 20th St to 128th Ave SE	Construct sidewalk on one side	Access to schools, parks & transit; Safety; Richards Valley Subarea rec.	N/E	0.8	$$$$	B	COB	
S-894	SE 16th St	108th Ave SE to 100th Ave SE	Construct sidewalk on south side; Sign	Access to schools, parks & transit; Safety	S	0.5	$$$	B	COB	B-340
S-895	SE 25th St	108th Ave SE to 104th Ave SE	Construct sidewalk on one side; Sign	Connects neighborhood to lake side parks; Safety; Access to schools & parks	S	0.3	$$$	B	COB	B-337
S-896	108th Ave SE	SE 34th St to Bellevue Way	Construct sidewalk on both sides where missing; Sign	N-S ped system corridor; Connects Downtown to I-90; Access to schools & parks; Bus route	E/W	1.0	$$$$	A	COB; KC; BA	B-224
S-897	112 Ave SE	SE 34th -to Bellevue Way-	Construct sidewalk on one side	Park to park linkage; Neighborhood to park link; Link to Park & Ride lot	W	0.4	$$	B	COB	B-344; S-980
S-899	NE 4th St	100th Ave NE to Meydenbauer Beach Park	Construct sidewalk on one side where necessary; Signage	Neighborhood to park linkage	N	0.2	$$	B	COB	
S-900	Main St	116th Ave to 112th Ave	Construct widened sidewalk on I-405 overpass; Construct trail link through City Hall campus; Improve ped environment on City Hall frontage including lighting	Part of Lake to Lake trail; Major pedestrian corridor	N/S	0.2	$$$	B	COB; WSDOT	B-245; B-320
S-902	Main St	112th Ave to Bellevue Way	Construct sidewalk where necessary on both sides; Developers to construct S/W to Downtown standards	Major ped trail link; Part of Lake to Lake Trail	N/S	0.5	$$$$	A	COB	B-245
S-903	108th Ave NE	NE 12th St to NE 24th St	Construct sidewalk on both sides	N-S ped system corridor; Access to parks, schools & Downtown; Safety	E/W	0.7	$$$$	B	COB	B-222
S-904	NE 20th St	Bellevue Way to 108th Ave NE	Construct sidewalk on one side	Access to schools & parks; Connects Hidden Valley to Chapin property; Safety; Access to transit	S	0.2	$$$	B	COB	
S-905	NE 17th St	108th Ave NE to Bellevue Way	Construct sidewalk on one side	Access to schools & parks; Ties to ped crossing on Bellevue Way; Access to transit	N	0.2	$$$	B	COB	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-907	Bellevue Way NE	NE 12th St to Northup Way	Construct sidewalk on east side where missing & on the extreme northern end on both sides	Major N-S corridor connection Bellevue Downtown with Kirkland; N Bellevue Subarea rec.; Safety; school/bus route; Will complete Gateway Blvd project	E	1.6	$$$	A	COB; WSDOT	B-375; B-376
S-908	112th Ave NE	NE 12th St to Northup Way	Construct sidewalk on both sides where missing between NE 12th-24th & on the west side from Northup to NE 24th	Major N-S corridor; Access to parks, offices & Park & Ride; Bus route	E/W	1.5	$$$	B	COB; WSDOT	B-221
S-909	92nd Ave NE	Lk Wash Blvd to North City Limits	Construct sidewalk on one side	Major residential N-S corridor; Access to schools & parks; Bus route; Safety	E	0.4	$$$	B	COB	B-223
S-910	NE 1st St/NE 8th St	Lake Washington Blvd to 100th Ave NE	Construct sidewalk on both sides and reconstruct existing sidewalk	E-W connection to Downtown; Existing sidewalk/walkway is in poor condition; Safety; Bus route	N/S	0.7	$$$$	A	COB	B-365
S-911	Lake Washington Blvd	NE 10th St to 100th Ave NE	Improve driveway aprons so that sidewalk is wheelchair safe (reconstruct driveways that cross sidewalk)	Access to park; Safety	N	1.0	$$	B	COB	B-334
S-912	SE 8th St	Bellevue Way to 99th Ave SE	Construct sidewalk on one side	Access to schools & parks; Safety; Access to transit	N	0.3	$$$	B	COB	
S-914	105th Ave SE	Main St to Bellevue High School	Construct sidewalk on one side	Access between Bellevue High School and Downtown; Access to transit; Safety	W	0.2	$$	B	COB	
S-915	NE 12th St	106th Ave NE to Bellevue Way	Construct sidewalk on north side; Developer should build	Downtown Study; Access to transit; Access to Downtown; Safety	N	0.1	$$	A	COB	B-237
S-917	Old Bellevue Sidewalks	100th Ave to Bellevue Way	Construct s/w on NE 1, 102 & 103 Ave where missing; Consider design of 1st/2nd connector; CIP Downtown s/w Program; Install ped Xings, esp. to park	Access to shopping, parks, housing & transit; Safety (no curbs or sidewalks currently exist); Old Bellevue Study		0.5	$	A	COB	
S-919	NE 2nd St	108th Ave NE to 112th Ave NE	Construct sidewalk on both sides where missing; CIP Downtown Sidewalk Program; Implement ULI Green St improvements as funding permits	Access to Downtown services; Downtown Plan; Safety	S	0.2	$	A	COB	
S-920	NE 2nd Pl	108th Ave NE to 111th Ave NE	Construct sidewalk on both sides; developers should build	Low-volume pedestrian/residential street in Downtown; Downtown Plan; Access to transit; Safety	N/S	0.2	$$$	B	COB	
S-922	NE 11th St	110th Ave NE to 112th Ave NE	Construct sidewalk on both sides; developers should build	Access to library, park, offices & residential areas; Safety; Access to transit	N/S	0.1	$$	B	COB	
S-923	102nd Ave SE	Main St to SE 8th St	Construct sidewalk on east side where missing	Access to Downtown from neighborhood; Access to transit; Safety; Retirement homes in vicinity; Access to parks	E/W	0.5	$$	B	COB	
S-924	105th Ave NE	NE 2nd St to NE 4th St	Construct sidewalk - along entire length of west side	Downtown Plan; Safety; Access to Downtown services; Access to transit	W	0.1	$$$	B	COB	
S-926	110th Ave NE	NE 12th St to Main St	Construct sidewalk on both sides where missing & new 110th section (NE 2nd-4th)	Downtown Study; Safety; Access to transit	W	0.8	$$$	A	COB	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-927	107th Ave NE	Main St to NE 2nd St	Construct sidewalk on both sides; developers should build	Downtown Plan; Access to transit; Access to offices, residential & services; Safety	E/W	0.1	$$$	B	COB	
S-928	111th Ave NE	NE 2nd St to NE 4th St	Construct sidewalk on both sides; developers should build	Downtown Plan; Access to transit; Access to housing, services & offices; Safety	E/W	0.1	$$$	B	COB	
S-929	NE 3rd St	111th Ave NE to 110th Ave NE	Construct sidewalk on both sides; developers should build	Access to Downtown services, offices & housing; Safety; Access to transit	N/S	0.1	$$$	B	COB	
S-930	NE 6th St	Frontage Road to 110th Ave NE	Construct sidewalk on south side between 112th & 110th Ave NE & maintain ped access from 112th to Frontage Road; CIP Downtown Sidewalk	Access to transit; Safety; Major ped corridor	S	0.2	$$	B	COB	B-341
S-933	SE 38th St/124th Ave SE	128th Ave SE to Coal Creek Pkwy	Construct sidewalks on both sides where missing	Access to Factoria Square, Newport High School, Lake Washington Blvd rec. corridor, transit; EBTS rec; Factoria rec; Safety;-	E/W	1.0	$$$$	A	COB	B-253
S-934	Coal Creek Pkwy	119th/Lk W Blvd to SE 72nd Pl	Construct sidewalks on one or both sides; Construct on both sides from I-405 (east side) to Newport Way	Key E-W linkage under I-405; Safety; Access to schools, parks, shopping; Bus route; EBTS rec; Factoria Sub rec.	N	1.0	0	A	COB; WSDOT; NC	B-225
S-936	NE 24th St	140th Ave NE to Northup Way	Sidewalk north side	Bridle Trails Subarea Plan; Safety		1.3	$$$	A	COB	B-306; M-628
S-938	Lake Washington View Trail	SE 34th St (via 104th,105th, 106th, Kilarney) to Main St	Construct paved path on one side; Grade separated; Study to determine ways to reduce costs & improve safety (including potential one-way system, spot shoulder widening, dead ending, traffic control devices)	Safety; Access to transit; Neighborhood connections; Access to Lake Washington	E/W	2.7	$$$$	B	COB; BA; KC	B-335; B-336; B-368
S-939	104th Ave SE	SE 25th St to Bellevue Way	Construct sidewalks on both sides where missing	North-south route	E/W	1.1	$$$$	B	COB	
S-940	164th Ave SE	Lake Hills Blvd to SE 14th St	Construct sidewalks on both sides	Major north-south route; Access to schools, parks; Bus route	E/W	0.5	$$$	A	COB	B-231
S-941	NE 24th St	Bellevue Way to 112th Ave NE	Construct sidewalks on south side where missing	East-west connection; Access to schools, parks; Bus route	S	0.5	$$$	A	COB	B-332
S-942	Bel-Red Rd	NE 24th St to NE 40th St	Construct sidewalk on east side; much of roadway is in City of Redmond	Safety; Access to schools & parks	E	1.4	$$$$	A	COB; Red	B-203; B-240
S-943	I-405 Downtown Crossing	116th Ave NE to 112th Ave NE	Construct sidewalk on one side of new facility in conjunction with I-405 Downtown Access Project. Provide ped facilities in conjunction with any future overpasses	Provides another ped crossing over I-405; Access to transit, shopping, businesses. Downtown Access Ped/Bike Crossing Study recommendation		0.3	0	A	COB; WSDOT	B-373
S-944	SE 4th/ 109th/ SE 2nd	Between 108th and 112th Ave SE	Construct sidewalk on one side	Improves access to parks, transit, school	S	0.4	$$$	B	COB	B-343

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-945	136th Pl NE	N side of SR-520 to NE 24th	Improve ped access to SR-520 Trail; Sign; Explore striping existing street end for trail parking	Access to SR-520 Trail; Limited parking at other trailheads		0.1	$$	A	COB	B-377
S-946	SE 38th St	150th to 156th/156th to SE 42/SE 42 to 153rd	Construct sidewalk on one side	Project primarily in King County; provides neighborhood connection to shopping, transit, businesses		0.9	$$$	B	KC	B-354; B-356
S-949	119th Ave SE	Lake Hts to SE 52nd	Sidewalk on one or both sides where missing	Major north-south connection thru Newport Hills and access to transit, schools and shopping	E/W	0.6	0	A	COB	B-248
S-950	119th Ave SE	SE 52nd to SE 56th	Sidewalk on one or both sides where missing	Major connection thru Newport Hills, connects to schools, transit and shopping	E/W	0.3	0	A	COB	B-248
S-951	119th Ave SE	SE 56th to SE 60th	Sidewalk on west side where missing	Connects to shopping, parks, transit and schools	W	0.2	0	A	COB	B-248
S-952	SE 60th St	116th to 123rd	Sidewalks on both sides where missing	Connects shopping, schools, and parking, access to transit	N/S	0.5	$$$	A	COB	B-252
S-953	SE 60th St	112th to 116th	Sidewalk on both sides where missing	Connects to Park & Ride, schools	N/S	0.2	$$$	A	COB	B-252
S-954	SE 60th St	123rd to 129th SE	Sidewalk on both sides where missing, include improvements to enhance crossings of SE 60th at 125th, 126th and 128th St.	Connect to Pipeline Trail, shopping, transit and schools	N/S	0.3	$$$	A	COB	B-252; X-35
S-955	Lake Wash-ington Blvd	I-405 Park & Ride to SE 60th	Sidewalk on both sides	Connects to Park & Ride, schools, access to park	E/W	0.6	$$$$	A	COB	B-249
S-956	SE 64th St	112th to 120th	Sidewalk on both sides where missing, improvements to curve at 120th	Connects to parks, schools	N/S	0.5	$$$	B	COB	
S-957	120th Ave SE	SE 60th to SE 64th	Sidewalk on both sides, Improvements to curve at SE 64th	Connects schools, parks and transit	E/W	0.2	$$$	B	COB	
S-958	123rd Ave SE	SE 60th to SE 69th	Sidewalk on both sides	Connects to schools, transit and shopping	E/W	0.6	$$$	A	COB	B-379
S-959	126th Ave SE	SE 56th to SE 60th	Sidewalk on east side-	Connects shopping, transit and schools	E	0.2	$$$	B	COB	
S-960	123rd Ave SE	SE 52nd to SE 56th	Sidewalk on one side; connect to existing s/w on N. end	Connects existing sidewalk system north, and to shopping and schools	E	0.3	$$$	B	COB	
S-961	112th Ave SE	SE 60th to SE 64th	Sidewalk on both sides paved path on east side was constructed by NEP for interim	Safety, connects to proposed sidewalk on SE 60th St and SE 64th St.	E/W	0.3	$$$	B	COB	B-249
S-962	128th Ave SE	SE 51st Pl to SE 56th	Sidewalk on both sides	North-south access; connects to school, safety	E/W	0.2	$$$	A	COB	L-477; M-654
S-963	SE 56th St	119th Ave SE to 129th SE	Sidewalk on south side	Safety; connects to schools and shopping	S	0.4	$$$	A	COB	B-381
S-964	SE 56th St	119th SE to 129th SE	Sidewalk on north side	Safety, access to schools and shopping	N	0.4	$$$	B	COB	B-381
S-965	112th / SE 69th	SE 64th St to Coal Creek Pkwy	Sidewalk on both sides where missing	Work with Newcastle to create east-west connection (project not in City)	N/S E/W	1.5	0	B	NC	B-251

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-966	Lake Washington Blvd at I-405	I-405 Overpass	Sidewalk on Lake Washington Blvd over I-405, narrow s/w exists on south side, improve crossing at both on and off ramps	Connects to Park & Ride, Lake Washington trail, connection from Newport Hills to Newcastle Beach Park	N/S	0.1	$$	B	COB; WSDOT	B-249
S-967	SE 60th St	129th Ave SE to Coal Creek Pkwy	Sidewalk both sides	Safety, connect to Pipeline Trail, shopping	N/S	0.2	$$$	B	COB	B-252
S-968	115th Ave NE	NE 36th Pl, under I-405 to 116th Ave NE.	Sidewalk on west and south sides	Safety, connects to school; Improves link to SR-520 Trail	W/S	0.6	$$$	A	COB	
S-969	NE 24th St	100th Ave NE to 104th Ave NE	Sidewalk on south side	East-west connection; Access to schools, parks, bus route, community center	S	0.2	$$$	B	COB	B-332
S-970	NE 12th St	176 Ave NE to 177 Ave NE	Sidewalk on one side	East-west connection; Access to schools; Parks	S	0.1	$	B	COB	
S-971	Rosemont/ 15th Pl	184th Ave NE to W Lake Sammamish	Sidewalk on one side	Connection to schools, parks	One	0.1	$$$	B	COB	
S-972	NE 2nd	Bellevue Way to 108th Ave NE	Implement AGreen Street≅ improvements, per ULI study	East-west connection to parks, shopping, transit; ULI rec.	N/S	0.2	0	B	COB	B-383
S-973	NE 2nd	112th Ave NE to 114th Ave NE	Sidewalks on both sides	Build in conjunction with Downtown Access project mitigation; Improves access to transit, businesses, parks	N/S	0.1	$$$	A	COB	B-383
S-974	NE 10th St	Northup Way to NE 11th St	Sidewalk on north side	North-south connection to school, park, transit; Safety	N	0.2	$$	A	COB	
S-975	114th Ave SE	SE 6th to SE 8th St	Sidewalk on both sides where missing; developers should build west side	North-south connection to Wilburton P & R lot, connection to businesses; Safety	N	0.1	$$$	B	COB	B-342
S-976	143rd Ave SE	SE 8th to SE 16th	Sidewalk on east side	Neighborhood connection to school, shopping	E	0.5	$$$	B	COB	
S-977	SE 13th Pl	145th Pl SE to 143rd Ave SE	Sidewalk on one side	Connection to schools, transit, shopping	One	0.1	$$	B	COB	
S-978	Lake Hills Blvd	155th Ave to 156th Ave	Sidewalk on north side	Completes missing link on north side of street; Connections to schools, parks, library, shopping, transit	N	0.1	$$	A	COB	B-212
S-979	SE 23rd St	104th Ave to 108th Ave	Sidewalk on south side	East-west connection to school, parks, transit; Safety	S	0.2	$$$	A	COB	
S-980	SE 34 St	108th Ave SE to 111th Ave SE	Sidewalk on north side	East-west connection to park, connection between S-896 and S-897; Access to I-90 Trail	N	0.2	$$$	B	COB	B-344
S-981	162nd Ave SE/166th Ave SE	SE 31st St @ 161st Ave SE to SE 24th St	Sidewalk on one side	Neighborhood access to school, Phantom Lake Loop, parks; Safety	E	0.7	$$$	B	COB	P-708
S-982	SE 34th St	162nd to W Lake Sammamish	Sidewalk on north side	East-west connection to businesses, park, I-90 trail; EBTS rec.	N	0.5	$$	B	COB; KC	B-387

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
S-983	SE Allen Rd	SE Newport Way to SE 36th St	Sidewalk on both sides	Access to schools, shopping, transit, library; EBTS rec.	N/S	1.0	$$$	B	KC; COB	B-350
S-984	120th Ave SE	SE 35 St @ 122 to Lake Washington Blvd/118 Ave SE	Sidewalk on east side	Safety; Access to transit, I-90 Trail	E	0.8	$$$$	B	COB	
S-985	130th Ave SE/ 130th Pl SE	Newport Way to SE 48th Pl	Sidewalk on east side; NEP to build interim walkway	Neighborhood connection to schools, park, library, transit; Safety	E	0.6	$$$$	B	COB	
S-986	143rd Ave	SE 44th St to S end 144th Ave SE	Sidewalk on one side where missing	Neighborhood connection to school	E	0.3	$$$	B	COB	B-361
S-987	SE 36th St	128th to 150th Ave SE	Bus passenger waiting areas on north side at bus stops	Access to transit, offices, shopping, Bellevue Community College	N	1.4	$	A	COB	B-244
S-988	Somerset Ave SE	Somerset Blvd to Somerset Pl SE	Construct sidewalk on one side	Neighborhood to school, transit. Recommended school walkway route	One	0.2	$$	B	COB	
S-989	Bellevue Way SE	112th Ave SE @ SE 27th Pl (alignment) to SE 30th St/113th	Construct sidewalk on west side	Neighborhood to transit (park & ride)	W	0.2	$$$	A	COB	B-374
S-990	SE 46th St	168th Ave to 169th Ave SE	Construct sidewalk on north side	Neighborhood to school, parks	N	0.1	$$	B	COB	
S-991	SE 6th St	100th Ave SE to Bellevue Way SE	Construct sidewalk on north side where missing	Neighborhood to school, park, transit	N	0.2	$$$	B	COB	
S-992	I-90 South Frontage Rd	150th Ave SE to 164th Ave SE	Construct sidewalk on S side of existing road and road extension; provide ped access from sidewalk to I-90 tunnel	Access to offices and shopping; safety; EBTS rec	S	1.0	$$$	B	COB; KC; WSDOT	B-256; B-355
S-993	116th Ave SE	SE 60th St to SE 69th St	Construct sidewalk on both sides.	Access to school; Bus route.	E/W	0.5	$$$$	B	COB	B-380
S-994	NE 18th St	98th Ave NE to 100th Ave NE	Sidewalk on one side	Connections to schools, safety	One	0.1	$$	B	COB	
S-995	NE 29th St	Between NE 24th St and 148th Ave NE	Sidewalk on north side of road and on new road extension	Connections to residences, businesses, offices, transit and existing ped trail & SR 520 trail	N	0.5	0	A	COB	B-378
X-2	134th Ave NE	NE 24th St to NE 40th St	Analyze & install ped crossing if warranted; Link trails on both sides of 134th; Room for horses to turn	Safety; Bridle Trails Subarea rec.; Access to schools; Park access; Bus route			$$	B	COB	
X-3	140th Ave NE	NE 42nd St to NE 60th St	Analyze & install ped crossing if warranted	Safety; Access to schools; Bus route			$$	B	COB	S-838
X-4	Bel-Red Rd	@ NE 30th St	Analyze & install ped signal if/when warranted; No cross traffic will be allowed at NE 30th St	Safety; Bus route			0	A	COB; Red	
X-5	Northup Way	124th Ave NE to 130th Ave NE	Analyze & install ped crossing if warranted	Safety; Bel-Red Subarea rec.; Connects commercial uses on both sides; Bus route			$$	B	COB	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
X-6	NE 20th St	140th Ave NE to 148th Ave NE	Analyze & install ped crossing if warranted; May be a signal project	Safety; Major commercial activities on both sides; Bel-Red Subarea rec.; Park access; Bus route			$$	A	COB	
X-7	NE 20th St	148th Ave NE to 156th Ave NE	Analyze & install ped crossing if warranted; May include improvements to existing intersection at NE 20th/Bel-Red	Safety; School access; Crossroads Subarea rec.; Bus route			0	B	COB; Red	
X-8	Bel-Red Rd	124th Ave NE to 130th Ave NE	Analyze & install ped crossing if warranted	Safety; Access across arterial with commercial both sides; Bus route			$$	B	COB	
X-10	148th Ave NE	NE 8th St to Bel-Red Rd	Analyze & install ped crossing if warranted	Access to bus; Safety			$$	B	COB	
X-12	NE 8th St	Northup Way NE	Analyze & install ped crossing if warranted; May be a future signal project	Safety; Park access; Bus route			$$$	B	COB	B-312
X-13	156th Ave NE	Main St to NE 8th St	Analyze & install ped crossing if warranted	Park, School access; Bus route; Safety			$$	B	COB	S-861
X-14	NE 8th St	128th Ave NE to 140th Ave NE	Analyze & install ped crossing if warranted; NE 8th CIP will install a crossing @ 132nd; 136th Powerline Trail	Safety; Bus access; Access to parks			$$	B	COB	M-618; M-619
X-17	156th Ave SE	SE 16th St to SE 22nd St	Analyze & install ped crossing if warranted	School, Park access; Citizen request; Safety; Bus route			$$	B	COB	S-861
X-18	Lake Hills Connector	@ 136th Powerline Corridor	Improve existing ped crossing; Sign; Paint; Improve trail	Safety; Park access; Powerline Trail crossing; Bus route			$	B	COB	M-617; M-618
X-19	Lake Hills Connector	@ Bannerwood Park	Analyze & install ped crossing if warranted	Safety; Bus access; Park access			$$	A	COB	L-440; L-473
X-20	Richards Rd	@ SE 21st St	Analyze & install ped crossing if warranted; May be a signal project; Consider constructing with CIP Project	Park access; Safety			0	B	COB	
X-21	128th Ave SE	SE 38th St to SE 41st St	Analyze & install ped crossing if warranted for access to Factoria Square	Factoria Subarea rec.; Safety; EBTS rec.; Access to transit			0	B	COB	M-605
X-27	NE 4th St	@ 105th Ave NE	Analyze & install ped crossing when property redevelops on north side; Potential signal project	CBD Study rec.; Safety; 105th Ave NE is a north-south ped connection			$$	B	COB	
X-28	NE 4th St	108th Ave NE to 106th Ave NE	Analyze & install ped crossing if warranted	CBD Study rec.; Safety; High ped use now			$$	B	COB	
X-29	108th Ave NE	NE 4th St to NE 6th St	Analyze & install ped crossing if warranted	CBD Study rec.; Safety; Access to Transit Center			$$	B	COB	
X-30	108th Ave NE	NE 6th St to NE 8th St	Analyze & install ped crossing if warranted	CBD Study rec.; Safety; Access to Transit Center			$$	B	COB	
X-31	110th Ave NE	NE 4th St to NE 6th St	Analyze & upgrade ped crossing if warranted-	CBD Study rec.; Safety; Access to Transit Center; planned 110th Ave extension to bring more traffic			$$	B	COB	

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

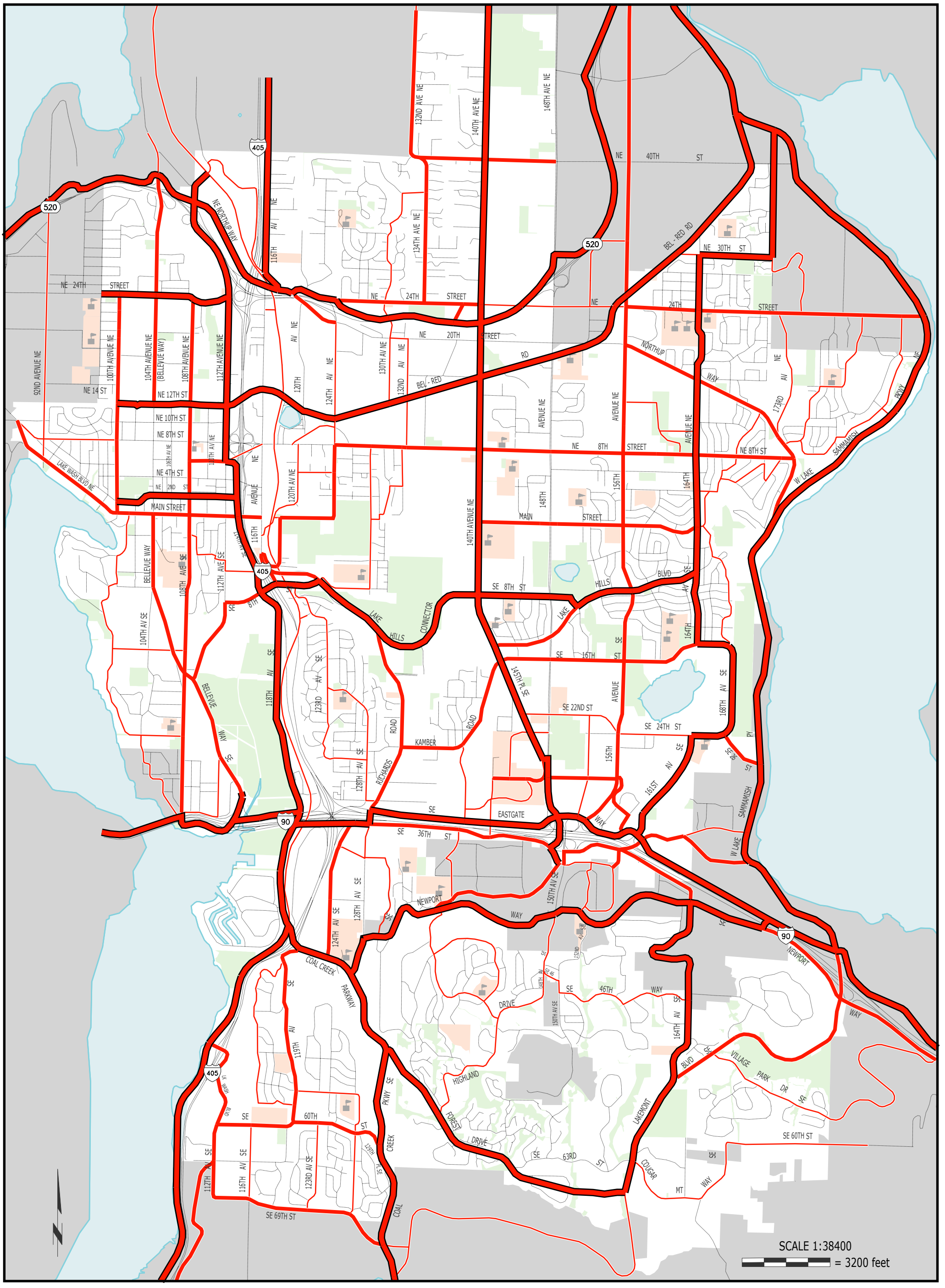
Project Number	Link	Limits	Description	Justification/Benefits	Side of Street	Length (miles)	Cost	Priority	Jurisdiction	References
X-32	110th Ave NE	NE 6th St to NE 8th St	Analyze & install ped crossing if warranted-	CBD Study rec.; Safety; Access to Transit Center			$$	B	COB	
X-33	116th Ave NE	NE 4th St to NE 8th St	Analyze & install ped crossing if warranted	Ped attractors on both sides			$$	A	COB	
X-36	SE 36th St	136th Pl to 142nd Pl	Midblock crossing	Improve access to transit; Links study rec.			$$	B	COB	
X-37	Bel-Red Rd	136th Ave Powerline corridor	Install ped crossing in conjunction with Powerline trail to south	Connects 136th Ave Powerline Corridor trail to north and south of Bel-Red Rd.			$$	B	COB	M-619

Project Type: **L**=Limited Purpose **M**=Multi-Purpose **P**=Paved Trail **S**=Sidewalk **X**=Midblock Crossing SSS=Sign, Stake, Survey

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.



Bicycle System

Legend of Map Symbols

Planned Bike System

- Primary Bicycle Route
- Secondary Bicycle Route
- Tertiary Bicycle Route

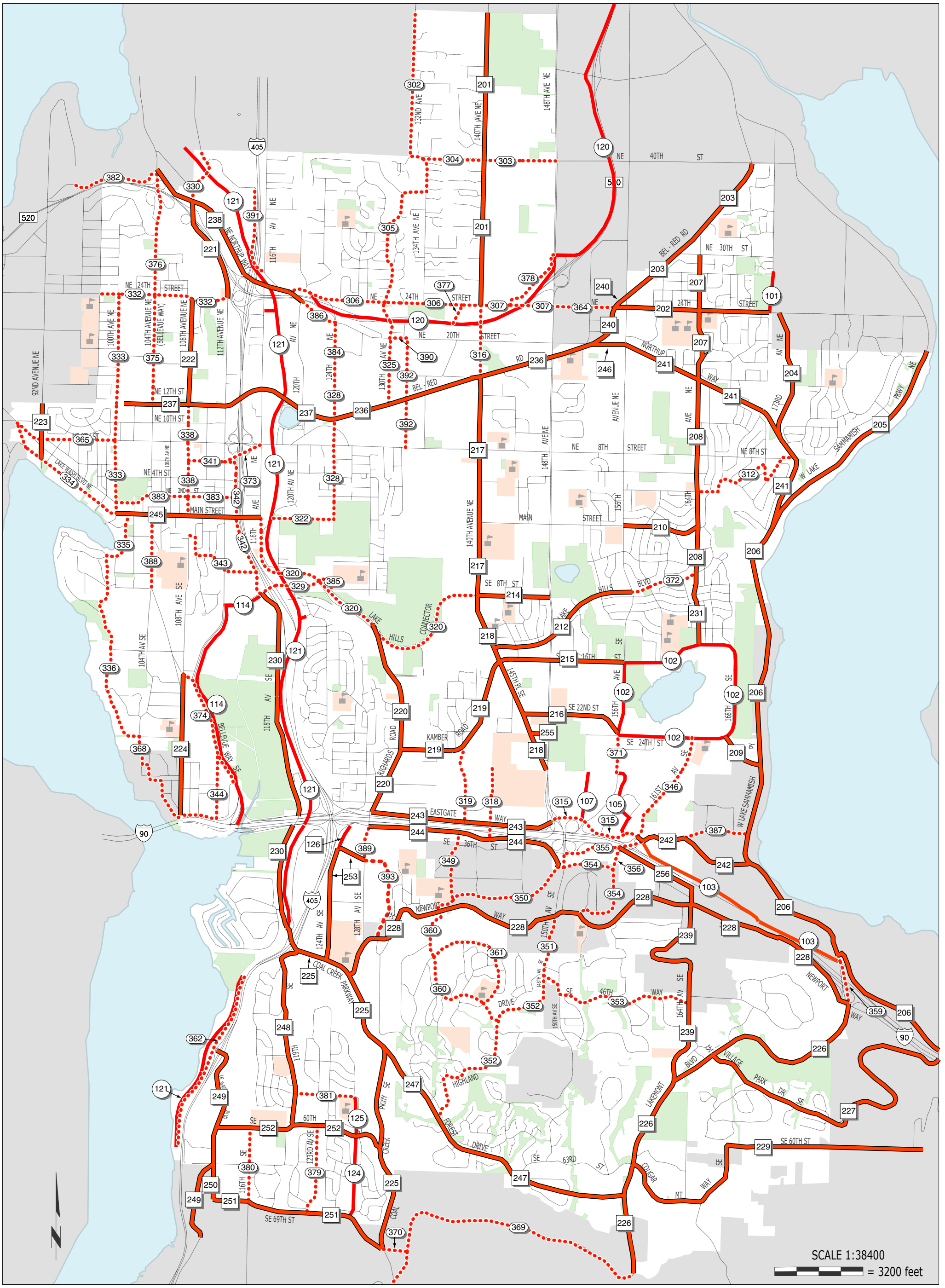
Other Features:

- Schools
- Parks
- Lakes

CITY OF BELLEVUE WASHINGTON

October 1, 1999

Bicycle Plan Projects



Legend of Map Symbols

Bicycle Plan Projects:

- Separated Multi-Use Path — 100
- Bike Lanes — 200
- Shared Roadway — 300

Other Features:

- Schools
- Parks
- Lakes

CITY OF BELLEVUE WASHINGTON

October 11, 1999

Figure L-2
BICYCLE SYSTEM 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	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-101	Ardmore Park	NE 24th St to NE 28th St	Separated bike path; Build to State and AASHTO standards	Links NE 24th with NE 30th; Extends 172nd/173rd (missing linkage); Park/school access; I-90 Marymoor Ride	0.3	$$	B	COB	
B-102	Phantom Lake Loop	156th Ave/SE 24th St/168th Ave/SE 16th St	Existing; Stripe curves; Sign: "Lake to Lake and I-90 Marymoor Ride"	Access to schools & park; Recreational System Loop	2.7	$	A	COB	S-861
B-103	I-90 (Off-Street)	Eastgate Way to West Lake Sammamish	Sign as I-90 Route when completed; Some easements exist; Eastern end partially completed; State and AASHTO standards	Major regional route	1.6	0	A	COB; KC; WSDOT	P-705
B-105	-Eastgate Trail	156th Ave SE to 160th @ Eastgate Way	Bike/pedestrian path; State and AASHTO standards; Signing. Phase I: Develop route across Boeing site that connects 156th @ SE 28th St to SE 33rd St; acquire easements; sign. Phase II: SE 33rd St to 160th Ave @ Eastgate Way	Access to schools & parks; Eastgate Subarea Plan rec; connects with BCC access trail (SE 28th St), Mtns to Sound corridor	0.6	$$	A	COB	P-735
B-107	Robinswood to Eastgate	SE 28th St to Eastgate Way	Paved path; State and AASHTO standards; Signing	Access to residential, commercial area, parks & BCC; Access to B-106 & B-105	0.3	$$	A	COB	P-712 P-744
B-114	Mercer Slough North & West Frontage	SE 8th @ 114/118th to I-90 Trail	Bike path; State and AASHTO standards; Sign to I-90 Trail	Access to Lake Washington Loop, I-90 Marymoor Connection, Bellevue Scenic Loop; Park Path Route; Mtns to Sound Greenway Ride	1.5	$$$$	B	COB	P-730
B-120	SR-520	Seattle to Redmond	Bike Path, Lanes, Curbs; WSDOT currently studying; Separated Path north side of SR-520 from 124th to Redmond	Commuter route; Access to all	8.1	0	A	WSDOT	
B-121	Burlington Northern Bike Path	South City Limit to North City Limit	Construct bike path within or parallel to BN ROW; parts may utilize other facilities. Consider phased development of segments: N. City Limit to I-405, I-405 to SE 5th St, SE 5th St to Coal Crk Pkwy, Coal Crk Pkwy to S. City Limit. Connection to 116th near Northup	Major N-S facility; recreational and commuter route	7.9	$$$$	B	COB; BN; WSDOT	P-738; B-362
B-124	Pipeline Trail	SE 60th St to SE 68th St	Bike path built to State and AASHTO standards; sign, ensure no drainage conflict with M-653	North/south access; connects to school	0.5	$$	A	COB	M-653
B-125	Pipeline Trail	SE 56th St to SE 60th St	Bike path built to State and AASHTO standards; sign, ensure no drainage conflict with M-654	North/south access; connects to school	0.3	$$	A	COB	M-654

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway
Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more
0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)
Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-126	Factoria to I-90 Trail	124th Ave SE @ 38th St SE to I-90 Trail	Ped/bike path connection between 124th Ave SE and Richards Rd along the freeway alignment. Sign	Bypasses major arterial; Factoria Area Trans. Study rec.; Safety, access to I-90 trail, parks	0.2	$	B	COB; WSDOT	B-115; P-745
B-201	140th Ave NE	NE 60th St to NE 24th St	Bike lanes both sides; Currently unimproved; Signed Ride "North-South Thruway"; Stencil	North-South Thruway; Links Redmond to I-90; Access to school & park; Safety	2.0	$$	A	COB	S-838
B-202	NE 24th St	Bel-Red Rd to 172nd Ave NE	Bike lanes both sides; Currently unimproved with wide shoulders in parts; Sign rides at decision points; Reconfigure Ardmore frontage; Stencil	Access to schools and parks; Matches Redmond's bike lanes to west; Part of East-West Thruway	1.1	$$	A	COB	S-823; S-824
B-203	Bel-Red Rd	NE 40th St to 156th Ave NE	Bike lanes both sides; Sign decision points (rides);50% in Redmond's jurisdiction; Stencil	Bus route; I-90 Marymoor Route; Access to major employment; Redmond/Bellevue Link; BROTS rec.	1.3	$$	A	COB; Red	S-942
B-204	172nd Ave NE/ 173rd Ave NE	Northup Way NE to NE 24th St	Bike lanes both sides; Coordinate with Redmond; Stencil	Access to parks & schools; Redmond/Bellevue link; Extension of B-101, B-309; Ties to West Lake Sammamish via Northup	0.9	$	B	COB; Red	S-827
B-205	West Lake Sammamish Pkwy	North City Limit to Northup Way	Bike facilities both sides; Signed ride; Shoulder existing on West side; Stencil	Bellevue Scenic Loop; Access to parks and lake; Major recreational loop; Safety	1.6	$$$$	A	COB	S-858
B-206	West Lake Sammamish Pkwy	Northup Way to Issaquah	Bike facilities both sides; Signed ride;-Shoulder existing on West Side; Mostly outside City Limits; Stencil	Bellevue Scenic Loop; Major Recreational Loop; Access to Parks and Lake; Part of Sammamish Loop Ride; Safety	4.5	$$$	A	COB; KC	S-858
B-207	164th Ave NE	NE 30th St to Northup Way	Bike lanes both sides; Signed ride; May require removal of on-street parking; Stencil	I-90-Marymoor Route; Bus route; Access to schools	0.9	$$	A	COB	S-825; S-826
B-208	164th Ave NE	Northup Way to Lake Hills Blvd	Bike lanes both sides; Signed ride; May require removal of on-street parking; Stencil-	I-90-Marymoor Route; Access to schools & parks; Connects to Phantom & Lake to Lake System; Bus route	1.3	$$	A	COB	S-860
B-209	SE 26th St	SE 24th St to West Lake Sammamish Pkwy	Bike lanes both sides; Signed ride; Stencil	Part of Lake to Lake System; Bus route; Access to schools, lake & park; Connects Phantom Lake to West Lake Sammamish Pkwy	0.3	$	B	COB; KC	S-812
B-210	Main St	156th Ave to 164th Ave	Bike lanes both sides; May require removal of on-street parking; Stencil	Continues existing bike lanes to N/S corridor; Access to schools; East/West route	0.5	$$	B	COB	S-877
B-212	Lake Hills Blvd	145th Pl SE to 156th Ave SE	Existing bike lanes both sides; Stencil bike; Sign "Lake to Lake Route"	East-West route; Access to parks and library	1.1	$	A	COB	S-978
B-214	SE 8th St	140th Ave SE to 148th Ave SE	Bike lanes both sides; Sign "Lake to Lake Route"; Stencil	Lake to Lake Route; Access to school; Connects Kelsey Creek Park to Lake Hills Greenbelt; EBTS rec.	0.5	0	A	COB	S-879

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-215	SE 16th St	145th Ave SE to 156th Ave SE	Bike lanes both sides; Stencil	Access to parks & schools; Connects Kamber Road (Richards Valley) to Phantom Lake; EBTS rec.	0.9	$	A	COB	S-880
B-216	SE 22nd St	145th Ave SE to 156th Ave SE	Bike lanes both sides; Stencil	Access to parks & schools; Access to Phantom Lake; EBTS rec.	0.7	$$$	B	COB	S-881
B-217	140th Ave	Bel-Red Rd to SE 8th St	Bike lanes both sides; Sign "North-South Thruway"; Mid-Bellevue; Stencil	Access to schools; Bus route; North-South Thruway; EBTS rec.; Lake to Lake	1.5	$$	A	COB	S-863
B-218	145th Ave SE	SE 8th St to SE 28th St trail	Bike lanes both sides; Sign "North-South Thruway"; Mid-Bellevue; Stencil	Access to schools; Bus route; North-South Thruway; EBTS rec.	1.2	$$	A	COB	S-863; S-864
B-219	Kamber Road/SE 26th St	Richards Rd to 145th Ave SE	Bike lanes both sides; Stencil	Connects Richards Valley to Lake Hills Area & BCC; Access to Richards Valley Nature Trail; EBTS rec.	1.1	0	A	COB	S-883
B-220	Richards Road	Lake Hills Connector to Factoria	Bike lanes both sides; Stencil	Access to parks; Major North/South connector; Connects Factoria to Bellevue; Commuter route; Richards Valley Subarea Plan; EBTS rec.	1.3	0	A	COB	S-884
B-221	112th Ave NE	Northup Way to NE 24th St	Bike lanes 5' minimum on both sides; Sign "Lake Washington Loop"; Stencil; Stripe West side uphill for interim bike lane	Part of Lake Washington Loop; Bus route; Access to Park & Ride; Provides connection to Kirkland facilities	0.7	$$	A	COB; WSDOT	S-908
B-222	108th Ave NE	NE 24th St to NE 12th St	Bike lanes both sides; Sign "Lake Washington Loop"; Stencil	Lake Washington Loop; Access to parks	0.7	$	A	COB	S-903
B-223	92nd Ave	City Limits to Lake Washington Blvd	Bike lanes both sides; Coordinate with Clyde Hill; Stencil	Bus route; Access to parks; access to Bellevue Scenic Loop; Access to Park & Ride	0.4	$$	B	COB	S-909
B-224	108th Ave SE	Bellevue Way to I-90	Bike Lanes both sides; Stencil; Coordinate Bike lanes with S-896; Address driveway vision clearance	Access to I-90 Trail Connection; Access to Bellevue Scenic Loop; Access to I-90 Route; Downtown parks, school	1.0	$	A	COB; BA; KC	S-896
B-225	Coal Creek Pkwy	I-405 to SE 72nd St	Bike lanes both sides; Sign "Bellevue Scenic Loop"; Stencil; Install Bike/Ped Signal at 124th Ave SE	Extension of existing bike lanes; Part of Bellevue Scenic Loop; Access to Park & Ride; Bus route; Access to school, park	2.5	0	A	COB; NC; WSDOT	S-934
B-226	Lakemont Blvd	Newcastle- Coal Creek Rd to Newport Way	Bike lanes both sides; Sign "Bellevue Scenic Loop"; Stencil	Part of Bellevue Scenic Loop; Major East/West route	2.9	$$$	A	COB; KC	S-845; L-470; S-847
B-227	Village Park Drive	Lakemont to Newport Way	Bike lanes both sides; Stencil	East/West access; Regional connection; Coordinate with Issaquah	0.9	$	B	COB; Iss	S-846
B-228	Newport Way	Coal Creek Pkwy to Issaquah	Bike lanes both sides; Sign "Bellevue Scenic Loop"; Mostly in King County; Stencil	Part of Bellevue Scenic Loop; Major East/West route; Access to schools, library & parks; Bus route	4.1	$$$	A	COB; KC	S-810

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-229	SE Cougar Mt Way/SE 60th	Lakemont Blvd to Issaquah	Bike lanes on both sides; Stencil	Access to major park	2.4	$$$	B	COB; KC; Iss	S-848
B-230	Lake Washington Blvd/ 118th	SE 8th St to I-405 Bike Path	Bike lanes both sides; Sign "I-90 Ride, Lake Washington Loop, I-90 Marymoor Connection, Bellevue Scenic Loop"; Stencil; Improve intersection of B-116	Access to parks, I-90 Ride Lake Washington Loop, I-90 Marymoor Connection, Bellevue Scenic Loop; Provide safe way for N-Bound to cross Coal Creek Pkwy	2.5	0	A	COB; WSDOT	P-731
B-231	164th Ave SE	Lake Hills Blvd to SE 14th St	Bike lanes both sides; Signed Bike Ride; May require removal of on-street parking; Stencil	Major N/S route; EBTS Rec; I-90 to Marymoor Route; Connects Phantom & Lake to Lake Systems; Bus route; Access to schools & parks	0.5	$$	A	COB	S-940
B-236	Bel-Red Rd	124th Ave NE to NE 20th St at 152nd Ave NE	Bike lanes; Rechannelize as interim measure for wider curb lanes	Major East-West link; Bus route	1.9	$$$$	A	COB	
B-237	NE 12th St	102nd Ave NE to 124th Ave NE	Bike lanes if possible; Rechannelize as interim measure for wider curb lanes	Bus route; East-West link; Access to park	1.5	$$$$	A	COB	S-915
B-238	Northup Way	Bellevue Way to 120th Ave NE	Bike lanes; Signed for Loop Rides	Part of East-West Thruway & Lake Washington Loop; Connects to Bellevue Scenic Loop; Bus route; Access to Park & Ride; Extends to B-306, SR-520 Trail; Provides connection to Kirkland facilities	1.4	$$	A	COB; Kirk; WSDOT	S-870
B-239	164th Ave SE	Newport Way to Lakemont	Bike lanes both sides; Sign "Bellevue Scenic Loop"; CIP Roadway Project; Partially in King County	Access to parks; Part of Bellevue Scenic Loop	1.7	$$	B	COB; KC	S-844
B-240	Bel-Red Rd	156th Ave NE to NE 20th St	Bike lanes	Safety; Access to employment centers; Regional connection	0.4	$$$	A	COB; Red	S-942
B-241	Northup Way	156th Ave NE to West Lake Sammamish Pkwy	Bike lanes	Bus route; Access to parks & schools; Access to West Lake Sammamish	2.0	$$$	B	COB	S-859
B-242	SE 38th/SE 35th St	Eastgate Way to West Lake Sammamish Pkwy	Bike lanes; Partly in King County	I-90 Ride; Connects West Lake Sammamish with Eastgate; EBTS rec.	0.8	$$	B	COB; KC	
B-243	Eastgate Way	Richards Road to 148th Ave SE	Bike lanes	Major East-West corridor; Connects Seattle to Issaquah; Access to BCC & Park & Ride; Bus route; I-90 overpass, shopping	1.3	$	A	COB; WSDOT	S-885
B-244	SE 36th St	128th Ave SE to 150th Ave SE	Bike lanes; Sign: "Mountains to Sound Greenway Ride"	Access to parks, schools, Park & Ride; EBTS rec.	1.4	$$	B	COB; WSDOT	S-987
B-245	Main St	100th Ave NE to 116th Ave NE	Bike lanes 116th to Bellevue Way; No improvements necessary between 100th Ave and Bellevue Way; Rechannelize as wider curb lane in interim	Access through and across Downtown; Part of Lake to Lake Bike Route	1.0	$$	B	COB; WSDOT	S-900; S-902

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-246	NE 20th St	Bel-Red Rd to 156th Ave NE	Bike lanes by rechannelizing	Ties Bel-Red to Northup and Sammamish	0.2	$	B	COB	
B-247	Forest Drive SE	Coal Creek Pkwy to Lakemont	Bike lanes; Sign: "Bellevue Scenic Loop"	Access to parks; Part of Bellevue Scenic Loop	2.0	$$	A	COB	S-803; S-804
B-248	119th Ave SE	Coal Creek Pkwy to SE 60th St	Construct bike lanes on both sides, sign at other bike route intersections	Major access to Newport Hills from Factoria and Mercer Slough, access to schools, parks, and shopping	1.3	0	A	COB; WSDOT	S-949; S-950; S-951
B-249	Lake Washington Blvd SE	I-405 @ Pleasure Pt to I-405 @ May Creek	Construct bike lanes on both sides; Sign at other bike route intersections	Access from Lake Washington Loop to Newport Hills, access to Park & Ride, parks and schools	1.5	$	A	COB; NC; WSDOT	S-955; S-961: S-966
B-250	112th Ave SE	SE 68th to Lake Washington Blvd at SE 64th	Construct bike lanes, sign at two termini (not in city limit)	Access to school, park, Park & Ride, access between Lake Wa. Loop and Cougar Mt.	0.2	0	B	COB; NC	S-965
B-251	SE 68th/ SE 69th	112th Ave SE to Coal Creek Pkwy	Construct bike lanes on both sides if adequate width exists, sign at major intersection	E-W route connection Lake Wa. Loop with Cougar Mt.; access to schools and parks (not in city limit)	1.3	0	B	NC	S-965
B-252	SE 60th St	Lake Washington Blvd to Coal Creek Pkwy	Construct bike lanes, sign at intersection with other bike routes	E-W connection across Newport Hills, access to school, shopping	1.2	$$	B	COB	S-952; S-953; S-954; S-967
B-253	124th Ave SE/ SE 38th	SE 38th St @ 128th to Coal Creek Pkwy	Construct bike lanes	Access to school, shopping center; by-passes major arterial; Factoria Area Trans Study rec.; EBTS rec.; Connects to existing bike facilities on Coal Creek Pkwy	1.0	$$	A	COB	S-933
B-255	SE 24th St	145th Pl SE to 148th Ave SE	Construct bike lanes	Access to BCC, parks; EBTS rec.	0.1	$	B	COB	S-833
B-256	I-90 South Frontage Road	156th Ave SE to 164th Ave SE	Construct bike lanes along I-90 frontage road extension, connect through ROW to Newport Way @ 164th Ave SE	Allow non-motorized users to by-pass heavily-trafficked arterials. Access to shopping, offices; EBTS rec.	0.7	$$$	B	COB; KC; WSDOT	S-992
B-302	132nd Ave NE	NE 60th St to NE 40th St	Wide curb lane 14' minimum;	Bus Route; Connects Redmond to Bellevue; Access to schools and SR-520 Trail; Access to 130th undercrossing of SR-520	1.0	$$$	B	COB	M-630; M-633
B-303	NE 40th St	140th Ave NE to 148th Ave NE	Wide curb lanes; Eastbound 15' due to hill; Currently unimproved; Partial wide shoulder Eastbound existing	Linkage to Redmond's system; Major employment and housing; Access to schools & parks; East-West link	0.5	$	A	COB	S-837
B-304	NE 40th St	140th Ave NE to 132nd Ave NE	Acquire easement on West end; Pave trail ; Install bollards at West end of existing trail maintain separation from L-458 soft-surface trail	East-West link (140th to Bridle Trails State Park); Access to schools and parks; Existing connection	0.4	$$	B	COB	L-458; L-459

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-305	132nd/128th Ave NE	NE 24th St to NE 40th St	Sign "To Bel-Red via 130th Ave NE Undercrossing"	Bus route; Major access to schools; Continuation of B-302	1.3	$	B	COB	S-872; M-630
B-306	NE 24th St	Northup Way to 140th Ave NE	Wide curb lanes 15' on uphill grades; 14' lanes on other segments	East-West Thruway (North end); Access to and from Bridle Trails State Park; Alternate to SR-520 Route; West end is part of connection between SR-520 route and Kirkland facilities	1.3	$$$	A	COB	S-936
B-307	NE 24th St	140th Ave NE to 148th Ave NE	Wide curb lanes 15' on uphill grades; 14' lanes on other segments	East-West Thruway (North End); Access to employment/shopping centers	0.5	$$	B	COB; WSDOT	S-839
B-312	NE 5th Pl Et Al	164th Ave NE to Northup Way	Sign at decision points	Signed to West Lake Sammamish; Recognizes existing bike usage	1.0	$	B	COB	
B-315	Eastgate Way	148th Ave SE to SE 35th St	Wide curb lanes	Bus route; Major East-West route; Access to shopping	0.7	$$	A	COB	S-815; S-816
B-316	140th Ave NE	NE 24th St to Bel-Red Road	Sign "North-South Thruway"; Mid Bellevue	Access to parks; Major North/South corridor; Connects to B-201 & B-217	0.5	$	A	COB; WSDOT	
B-318	142nd Pl SE	SE 28th St to SE 36th St	Maintain bike access over freeway; provide bike route north of bridge to SE 28th trail; wide curb lanes; Signing-	Access to BCC & freeway overcrossing to South Eastgate; Bus route; Access to Park & Ride	0.5	$	B	COB; WSDOT	
B-319	139th Ave SE	Eastgate Way to Kamber Road	Wide curb lanes; Stripe for wide shoulders	Connects Eastgate to Kamber Road; Access to major employment & housing; Access to BCC & park	0.5	$	B	COB	S-888
B-320	Lake Hills Connector	Main St/116th Ave SE to 140th Ave SE	Wide curb lanes 15' uphill; Standard wide lanes 14' on all other segments; Sign Lake to Lake Ride; Provide interim shoulders at Richards Rd intersection and smooth E-bound shoulder E of Richards to 140th	Bus route; Access to parks & schools; Lake to Lake Ride	2.2	$$$$	A	COB	S-868; S-900
B-322	Main St	SE 1st to 124th Ave SE	Wide curb lanes 15' uphill; standard wide lanes 14' on all other segments; Sign to Park	Access to park & Wilburton Hill neighborhood; Identified in Wilburton Subarea Plan	0.4	$$	B	COB	S-855
B-325	130th Ave NE	NE 24th St to Bel-Red Road	-Wide lanes	Extension of B-305 & B-302	0.7	$	A	COB; WSDOT	S-874
B-328	124th Ave NE	NE 16th St to Main St	Wide curb lanes 14'; 15' curb lanes uphill	Major access to parks; Access to commercial and office areas	1.0	$$	B	COB	S-856; S-871
B-329	SE 8th St	114th Ave SE to Lake Hills Connector	Wide lanes both sides 14'; Sign	Access to Park & Ride, parks, Lake to Lake Ride, Lake Washington Loop; Bus route	0.4	$	A	COB; WSDOT	S-891
B-330	108th Ave NE/ NE 38th St	Northup Way to North City limits	Extra wide lanes uphill 15'; Sign to Loop Rides	Access to Lake Washington Loop, East-West Thruway, Park & Ride; Bus route; Provides connection to Kirklands facilities	0.4	$$	B	COB	
B-332	NE 24th St	98th Ave NE to 112th Ave NE	Wide curb lanes 14'; Sign: "Lake Washington Loop"	Part of Lake Washington Loop	0.9	$$$	B	COB	S-941; S-969

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-333	100th Ave NE	NE 24th St to Main St	Wide curb lanes 14'; Extra wide curb lanes uphill 15'	Access to Bellevue Scenic Loop, Bellevue Square, parks, Park & Ride; Bus route	1.5	$$	B	COB	S-931
B-334	Lake Washington Blvd	West City Limits to 100th Ave NE	Wide curb lanes 14'; Curb lane uphill 15'; Sign: "Bellevue Scenic Loop"	Access to parks; Part of Bellevue Scenic Loop	1.0	$$$	B	COB	S-911
B-335	101 Ave SE to 98 Ave SE to 99 Ave SE to SE 97 Pl	Main St to SE 16th St	Sign "Bellevue Scenic Loop"-Provide shoulders when overlayed if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles.	Access to parks; Part of Bellevue Scenic Loop	1.1	$$$	B	COB	S-938
B-336	100th Ave SE	SE 16th St to SE 25th St	Sign "Bellevue Scenic Loop"; Provide shoulders when overlayed if feasible, particularly on uphill lanes	Access to parks & schools; Part of Bellevue Scenic Loop	0.7	$$$	B	COB	S-938
B-338	108th Ave NE	NE 12th St to Main St	Wide curb lanes 14'; Sign: "Lake Washington Loop"	Major N-S thruway in Downtown; Bus route; Part of Lake Washington Loop; Access to Transit Center, Ped Corridor	0.8	$$	A	COB	
B-341	NE 6th St	108th Ave NE to 114th Ave NE	Wide curb lanes 14'	Access to Transit Center; Bus route; Access to Lake Washington Loop	0.3	$	B	COB	P-734; S-930
B-342	114th Ave (Frontage Road)	NE 6th St to SE 8th St	Wide curb lanes 14' where missing	Access to parks; Lake Washington Loop; Park & Ride, Library, downtown; Bus route	1.0	$	A	COB	S-975
B-343	SE 6th/SE 4th/109th Ave SE	108th Ave SE to 114th Ave SE	Sign: "Lake Washington Loop"	Part of Lake Washington Loop; Access to Downtown	0.7	$	B	COB	S-918; S-944
B-344	112th Ave SE/SE 34th St	108th Ave SE to Bellevue Way via 112th Ave SE	Wide curb lanes 14'; Extra Wide uphill 15'; Sign and/or slow street design that accommodates bicycles.	Access to park & Bike & Ride; Access to Bellevue Scenic Loop, I-90-Marymoor & I-90 Ride; Lake to Lake Trail	0.7	$	B	COB	S-897; S-980
B-346	161st Ave SE	SE 24th St to Eastgate Way	Sign: "I-90-Marymoor Connection"	Access to parks & schools; Bus route; Access to Phantom Lake Loop; Part of I-90-Marymoor Ride	0.8	$-	A	COB	
B-349	136th Pl/138th Ave SE	SE 36th St to SE Allen Road	Wide curb lanes 14'; Mostly in King County	Access to parks & schools; Access to I-90 Ride	0.5	0	B	COB; KC	
B-350	SE Allen Road	Newport Way to SE 36th St	Wide curb lanes 14'; Mostly in King County	Access to parks, schools, & Bike & Ride; Bellevue Scenic Loop; Access to I-90 Ride	1.0	$	B	COB; KC	S-983
B-351	150th Ave SE	Newport Way to SE 46th St	Wide curb lanes 14'; Extra wide uphill 15'; Mostly in King County ; Sign "North-South Thruway"	Access to park; Bus route; Access to I-90 Ride & Bellevue Scenic Loop; Part of North-South Thruway	0.4	$	B	COB; KC	S-802
B-352	Highland Drive	SE 46th St to Forest Drive	Wide curb lanes 14'; Extra wide uphill 15'; Traffic restraints; Sign "North-South Thruway"; restrict parking only if necessary	North-South Thruway; Access to parks and schools	1.5	$	B	COB; KC	S-808

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-353	SE 46th St	Highland Drive to 164th Ave SE	Sign to Lakemont and Somerset	Access to Bellevue Scenic Loop & North-South Thruway	1.2	$	B	COB; KC	S-801; S-813
B-354	SE 38th/ Newport connection	SE 38th @ 150th Ave SE to SE Newport Way @ 153 Ave SE	Sign: "North/South Thruway"	Access to schools; Bus route; Part of North-South Thruway	0.9	$	B	COB; KC	S-946
B-355	I-90 South Frontage Rd	150th Ave SE to SE 35th Pl @ Eastgate Way	Wide curb lanes 14'; Sign: "Mountains to Sound Greenway Ride"; Improve illumination in tunnel; Sign as Bike Route at both entrances to tunnel.-	Access to tunnel; Access to commercial area	0.7	$$	A	COB; WSDOT	S-802; S-992
B-356	SE 38th St	SE 38th St @ 156th Ave SE to West End of Tunnel	Sign; New connection with 156th Ave SE and SE 38th St to I-90 tunnel	Alternative access; Will connect with future South I-90 Frontage Road	0.2	$	B	COB; KC; WSDOT	L-423; S-946
B-359	West Lake Sammamish Pkwy/ I-90 overpass	West Lake Sammamish to Newport Way	Wide curb lanes 14'; Sign	Connection across freeway; Connection to I-90 Ride to Newport; Major North/South Connection; Access to parks	0.3	0	A	KC	
B-360	Somerset Blvd	Newport Way to Highland Drive	Restrict parking on uphill only if necessary	Access to school and park	1.1	0	B	COB	
B-361	SE 44th St	Somerset Blvd to Somerset Blvd	Restrict parking on uphill only if necessary	Access to school and park	0.9	0	B	COB	S-986
B-362	Lake Washington Blvd	Newcastle Beach Park - S. End of Road	Provide interim shoulders when overlayed if feasible; Sign; B-121 to upgrade this link	Part of Lake Washington Loop (major regional system)	1.2	$$$	B	COB	B-121; P-738
B-364	NE 24th St	148th Ave NE to Bel Red Rd	City of Redmond; (Rechannelize to provide wider curb lanes)	Access to shopping, bus route & employment centers	0.4	0	B	Red	S-839
B-365	NE 1st St/NE 8th St	Lake Wash Blvd to 100th Ave NE	Provide 14' curb lane and 15' curb lane on hill	Access to Downtown; Current road is narrow and needs improvement	0.7	$	B	COB	S-910
B-368	106th/SE 30th/ 104th Ave	SE 34th St to SE 25th St	Sign	Part of Bellevue Scenic Loop; Goes through unincorporated King County (Enatai) & Beaux Arts	0.8	$	B	COB; KC; BA	S-938
B-369	SE Newcastle/ Coal Creek	Coal Creek Pkwy to Lakemont Blvd Forest Dr	Install wide curb lanes; Sign at intersections-	Provides most Southern East-West connection to Cougar Mt Area from Newport Hills/Coal Creek; Park access	2.2	0	B	NC	
B-370	SE 72nd Pl	Coal Creek Pkwy to SE Newcastle Coal Creek Rd	Provide wide curb lanes; Sign at intersections	Connects Newport Hills to Cougar Mountain Area	0.2	0	B	NC	
B-371	156th Ave SE	SE 28th St to SE 24th St	Provide wide curb lanes by restricting parking on one side	Connects BCC Trail to Phantom Lake	0.3	0	B	COB	S-817

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-372	Lake Hills Blvd	156th Ave SE to 164th Ave SE	14' Lanes; Sign "Lake to Lake Route"	Access to parks & schools; Continues existing bike system; Bus Route; I-90-Marymoor Loop connected to Lake Hills Greenbelt	0.5	$	A	COB	S-878
B-373	I-405 Downtown crossing	116th Ave NE to 112th Ave NE	Enhance bicycle crossings over I-405 between Main St and NE 12th	Safety; Connects Midlakes to Downtown employment centers and transit; Provides opportunity for crossing between NE 12th and Main St Downtown Access Ped/Bike Crossing Study recommendation	0.3	0	A	COB; WSDOT	S-943
B-374	Bellevue Way	108th Ave SE to 112th Ave SE @ SE 27th alignment	Wide curb lanes; northbound lane extend to 113th Ave SE	Major commuter route	0.8	$$$	B	COB	P-730
B-375	Bellevue Way	NE 12th St to NE 24th St	Wide curb lanes	Major commuter route	0.8	$$	B	COB	S-907
B-376	Bellevue Way	NE 24th St to North City Limits	Provide wide curb lanes on Bellevue Way from NE 24th to North City Limits; Provide bike/ped signal activation at intersection of Bellevue Way and Points Drive/Northup	Major commuter route	0.8	$$	B	COB; Kirk; WSDOT	S-907
B-377	136th Ave NE	NE 24th St to SR-520 Trail	Provide shared roadway; Sign ; Parking at S end of road	Accesses SR-520 Trail	0.1	$	A	COB; WSDOT	S-945
B-378	NE 29th St	Between NE 24th St and 148th Ave NE	Provide 15' Curb Lanes on new roadway	Connector across SR-520; Connects Bridle Trails to 148th; Provides access to SR-520 Trail	0.5	0	A	COB; WSDOT	
B-379	123rd Ave SE	SE 60th to SE 69th	Sign at SE 60th and 69th	N-W access in Newport Hills, access to schools and Park & Ride	0.6	$	B	COB	S-958
B-380	116th Ave SE	SE 60th to SE 69th (and points south)	Construct wide shoulders where missing, sign at SE 60th and SE 69th	N-S route across top of Newport Hills, access to schools and Park & Ride	0.5	$	B	COB	S-993
B-381	SE 56th St	119th to 129th	Wide curb lanes, sign at other bike routes	Access to Pipeline trails, schools and shopping	0.4	$	B	COB	S-963; S-964
B-382	NE Points Dr	Bellevue Way to Yarrow Pt City Limit	Wide curb lanes; Parallels SR-520 on N Side; Mostly in Kirkland	Improves connection to SR-520 transit stop, Park & Ride	0.6	$	A	COB; Kirk	M-655
B-383	NE 2nd St	100th Ave NE to 114th Ave NE	Wide curb lanes	E-W route through Downtown; addresses loss of other E-W connections due to Downtown Access Project; ULI Green Streets concept	0.8	$$	A	COB	S-972; S-973
B-384	124th Ave NE	NE 16th St to Northup Way	Wide curb lanes	Extension of wide curb lanes that already exist to the south; EBTS rec.	0.3	$$	B	COB	S-871; B-328

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more

0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

Project Number	Link	Limits	Description	Justification/Benefits	Length (miles)	Cost	Priority	Jurisdiction	Reference
B-385	SE 7th Pl	Lake Hills Connector to 123rd Ave SE	Construct or stripe wide curb lanes, particularly at intersection of Lake Hills Connector and SE 8th St/SE 7th Pl	Facilitates bicycle access between residential area/parks/school and new bicycle facilities on Richards Rd; EBTS rec.	0.1	$	B	COB	S-854; B-320; B-329
B-386	Northup Way	124th to 120th	Wide curb lanes	Improves southern access to SR-520 Trail	0.3	$	B	COB; WSDOT	S-870
B-387	SE 34th St	164th Pl SE to W Lk Samm. Pkwy	Wide curb lanes	Links to Eastgate Way, shopping, transit , EBTS rec., I-90 Trail & offices	0.4	$	B	COB; KC	B-206; B-242; S-982
B-388	Bellevue Way	Main to SE 8th	Wide curb lane	Access to shopping, offices, I-90 trail, school	0.5	$$	B	COB	
B-389	128th Ave SE	SE 36th St to SE 38th St	Wide curb lanes	Access to shopping, offices, I-90 Trail	0.2	0	A	COB	B-253; B-244; B-115
B-390	NE 20th St	130th Ave to 132nd Ave	Rechannelize for wide curb lanes; sign	Links bicycle routes on 130th Ave and 132nd Ave; provides access to SR 520 undercrossing and trail	0.1	$	A	COB	
B-391	115th Ave NE	NE 36th Pl to 116th Ave NE	Upgrade I-405 undercrossing for bicycles; signs	Part of connection to SR 520 trail; connection to BN Rail Trail; access to BSC; safety	0.6	$$	A	COB	S-968
B-392	132nd Ave NE	NE 8th St to NE 20th St	Wide curb lanes, possibly through overlay & rechannelization	Part of north-south system; provides continuity through superblocks	0.7	$	B	COB	S-876
B-393	129th Pl SE/ SE 38th St	Newport Way to Factoria Blvd	Sign as bike route	Alternative to Factoria Blvd; access to shopping, employment centers	0.7	$	B	COB	

Project Type: **B-100's**=Separated Multi-use Path **B-200's**=Bike Lanes **B-300's**=Shared Roadway

Cost: **$**=$0-$49,999 **$$**=$50,000-$249,999 **$$$**=$250,000-$999,999 **$$$$**=$1,000,000 or more
0=improvements already funded, outside COB, beyond scope of this plan or maintenance-only (see Appendix D for additional information on cost estimates)

Jurisdiction: **COB**=City of Bellevue **BA**=Beaux Arts **CH**=Clyde Hill **Iss**=Issaquah **KC**=King County **Kirk**=Kirkland **NC**=Newcastle **Red**=Redmond **WSDOT**=Washington State Dept of Trans.

SECTION V

FACILITY MAINTENANCE

A. INTRODUCTION

After a non-motorized project is completed, the City maintains the facility to ensure its continued value and use to the community. Operating costs are accounted for in the City's Operating Budget. An estimated operating cost (also called maintenance and operating costs, or M&O costs) for each project is included in the CIP Plan. When a project is constructed, M&O costs are the responsibility of the major program area.

Pedestrian and bicycle facilities in the City of Bellevue are maintained through a variety of programs. While some programs deal solely with the maintenance needs of non-motorized facilities, other programs have components that play a role in maintaining these facilities. This section provides an overview of all the City's current maintenance programs that serve to maintain and preserve Bellevue's non-motorized facilities.

B. CURRENT FACILITY MAINTENANCE PROGRAMS

There are five primary maintenance programs responsible for maintaining pedestrian and bicycle facilities in the City of Bellevue. The Utilities Department Street Maintenance Division administers three of these programs – the *Transportation Trail Maintenance Program*, *Sidewalk Maintenance and Repair Program*, and *Street Maintenance and Sweeping Program*. The Transportation Department's Construction Engineering Division administers the *Street Overlay Program.* The Parks and Community Services Department administers the *Parks Maintenance Program*.

Transportation Trail Maintenance Program

Directed by the Streets Division, the *Transportation Trails Maintenance Program* is funded within the Transportation section of the CIP. Unlike park or recreational trails, Transportation Trails' primary function is to provide a convenient, non-motorized access route between two points, such as public right-of-ways, transit stops, schools, commercial centers, and residential areas. Transportation Trails are also differentiated from sidewalks in that they typically are not located immediately adjacent to roadways.

Over 80 off-street trails are regularly inspected, cleared, and cleaned as part of the *Transportation Trail Maintenance Program*. This work is performed by a private contractor hired by the City. Routine maintenance tasks include pruning, weedeating, leaf and litter removal, and surface repair. Unscheduled maintenance includes storm cleanup, minor trail repairs, and graffiti removal. If required, the *Transportation Trail Maintenance Program*

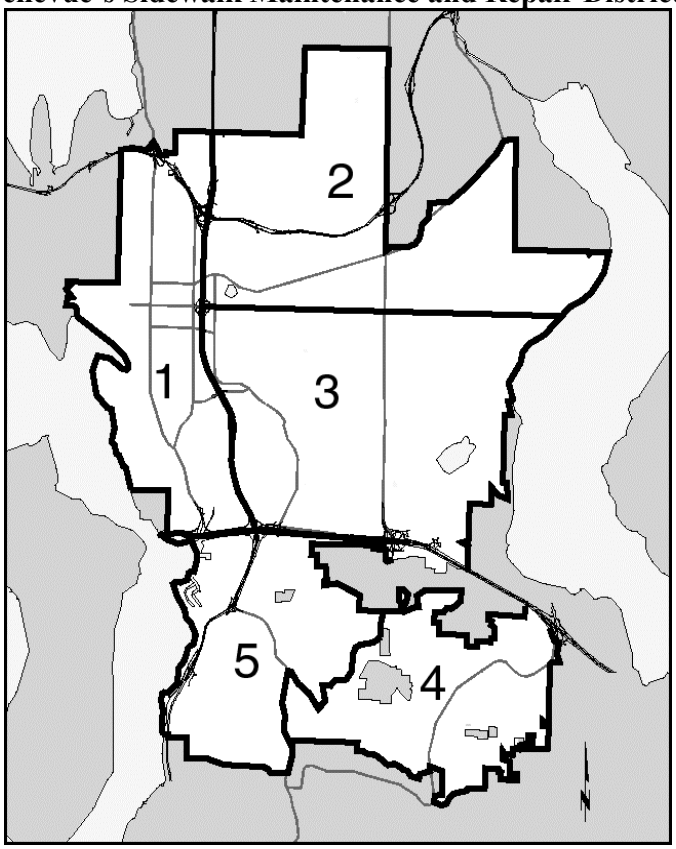
may also fund and schedule major repairs, such as resurfacing trails, reconstructing sections of trails, or eliminating hazards.

Sidewalk Maintenance and Repair Program

Adopted by City Council in 1996, the *Sidewalk Maintenance and Repair Program* provides for the regular maintenance and repair of all arterial sidewalks. Under this program, Streets Division personnel clear vegetation and debris from sidewalks adjacent to arterial streets, inspect sidewalks for damage, and, when needed, repair walkways. Unlike arterial sidewalks, maintenance of non-arterial or local street sidewalks is the responsibility of abutting property owners, and is not performed by the City. The City is, however, still responsible for repairs of non-arterial and local street sidewalks.

Program repair activities are performed annually in one of the five maintenance districts comprising the City's service area, shown in *Figure V-1* below. In 1999, the rotational schedule calls for sidewalk repairs in District 3. In addition, the Streets Division performs maintenance and repairs in other districts as needs arise throughout the year.

Figure V-1
Bellevue's Sidewalk Maintenance and Repair Districts



Street Maintenance and Sweeping Program

The Utilities Department Street Maintenance Division is responsible for a diverse array of transportation infrastructure that supports pedestrian and bicycle use in Bellevue. The Division maintains 323 miles of roadway, 111,000 feet of guardrail, 254 miles of sidewalks and walkways, over 13,000 street signs, and all pavement markers (including buttons, reflectors, paint lines, and painted curbing) within the City. Whether it's repainting a roadway marking, replacing a traffic sign, or filling a pothole, the Street Maintenance Division is accountable for maintaining a functioning multi-modal transportation system.

Bicycle facilities need to be swept regularly to maintain their usefulness. Accumulation of debris, such as leaves, dirt, or rocks, reduces their functionality. The City currently sweeps over 115 miles of on-street bicycle facilities on a twice-monthly basis as part of Utilities' *Street Sweeping Program.* As new on-street bicycle facilities are completed, they are incorporated into the program.

Street Overlay Program

With the *Street Overlay Program*, the City maintains its Pavement Management System and overlays paved roadway surfaces, as needed. Bicycle lanes, shared roadways, and shoulders are resurfaced through this program. Investment in road maintenance extends the life of Bellevue's roads, contributing to improved circulation and safety while reducing the long-term cost of major roadway reconstruction. A smooth riding surface improves usability and helps make both driver and bicyclist behavior more predictable.

Parks Maintenance Program

Bellevue's Parks System is comprised of major parklands that are connected via boulevards and greenbelts. Over 50 miles of trails and sidewalks link these sites together. These trails provide recreational opportunities and connect neighborhoods, commercial areas, parks, schools, and other points of public interest.

The Park and Open Space trail system is proactively managed and maintained by the Parks and Community Services Department to enhance safety and maximize public enjoyment of each trail section. Trails are designed, built, and maintained to specified standards. Trail maintenance is performed through a balanced approach of full time staff, contract labor, and volunteers.

The *Parks Maintenance Program* maintains approximately 50 lineal miles of sidewalks and streetscapes and approximately 80 acres of landscaped area within the right-of-way constructed through Transportation CIP projects. As part of the program, each trail site has a defined work plan that identifies maintenance tasks and prescribed frequencies. Routine maintenance tasks performed under this program include: site inspection; surface repair; mowing/weed removal; bridge, stairway and drainage structure maintenance; trail surface blowing; pruning/hazard tree removal; and sign maintenance. In addition, non-routine tasks

and periodic renovation of trails and trail structure are performed to protect public resources and the integrity of the trail system.

APPENDIX A

DEFINITIONS

Activity Centers: Locations such as schools, parks, shopping, employment, or public service agencies that attract people.

American Association of State Highway and Transportation Officials (AASHTO): A group that developed the Guide for Development of Bicycle Facilities, August 1991 which is the accepted standard for safe bicycle design standards.

Arterial Roadway: See *Roadways.*

Arterial Street Plan (ASP): A proposed project that would determine the cross sections and setbacks for all arterial streets in Bellevue.

Assumption: A position, projection or conclusion considered to be reasonable.

Bicycle-Activated Signals: See *Markings*.

Bicycle Facilities: A general term referring to improvements that accommodate or encourage bicycling. Some examples may include parking facilities, bike racks, bicycle route mapping, and bicycle route development. Also a general term to describe a bike lane, bike path or shared roadway/wide shoulder.

Bicycle Route (Bike Route): Any route (Type A, B, C, or D) specifically designated for bicycle travel, whether exclusive for bicyclists or to be shared with other transportation modes.

Type A – ***Separated Multi-Use Path:*** A portion of a public or private roadway, dedicated to the use of bicyclists and pedestrians, and separated from motorized vehicular traffic by open space, landscaped area, or barrier.

Type B - ***Bicycle Lane (Bike Lane):*** A portion of a public roadway designated by striping and pavement markings for the preferential or exclusive use of bicyclists (5 feet wide with curb and gutter; 4 feet wide without curb and gutter). Refer to City of Bellevue bicycle design standards.

Type C - ***Shared Roadway/Wide Shoulder or Shoulder Bikeway:*** Key links in the bicycle system, generally unmarked. These streets will usually have wider curb lanes

(14-foot minimum) and should provide for bicycle access. These links are identified on the bicycle system maps and bicycle project lists which will provide more details on street design and specifications.

Type D - *Other Bicycle Streets:* Any roadway without a designated bicycle lane but which may be legally used by bicyclists.

Bollard: A post-like device which restricts some types of access (usually motorized) while allowing other types of access (usually pedestrian and/or bike).

Directional Bollard: A bollard which includes signage.

Removable Bollard: A bollard, which may be removed, usually including a locking device, and is most often used for maintenance.

Boulevard: See *Roadways*.

Boundary / Easement Marker: A permanent sign denoting the edge or intersection of a property or easement.

Bus Stop: A place where buses stop to load or unload passengers. Also called bus loading pad.

Buttons: See *Markings*.

Capital Investment Program (CIP): A six- or seven-year list of funded projects adopted by the City Council. This list of projects is updated every one to two years. The Council holds a public hearing to solicit ideas of the citizens prior to adopting the new list. The CIP covers all departments and public facilities.

Central Business District (CBD): Downtown Bellevue as defined in the Comprehensive Plan. Generally bounded by I-405, Main Street, 100th Avenue NE, and NE 12th Street.

Comprehensive Plan: A document that includes policies and the vision for the future growth and development of the City for all functional areas.

Crosswalks: See *Markings*.

Curb Lane: The lane adjacent to the curb. This lane is commonly referred to as "the outside lane."

Curb Ramp: A ramp cut into a roadway curb to allow access for physically challenged pedestrians, strollers, or wheeled objects (such as carts and bikes) to and from sidewalks and roadways.

Dedicated Tracts: Private land set aside for utility use and access, vegetation protection , storm water retention or other purposes.

Development Manual: A document that contains the Transportation Development Code and Development Standards.

Development Standards: A document that contains many of the City standards to guide the development and project design process.

Directional Bollard: See *Bollard*.

Directional Signs: See *Signs*.

Discussions: Included in the Comprehensive Plan and Functional Plan portion of this document under "Policy." They are intended to supplement and clarify policies.

Easements:

> ***Non-Motorized Public Easement:*** An easement recorded on a property for walking, bicycling or equestrian public use.
>
> ***Utility Easement:*** An easement recorded on a property for the sole access of a utility company to maintain or construct utilities such as sewer, water, telephone, storm drainage, and electrical and cable lines.

Finding: A factual statement resulting from investigation, analysis, or observation.

Funding Programs: Programs that are available to finance certain types of improvement projects depending on the source of the funding, the project size, and type of project. (See *Capital Investment Program (CIP); Minor Capital Projects Fund; Neighborhood Enhancement Program (NEP); Pedestrian Access Improvements Program; School Access Improvements Fund; Sidewalk Maintenance and Repair Program; Street Rehabilitation Fund (Overlay); Transportation Trail Maintenance Program; Walkway/Bikeway Improvements Fund)*

Geographic Information System (GIS): A computer based mapping and data system that is geographically based (tied to coordinates).

Growth Management Act (GMA): State legislation passed in 1990, which requires every county, and cities within the county, to have a Comprehensive Plan if the county has: a population of 50,000 or more and an increase of population of ten percent over a ten year period, or a population increase of more than 20 percent for a ten year period, regardless of

current population. The comprehensive plans address such growth-related issues as land use, transportation, housing, economic development, and open space and recreation.

High Capacity Transit (HCT): A corridor for rail or express/exclusive bus use.

High Occupancy Vehicle (HOV): An automobile, vanpool or bus with more than one occupant.

Implementation Strategies: Included in the Functional Plan portion of this document under "Policy." These are ideas or suggested ways of implementing the policies. They are not the only way to implement the policies and are provided as a starting point in policy implementation.

Information Signs: See *Signs*.

Land Use Code: The City Codes that guide the land use decision making and development processes. It also includes codes related to transportation (see Transportation Code).

Landscaping Strip: A minimum 4-foot planted strip (desirable), with or without street trees, constructed along the street frontage between the back of curb and the sidewalk in a public easement or right-of-way.

Legal Property/Easement Description: A method of geographically identifying a parcel, lot, or tract of land which is acceptable in a court of law (e.g. Lot and Block, Metes and Bounds, Tax Parcel, Government Survey System).

Legal Site Survey: A boundary survey of property that shows the length and bearings (and curve information when appropriate) of all property lines. It should specify the number of square feet enclosed by the boundary, the location and dimensions of all buildings, structures and fences.

Limited-Purpose Path: A type of trail that is primarily a recreation facility, designed with a narrow width (2 to 6 feet) and is surfaced with chips, wooden boardwalk, gravel, or dirt. Its design may include stairs and other obstacles which restrict certain types of usage. See Pedestrian System Classifications (Appendix B).

Local Improvement District (LID): Funds for capital projects that are derived from owners of properties adjacent to or near the project. Owners agree to pay a share of the project's cost through an assessment against their properties.

Local Roadway: See *Roadways*.

Markings: Designs for pavement marking are based on the City of Bellevue and the Manual on Uniform Traffic Control Devices (MUTCD) standards.

Stencils: A legend placed on a roadway, roadway shoulder, or walkway in paint or thermo-plastic which establishes the intended roadway use.

Reflectors: A raised pavement marking, ordinarily 4 inches square, that becomes illuminated when struck by vehicle headlights.

Buttons: Raised pavement markings used to delineate roadway channelization and rumble strips.

Rumble Bars: Raised pavement markings, ordinarily 12 inches long, 4 inches wide, and 1 inch high, used most commonly to separate roadways from roadway shoulders.

Crosswalks: Pavement markings and signing designating where pedestrians may cross into vehicular roadways.

Pedestrian-Activated Signals: A traffic signal equipped with a separate pedestrian phase which can be activated by a pedestrian at an intersection.

Bicycle-Activated Signals: A traffic signal which can be activated by a bicycle at an intersection.

Paint Stripe/Edge Line: A fogline, usually a 4- or 8-inch painted white line, that is commonly used to separate a roadway from a roadway shoulder.

Meandering Sidewalk: A sidewalk whose horizontal alignment shifts back and forth from the curb in response to factors such as site conditions or design. Used only to preserve large (significant) trees or because of topography.

Mid-Block Connection: A pedestrian path designed to provide more direct pedestrian access through a superblock area.

Mid-Block Pedestrian Crossings: A signed or marked pedestrian crossing at a location other than a roadway intersection.

Minimum Energy Path: The route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.

Minor Capital Projects Fund: A project in the Street Overlay Fund for constructing minor capital improvements throughout the City.

Mobility Management Area (MMA): A designated district within the City. In 1993 the City Council divided the city into 14 districts. The Comprehensive Plan has specific targets for pedestrian and bicycle system completion for each MMA.

Multi-Purpose Path: A type of trail designed with a medium width (6 to 10 feet) and surfaced with compacted gravel, asphalt, or wooden boardwalk. See Pedestrian System Classifications (Appendix B).

Neighborhood Enhancement Program (NEP): An annual program whereby funds are allocated to different areas of the City, and citizens identify needs and decide amongst themselves which projects will be constructed. The City is divided into geographic areas and every three years the rotation returns to an area.

Non-Motorized: Transportation modes that do not require motors. Commonly includes pedestrian travel, bicycle travel, equestrian, but may also include jogging, skateboarding and rollerblading.

Non-Motorized Public Easement: See *Easements*.

NE 6th Street Pedestrian Corridor: A route located on the NE 6th Street alignment between 102nd Avenue NE and 110th Avenue NE (Ord. 2945, 2/2/81, Section 23).

Paint Stripe/Edge Line: See *Markings.*

Parks Department Trail or Recreation Trail: These trails are differentiated from Transportation Trails in that their primary function is to provide access to and around parks, greenbelts or open space. These trails are maintained by the Parks and Community Services Department.

Paved Path: A type of path that is primarily a transportation facility, designed with medium width (6 to 10 feet) and surfaced with concrete or asphalt and separated from roadway either vertically or horizontally. These can be built alongside streets as a temporary walking facility (asphalt sidewalk) or off-street. Designed to accommodate all users, except when grades prohibit. When bicycle use is expected, a wider facility is recommended. See Pedestrian System Classifications (Appendix B).

Pedestrian: A person that walks. For this plan, it may also include wheelchairs, horses, and other non-motorized uses except bicycles.

Pedestrian Access Improvements Program: A CIP-funded program encompassing two separate sub-programs: The Walkway/Bikeway Improvements Fund and the School Access Improvements Fund. These two sub-programs allow the City to address safety concerns, emergent needs/opportunities, and citizen requests for sidewalks, paths, or trails that are not addressed through larger CIP projects.

Pedestrian-Activated Signals: See *Markings*.

Pedestrian Connection: A continuous, readily accessible, usable area, open at either end and designed primarily to provide public access between two or more publicly accessible spaces, including public sidewalks, by means of a direct route (Ord. 2945, 2/2/81, Section 24).

Pedestrian Oriented Frontage: Building frontage devoted to uses which stimulate pedestrian activity at the pedestrian level. Uses are typically sidewalk-oriented and are physically or visually accessible to pedestrians from the sidewalks.

Policy: Statements adopted as part of this plan to provide a consistent course of action, moving the community toward attainment of its goals.

Priorities: Refer to Comprehensive Plan Policy 2.b.

Project Segment Length: A linear measurement of distance from a project's beginning point to its endpoint. For a proposed project with facilities on both sides of a street, the Project Segment Length should be doubled to determine the overall length of the infrastructure improvement.

Reflectors: See *Markings*.

Removable Bollard*:* See *Bollard*.

Right-of-Way (ROW): (1) A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes. (2) The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Roadways:

> ***Arterial Roadway:*** A roadway designation set by the City which identifies the amount of traffic the roadway should handle and the general design characteristics of the roadway. An arterial generally carries a relatively large amount of through traffic and serves a major transportation link. Arterials are designed to handle large peak-hour traffic volumes.
>
> ***Local Roadway:*** A roadway designation set by the City which identifies a roadway that will handle a relatively low amount of through vehicular traffic and is designed with residential and local characteristics in mind which may include on-street parking and low design speeds.
>
> ***Boulevard:*** An arterial roadway heavily planted to create a visually appealing connection between activity centers and neighborhoods. The use of large trees that provide canopy enclosure over the street, medians, and wide planting strips give a parkway appearance to these streets.

Rumble Bars: See *Markings*.

School Access Improvements Fund: This program funds minor construction and improvements to local paths, sidewalks, and trails on right-of-ways or easements connecting neighborhoods and schools.

School Bus Routes: Routes designated for regular school and Metro transit bus routing.

School Recommended Walking Routes: Walking routes established for elementary school aged children designating specific routes children should take to enhance their safety when walking to and from school.

Setback Sidewalk: A sidewalk placed directly behind a landscaping strip or swale.

Shoulder: The portion of the roadway outside the edge of the motorized traveled way (i.e. behind the fogline) and extending to the top of the front slope.

Sidewalk: The portion of a roadway designed for preferential or exclusive use by pedestrians. Sidewalks are usually constructed of concrete and are typically grade separated (vertically) and set back horizontally from the roadway. Sidewalk design guidelines are in the Transportation Section of the City of Bellevue Development Standards. See Pedestrian System Classifications (Appendix B).

Sidewalk Maintenance and Repair Program: A program that funds maintenance and repair of sidewalks on arterial streets and repair of sidewalks on non-arterial streets. Maintenance of sidewalks on non-arterial streets is the responsibility of the abutting property owner. Maintenance work provided under this Program includes edging, pruning, blowing, and moss removal. Sidewalks are inspected on a five year rotational schedule to determine if repair work is needed.

Sight Distance: A measure of the pedestrian's, bicyclist's or driver's visibility, unobstructed by traffic, along the normal travel path to the furthest point of the roadway surface.

Sign, Stake and Survey: An abbreviated description for a group of tasks that include installing a trail sign; staking the corners of a piece of property, right-of-way, or easement with a boundary or easement marker; and conducting an engineering survey of a piece of property, right of way, or easement.

Signs:

Boundary/Easement Markers*:* Signs used to identify the edges of property or an easement. The marker is used to distinguish the border of open space or a public corridor, such as a trail or right-of-way.

Directional Signs: Signs used to direct pedestrian, bicycles, and vehicles to the appropriate route or destination. These signs are commonly located at street intersections and other decision points.

Information Signs: Signs used to identify a number of different area amenities including: parking areas, delivery areas, fire zones and building names.

System Signs: Signs used to identify non-motorist routes throughout the City.

Traffic Control Signs: Signs used to control and direct pedestrian, bicycle, and vehicular movement along a street.

Trail Signs: Signs used to identify trail routes and trail length.

Single Occupant Vehicle (SOV): An automobile with one person (driver).

Social Trail: An informal pedestrian pathway established over time by continued pedestrian/bicycle use. May or may not be located on public right-of-way or public easements.

Special Needs Population: Persons with conditions or needs that may require unique consideration in designing or operating the Transportation system. Special needs may include physical, mental, emotional or language needs.

Stake (Permanent): Delineates property line, easement or right-of-way. A #8, 2-foot steel rebar is commonly used as a permanent stake.

Standard Specifications: A document used by contractors that specifies how the city requires certain work to be performed.

Street Furniture: Supplemental pedestrian-oriented amenities such as benches, drinking fountains and/or garbage receptacles, typically located in the right-of-way or on an easement adjacent to the right-of-way, for the intended use of persons using pedestrian or bicycle facilities.

Street Rehabilitation Fund (Overlay): A project in the Capital Improvement Program for providing major street maintenance and street overlays for extending the life of the street system.

Street Trees (Public): Trees located in the right-of-way or on easements adjacent to a roadway. Trees located in the public right-of-way between the curb and sidewalk in a landscaping strip, behind a sidewalk along the adjacent property line, or in medians of streets, avenues or boulevards.

Stencils: See *Markings*.

Superblock: A large block of urban development surrounded by arterial streets and lacking motorized (and many times non-motorized) internal through connections.

System Signs: See *Signs.*

Traffic Control Signs: See *Signs.*

Trail: A non-motorized transportation route.

Trail Signs: See *Signs.*

Transit Facility: A generic term used to describe either a park and ride lot, bus stop, or transit center.

Transit Routes: Streets designated for transit routing.

Transportation Code: A consolidation of codes related to transportation (separate them from the Land Use Code) into the document section of the City Codes.

Transportation Demand Management (TDM): A strategy directed at reducing peak period trip making through programs that support alternative modes, HOV or transit use, and discourage SOV use.

Transportation Facilities Plan (TFP): This term can refer to two separate types of documents. The City's Comprehensive Plan Volume II contains several Transportation Facilities Plans. These are long-range plans that provide detailed policies, project lists, and maps. The other document using the same name is the Transportation Department's TFP. This TFP is a 12-year plan that provides a link between the City's six- to seven-year Capital Investment Program (CIP) and the City's long-range plans. This medium-range plan identifies transportation improvements based on estimates of available revenue. To avoid confusion, when using the term "TFP", the Plan Update always specifies which document is under discussion.

Transportation Trail: These trails are differentiated from Parks and Community Services Department or Recreational Trails in that their primary function is to provide convenient, non-motorized access route between two points, such as public right-of-ways, transit stops,

schools, commercial centers and residential areas. Transportation Trails are also differentiated from sidewalks in that typically they are not located immediately adjacent to roadways. Transportation trails are maintained by the Transportation Department.

Transportation Trail Maintenance Program: The Trail Maintenance Program funds maintenance tasks such as vegetation control, blowing, surface repair, storm cleanup and graffiti removal on Transportation Trails. This work is performed on a case by case basis, depending upon the type and amount of use. There are over 80 maintained Transportation Trails city-wide.

Utility Easement: See *Easements.*

Walkway: A paved or improved surface designated for use primarily by pedestrians, and is next to a street, can be separated by a ditch, gravel or landscaping. It is within the right-of-way or in an easement and is usually grade separated from the vehicular roadway.

Walkway/Bikeway Improvements Fund: This program funds smaller pedestrian and bike projects usually under $50,000. Funded projects may address safety issues, access, system completion, maintenance and repair. Proposed projects may address citizen- or staff-identified safety needs. This program gives the City flexibility to take advantage of other funding opportunities through leveraging or piggybacking with other projects and programs.

Walkway, Internal: A walkway located within the block, and which complies with the provisions of Section 20.20.590.K.8 (Ord. 3747, 1/20/87, Section 26).

Walkway or Sidewalk, Perimeter: A walkway which functions as the public sidewalk fronting on a public street (Ord. 2945, 2-2-81, Section 26).

APPENDIX B

CLASSIFICATIONS FOR PEDESTRIAN SYSTEM PLAN

CLASSIFICATION	CHARACTERISTICS	DESIGN PARAMETERS	SIGN/USE[1]
LIMITED-PURPOSE	• Recreation primary • Local connections • Connections to schools, parks • Usually a natural area	• Narrow tread (4-6 feet) • Chips, boardwalk[2], gravel, dirt • Stairs, other obstacles	• Sign for primary use
MULTI-PURPOSE	• Either recreation or transportation primary • Either transportation or recreation secondary • Connections to larger system • Connections to schools, parks	• Medium tread (6-10 feet) • Compacted gravel, asphalt, boardwalk • Wheelchair accessible • Curves, grades okay • Stairs okay	• Sign for multiple use
PAVED PATH	• Transportation primary • Recreation secondary • Key system connection	• Medium tread (6-10 feet) • Concrete, asphalt • Wheelchair accessible • AASHTO/WSDOT bicycle design standards on designated bike paths • Horizontal or vertical separation from roadway	• Sign for use and direction
SIDEWALK	• Transportation primary • Recreation secondary • Major access/system corridor	• Wide tread (5-12 feet) • Concrete sidewalk, curbed • Wheelchair accessible	• Sign for directions

[1] Generally signing is intended as advisory, not to restrict or prohibit use. In some instances, it may be necessary to prohibit users through signing.

[2] Wheelchairs and strollers are okay on Nature Trail boardwalk systems.

APPENDIX C

CROSS SECTION AND CHANNELIZATION DRAWINGS FOR BICYCLE FACILITIES

APPENDIX D

COST ESTIMATING ASSUMPTIONS

Project costs were estimated using the following unit cost figures. These figures are based on projects recently constructed by the Transportation Department and the Parks & Community Services Department. These cost figures include an allowance of 25% for project engineering and a contingency allowance. For those types of projects that typically abut roadways (e.g., sidewalks, bicycle lanes), the unit costs include an allowance for traffic control. Costs are indicated in 1999 dollars. (lf = linear foot.)

6 foot sidewalk with existing curb	$195/lf
12 foot sidewalk with existing curb	$390/lf
6 foot sidewalk, curb and gutter	$335/lf
12 foot sidewalk, curb and gutter	$530/lf
6 foot paved path	$69/lf
8 foot paved path	$80/lf
12 foot paved path	$98/lf
5 foot asphalt widened shoulder	$104/lf
Signing, striping of bicycle lanes	$1/lf
Rechannelize roadway	$12/lf
6 foot chip/hogfuel path	$36/lf
6 foot gravel path	$32/lf
6 foot boardwalk	$200/lf
Fence (wood)	$30/lf
Rockery wall	$90/lf
Signs	$1500/project
Sign and stake	$3000/project (when specified)

The following items are not included in the cost estimates:

- ROW costs or easement acquisition
- On-going maintenance for completed projects
- Landscaping (e.g., street trees adjacent to sidewalks)
- Projects included in the 1998-2003 Capital Investment Program
- Projects or portions of projects outside the limits of the City of Bellevue

Where steep slopes may impact the design or implementation of a project, the cost of retaining walls was included in the cost estimate. Where there are parallel pedestrian and bicycle projects (typically sidewalk with curb and gutter adjacent to bicycle lanes or shared roadway), cost estimates assume that the pedestrian facilities will be located so as not to preclude implementing the adjacent bicycle facility.

PEDESTRIAN FACILITIES

Sidewalk cost estimates are based on 6 feet wide sidewalks, except Downtown (where the standard sidewalk width is 12 feet wide) or when a different width is specified. The width assumed for paved paths varied depending on the function and length of the facility: Estimates are based on a 6 foot wide path for neighborhood and school connections and an 8 foot wide path for projects longer than 300 feet. When a pedestrian project specifies facilities on "one or both" sides of a street, the cost estimate is for construction of facilities on both sides of the street.

MULTIPLE-USE PEDESTRIAN/BICYCLE FACILITIES

Multiple use facilities are cross-listed in the Plan as both pedestrian projects and bicycle projects. The cost estimates divide the total project cost between the bicycle project and the corresponding pedestrian project. Since a principle difference between pedestrian-only facilities and multiple use facilities is that the former are 8 feet wide and the latter are 12 feet wide, the cost estimates assign 2/3 of the total project cost to the pedestrian project and 1/3 of the cost to the bicycle project.

BICYCLE FACILITIES

Bicycle lane and shared roadway projects (i.e., B-200, B-300 series) were reviewed on a case-by-case and segment-by-segment basis to determine whether the specified improvements might most feasibly be implemented via construction of planned adjacent pedestrian facilities, via rechannelization of lanes within the existing roadway section or via construction of a paved shoulder. Only in exceptional cases was it assumed that implementation of a bicycle lane or shared roadway project would involve demolition of existing curbs and sidewalks and replacing the curbs and sidewalks at a new, wider location.

PEDESTRIAN CROSSINGS

Crossing projects were reviewed on a case-by-case basis to determine the specific type of crossing improvement that might be implemented at each project location. The following types of crossings were considered: unsignalized pedestrian crossings, signalized pedestrian-only crossings and signalization of intersections. Costs estimates are based on the variety of improvements likely needed to implement each project. The estimates are based on recently-constructed crossings involving similar improvements.

APPENDIX E

COMPLETED PROJECTS LISTED IN THE 1993 PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN

PEDESTRIAN PROJECTS DUE TO BE COMPLETED BY DECEMBER 31, 1999

L-403	SE 63rd Trail……	149th Ave SE to 151st Ave SE
L-405	Forest Glen Greenbelt……..	149th Ave SE to 147th Ave SE
L-408	Forest Glen Greenbelt …….	Forest Glen East Greenbelts
L-410	Forest Park Greenbelt …….	Forest Park Greenbelts – Highland Drive
L-413	Westwood Highlands Greenbelt …….	Westwood Highlands Greenbelt
L-415	Forest Hill Greenbelt ……..	Forest Hill Greenbelt
L-416	Somerset Park Greenbelt ……	Somerset Park Greenbelt
L-421	Lakemont Blvd ……	164th Ave SE to SE 50th St (L-419)
L-427	Spiritridge Trail- 161 SE ……	Eastgate Way to SE 24th St.
L-431	Ardmore Trail ……	System within Park Connections to Neighbor St.
L-432	Wetherburn Greenbelt …….	Ardmore Elem. to 169th Ave NE & to NE 33rd St
L-434	Ardmore School Connection ……..	Bel-Red Rd to Ardmore School
L-469	N. Bellevue Senior Center ……..	NE 40th St to 148th Ave NE
L-472	Lewis Creek Trail ……...	Issaquah/Newport Way to Lakemont Park
M-601	Coal Creek Trail …….	Cougar Mtn Regional Park – Coal Creek Park
M-602	Sunset Ravine Trail ……	SE 36th St to Tyee Middle School
M-607	Lake Hills Greenbelt ……..	SE 16th St @ 156th Ave SE to 148th Ave
M-608	Lake Hills Greenbelt ……..	SE 16th St to 158th Ave SE @ SE 13th St.
M-609	Lake to Lake Trail …….	Sammamish High School to 148th Ave
M-611	Odle/Sammamish Trail …….	SE 8th St @ 143rd Pl to Main St
M-615	Lake to Lake Trail …….	SE 3rd Pl to Powerline Easement
M-617	136th Powerline Corridor ……	135th Pl SE @ SE 22nd St to Lake Hills Connector
M-621	Highland Center Trail System ……	Bel-Red Rd to NE 20th Street
M-622	Stevens Elementary/Rockwood …….	NE 8th to NE 10th to Stevenson Elementary
M-627	116th Avenue NE ……	Northup to North City Limits
M-630	134th Ave NE …….	NE 24th St to NE 40th Street
M-633	132nd Ave NE ……	NE 40th St. to NE 60th Street
M-636	Bridle Crest Trail ……	Bridle Trails State Park to Marymoor Park
M-637	Lakemont Connector/Tract D …….	SE 60th St to SE 59th St. at Tract D

M-638	164th Ave SE ……..	164th Ave SE north to Beebe Park property
M-641	Kelsey Creek Park Trail System …….	Kelsey Creek Park to 130th Ave to 135th Ave
M-642	Wilburton Hill Park Trail System …..	118th Ave NE to 128th Ave and to SE 4th Pl
M-650	Hidden Valley Park System ……	NE 24th St to 112th Ave NE @ NE 20th St
M-651	Phantom Lake to BCC ……	SE 24th to SE 28th east of 156th Ave SE
P-701	Detention Pond Connection ……	SE 46th St to Highland Drive
P-703	I-90 Connection ……..	118th/Lake Washington Blvd to Factoria
P-704	Lake to Lake Trail ……..	Enatai to 118th/Lake Washington Blvd.
P-705	I-90 Path …….	SE 35th Pl to Sunset Elem pedestrian bridge
P-707	Sunset Ped Bridge over I-90 ……..	Newport Way to I-90/Sunset Trail
P-709	Phantom Lake Loop …….	156th Ave/SE 24th/168th Ave/SE 16th
P-711	SE 28th Street ……	156th Ave SE to 148th Ave SE
P-713	I-90 Pedestrian Bridge ……	Eastgate Way to SE 36th
P-714	BCC to I-90 Pedestrian Bridge ……..	Eastgate Way to SE 28th @ Landerholm Circle
P-716	Lake Hills Greenbelt N ……..	NE 8th St to 151st Pl NE (S-830)
P-719	BCC Thruway ……	148th Ave SE to 142nd Alignment
P-720	Liberty Green Walkway ……..	140th Ct @ SE 18th Pl to SE 17th St
P-721	Fox Chase Connection to 148th ……	NE 9th Pl to 148th Ave NE
P-723	147th Ave Neighborhood Conn. …….	SE 37th St to SE 36th St
P-724	Lakemont Bike/Ped Path ……	SE 59th to Village Park Dr (N. Village Rd)
P-725	128th Ave NE ……..	NE 7th St to NE 8th St
P-726	Wilburton Trail ……	116th Ave SE to SE 8th St
P-727	Woodridge Park Estates ……..	128th Ave SE to 129th Ave SE @ SE 20th
P-728	Woodridge Park Estates II ……..	129th Ave SE @ SE 22nd St to 129th Ave
P-733	Enatai Beach/Mercer Slough ……..	East Channel Bridge to P-704
P-742	SE 59th St ……	SE 59th to Newport Heights Elementary
S-804	Forest Drive ……	SE 63rd St to 158th Ave SE (Newcastle Rd)
S-807	SE 60th St to 147th Ave SE ……	Forest Drive to SE 63rd St
S-815	156th Ave SE ……..	SE 28th @156th Ave to Eastgate Way to SE 35th Pl
S-821	169th Ave NE …….	NE 30th St to NE 32nd St
S-822	NE 30th St …….	Bel-Red Rd to 172nd Ave NE
S-823	NE 24th St ……..	156th Ave NE to 164th Ave NE
S-830	151st Pl NE …….	NE 6th St to P-716 (Paved access to NE 8th)
S-831	SE 3rd Pl …….	140th Ave SE to Powerline Trail (M-615)
S-832	SE 24th (Phantom Lake-Richards Valley) ……	Kamber Rd to north end of 135th Pl SE
S-835	NE 10th St, 144 Ave, NE 14th ……	148th Ave NE to 140th Ave NE
S-840	SE 62nd / SE 63rd ……	164th Ave SE to Lakemont Blvd
S-846	Village Park Drive ……..	Lakemont Blvd to City Limit
S-847	Lakemont Blvd ……	164th Ave SE to Newport Way
S-850	126th Ave NE ……..	NE 8th St to NE 7th St
S-852	SE 4th St ……..	128th Ave SE to 130th Ave SE

S-867	120th Ave NE / NE 1st St ……...	NE 8th St to Main St
S-873	NE 32nd St ……..	130th Ave NE to 124th Ave NE
S-878	Lake Hills Blvd ……..	156th Ave SE to 164th Ave SE
S-892	SE 26th St ……..	Richards Rd to 128th Ave SE
S-898	108th Ave SE ……..	Bellevue Way to Main St
S-901	112th Ave SE ……..	SE 8th St to Bellevue Way
S-906	NE 17th St ……..	100th Ave NE to Bellevue Way
S-913	Kilmarnock …….	Bellevue Way to Bellevue High School
S-916	102nd Ave NE ……	NE 8th St to NE 10th St
S-918	SE 6th St …….	114th Ave NE to 112th Ave NE
S-921	NE 8th St ……	110th Ave NE to 112th Ave NE
S-925	106th Ave NE …….	NE 10th St to NE 12th St
S-931	100th Ave NE ……..……	NE 10th St to NE 12th St
S-932	BellPlace/Meydenbauer Way …….	Main St to 101st Ave SE
S-935	116th Ave NE …….	Northup to North City Limits
S-937	132nd Ave NE ……	NE 40th St to NE 60th St
S-947	Lake to Lake Trail ……..	140th Ave to M-611
S-948	119th Ave SE ……	Coal Creek Pkwy to Lake Height St
X-1	132nd Ave NE ……	NE 40th St to NE 60th St
X-9	Bel-Red Rd …….	140th Ave NE to 148th Ave NE
X-11	NE 8th St …….	156th Ave NE to 164th Ave NE
X-15	140th Ave SE ……..	Main St to SE 3rd St
X-16	148th Ave SE ……..	Main St to SE 8th St
X-23	Bellevue Way ……..	@ SE 16th St
X-24	Lake Wash Blvd (118th SE) ……...	I-405 to 120th Ave SE
X-34	Lake Hills Blvd ……..	Lake Hills Greenbelt
X-35	123rd Ave SE …….	@ SE 60th St

BICYCLE PROJECTS DUE TO BE COMPLETED BY DECEMBER 31, 1999

B-104	SE 8th St ……..	148th Ave SE to Lake Hills Blvd
B-106	SE 28th St ……	148th Ave SE to 156th Ave SE
B-109	SE 28th St ……	142nd Ave SE to 148th Ave SE
B-111	SE 8th St to 116th Ave SE ……..	Lake Hills Connector to SE 8th St
B-112	NE 12th St Extension ……..	100th Ave NE to 102nd Ave NE
B-115	I-90 ……..	Bellevue Way Interchange to 128th Ave SE
B-116	I-405 Bike Path ……..……..	Coal Creek Pkwy to Newcastle Beach Park
B-117	I-405 Bike Path ……..	South End Lake Wash Blvd (B-362) Renton
B-118	I-90 Bike Bridge at 148th Ave SE…..	Eastgate Way to SE 36th St
B-119	I-90 Bike Bridge at 172nd Ave ……..	Newport Way to I-90 Path

B-211	Main Street …….	140th Ave to 156th Ave
B-233	116th Ave NE ……..	North City Limits to Northup
B-308	NE 30th St ……..	Bel-Red Rd to 172nd Ave NE
B-309	172nd Ave NE …….	NE 28th St to NE 40th St
B-339	108th Ave SE ……..	Main St to Bellevue Way
B-345	Southeast Lake Road ……..	108th Ave SE to Bellevue Way Interchange

APPENDIX F

PROJECTS DELETED FROM THE 1993 PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN

PEDESTRIAN PROJECTS

L-465	NE 48th Pl ……..	135th Ave NE Powerline to 140th Ave NE
L-467	Winchester East & North Creek …….	NE 30th Pl to north end of North Creek
L-468	Winchester to Goldsmith Park ……	L-467 to Goldsmith Park
L-475	Whispering Hts to Greenbelt Tr. …….	154th Pl SE to 157th Ave SE
S-875	NE 16th St ……...	116th Ave NE to Bel-Red Rd

BICYCLE PROJECTS

B-108	148th/BCC Thruway ……...	SE 27th St to Eastgate Way
B-122	I-405 Bridge ……	Between 112th & 116t between NE 16th & NE 24th
B-123	NE 18th St or NE 16th St ……	Between 116th Ave NE and 118th Ave NE
B-321	120th Ave NE / SE 1st St ……	NE 8th St to 116th Ave NE
B-326	NE 16th St ……..	120th Ave NE to Bel-Red Road
B-327	120th Ave NE ……	Northup Way to NE 8th Street

APPENDIX G

ADOPTING RESOLUTIONS