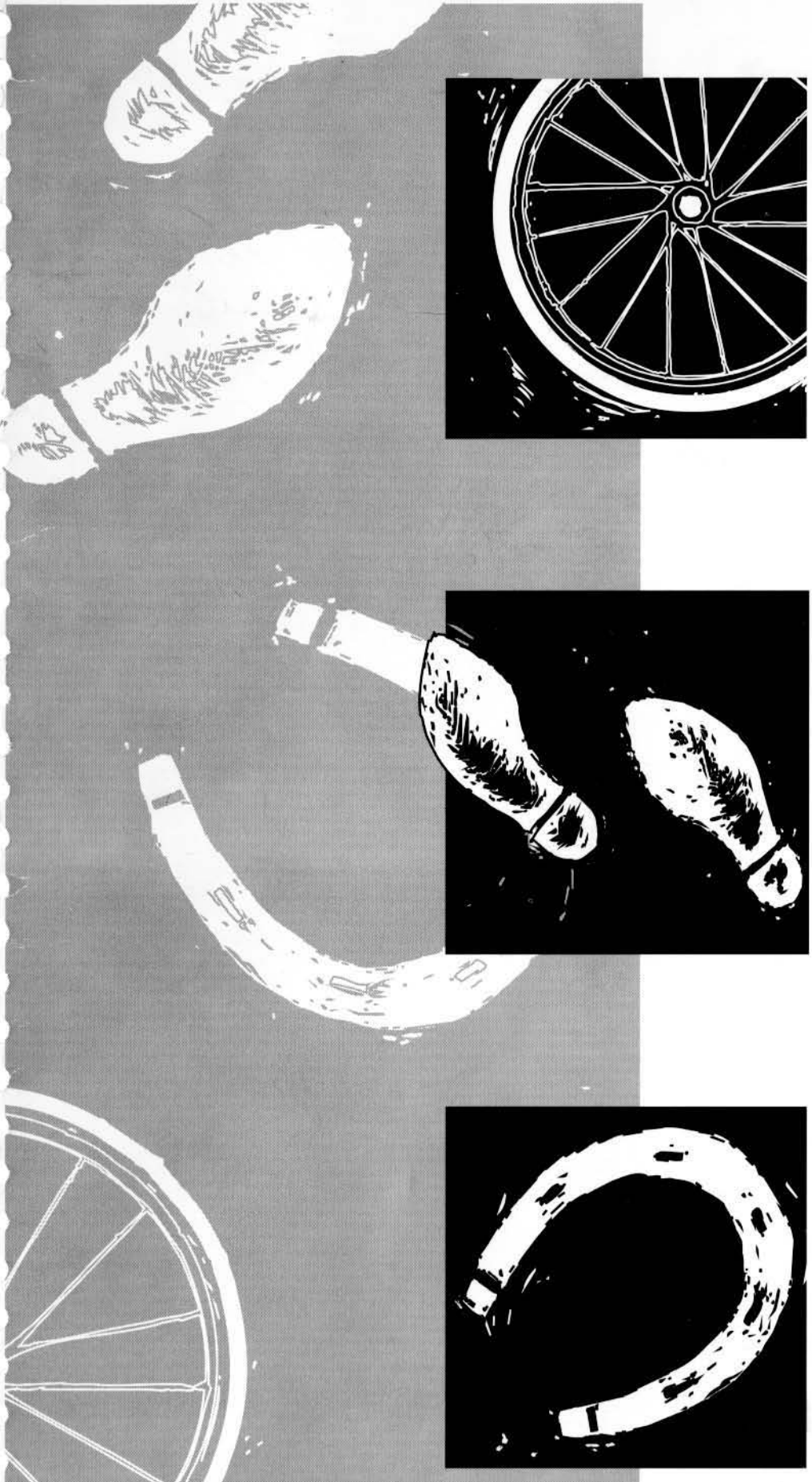


KING COUNTY

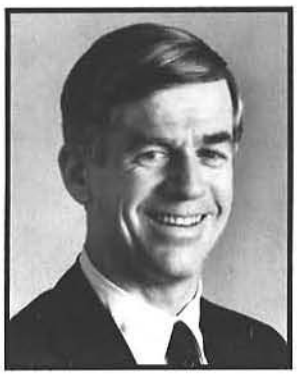
NONMOTORIZED TRANSPORTATION PLAN

SEPTEMBER 1992

DRAFT

Department of Public Works • Roads Division • Transportation Planning Section • King County, Washington

King County Executive



Tim Hill

King County Council

Audrey Gruger, Chair,	District 1
Cynthia Sullivan,	District 2
Brian Derdowski,	District 3
Larry Phillips,	District 4
Ron Sims,	District 5
Bruce Laing,	District 6
Paul Barden,	District 7
Greg Nickels,	District 8
Kent Pullen,	District 9

Department of Public Works

Paul Tanaka, Director
Louis J. Haff, County Road Engineer

Transportation Planning Staff

Bill Hoffman, Manager
Don Ding, Assistant Manager
Michael Wong, Senior Transportation Planner
Phil Miller, RoadShare Program Coordinator
David Loutzenheiser, Transportation Planner
Elizabeth Trunkey, Graphics/Mapping

TABLE OF CONTENTS

CHAPTERS

APPENDICES

MAPS

Community Planning Proposed Bicycle and Pedestrian Project Maps

King County Bicycle Network Map/King County Equestrian Map
Insert in back of book

TABLE OF CONTENTS CONTINUED

LIST OF FIGURES

NONMOTORIZED PROJECT LIST

List of Acronyms Used - King County Nonmotorized Transportation Plan

AASHTO	American Association of State Highway & Transportation Oficcials
CIP	Capital Improvement Program
ETP	Eastside Transportation Plan
HOV	High Occuancy Vehicle
ISTEA	Intermodal Serface Transportation Plan
KCNMTP	King County Nonmotorized Transportation Plan
KCTP	King County Transportation Plan
METRO	Municipality of Metropolitan Seattle
MPD	Master Planned Development
NHS	National Highway System
NMAC	King County Nonmotorized Transportation Advisory Committee
NTSP	Neighborhood Traffic Safety Program
PPP	Pedestrian Priority Process
RID	Road Improvement District
RTP	Regional Transit Project
SOV	Single Occupancy Vehicle
STP	Surface Transportation Program - also Seattle to Portland Bicycle Classic
TDM	Transporation Demand Management
3R	Repair, Rehibiliation, and Restoration program
UMTA	Urban Mass Transit Association
WSDOT	Washington State Department of Transportation

THE RATIONALE FOR NONMOTORIZED TRANSPORTATION PLANNING

CHAPTER 1

INTRODUCTION

The growth of King County in the past twenty years has brought with it many pressures - on services, schools, utilities, and, perhaps most significantly, on a way of life. Perhaps nowhere is this seen so readily than in the demands growth has placed upon transportation. The symptoms are readily apparent - 'peak hour' traffic that lasts many hours, land use patterns which, in order to support the needs of a public dependent upon the characteristics of automobile, have spread growth over an area larger than County government can easily manage.

The effects of this growth on residents of King County are now becoming as apparent as the symptoms. Some of the effects, such as increased air pollution, traffic congestion, and accident rates are very visible, while others are more subtle. The pressures of commuting take their toll on the individual, so much so that many citizens are looking for alternatives, in lifestyles, housing choices, and in the means by which they travel.

This document represents the efforts of King County to begin to accommodate a particular style of transportation; one which relies not so much on engines and technology as on a return to perhaps older values and economy to meet the needs of the user. Roads and transportation facilities represent some of the most expensive and crucial products of County government - as such, they must contribute not only to a healthy economic climate, but also to the development of communities in which it is healthy to live, and in which access and mobility need not be constrained by automobile ownership.

Nonmotorized transportation represents three specific types of user groups for the purpose of this plan. These are pedestrians, bicyclists, and (in specific areas of the County) equestrians. Each group has different characteristics of concern to the County, yet they all share one common characteristic in that they all rely upon the road system of King County to provide safe access.

This plan will address the needs of these three user groups in relation to the transportation system of King County, based upon a central belief that the roads of the County are intended to move people by any of a number of different travel modes. The plan will examine specific facility needs, and recommend design standards to make these facilities as safe and "user-friendly' as possible.

Most importantly, the Plan will define policies, programs, and projects which, taken together, will incorporate the needs of nonmotorized transportation into the everyday functions of County government.

The following mission statement and primary goals summarize the direction and mandate of the policies and recommendations which are incorporated in this plan:

MISSION STATEMENT
To integrate nonmotorized transportation throughout King County as an essential element of our transportation and community future.

PRIMARY GOALS OF THE NONMOTORIZED TRANSPORTATION PLAN:

1) **To increase the number of individuals who can safely travel to their desired destinations by nonmotorized means;**

2) **To implement the nonmotorized transportation policies of the King County Comprehensive Plan and of the King County Transportation Plan;**

3) **To incorporate the needs of nonmotorized transportation into existing County programs, projects, policies, plans, and operations; and**

4) **To identify and develop projects and programs which meet these aims.**

GENERAL POLICIES

The following general policies provide the context for the specific policies and recommendations discussed in the Nonmotorized Transportation Plan. These policies are representative of the direction provided by the County Comprehensive Plan, the King County Transportation Plan, and are also indicative of the policy direction provided by other state and regional nonmotorized planning efforts. All of the specific policies and recommendations of the Nonmotorized Transportation Plan are derived from the concepts of the following policies.

G-1 - Environment

The County should integrate programs and policies supportive of nonmotorized transportation into efforts to meet air and water quality and motor vehicle trip reduction standards established in state and federal legislation.

G-2 - Neighborhoods

The county should locate and design transportation systems in such a manner as to contribute to the safety, efficiency, and convenience of residential neighborhoods. Bicycle and pedestrian needs should be incorporated as a central component of this effort.

G-3 - Energy

Comprehensive Plan policies calling for the development of an energy efficient transportation system should be implemented in part by promoting the use of bicycle and pedestrian-friendly transportation facility design and land use.

G-4 - Intermodal Transportation Systems

The County shall work with transit providers and regional agencies to develop a transit system that is fully accessible to pedestrians and the handicapped, and which integrates as thoroughly as possible the access, safety, and parking requirements of bicyclists

G-5 - Safety and Convenience

King County shall emphasize nonmotorized safety and access in the development of nonmotorized modes as an integral element of transportation planning and facility development

G-6 - Dedicated Facilities/New Development

The development of facilities supporting nonmotorized transportation shall be required as a regular element of the development review process. Incentives should be provided to the private sector to encourage development of nonmotorized facilities beyond those which are required as dedicated improvements

G-6 - Funding Priority

King County should give nonmotorized transportation increased funding priority in order to meet the goals of this plan. This should be accomplished through the expansion of funding for existing programs as well as by placing increased emphasis on the nonmotorized elements of proposed transportation projects.

G-7 - Equestrian

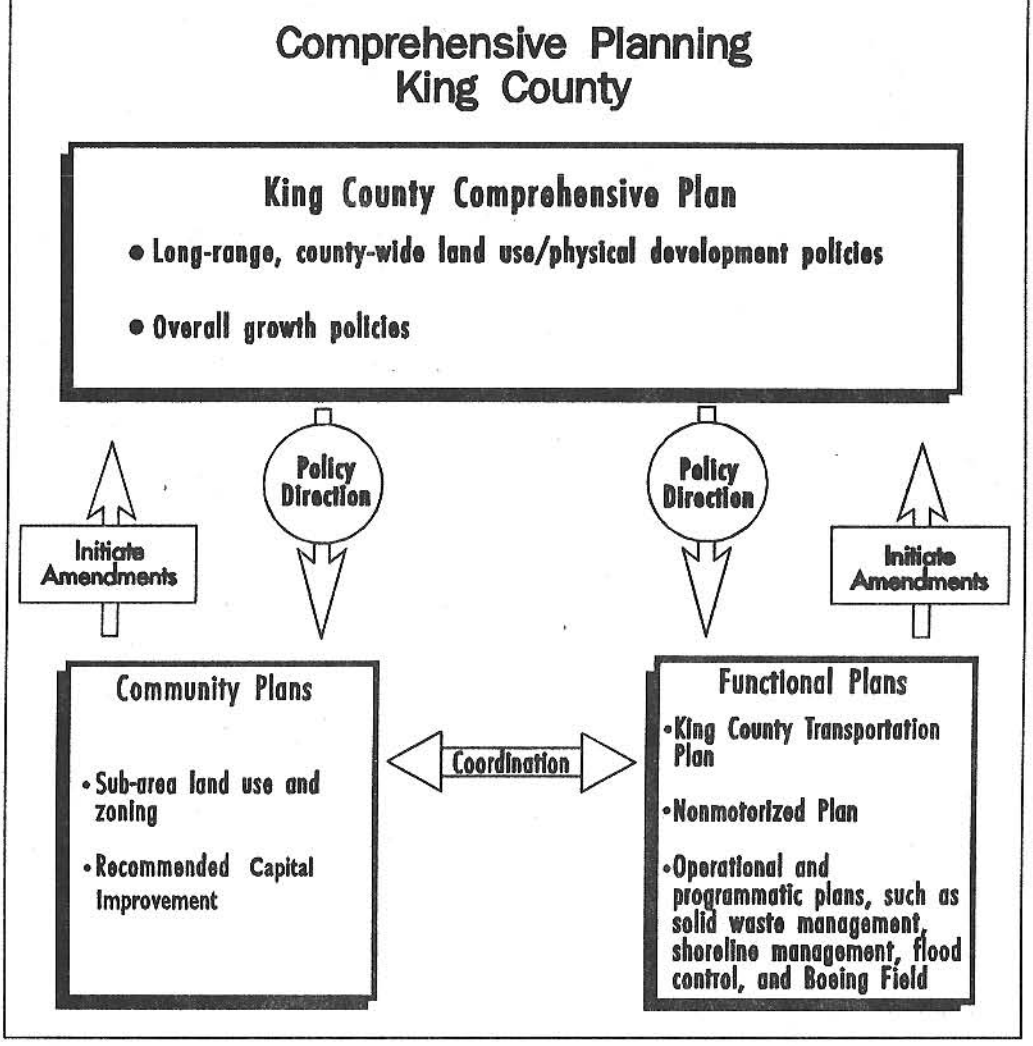
King County should incorporate the needs of equestrian travel in the design of facilities located in areas populated or frequently traveled by equestrians, and strive to integrate these facilities with the other nonmotorized needs of these areas.

THE MANDATE FOR ACTION - THE KING COUNTY COMPREHENSIVE PLAN

The Nonmotorized Transportation Functional Plan is derived from policies and direction described in the 1985 King County Comprehensive Plan. This document, which is updated on a five year cycle, defines policies across a broad range of topics, including services, facilities, and land use.

The Comprehensive Plan also provides a context for planning in a three part system. The Comprehensive Plan is the long-range, County-wide land use plan. Second, under the direction of the Comprehensive Plan, community plans establish detailed land use plans and capital improvement recommendations for local subareas of King County. Third, also consistent with the Comprehensive Plan, functional plans are prepared by King County, special service districts, or other public agencies such as Metro. Functional plans address location, design, and operation of public facilities and services as well as action plans and programs for other governmental activities.

figure -1 | King County Planning System



KING COUNTY FUNCTIONAL PLANS

Functional plans are detailed plans for facilities and services, and action plans and programs for other governmental activities. Some functional plans are operational or programmatic, which means they guide daily management decisions. Others include specific details of facility design and location. The Comprehensive Plan spells out specific expectations for functional plans in policies PI-107 and 108:

PI-107 Functional plans for facilities and services should:

a. Define required service levels for Urban, Rural, and Transitional Areas (as defined in the Comprehensive Plan);

b. Provide standards for location, design, and operation of public facilities and services,

c. Specify adequate, stable, and equitable methods of paying for public facilities and services;

d. Be the basis for scheduling needed facilities and service through capital improvement program;

e. Plan for maintenance of existing facilities;

f. Be consistent with the Comprehensive Plan; and

g. Propose specific amendments to the Comprehensive plan when needs for change have been identified in the functional plan process.

PI-108 Functional plans should be developed through public processes inviting review and comment from affected County citizens and agencies.

COMPREHENSIVE PLAN POLICIES APPLICABLE TO NONMOTORIZED TRANSPORTATION

The Comprehensive Plan set out a significant number of policies which are designed to be applied to County activities relating to non-motorized transportation. Some of these policies are specific in targeting cycling and equestrian interests, others pertain directly to pedestrians, and others dictate the manner in which the County will plan and program a broad range of activities that have an effect on non-motorized interests.

The following is a listing of comprehensive plan policies relevant to nonmotorized transportation:

F-201 **Safety and accident prevention are paramount considerations in the design of all County transportation facilities.**

F-203 **The use of energy efficient transportation facilities is encouraged in appropriate locations.**

F-213e **Safe and efficient bicycle and pedestrian circulation is to be allowed in the design of commercial and industrial areas.**

F-214 **Establish design guidelines for pedestrian and some bicycle facilities in commercial (retail and office) areas.**

F-216 **Residential Street Design (should provide for)**

- **e. separation of neighborhoods from through traffic.**
- **f. providing safe and convenient access to schools, parks, and shopping for pedestrians and cyclists.**

F-217 **Residential streets should be designed to provide the safest possible environment for cyclists, pedestrians, and children.**

F-227 **Safe and convenient pedestrian and bicycle access should be provided at transit centers.**

F-234 **Pedestrian and bicycle travel should be encouraged as a convenient, healthy, and energy efficient means of transportation and recreation. Safe and convenient pedestrian and bicycle access should be provided between residences and nearby schools, business areas, and transit routes. County standards for pedestrian and bicycle facilities should be applied consistently and equitably to all development. (emphasis added)**

E-201 **Lands should be preserved for active recreation ... including trails.**

RL-411 **Protection for non-motorized travel should be provided at sites of extractive operations.**

FORMAT OF THE NONMOTORIZED TRANSPORTATION PLAN

The King County Nonmotorized Transportation Plan is intended to outline the policies and general methods by which decisions which affect nonmotorized transportation will be made. The document is divided into several sections, the first of which describes issues and policies specific to the individual Community Plan Areas of the County, followed by chapters detailing the facility and programmatic needs of bicyclists, pedestrians, and equestrians Countywide. The chapters in which these issues are described are summarized with policies for the development of projects and programs, with specific recommendations for their implementation.

Subsequent chapters describe how the County nonmotorized transportation planning effort is affected by and can affect regional transportation planning efforts, and how the County should approach the development and implementation of specific projects, both through existing roads funding and planning mechanisms as well as through linkage with other County and regional planning and development review mechanisms. The plan includes a listing of projects included in the Transportation Needs Report which affect nonmotorized transportation safety and access, including both new projects and proposed modifications to existing projects. Finally, an Appendix, which includes summaries of the King County Pedestrian/Bicycle-Motor Vehicle Collision Study and the State of Washington Bicycle Policy Plan, is attached for reference.

COMMUNITY PLAN AREA PROFILES AND ANALYSIS

COMMUNITY PLAN PROFILES

Community Plans represent the source of most specific projects which are incorporated in the King County Transportation Plan. Similarly, the Nonmotorized Transportation Plan looks to the Community Plans and the plan areas themselves for specific direction on the identification of projects and needs for nonmotorized transportation in the neighborhoods of King County.

Before that can occur, however, a baseline of information is needed to assess the generalized needs and deficiencies of the nonmotorized transportation system in each of these areas. This Chapter will present a synopsis of this analysis as applied through both information from existing community plans as well as from research conducted for the Nonmotorized Transportation Plan.

Proposed Bicycle and Pedestrian Project Maps of all community planning areas begin on page 25.

EXISTING COMMUNITY PLAN POLICIES

Many of the project and program recommendations of the Nonmotorized Transportation Plan are developed from policies and projects listed in the individual Community Plans as previously developed by the County. The following is a summary both of these identified Community Plan issues and policies as well as a brief summary of other issues and needs identified during the development of the plan.

The following community plan profiles also reflects information collected and presented in the **Pedestrian/Bicycle - Motor Vehicle Collision Report** conducted by the Department of Public Works and the Harborview Injury Prevention and Research Center. A summary of the overall findings of the Collision Report is contained in Appendix B of this document.

BEAR CREEK

The Bear Creek Planning Area east of Redmond is one that is currently undergoing a tremendous amount of scrutiny as a potential urban "frontier" under the recently adopted Growth Management Act. Issues of how much and where urban development will occur in Bear Creek will be of significant importance to the full range of nonmotorized modes, as the Bear Creek area remains one of King County's largest and most active equestrian communities.

The Bear Creek Community Plan and the Open Space Plan have both identified a large number of trail development opportunities in Bear Creek. Several of these opportunities are reflected in the presence of existing utility rights of way, including the Tolt Pipeline Trail, the Pacific Northwest Gas Pipeline, and the Puget Power Trail. Each of these is considered a major route for both equestrians and mountain bikes, with long term development plans possibly including parallel paved multi-purpose trails.

The center of equestrian attention in the planning area is the Redmond Watershed immediately north of Novelty Hill Road. Already a popular equestrian destination, the Watershed is located at the convergence point of several trail corridors. The enhancement and preservation of access on road right of way is seen by the equestrian community as essential to the long term viability of this area for equestrian use.

A major element of the local trail system is potentially to be incorporated in the design and development of the two Master Planned Developments (MPD's) planned for the Novelty Hill Road Area immediately east of the watershed. The degree to which trail design and general nonmotorized access is incorporated into the design of these communities might be viewed as a precedent for other such developments in King County.

Bicyclists are also frequent users of the road system of Bear Creek. Ames Lake, Avondale, Union Hill, and Novelty Hill roads are all extensively used by recreational bicyclists to reach the roads and destinations of the Snoqualmie Valley. Significant amounts of paved shoulder have been provided through development dedication on Union Hill Road, while additional shoulders have been provided on Novelty Hill Road. Bicycle lanes are programmed for the redevelopment of Avondale Road north to the Woodinville-Duvall Road.

Woodinville-Duvall Road is considered a critical link for pedestrians, bicyclists, and equestrians in the potential access an improved road facility would provide to each user group. As a heavily traveled arterial, however, the development of bicycle lanes and separate trail facilities are both considered necessary to substantially improve nonmotorized conditions in this east/west corridor

Study Corridors - Bear Creek

Novelty Hill Road - The potential development of the Port Blakeley and Quadrant Master Planned Developments will significantly change the nature of the road for bicyclists, equestrians, and pedestrians both through increased traffic volumes and the introduction of new intersections, driveways, traffic control devices and turning movements. Both the review of the MPD's and future road project scoping should address the needs of nonmotorized users

between the new community and Avondale Road. The potential for vertical separation of trails and paths which will cross the arterial should also be assessed.

New North/South Arterial - Also associated with the development of the MPD's is construction of a new principal arterial running north/south through the Bear Creek planning area. Potential issues include integration of separated trail facilities and the accommodation of bicyclists on the roadway itself. The question of the access barriers created by the road should be addressed in the scoping of the arterial project.

EAST SAMMAMISH

Currently under development, the East Sammamish Community Plan is attempting to address the impacts of rapid urban development, as well as to integrate nonmotorized facilities as a component of that development. A need to retrofit ped and bike facilities on main arterials as well as to include them in new road construction has been identified, as has been a need to incorporate equestrians in particular areas and corridors which connect with the existing and proposed County trail system in the area.

These connections to the proposed trail system are very important, as they will be developed in large measure through developer contributions on adjacent County roads, and through integration of trails and paths within the new developments.

The plan will identify the need to make connections to the bike/ped facility under construction on East Lake Sammamish Parkway, as well as to any trail which would be built on the nearby railroad right of way if and when that right of way is abandoned by the Burlington Northern Railroad. The development of compatible facilities on the roads which circumnavigate Lake Sammamish is a vital issue to local bicyclists, who have long identified a loop around the lake as one of their most desired projects. The development of the Southeast 56th Street project in Issaquah will bring that project one step closer to completion.

Study Corridors - East Sammamish

Issaquah-Fall City Road - (East Sammamish Parkway to Issaquah Pine Lake Road) This road provides access to the East Sammamish plateau from Issaquah and Lake Sammamish State Park. Current traffic volumes and roadway profile makes this a potentially hazardous roadway for bicyclists. Improvement of this corridor or a parallel route should be studied.

SR. 520-202 Interchange - The development of an interchange in Redmond at this location should consider bicycle pedestrian access as a primary issue.

The interchange location is immediately adjacent to a rail line which has been identified as a potential trail corridor in the King County Open Space Plan. The development of an interchange with multiple free turning lanes on approach ramps will create a hazardous situation for both bicyclists and pedestrians and should be mitigated.

EASTSIDE CITIES

Another predominantly incorporated area of the County which has received perhaps the most attention on nonmotorized issues is the Eastside, including Redmond, Kirkland, Mercer Island, Bellevue, Bothell, and the towns of Beaux Arts, Evergreen Point, Yarrow Point, and Medina. While many of these communities have established nonmotorized transportation planning programs, there are a number of issues which reach across jurisdictional borders.

Many of these issues were defined and addressed in the development of the Eastside transportation Program (see Chapter 6 - Regional Issues), including the identification of a corridor system of key bicycling streets (see map insert). Since that time several proposals have surfaced which are being seriously considered by a number of communities and transportation agencies.

Most prominent among these is the proposal to develop a separated pedestrian/bicycle trail along the SR-520/Evergreen Point Bridge corridor between Seattle and Redmond. The development of such a corridor would directly serve the University of Washington, which is the single largest generator of bicycle commutes in the State of Washington. The development of the trail (under consideration by the WSDOT) would open up the potential of cross lake commuting to potentially thousands of bicyclists on the Eastside for whom the I-90 Trail is neither convenient or (during peak hour) particularly accessible.

As in Northshore and Newcastle, the freeway system itself remains a major barrier to nonmotorized access. Existing bicycle and pedestrian facilities crossing I-90, SR-520, and I-405 are somewhat limited, and should be both preserved and enhanced in conjunction with other road system development. Of particular interest is the preservation of nonmotorized access along Northeast 124th Street, from Kirkland, through the Totem lake activity center, across the Sammamish Valley, and over English Hill to the equestrian areas of Bear Creek and the existing trail systems of Redmond and King County.

ENUMCLAW

The Enumclaw Plateau is an area popular among the whole range of nonmotorized users - recreational bicyclists, equestrians, and pedestrians. The area is principally rural, with many acres of farmland preserved by the purchase of development rights by the County in the 1980's. As a result, facility needs for nonmotorized transportation tend to be more passive, and focused on alternative treatments of existing road shoulders.

To the bicyclist, Enumclaw is a very popular place for recreational riding, with vistas of Mount Rainier and the Cascades mixing with low traffic volumes to create a pleasant bicycling environment. Enumclaw is located near the very popular Green River Road, and near the proposed Foothills Trail in Pierce County. The draft Regional Trails Plan also calls for development of a County multi-purpose trail which would link to the Pierce County system. Trail development opportunities on the intended right of way have been lost within the City of Enumclaw.

Bicyclists also use SR 164 and SR 410 as access routes to Mount Rainier National Park, and the WSDOT and the National Park Service are responding by proposing improvements to the Mather Memorial Highway (SR410) east of the City of Enumclaw to accommodate the growing numbers of recreational bicyclists. The King County Fairground in Enumclaw is the start and finish of the annual RAMROD (Ride Around Mount Rainier in One Day) recreational cycling event. Participants in this event utilize Mud Mountain Road as well as 280th Ave Southeast near the fairground.

While there is a large and significant equestrian presence on the plateau, much of it is based in the breeding and training of horses, including thoroughbreds. This is in contrast to equestrian communities in Bear Creek and Northshore, where there is a great demand for development of equestrian facilities on road shoulders. This demand can be met in Enumclaw primarily through the retention of unpaved shoulder space along most County roads in the planning area.

As the plateau grows in population, there will be a greater demand for pedestrian facilities in currently rural areas. While the general recommendation for pedestrian facilities in these areas includes provision of paved shoulder space, project specific consideration should be given to alternatives ranging from sidewalk development (in areas where sidewalks have already been dedicated) to Neighborhood Pathway development where equestrian access is a concern

FEDERAL WAY

While most of the area commonly known as Federal Way incorporated in 1989, the County still has jurisdiction over an area east of I-5 which is significant to nonmotorized transportation. The City of Federal Way is located adjacent to the employment and transportation centers of the Green River Valley, and roads leading down the valley wall to these centers are used by bicycle commuters. In addition, the unincorporated area of Federal Way generally has little in the way of pedestrian facilities, either in sidewalk development or in shoulder paving.

Much of the County neighborhoods retain a distinctly rural quality, even as new housing develops in the area. A significant challenge for the County in the development of new housing and in the management of the roads system in the area is the linking of dedicated sidewalk facilities adjacent to new development with the need for more comprehensive shoulder paving and pedestrian facility development. While it may be many years before enough right of way and sidewalk dedication occurs to create a continuous system of facilities, the increased traffic generated by these developments will create hazardous conditions for local pedestrians without some interim measure.

Another element of nonmotorized circulation in Federal Way is represented by development of a trail in the Bonneville Power Administration right of way between the Pierce County line and the Tacoma Water Pipe #5 in the Green River Valley. Development of the trail (known as City Pride Park in the City of Federal Way) would provide a direct link for bicyclists and pedestrians between residential areas and commercial, transit, and employment centers, as well as a separated crossing and alternative to S. 320th Street over I-5. Development of trail further east would likely involve the redevelopment of road right of way on one of several alternative corridors down the valley wall to the Cities of Kent and Auburn.

Study Corridor - Federal Way

Military Road (Pierce County to Sea Tac) The entire length of this road could provide a popular north south corridor for both recreational and commuting bicyclists. Needs in the short term include consistent shoulder paving, while eventual road development should include sidewalks and bicycle lanes.

GREEN RIVER VALLEY AREA

While predominantly an incorporated area of the County, the Green River Valley represents an area which has grown significantly in popularity for

nonmotorized users in recent years. The development of the Interurban Trail by the County has been matched by local communities with trail development and road "set-asides" as recreational corridors in Tukwila (Christensen Trail), Kent (Frager Road), Federal Way (BPA/City Pride Park trail), and Auburn (Green River Trail, Tacoma Pipeline #5 Trail). The development of these facilities, along with the linkage of the City of Seattle trail system (Duwamish/Alki Trail) via the County development of the entire 32 mile Green River Trail corridor could create an unusually effective nonmotorized transportation system throughout South King County.

Limitations to the utility of this system exist in the lack of either safe or convenient access along the arterials which run east/west through the Valley. The development of proposed high capacity transit systems through or near the valley will focus additional attention on the ability to both move commuter bicyclists to the system as well as to allow for pedestrian-compatible land uses and access in close proximity to that system.

The barriers represented by the east/west arterials are described both in terms of topography and in the lack of space available to bicyclists and pedestrians on existing routes. The inclusion of full nonmotorized facilities in the development of new or reconstructed arterials in the Southeast 200th Street and Southeast 272nd Street corridors should be considered a significant element of these projects.

HIGHLINE

The Highline community planning area represents an area developed largely without significant pedestrian or other nonmotorized facilities over the past four decades. The area also has the highest rates (by far) of pedestrian and bicycle collisions with motor vehicles of any planning area in the County. While the relationship between accident rates and the lack of facilities is by no means absolute, the need to aggressively improve and develop nonmotorized (and particularly pedestrian) facilities in this area has been identified in recent planning efforts.

This focus has been a major topic of concern in subareas such as White Center and Burien. While the development of a wide range of facilities is both desired and needed in these areas, a similar commitment to pedestrian education and active law enforcement need to be continued if accident rates are expected to decline in the near future. Significant numbers of the accidents studied by the County during the years 1985-1990 involve alcohol consumption, either by the driver or by the victim of the collision.

Business centers in the area are also in need of pedestrian facility development and maintenance. Older business areas typically have sidewalks which

are uneven, interrupted by numerous driveways, and are occasionally discontinuous.

The promotion of bicycle facilities in the Highline community will be difficult, given the minimal right of way set aside for roads at the time of development. The development of bicycle lanes will necessitate the elimination of significant on-street parking, an option which should be considered on larger arterials but which must be weighed against the needs of local residents on certain collector arterials which also serve as residential streets.

An alternative to bike lane development in Highline is represented by efforts which the County may undertake to install traffic control devices in residential neighborhoods. Most effective in environments which include grid-pattern streets, devices such as traffic circles and chokers have made long sections of residential streets in Seattle attractive bicycling alternatives to congested arterials, without the need to acquire additional right of way for lanes or paved shoulders.

The County should also aggressively investigate available opportunities to utilize undeveloped road right of way and utility corridors to provide separated pathways in urbanized areas of Highline. Road vacation requests should be carefully considered in light of the resource that the right of way may represent to pedestrians and bicyclists.

Study Corridors - Highline

Orillia Road This is a popular commuting route for bicyclists seeking access to the employment areas of the Green River Valley. Bicycle and pedestrian improvements should be included in any road project on this link, and should connect to nonmotorized facilities proposed for development in the South 200th Street corridor.

Renton Avenue South (Seattle to Renton) The West Hill Community Plan (proposed) calls for the possible reduction from four to three lanes, providing an opportunity for bicycle facility installation. Sidewalk improvements are also a priority need in this corridor.

Duwamish/Skyway Connector The County should study alternatives for providing a nonmotorized link from the Duwamish/Green River trail to the Skyway/West Hill area, where another trail is proposed by the West Hill Community Plan. Access across I-5 will be a significant issue to address.

64th Street South/68th Avenue South (South 129th Street to Renton Avenue) This two lane arterial has sufficient paved width to allow the inclusion of bicycle lanes. This street provides access through the Skyway community.

Southwest 104th Pedestrian Facilities The Southwest 104th Street corridor through White Center currently includes several pathway facilities which link key community facilities with residential neighborhoods. Continuation of this system would greatly enhance pedestrian access in the White Center community.

16th Avenue Southwest Pedestrian Facilities An assessment of the condition of pedestrian facilities in the White Center business district is needed to make improvements. The condition of sidewalks in the area has deteriorated to the point of obstructing access to citizens relying on wheelchairs or other assistance for pedestrian mobility in the area.

NEWCASTLE

Located east of Lake Washington in a rapidly urbanizing area of King County, the Newcastle community represents another area in which nonmotorized transportation issues are continually being addressed. The current Community Plan, adopted in 1983, discusses the need to provide for nonmotorized transportation facilities in the vicinity of activity centers for pedestrians and bicyclists, and to focus equestrian facility development in rural areas where conflict with autos was perceived to be less likely. Other trail systems were envisioned which would serve as access to the Cougar Mountain Regional Wildland Park for a variety of user groups, although bicyclists have subsequently been banned from the park itself.
Pedestrian facilities cited in the plan were generally of two types: urban walkways associated with the existing and planned road network; and separate hiking trails serving more remote areas in the vicinity of Cougar Mountain. Equestrian facilities were general considered to be preferred if located as part of a separate trail system, although certain specific roads were identified for shared shoulder facilities due to the lack of acceptable alternative routes.

May Valley Road (mentioned in the Tahoma/Raven Heights section) continues westward through the community, continuing to Coal Creek Parkway, location of one of the County's first Class II bicycle facilities. The Parkway itself is a significant linkage to another trail which parallels I-405 between Bellevue and Renton, and is currently the subject of a design study which has as one of its goals the improvement of access to the Lake Washington Trail.

This trail has become a critical link in the route bicyclists use to circumnavigate Lake Washington, and was constructed at the same time as I-405 was both widened to accommodate an HOV lane and when the freeway was closed to bicycle access. In addition to its recreational value, the trail has become a significant bicycle commuting corridor between the Bellevue CBD and the Boeing plant in Renton.

The development and the preservation of nonmotorized access on existing roads and across the barriers created by freeways remain principal issues in Newcastle. West Lake Sammamish Parkway has for years been a popular corridor for bicyclists and pedestrians between I-90 and Redmond, but the two-way design of the existing bicycle lane is considered substandard and potentially hazardous for northbound (counterflow) traffic. Also in the vicinity, West Lake Sammamish east of the Newport Way interchange is programmed to receive shoulders on the current CIP project list. These projects, taken with the completion of bicycle lanes on East Lake Sammamish Parkway, can finally allow for enhanced bicycle access around all of Lake Sammamish from Issaquah to Redmond and back.

The question of access to Cougar Mountain and its surrounding neighborhoods remains a significant one to many users and potential users of the popular County Park. The development of Lakemont Boulevard will include facilities for both pedestrians and bicyclists, while the retention of at least wide shoulders on Newport Way is envisioned in this plan.

As with other neighborhoods bounded by freeways, the I-90 and I-405 corridors need to be comprehensively studied for nonmotorized access improvements across their respective rights of way. The development of trail facilities along the I-90 corridor from Seattle to Eastgate may additionally be considered in the future for linkage to the urbanizing areas east of Eastgate.

Study Corridors - Newcastle

Southeast 60th Street (Lake Washington Boulevard to Coal Creek Parkway) This street links a popular regional trail along I-405 to residential neighborhoods, parks, and schools. Shoulder development is currently proposed for the street, while consideration should eventually be given to a street profile with bike lanes and sidewalks included.

May Valley Road - (Coal Creek parkway to Issaquah-Hobart Road) This corridor is popular among many different types of nonmotorized users, including hikers, equestrians, and bicyclists. Current right of way constraints do not allow immediate development of parallel facilities, even as traffic volumes grow on this arterial. Consideration should be given to either functional changes in the road allowing better nonmotorized access and safety, or to development of a trail in the same general corridor.

NORTHSHORE

Another plan has recently been prepared for the Northshore area of north King County. A major emphasis of this plan is on integration of trails and roads into a complete network of facilities compatible to a wide range of users, including a significant equestrian population. An on-going issue in the area has been the completion of the "Missing Link" between the Burke-Gilman and the Sammamish River Trail Systems, both of which traverse Northshore. Once completed, a corridor of separated trail facilities will reach from Redmond around the north end of Lake Washington and south to Seattle in the Ballard neighborhood.

The plan also includes a heavy equestrian emphasis in facility identification, including the development of the County's first neighborhood pathway system in the Hollywood Hill neighborhood of Woodinville. Such a system would provide a linkage to Sammamish Trail and Tolt Pipeline Trail, both of which are significant regional equestrian corridors.

Pathway development in older neighborhoods which might not otherwise qualify for sidewalk development is also seen as a significant element of the Northshore Plan's nonmotorized vision.
Class II bikeway development is seen as important in the more urbanized areas of Northshore. This would provide both access as well as be consistent with the adopted plans of Bothell, Redmond, and Kirkland, and with the adopted Eastside Transportation Program bike network.

Other facilities issues of note in Northshore include the Juanita Drive Class II bikeway and inclusion of nonmotorized facilities in the development of the Juanita -Woodinville Way - NE 160th Street CIP project. Equestrian issues in Northshore are described in Chapter Five, "Equestrians in King County".

Study Corridors - Northshore

68th Avenue Northeast Accommodation needs to be made in the design of the bridge which crosses the Sammamish River near Kenmore. This road links the Burke-Gilman Trail to recently developed bicycle lanes on Juanita Drive. A study should evaluate the potential of widening the bridge, developing a separate nonmotorized facility, or redeveloping the bridge to a standard which provides better nonmotorized access.

Willows Road Extension Any extension of Willows Road north to Northeast 145th Street should specifically address pedestrian, bicycle, and separated equestrian access. The proposed extension would link trails, on-street facilities, and neighborhoods with active nonmotorized elements.

SHORELINE

The Shoreline Community is a more urbanized area than most in the County. It is typified by traditional post-war County residential development - few sidewalks on local streets, no bicycle facilities, and negligible trail or pathway development linking community facilities and commercial areas.

In addition, the presence of both I-5 and Aurora Avenue have created signifi cant barriers to nonmotorized transportation east/west through the community. Many popular destinations and corridors for nonmotorized transportation in the community would be made more accessible with the development of dedicated facilities such as sidewalks, paved shoulders, and separated paths. These destinations include Shoreline Community College, the Cerebral Palsy Center, and the Aurora Village Shopping Center. Many bicyclists pass through the Innis Arden neighborhood from Seattle to Edmonds and the ferry to the Kitsap Peninsula.

The proposed Shoreline Interurban Trail would provide a north/south alternative to the congested conditions on Aurora Avenue, as well as provide significantly improved pedestrian access for residents of communities along both sides of this prinicpal arterial. Sidewalk and pathway development should support access to the trail, as well as provide a linkage to the Burke-Gilman Trail at Lake Forest Park.

Any transit system development on a northern corridor should pay particularly close attention to the access needs of adjacent neighborhoods, and to the development of new access routes along and across the system as it passes through Shoreline.

Study Corridors - Shoreline

Richmond Beach Road (Richmond Beach to Fremont Avenue) Development of this corridor could meet a critical need for east/west nonmotorized access in Shoreline. Inclusion of sidewalks and bicycle lanes is recommended if the road is redeveloped or if the configuration of the road is changed from four lanes to three.

Dayton Avenue (Richmond Beach Road to Westminster Way) Dayton Avenue potentially provides excellent north/south access for bicyclists through Shoreline, given current levels of traffic and terrain. Shoulder paving would meet the current facility improvement needs, although sidewalks and bike lanes are eventually envisioned for this corridor.

Ashworth/Meridian Avenues (Northeast 145th to Northeast 205th Streets) These two parallel streets could provide good access through Shoreline for nonmotorized users should the Interurban trail not be built. While not a substitute for a trail facility, development of nonmotorized improvements would improve access and safety for a large number of potential users.

Northeast 182nd Street/Northeast 178th Street (15th Avenue Northeast to Lake Forest Park) This section is a key link in an east west corridor linking Shoreline to the Burke-Gilman Trail. Full development of the corridor would include sidewalks and bicycle lanes.

North 165th Street/North 167th Street (Dayton Avenue to 25th Avenue Northeast) Development of a nonmotorized corridor (including an overpass of I-5) would provide an ideal low-volume east/west corridor. The study should address the best location for a crossing and route selection which minimizes elevation barriers.

SNOQUALMIE

The Snoqualmie Valley, with rural roads, quaint towns, tourist destinations, and mountain vistas has become one of the most popular bicycle touring areas in the State of Washington. Many special events for bicyclists and walkers are held in the Valley annually, so much so that a perception of conflict exists between local residents and the groups which use these roads for both organized and informal events.

Equestrians are also frequent users of road shoulders in the Upper Valley near Snoqualmie and North Bend, while trail development throughout the area - while it may result in some trips being diverted from local roads - promises to bring more users to the area than ever before. Most of the roads in Snoqualmie are rural, and are considered attractive (particularly to bicyclists) in part to their undulating and occasionally twisty character. The mix of this type of roadway, high nonmotorized use, and local residents who know how to drive these roads quickly is the principal source of conflict and occasional hostility between residents and visitors to the area.

Perhaps more than in other areas of the County, effective education and enforcement efforts may play a more significant a role in the lowering of tensions in the community as the actual construction of trails and road shoulders. Such an effort should be directed towards both the bicycling as well as the local communities (an effort which as already been started by the Cascade Bicycle Club and other local organizations).

While programmatic response to the popularity of the area is a high priority in the promotion of a safe and accessible road system in the planning area,

there are also some immediate physical facility needs as well. The function of arterials in the planning area is mostly ascribed to the area's state highways, each of which would benefit from the development of paved shoulder facilities. Local roads in the equestrian areas of the upper valley should be reviewed for either the preservation of existing unpaved shoulders or the development of Neighborhood Pathway facilities. In addition, proposed development of trail facilities along SR-18 implies a need to develop a similar facility in the Snoqualmie Ridge MPD to serve the MPD, Tiger Mountain recreational use, the trail system of the City of Snoqualmie, and the proposed Cross State trail through the Snoqualmie Pass/I-90 corridor.

Study Corridor - Snoqualmie Valley

Carnation By-Pass - The development of a road or trail linking the northern and southern sections of Snoqualmie Valley Road west of Carnation in the vicinity of Mc Donald Park would enable bicyclists to completely by-pass the congested conditions on SR 203 while traveling the length of the valley.

SKYKOMISH CORRIDOR

While the road system of the Skykomish Valley along US 2 in King County is somewhat limited and rural, the Stevens Pass Corridor is nonetheless very popular for cross-state (and transcontinental) bicycle tourists. On-going road maintenance efforts in the corridor should be reviewed with the goal of providing an attractive by-pass to the congestion of US 2 between the town sites of Grotto, Skykomish, and Baring. County management of the old Stevens Pass Highway should also be consistent with efforts to develop the Iron Goat Trail by the United States Forest Service in the immediate area of the pass.

SOOS CREEK

Adopted in 1992, the Soos Creek Community Plan is most recently adopted Community Plan and addresses extensively issues relating to nonmotorized transportation. The emphasis of the nonmotorized transportation element of the plan and of its Citizen Advisory Committee was on pedestrian and bicycle safety and access, in that order. Equestrian issues were to be addressed on a case-specific basis such as near the Lake Youngs and Soos Creek trails.

The plan envisions thorough development of urban class II bikeways on arterials in the growing residential areas of the Soos Creek Plateau, with the significant admonition that residential development should provide access to arterials for pedestrians and bicyclists independant of the road system itself.

The Plan holds that education of the public in the needs and characteristics of nonmotorized transportation is an important issue to be addressed in the schools and amongst the general public.

Specific facility interest in the plan include access to several trail systems, including the Soos Creek Trail, the Lake Youngs Trail (soft surface), and the eventual dedication of a separated paved multi-user facility along SR-18 from Green River Community College to I-90 as an element of the WSDOT upgrading of the highway.

Issues relating to nonmotorized access also are focused upon the barrier represented by the topography of the plateau, and the effect of that barrier upon access to the commercial/industrial/employment centers of the Green River Valley, and to any eventual high capacity transit system. The inclusion of nonmotorized facilities on any new arterial in the S. 277th Street corridor (and possibly at the S.200th Street corridor) is seen as essential in providing linkages outside the immediate planning area. To the north, access to the Cedar River trail corridor is also identified as an issue to be addressed both through trail and on-road facility development.

Other destinations which could be better served by nonmotorized transportation facilities include the Green River Community College, the Petrovitsky Road corridor, and the Benson Highway/SR 515 corridor.

Study Corridor - Soos Creek

Southeast 168th Street (Old Benson Highway to 128th Avenue Southeast) Striping of a bicycle lane would provide the only usable facility for bicyclists in the Benson Hill area.

TAHOMA/RAVEN HEIGHTS

The Tahoma/Raven Heights area is another generally rural area which is very popular among bicyclists, hikers, and equestrians alike. The May Valley Road has traditionally been very popular among all three user groups, even though right of way along the corridor is very limited. To the south, many roads in the planning area are very popular for both individual and organized group bicycling, including the roads in the vicinity of black Diamond and the Green River Gorge.

A specific access issue to the Tahoma/Raven Heights area centers on the Tiger Mountain State Forest. The forest is very popular with hikers, mountain bicyclists, and equestrians, even though there are relatively few access points to the mountain. Proposals by both the Department of Public Works and the Office of Open Space to include a trail in the redevelopment of SR-

18 would significantly improve safe access to the popular east entrance to the forest.

There are several trails planned or under development in the Tahoma/Raven Heights Community Planning area, including the Cedar River Trail and the SR-18 proposal. Overlay shoulder development has improved access for bicyclists and pedestrians on the Issaquah-Hobart Road, and should be considered as an element of overlay proposals throughout the planning area.

VASHON ISLAND

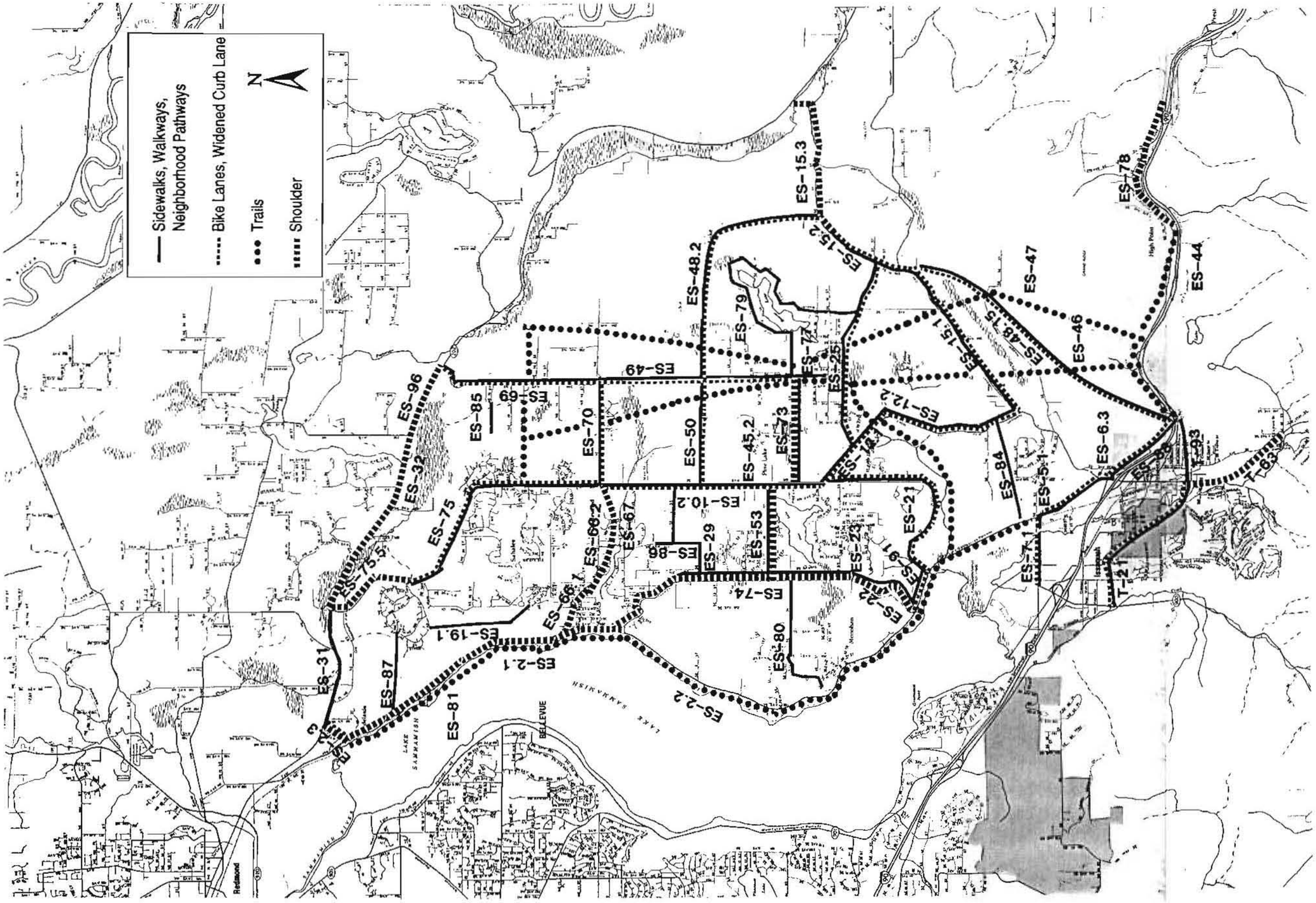
As with the Snoqualmie Valley, the rural setting and lightly traveled roads of Vashon Island have made this community planning area both a popular bicycle touring area and active equestrian community. Given the low population and traffic on the Island, the ability of both equestrians and bicyclists to travel on the road system or its shoulders are somewhat compatible. The major shoulder development which would be of real benefit to bicyclists is limited to the Vashon Highway between the ferry terminals of Talequah and Vashon (with particular emphasis on the hill climbs from the two terminals), while equestrians desire unpaved shoulders or pathway facilities elsewhere on the Island. Project proposals should be reviewed in accordance with progress on the development of an Island trail system by the local recreation board and Trails Committee.

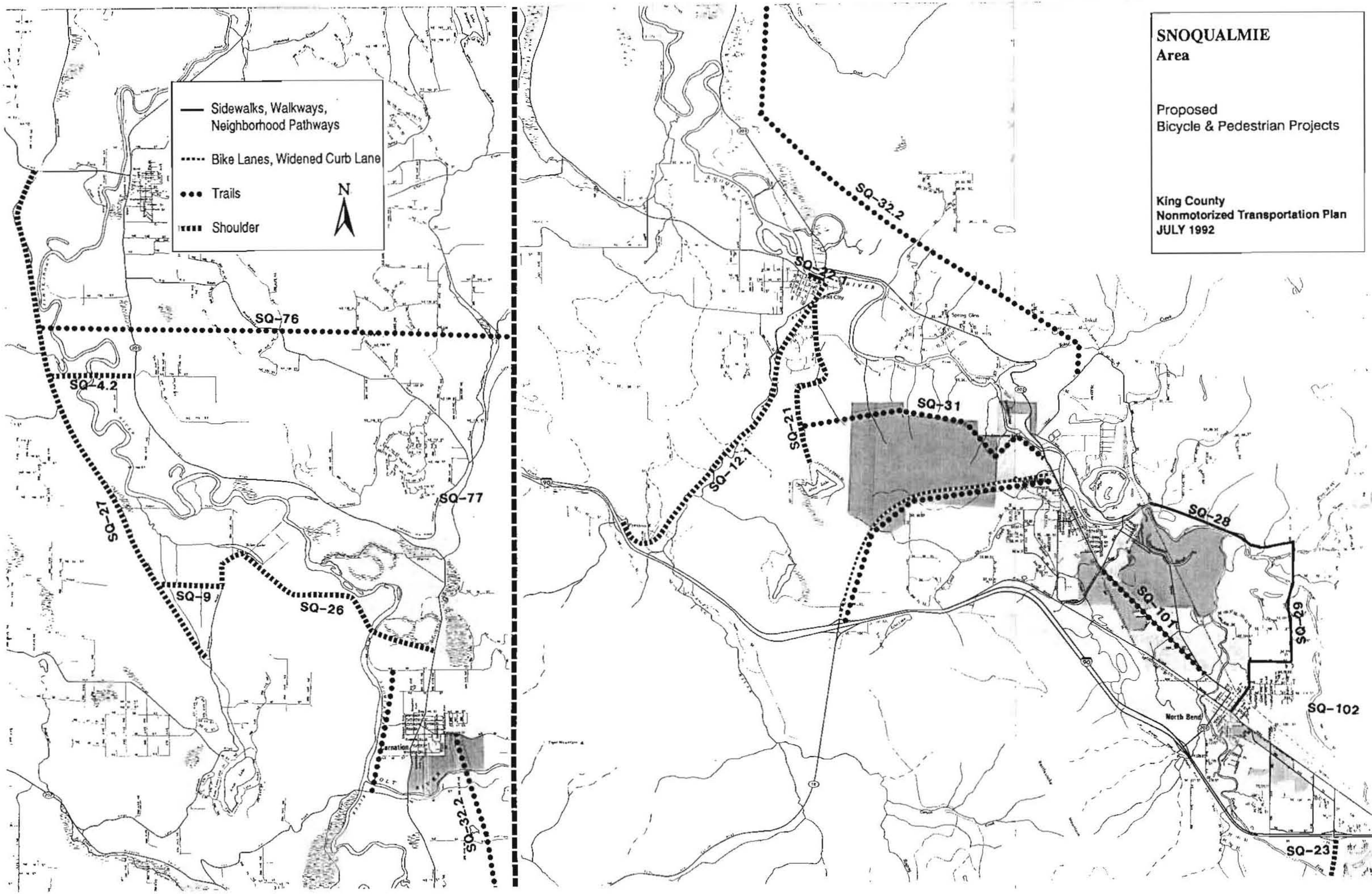
Pedestrian safety is an on-going concern of Island residents, particularly along the highway and in the townsites of Vashon and Burton. Continued development of sidewalks and pathways in these areas is a recommendation of the Nonmotorized Transportation Plan, as is the development of a pathway facility between Burton and the County Park at Jensen Point.

EAST SAMMAMISH
Area

Proposed
Bicycle & Pedestrian Projects

King County
Nonmotorized Transportation Plan
JULY 1992

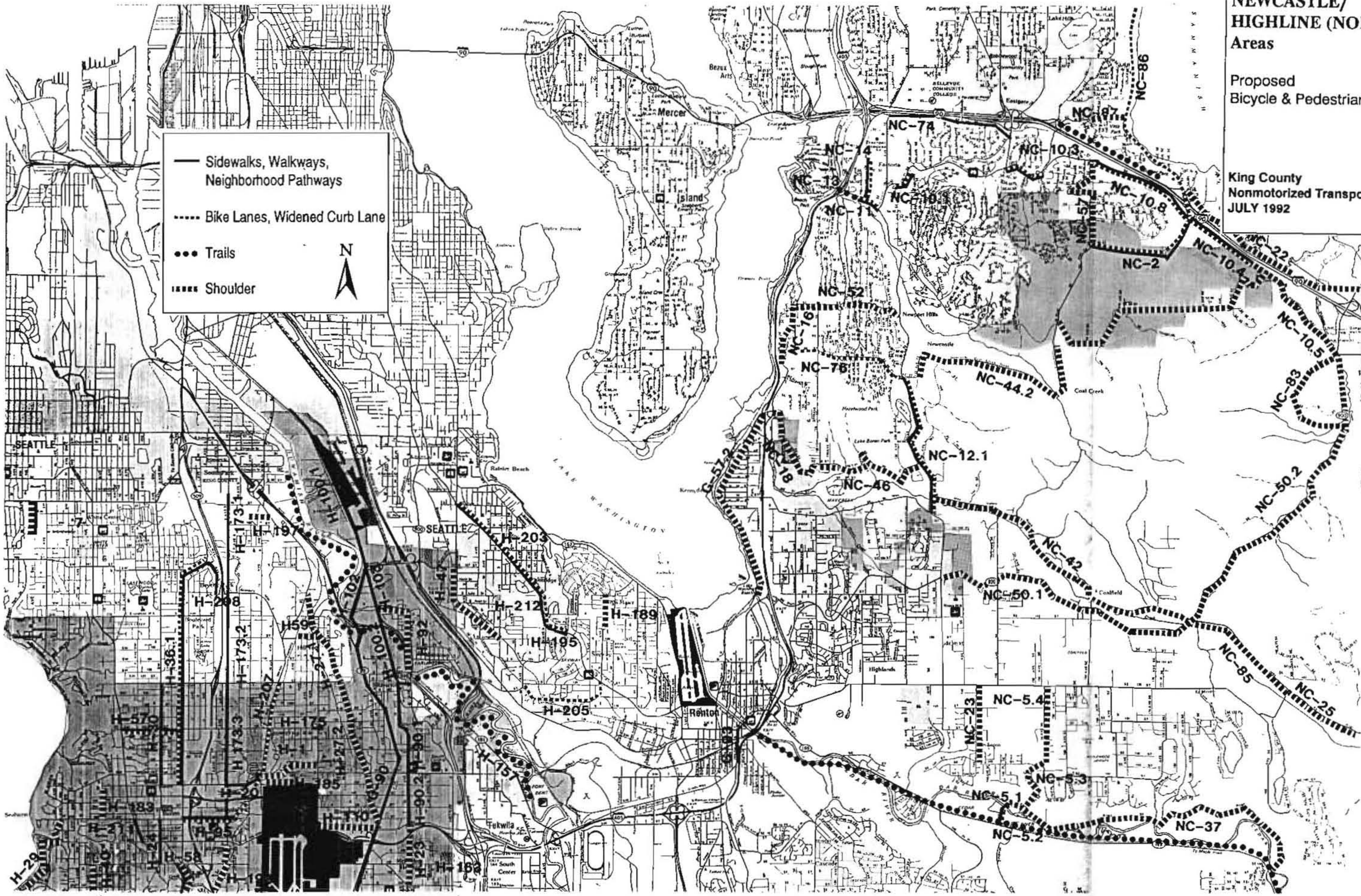




SNOQUALMIE
Area

Proposed
Bicycle & Pedestrian Projects

King County
Nonmotorized Transportation Plan
JULY 1992


Sidewalks, Walkways, Neighborhood Pathways
Bike Lanes, Widened Curb Lane
Trails
Shoulder
N
SEATTLE
Mercer
Island
LAKE WASHINGTON
Renton
Tukwila
Highlands
NC-14
NC-13
NC-11
NC-74
NC-10.3
NC-10.1
NC-10.8
NC-57
NC-2
NC-10.4
NC-22
NC-86
NC-52
NC-76
NC-75
NC-44.2
NC-10.5
NC-83
NC-12.1
NC-46
NC-18
G-57.2
NC-42
NC-50.2
NC-50.1
NC-85
NC-25
NC-23
NC-5.4
NC-5.3
NC-5.1
NC-5.2
NC-37
H-100.1
H-173.1
H-197
H-203
H-102
H-103
H-47
H-298
H-212
H-189
H-59
H-195
H-36.1
H-173.2
H-92
H-100
H-205
H-570
H-173.3
H-207
H-175
H-27.2
H-90.1
H-90
H-151
H-20
H-185
H-183
H-90.2
H-110
H-95
H-23
H-58
H-182
H-29

NEWCASTLE/ HIGHLINE (NORTH) Areas

Proposed
Bicycle & Pedestrian Projects

King County Nonmotorized Transportation Plan JULY 1992

FEDERAL WAY/ HIGHLINE (SOUTH) Areas

Proposed
Bicycle & Pedestrian Projects

King County
Nonmotorized Transportation Plan
JULY 1992

— Sidewalks, Walkways, Neighborhood Pathways

- - - - Bike Lanes, Widened Curb Lane

●●● Trails

▮▮▮▮ Shoulder

N

PUGET SOUND

TACOMA

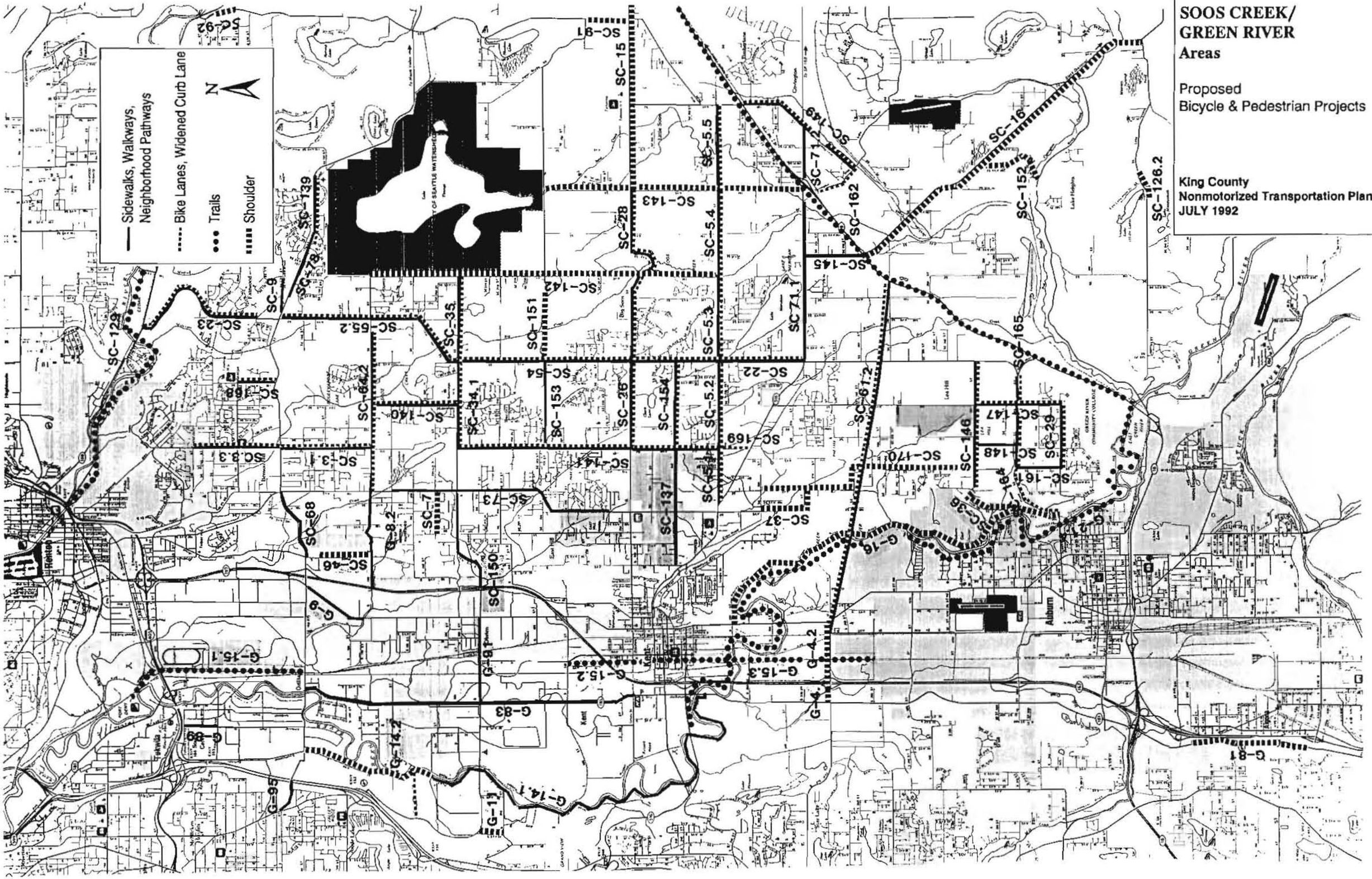
SOOS CREEK/ GREEN RIVER Areas

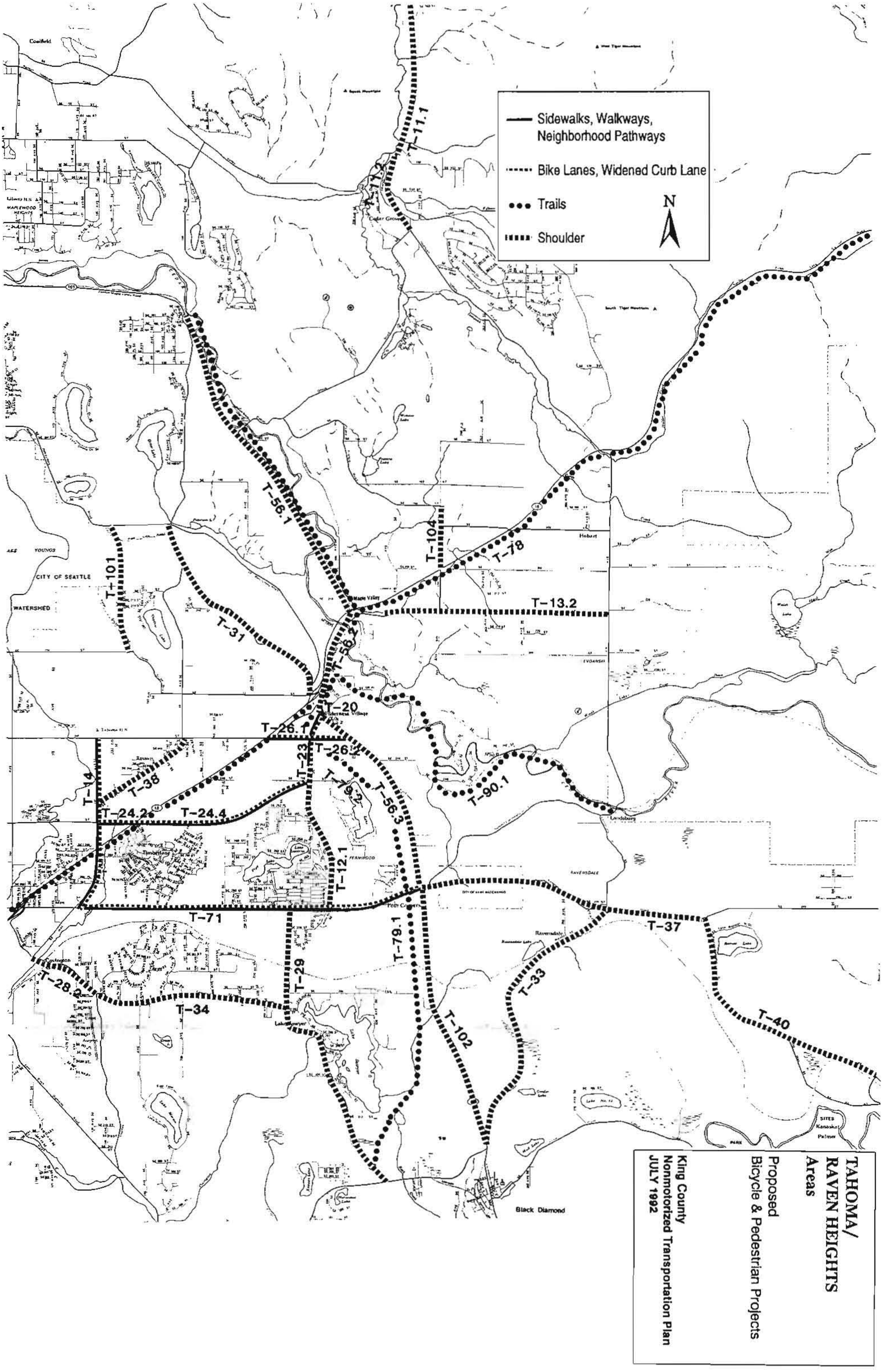
Proposed
Bicycle & Pedestrian Projects

King County
Nonmotorized Transportation Plan
JULY 1992

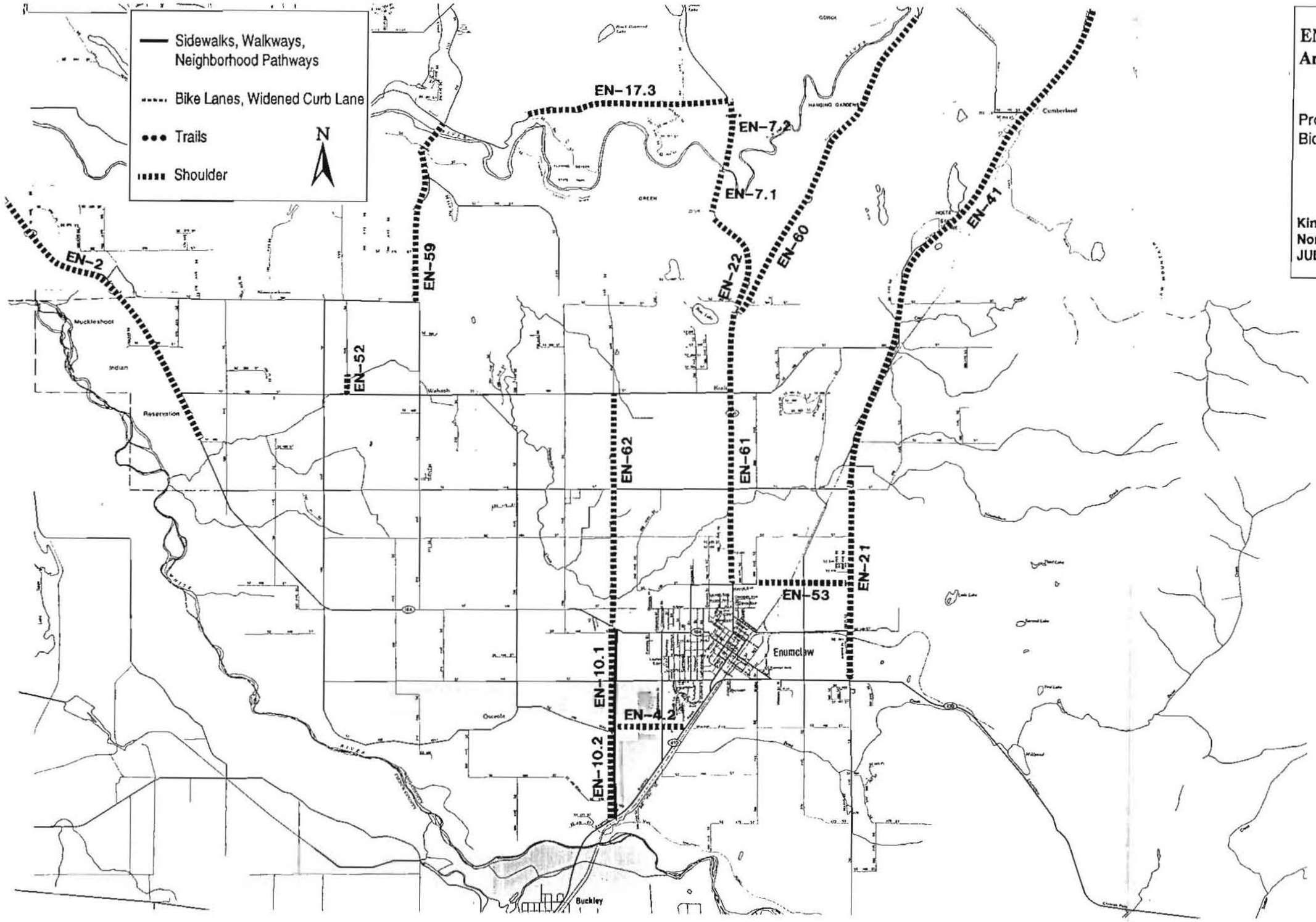
— Sidewalks, Walkways, Neighborhood Pathways
----- Bike Lanes, Widened Curb Lane
••• Trails
▪▪▪ Shoulder

N





Sidewalks, Walkways, Neighborhood Pathways
Bike Lanes, Widened Curb Lane
Trails
Shoulder
N
T-11.1
T-56.1
T-101
T-31
T-104
T-78
T-13.2
T-56.2
T-20
T-26.1
T-26.2
T-23
T-38
T-14
T-24.2
T-24.4
T-79.2
T-56.3
T-90.1
T-12.1
T-71
T-79.1
T-29
T-28.2
T-34
T-102
T-33
T-37
T-40
CITY OF SEATTLE
WATERSHED
Maple Valley
Hobart
Ravensdale
Black Diamond
TAHOMA/
RAVEN HEIGHTS
Areas
Proposed
Bicycle & Pedestrian Projects
King County
Nonmotorized Transportation Plan
JULY 1992



ENUMCLAW
Area

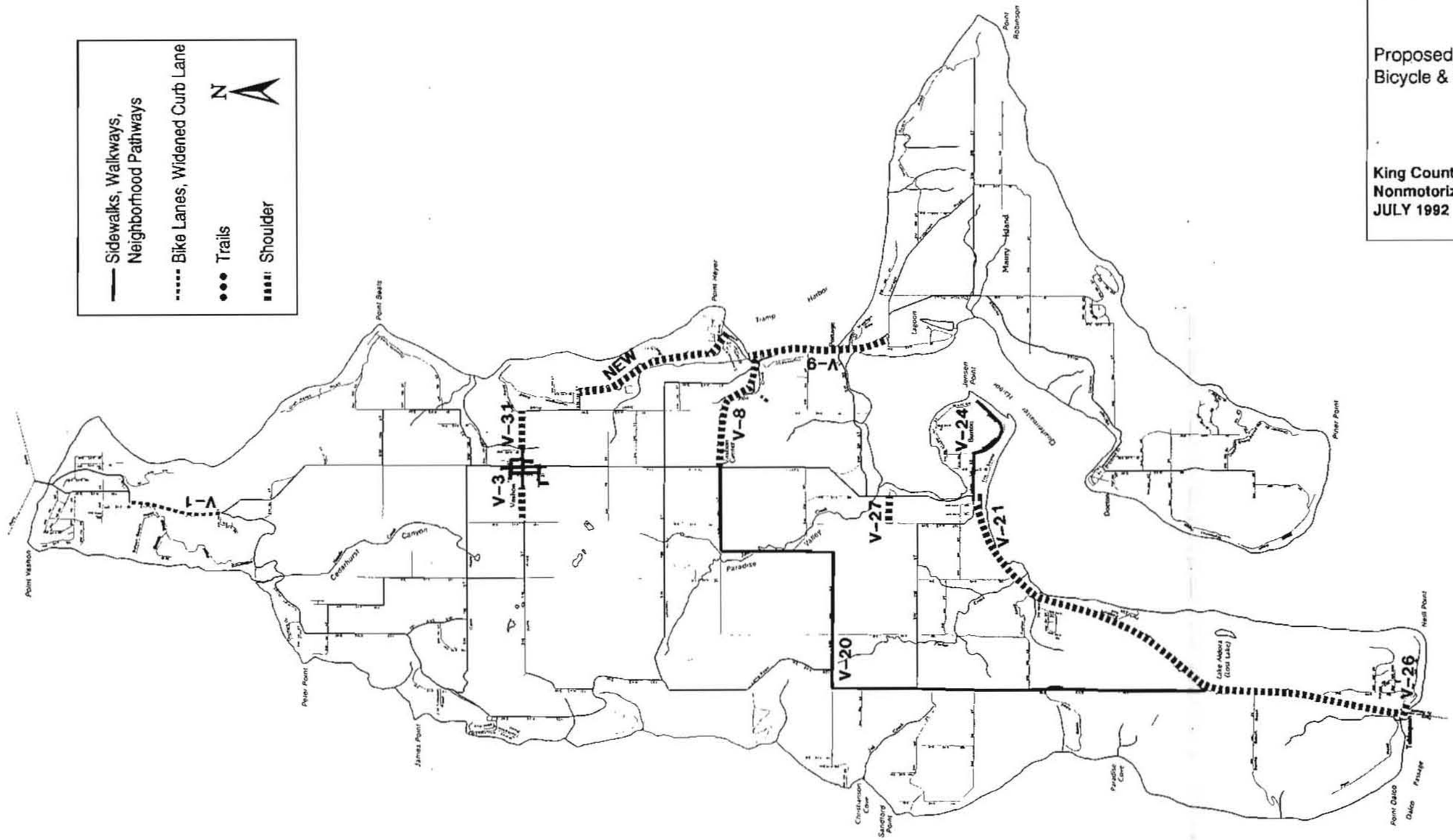
Proposed
Bicycle & Pedestrian Projects

King County
Nonmotorized Transportation Plan
JULY 1992

VASHON
Area

Proposed
Bicycle & Pedestrian Projects

King County
Nonmotorized Transportation Plan
JULY 1992



BICYCLING IN KING COUNTY

AN OVERVIEW OF BICYCLING IN KING COUNTY

Within the past twenty years, bicycling has become one of the popular images of King County, Seattle, and the Puget Sound region in general. Whether the image is of commuters making their way downtown, tourists making their way by the thousands to Portland each June, or national-caliber sprinters making their way to the finish line at the Marymoor Velodrome, bicycling has become associated with a way of life and transportation in King County. Bicycling Magazine has consistently cited local communities as among the best in the nation for bicycling, while television has focused repeatedly on the affinity our citizens have developed for two wheel transit.

King County Government, as described in the last chapter, has also developed policies and specific programs dedicated to the promotion of bicycling as an energy and environmentally sound means of transportation. This chapter of the Functional Plan will identify specific issues related to these adopted policies, and develop specific action strategies and projects for implementation through the devices of the King County Transportation Plan and the Community Planning Process.

Certainly, we can look at the diversity of local cycling and see growth in many areas. Recreationally, bicycling is enjoying unprecedented popularity nationwide. According to the Bicycle Institute of America, over 90 million Americans ride a bicycle, the majority now being adults. Of that 90 million, over 23 million indicate that they ride regularly (at least once a week), and almost four million have used a bike for vacations and/or in special events.

Commuter cycling is also growing nationally, with some 3.2 million Americans now riding to work. This is over double the number seen as recently as 1983.

Sales of bicycles in the United States have outpaced those of automobiles for over a decade, averaging over 10 million bikes sold per year since 1980. A staggering percentage of this total has been represented recently by mountain bike sales, which constituted five per cent of the US. market five years ago, and today is climbing over fifty percent of national bike sales.

Children remain one of the largest users of bicycles nationally, with sales of youth bicycles still near half of the U.S. market. For kids, bicycles represent a primary form of both transportation and recreation, as well as an early means of interaction with the transportation system. Perhaps as a result of both large numbers of users and lack of traffic experience, children aged 16 and younger are cited by the National Highway and Traffic Safety Administration as representing about half of bicyclist fatalities in the United States,

with children aged 10-16 at the greatest risk. Among boys aged 9 to 12, bicycles are involved in about 30% of motor vehicle related deaths.

In King County, however, accident rates involving bicyclists and motor vehicles declined 60% in the years 1985-1990. While it is difficult to obtain specific sales figures, it appears that the tremendous growth in bicycling activity may also be generating awareness among the general public of the educational and facility needs of bicyclists. Public policy has developed in recent years which has embraced the bicycle as both a transportation and recreation resource, while agencies involved in traffic safety education, engineering, enforcement, and injury prevention are developing programs designed to accommodate this growth.

A QUICK HISTORY OF BICYCLING IN KING COUNTY

Bicycles have been a part of the history of King County since the earliest development of Seattle. In 1896, the Queen City Bicycle Club was founded, and with it was initiated a campaign to develop what would become a system of almost 35 miles of pathways. The first path that was officially opened for Seattle bicyclists was the Lake Union Path, in 1898. At this time, the bicycle club had grown to 4,000 members, with 3,000 registered cyclists in the City of Seattle. The Bicycle club soon changed its name to the Queen City Good Roads Club, and spent $2,000 for the development of a paved route from downtown to Lake Washington. Many elements of this effort can be seen today on Interlaken Boulevard on the north side of Capitol Hill.

While development of the automobile and its associated highway system soon took national precedence over bicycles and railroads, the basic mobility offered by the bicycle never changed. What did change was the public's attitude toward bicycles and bicycling as the private automobile became the dominant form of transportation for most Americans. By World War II, the bicycle had been relegated to the status of a toy, both in public perception and in legislation.

The energy crisis of 1974 fundamentally changed American transportation values and assumptions and is still having an impact on local government today. One assumption which has significantly changed is the perception of the "bicycle as a plaything". Also in the seventies, a growing environmental awareness focused more negative attention on the hidden costs to society of a total dependence upon auto-based mobility, costs which include air and water quality degradation, traffic congestion, consumptive land use patterns, and the high cost of insuring people and property against the higher damages resulting from collisions.

After the energy crisis, King County and other local governments sought new methods to plan for bicycles. Between 1979 and 1982, the Department of Planning and Community Development began to monitor bicycle issues, per the direction of the 1974 King County General Bicycle Plan. Other departments, such as Public Works and Parks, maintained independent programs structured around the perceived need to develop separated bicycle facilities. Trails such as the Burke-Gilman, Sammamish River, and Interurban were the first to be developed under this plan, along with ambitious community plan project lists with numerous bike lane projects intended to channel bicycle traffic to the trail system envisioned by the 1971 King County Urban Trails Plan.

Bicycle planning during this period shared several common characteristics amongst the various jurisdictions in King County. First and most notably was an almost absolute emphasis on providing separated facilities, either in trails or parallel pathway facilities. Second, very few jurisdictions formalized input from community groups interested in bicycling, and third, little consensus was reached on the development of consistent design standards for either on or off-street bicycle facilities.

Since the energy crisis, an emerging debate within the bicycling community and in public agencies has centered on the issue of what constitutes appropriate public design and program responses to increased cycling. Most of this discussion centered on engineering questions related to the accommodation of bicycles within the road right of way, as well as specific geometric criteria to be applied to the development of paths and trails. One side of the debate advocated the continued development of separated facilities as the most appropriate means of providing safe facilities for bicyclists. On the other side, many bicyclists held that bicycles are legally considered vehicles and that facilities should be designed to allow the safest integration of bikes and motorized traffic possible.

In 1981, the American Association of State Highway and Traffic Officials (AASHTO) issued their Guidelines for the Development of Bicycle Facilities. This document, which was based upon standards developed for the California Department of Transportation (Caltrans), provided a baseline for consistent application of design standards for both on-road and trail projects.

While the establishment of design guidelines by AASHTO did much to provide a measure of consistency across jurisdictional boundaries, the application of these guidelines by individual roads and parks departments has been sporadic, and subject to fluctuations in financing and political support. The development of a bicycle program within the City of Seattle Engineering Department in 1975 was intended to make bicycle considerations an ongoing effort throughout the department. This program has established a model for the development of other programs nationwide, including RoadShare at King County.

The key to program development at the City has been institutionalized citizen participation in the review of capital projects and program initiatives. In addition, the bicycle program established a maintenance "Spot Improvement" program to identify low-cost improvements which materially improve the on-road bicycling environment. The program has also been involved in program research into property values associated with trail projects, bicycle parking installation city-wide, and signing of informational bicycle routes.

The King County Comprehensive Plan of 1985 identified a need for the development of a similar program at the County. When established in 1987, the RoadShare Program of the Department of Public Works was charged with providing the same manner of "internal advocacy" as the Seattle program, but with a focus on regional bicycle, pedestrian, and equestrian issues. As the program has developed, RoadShare and the Seattle program have continued to share the same issues but with varying emphasis. RoadShare has been heavily involved in the development of consistency in project and program development in the region while at the same time developing project and planning data for community plans within unincorporated King County.

The RoadShare Program works to integrate citizen participation in County nonmotorized transportation issues via a thirteen member Nonmotorized Transportation Advisory Committee, with appointments based on geography and nonmotorized interest. Nominees are confirmed by the County Council to two-year terms and, once on the Committee, are expected to provide advice to the County on specific projects, programs, and initiatives. The committee is the sponsor of an annual Pedestrian Safety Conference, and provides direct review of maintenance and capital programs.

EXISTING CONDITIONS FOR BICYCLING IN KING COUNTY

As indicated by national sales and usage figures (local data is considered too proprietary for public release), bicycles are used by many citizens of King County for a variety of purposes. All can be considered transportation-oriented in that the purpose of the trip almost invariably involves intermediate destinations. The particular use of a bicycle, however, implies different user expectations based upon the purpose of the trip. The following characterizations of users are, by necessity, generalized, as it would be similarly impossible to define the types of journeys represented by all users of motorized transportation.

Recreation

Clearly, recreation does represent the reason most bicycle trips are taken in King County. Depending upon the skill level and experience of the cyclist, the trip can involve separated multi-use trails, quiet country roads, local streets, or (most likely) some combination of the three. Many county bicyclists use the trail system as a means to access outlying roads, and similarly use local streets and arterials to gain access to the trail system. Weekend cyclists are noted for meeting at some outlying location as a 'jumping off" point for group rides to rural areas and destinations. In urban areas such as Shoreline, recreation cyclists will use grid streets to gain direct access to the Washington State Ferry System, and thus to quiet country roads on the west side of Puget Sound.

Recreational cyclists place a great emphasis on the aesthetics of the route and consider scenery, open spaces, and the "character" of the road as desirable elements of a given trip. Roads that minimize motorized vehicle volumes are very important as are roads which provide adequate shoulder space when volumes or vehicle speeds are higher.

Topography is a lesser consideration as the skill level of the recreational cyclist increases. Shoulder space is a primary concern in hilly areas, as the speed differential of the cyclist relative to a motor vehicle is highest on a climb. As the climb gets steeper, control of a bicycle becomes more difficult, also implying the need for additional shoulder space.

Several areas and roads in King County are notable for their attractiveness to recreational cyclists. The Snoqualmie Valley has long been a magnet for cyclists of a wide range of abilities and skills, as have the roads of the Upper Snoqualmie Valley near North Bend and the City of Snoqualmie. Green Valley Road east of Auburn to Flaming Geyser State Park and May Valley Road in Newcastle are also popular recreational cycling roads.

In urban areas, high traffic volumes provide disincentives to recreational use, but several roads are notable for their use by local cyclists. In south King County, Marine View Drive and Dash Point Road are popular cycling roads, while in Shoreline, a series of roads near Shoreline Community College provide both access to Edmonds as well as views of Puget Sound.

Utility Cycling

As bicycles have evolved and become easier to ride, many active recreational bicyclists have come to view the bicycle as an option for commuting and for running errands. The needs of commuter (utility) cyclists vary significantly from the purely recreational cyclists, particularly in the areas of route selection and directness of route.

Aesthetic concerns are of lower priority to the commuter - minimization of trip distance and time of trip are of greater concern. The bicycle offers the commuter much the same freedom as walking or driving in that the mode allows direct access from origin to destination - within these same constraints of distance and time. As a result, route selection which maximizes this access and freedom takes a priority for these users over more aesthetically oriented route choices.

Barriers - as represented by topography, controlled street access, or traffic - serve as the greatest impediment to increased bicycle commuting on the road system itself. Because the bicycle's advantage as a commuting vehicle is based upon its ability to move directly to its destination, any barrier which forces either additional expenditure of time or effort can drastically reduce the utility of the bicycle on that particular trip. Many of these barriers can be overcome by providing information on alternative routes, or by making improvements to the barrier (such as a path on a bridge, a by-pass trail around an interchange, or improvements to a road shoulder).

As important as road facilities and access, however, is the environment confronting the cyclist at the destination. The lack of adequate parking facilities, a place to change clothes or to shower, or even a lack of acceptance of the time constraints posed by bicycling can make bicycling an unacceptable alternative for many who might otherwise be inclined to ride to work.

In King County, home to work distances are such that many would be dissuaded from choosing to commute by bike. It is possible, however, to encourage shorter distance cycling to gain access to public transit within residential neighborhoods if adequate facilities are in place within that neighborhood. It is difficult to establish a prototypical "capture area" for bicycle commuting. Past surveys of commuter behavior both in King County and elsewhere establish only that the length of the trip can vary in direct proportion to rider skill and the directness of the chosen route. While a trip of two to five miles may appear to be a reasonable capture for many types of bicycling trips, current commuters often ride five to ten miles (occasionally twenty or thirty) to work. The combination of trip purposes (an after-work "fitness ride" for example) can also extend the commute trip.

Facility improvements on-road which encourage commuting would include standardized inclusion of space (bike lane, shoulder, wide curb lane) on arterials, provision of direct by-passes at barriers such as bridges and ramped interchanges, and close coordination of on-road facilities and trails in instances where the latter serves as a direct link between activity centers. The Burke-Gilman trail is perhaps the most cited trail in America as a combination recreation/commuter facility.

BICYCLE FACILITY DESIGN

The development of an engineering response to the needs of bicyclists depends heavily on the adherence to a consistently applied set of design standards which integrates the needs of the bicycle as a vehicle, regardless of the purpose for which a given trip is taken. While such standards and design guidelines have existed the consistent adoption of such design standards has proven to be a difficult goal to achieve. The following policies lay the foundation for the integration of "bicycle friendly" design principles on the road system of King County.

B-1 Consideration of the needs of bicyclists will be made in the design, construction, and maintenance of all County roads, with specific added attention given to those roads established and defined in a network of key bicycling streets.

B-2 The County should provide a strong funding commitment to building bicycle facilities and to incorporating them in all new road construction and reconstruction of roads on the bicycle network.

Facility design proposals - Urban Areas

The preferred bicycle facility for urban areas on the Bicycle Network is the signed and striped (Class II) bike lane. The inclusion of the Class II bike lane in the county Road Standards for all arterial construction is recommended, although the use of wide curb lanes is appropriate where available right of way to construct bicycle lanes is unavailable. This recommendation is made under the assumption that the development of urban arterials will include curb and gutter sections with sidewalks. The inclusion of Class II bicycle facilities on shoulders of roads in urban areas is also encouraged when curb and gutter sections do not exist. Profiles of the most common bicycle facility types are shown in figure 2, page 52.

Facility design proposals - Rural Areas

The preferred facility for roads on the bicycle network in rural areas is a paved shoulder with edge stripe. While such facilities are desirable whenever they are developed, priority in project selection and development should be given first to proposals which address current safety and second to access deficiencies. Signing of paved shoulders as Class II bike lanes should only be done if the shoulder meets a minimum standard for width and pavement quality along a substantial portion of its length.

B-3 The County should provide greater safety for bicyclists of all abilities through enhanced transportation system design. Current AASHTO and WSDOT design guidelines should be established as the minimum for inclusion in the King County Road Standards.

The basic types of facilities proposed in this plan fall under the classification system developed by AASHTO in their **Guide to the Development of Bicycle Facilities**, and are also reflected in the WSDOT Design Manual.

B-4 **Nonmotorized projects should be planned and designed to serve areas near schools, recreation facilities, commercial and/or industrial areas, transit transfer facilities, activity centers and established or planned off-road multi-use trails.**

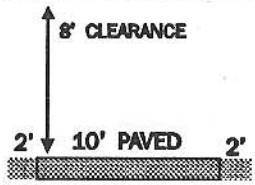
B-5 **Designated projects on the adopted bicycle network should be designed with either an outside lane width of fourteen feet or have striped bike lanes, striped shoulder, or access to a separated trail facility.**

B-6 **Special facility consideration shall be given to projects which can address topographic constraints to bicycle access, either through routing which minimizes grades, or which provides additional width to accommodate slower bicycle speeds.**

B-7 **The County shall actively seek the provision of separate nonmotorized facilities in any and all cases where existing access is removed via construction or designation of a limited access highway.**

Figure - 2 **Bicycle Facility Types**

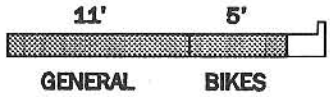
Multipurpose Trail (Class I)
Bicycle/Pedestrian Path. Width 8' minimum with 10'-12' desired and 2' gravel shoulders.



Bike Lane (Class II)
Curbed street with parking

Shoulders
Paved shoulder with edge striping, shared with pedestrians. Minimum 4' wide for striped and signed bike lane

Bike Lane (Class II)
Curbed street without parking



Wide Curb Lane
Shared bicycle/vehicle lane

Separated Multi-Use Trail (Class I)

Most separated trails in King County are developed by the Natural Resources & Parks Division, and are developed primarily for their recreational benefit. Properly designed and located however, such facilities have become very popular for commuting and other utility purposes. Separated trails work best in corridors completely separated from roads right of way, as parallel trails often can create hazards at the bicyclist's point of access or egress to/from the road environment. This occurs by changing the status of the bicycle from vehicle to "pedestrian" and back, with a high potential for confusion on the part of both the bicyclist and the motorist.

As a result, Class I separated facilities should only be proposed along road rights of way to provide a specific and quantifiable benefit - they should not be proposed merely to divert bicycles from proposed roadways. The following situations are those in which Class I parallel facilities should be considered:

- Whenever bicycle access is removed from a highway (freeway designation);
- When new freeways are built;
- When interchanges are developed on arterial roads open to bicyclists, and such interchanges incorporate vehicular movements which restrict safe bicycle access;
- To provide access to other separated trail systems;
- As a design feature of bridges, tunnels, and other structures which limit bicycle access;
- As a design element of transit way or high capacity transit system development.

Examples of locations where separated trails are appropriate for development in highway corridors include freeways, interchanges, and bridges. Such facilities exist in King County along I-405 between Coal Creek Parkway and Renton and along the I-90 corridor. Additional discussion of the role of multi-purpose trails in the County nonmotorized transportation network is contained in Chapter 6, Regional Issues.

Signed and Striped Bicycle Lane (Class II)

The "bike lane" is a basic design feature of many new roads and highways in the United States, and is useful for the delineation of available road space for preferential use of bicyclists and motorists, and to provide for more predictable movements by each. Lanes impart confidence to cyclists by suggesting

that a motorist is less likely to inadvertently swerve into their path of travel. Similarly, motorists are less likely to swerve to the left out of their lane in order to pass a bicyclist on their right.

Bike lanes can be established on streets with on-street parking although a preferred location is adjacent to the curb. Careful consideration must be given to the design of bike lanes at intersections, particularly those with right turn only lanes or ramps. Bike lanes do have the benefit of providing a "buffer" between motorized travel lanes and sidewalks. As such they can allow for savings in the width (and cost) of specified sidewalk facilities developed on County arterials. Bike lanes can be developed on both shouldered and curb/gutter designed roadways.

Wide Curb Lanes

Wide curb lanes incorporate additional width in the two outside lanes to permit the "sharing " of a lane of traffic by bicyclists and motorists. Usually, two to three feet is added to the outside lane, creating a lane of thirteen to fourteen feet. Without edge striping, the additional width from the motorized portion of these lanes remain useful for more skilled cyclists, can be intimidating for casual bicyclists. As the name implies, wide curb lanes are usually used on urban streets with curb and gutter. Their use in King County should be considered only when right of way or anticipated potential use of a corridor by bicyclists makes development of a bike lane impractical.

Paved Shoulder

The paving of a shoulder is the most frequent request from area bicyclists received by the King County Roads Division. From the point of view of the bicyclist, the presence of a three to five foot shoulder can make the difference between a dangerous road and a pleasant and popular route for the whole spectrum of different bicycle trips. Such facilities are easily maintained, relatively easy to develop, and only require an edge stripe to become a useful facility - whether or not the road is actually signed as a bicycle route.

B-8 The County should develop the transportation system to a standard that incorporates the needs of bicyclists, and which integrates public involvement into the planning for shoulder development through existing maintenance programs.

Shoulder paving is also an effective tool for improving safety (and thus access) on steep sections of road. Additional width is needed on hill climbs due to the increased speed differential between motorized traffic and bicycles, and the increased maneuverability requirements of climbing bicyclists. In rural areas, paved shoulders are also a prime pedestrian facility.

Shared HOV (Arterials Only)

B-9 The County should integrate the needs of bicyclists into those streets on the bicycle network which also include arterial HOV lanes. Such integration should include the development of demonstration projects to assess the appropriate design response for differing lane configurations and roadway environments.

The development of High Occupancy Vehicle lanes on arterials available for bicycling presents a unique challenge to highway designers. Bicycles are required by law to operate as far to the right as is practical on two-lane roads. The development of HOV lanes without bike access would ostensibly require bicyclists to operate with traffic on either side. Design and/or operational consideration should be given to bicyclists within such lanes for several important reasons.

First, the speed limit and speed differential between the bicyclist and motor vehicles is going to be relatively unchanged between a HOV facility on a surface street or in the adjacent left lane. Second, the HOV lane will (by definition) have less traffic, and thus be a more appealing environment in which the bicyclist can operate. While there will doubtless be some concern about bicycles operating within an "exclusive" lane, a review of the purposes for which HOV lanes are built and of the benefits bicycling provides in these same areas will show significant consistency with the overall original intent of HOV facility development.

Some design options (Figure-3, page 56) are available for integrating bikes and arterial HOV lanes, depending upon the anticipated volume and speed of traffic within the HOV lane. Further study and demonstration projects will refine these options to more specific criteria. These options include:

1. Wide Curb Lane - The curb lane is widened to allow bicycle and HOV traffic to more easily share the same lane. A width of 16 to 18 feet is recommended. The widened lane allows bicycles to ride around a stopped bus without having to change lanes. In this option cyclists do not feel restricted to stay in a bike lane. Wide curb lanes are recommended in cases where the number of bus stops are high and HOV traffic volumes are high.

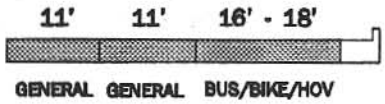
2. Bike Lane Against the Curb - In this configuration the HOV lane is located on the inside of the bike lane. Buses are subject to stopping in the bike lane to pick up passengers. Therefore, treatment is recommended where bus stops are minimal and HOV traffic volumes and speeds are high.

3. Bike Lane Inside the HOV Lane - In this option the curb lane consists of buses only with right turns for all traffic at intersections only. The bike lane is widened (from five to eight feet) to provide additional separation. This

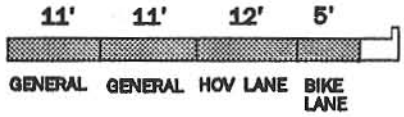
treatment is recommended where curb lane volumes and speeds are relatively low, and particularly if bus stops are frequent.

figure-3 | **Arterial HOV and Bicycle Facility Integration**

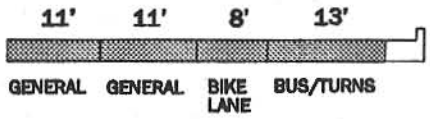
Wide Curb Lane
Curb lane is widened to allow bicycle and HOV traffic to more easily share the same lane.



Bike Lane Against Curb
The HOV lane is located on the inside of the bike lane.



Bike lane inside HOV lane
Curb lane typically consists of buses and right turns only.



BICYCLE ROUTE DESIGNATIONS

The signing of informational routes in King County for the benefit of recreational bicyclists is encouraged so long as the signing scheme proposed conveys information about destination, distance to destination, or geographic directions. Numbering or other identification of the particular route can eventually be used to designate a system of key bicycle corridors. To be discouraged is the use of signs which designate streets as "Bike Routes" without any other distinguishing or identifying insignia.

MAINTENANCE & SPOT IMPROVEMENTS

Since the inception of the RoadShare Program in 1987 the County has sought to improve the ability to respond to the maintenance needs of bicyclists on the County Road System. A familiar complaint of bicyclists is that deficiencies in pavement condition or sweeping which might seem very minor to the driver of an automobile can severely compromise the safety of a bicyclist in traffic. The following policy summarizes two main policies the County should pursue with the adoption of this plan.

B-10 The County should continue to emphasize maintenance in the accommodation of nonmotorized transportation on the County road system, with an emphasis on road sweeping and the continued development of smooth and continuous road shoulders. The County should continue to work closely with affected users to identify and correct maintenance deficiencies on this system.

B-11 The County and railroads owning right of way in King County should actively seek to identify all at-grade railroad crossings in King County which do not cross public roadways at 90 degree angles. Projects at these locations should be incorporated into existing CIP funding programs . Treatments (rubberization, approach ramps and aprons) which permit safe passage by bicycles without requiring severe turning movements into adjacent traffic lanes should be employed whenever possible at these locations.

This second maintenance policy, while very specific, addresses an issue which results in perhaps hundreds of bicyclist injuries (most unreported) in King County every year. Railroad tracks usually require a large amount of caution to negotiate by a cyclist, owing both to the rough pavement surface usually surrounding a grade crossing as well as the occasionally very slippery surface of the track itself. When the track crosses the road at anything other than a right angle, the hazard is multiplied, as the flange opening of the crossing can easily "capture" the front wheel of the bicycle, resulting in an immediate crash. Bicyclists will often adjust their path of travel to cross such tracks at right angles: however, since there is a lack of adequate shoulder space to accommodate this maneuver, a bicyclist may well complete the maneuver in the path of on-coming or following traffic. While the responsibility of maintaining railroad crossings is that of the individual railroad companies and not the County, the County does fund improvements jointly with these companies on an -on-going basis. This effort can include identification and improvement of crossings which are hazardous to bicycle travel.

FACILITY PROPOSALS COUNTYWIDE

Regional Trails Plan

The inclusion of projects from the proposed King County Regional Trails Plan is recommended if the particular trail may be eligible for either state or federal transportation funding. While all but circuit paths are technically eligible for such funding, priority should be given to projects which:

- Serve destinations, areas, and land uses cited in the King County Comprehensive Plan for trail development;

- Serve as diversified a user population as possible;
- Provides realistic and usable access for local pedestrians;
- Provide an alternative to routes which are inaccessible or potentially hazardous for bicyclists; and
- Provide a specific contribution to the development of the County Bicycle Network.

Regional Transit Program

Currently under development by Metro, the Regional Transit Project is charged with the development of proposals to introduce high capacity transit to the central Puget Sound region. Whether the system is rail or bus-based, the project, if developed, offers significant opportunities for the enhancement of bicycle access to the workplace via transit. The Metro Council in 1991 directed RTP staff to prepare a study to assess the potential for integrating the needs of bicycle commuters into system development plans. While the document is currently in a draft version, several issues of specific interest to bicyclists include:

- Installation of covered and secure parking at all access points to the system;
- Inclusion of bicycle carrying capacity on all new equipment purchased as a component of the system;
- Development of facilities adjacent to station sites which improve bicycle access to the system;
- Integration of new facilities (particularly trails) into and across newly developed right of way.

More information and policies regarding the Regional Transit Project are included in Chapter Five, Regional Issues, and Chapter Six, Implementation.

Special Events

As recreational cycling has grown in popularity, so too has the demand for organized events for bicyclists. From club rides for a few individuals to the ten thousand participants in the Seattle-to-Portland Bicycle Classic, special events have become a real presence on weekends on the roads of King County. Special events also include competitive events and events for runners, volksmarchers, and equestrians.

Usually, these events are well-managed and safely run. There is always the possibility, however, of unanticipated effects upon the communities in which these events are held or on an event promoter who does not adequately

prepare for or manage an event which uses the transportation system of the county.

While such events should be continue to be reviewed and permitted by the County, the refinement of the review and approval process for special events should also encourage their continued promotion, as they are often popularly accepted as a vital part of the communities in which they are held.

B-13 King County should establish clear and consistent policies and procedures for the review and approval of special events (competitive, recreational, mass participation) which incorporate nonmotorized modes, and encourage their promotion when conducted in accordance with these adopted policies and procedures.

EDUCATION & ENFORCEMENT

B-14 The County should increase education, information and traffic enforcement efforts associated with nonmotorized transportation as a means of lowering accident and injury rates to nonmotorized travelers.

Within King County, a remarkable coalition of government agencies and advocacy groups have developed education and information programs on a number of bicycle related topics, including helmet use by adults and youth, current state traffic laws pertaining to bicycling, safe bicycle riding skills, and on the promotion of bicycling within the workplace. Such efforts currently rely upon private grants occasional government support. What is notable about these efforts (particularly in promotion of helmet use) has been their effectiveness. During the past five years for example, helmet use has gone from an incidental activity of the most dedicated cyclists to approximately 50% of local cyclists (Harborview Injury Prevention and Research Center, 1991). This level of voluntary usage is unheard of elsewhere in the United States, and is the direct result of a dedicated coalition.

Not all issues, however, are as easily addressed as the helmet issue. The Bicycle - Motor Vehicle Collision study clearly indicates that the most effective countermeasure to most types of bicycling injuries is education and enhanced enforcement of existing traffic laws. Unfortunately, most education programs relating to traffic safety that are implemented are focused exclusively on driver's education programs in local schools. If the relationship of an individual to our ever more complicated traffic environment is seen as a continuum of needs - from the child first attempting to cross a street, to that child learning to ride a bike, drive a car, or to retain mobility after the child has become a senior and no longer can drive - then our educational approach to traffic is seriously lacking. Financial resources and competing demands for time in the classroom makes comprehensive imple-

mentation of a full traffic safety program difficult, if not impossible. What local bicyclists have shown, however, is that by working directly with children in the schools through assemblies, bicycle rodeos, and through printed material, a partnership with parents has been established that has resulted in a positive change in accident rates and injury severity.

Current challenges which need to be met include the education of the rapidly growing numbers of adults who have turned bicycling for transportation, fitness, and recreation. While education programs (such as the League of American Wheelmen's Effective Cycling Curriculum) exist and are occasionally taught by local bicycle clubs, assistance is needed in making these programs available to greater numbers of people who might benefit from them.

A parallel challenge to continued traffic education is the need to enforce bicycle traffic laws. Bicycle clubs have long held that consistent and increased enforcement of laws pertaining to bicycling would materially improve the behavior of bicyclists on the road. Unfortunately, the resources often don't exist for local police to enforce all aspects of the traffic code as thoroughly as both police and citizens might prefer. In addition, police officers are occasionally reticent to issue citations to bicyclists. Experiences in other American cities (notably Minneapolis) indicates that the availability of a pro-active sentencing option for bicycle offenders which incorporates development of bicycling skill can encourage both increased enforcement and delivery of a message that bicycles are vehicles, and that the traffic laws pertaining to their use need to be treated with greater respect by both motorists and bicyclists alike.

PEDESTRIANS IN KING COUNTY

BACKGROUND

The world of the pedestrian today is far more complex and intimidating than it was twenty, thirty, or forty years ago - not just in King County, but across the nation. As our transportation system has developed around the automobile, so too have compromises been made in the facilities we make for pedestrian access and safety in our residential neighborhoods, commercial areas, and sometimes even in our parks. It is perhaps indicative of the era in which we live that while small town downtown's (which used to be the domain of the pedestrian) have declined, we have "re-created" them in shopping malls surrounded by large arterials and parking lots, themselves inaccessible to all but the hardiest pedestrian. Once in the mall, all changes - society has been recreated to capture a "place" thought to be lost, where youth meet, children play, and people walk and talk with one another without the intrusion of automobile traffic.

Most affected by this evolution are children and the elderly - those who do not yet or no longer have the requisite skills needed to cross arterials, the strength or endurance to walk extra distance to reach a destination only a few yards away if a path were available, or who simply cannot judge for themselves the hazards traffic represents.

In King County, the problem is exacerbated by the nature of development that has occurred during the post-war era. While cities tend to require more in terms of dedicated sidewalks and design features at the time of development, it has only been fairly recently that the County has started to match these requirements in its own urbanizing areas. Traditionally, the county was rural, where people would build specifically to avoid the costs and requirements of incorporated urban areas. While this hasn't necessarily been a detriment to the character or lifestyles of the County's most rural areas, it remains that much of the County has subsequently become very urban. Areas such as Highline and Shoreline have developed without sidewalks, paths, or trails, yet have developed levels of traffic which rival any other municipality in the County.

For the County, the problem of pedestrian safety and access has several elements: first, the County must ensure that new development on roads and in subdivisions meet standards that not only preserve pedestrian access but also encourage pedestrians; second, areas of the County which do not have a basic level of service as represented by sidewalks and paths need to have these facilities provided; and third, the County must develop an approach to meet the needs of pedestrians who are at risk, both in terms of projects and

programs. Many elements of the response to this challenge are already in place, while others are under development in several different County agencies.

To reach a goal of accommodating and encouraging pedestrian safety and access in King County will require a continued effort in building a community awareness that directly supports pedestrian safety and access. The issues surrounding pedestrian safety are not limited to arterials, but reach into residential neighborhoods.

The Nonmotorized Transportation Plan outlines on-going efforts to direct attention to both capital and programmatic efforts to improve the pedestrian environment in King County, and also specific strategies for consolidating these efforts into a program for accommodating the pedestrian in the traffic environment of the County. This chapter will lay out a strategy for both coordinating existing efforts and to more comprehensively identify and address needs affecting pedestrians in a constantly more complex traffic environment in the County.

EXISTING PROGRAMMATIC EFFORTS

A number of different programs have been developed and implemented over the past twenty years which are designed to improve access and safety both system-wide and at specific locations through out King County. The following policies describe actions which are an extension of County programs which are designed to meet the needs of pedestrian safety and circulation.

P-1 **The County should continue to identify and commit both dedicated funds and general roadway funds to build needed pedestrian facilities such as sidewalks, over and underpasses, walkways, paths and pedestrian activated signals. In addition, pedestrian safety projects and programs aimed at youth, handicapped, and elderly should be a priority of the County in the planning and review of roads and land development.**

P-2 **County facility and signal standards should be reviewed to accommodate the needs of an aging public, particularly in regard to signal phase length, sign size, reflectivity and street lighting.**

P-3 **Dedicated funds should be set aside for the inclusion of curb cuts throughout the County road system, either as a separate element of the Pedestrian Priority process or as a separate fund. This project should be completed within the time frame set forth by the Americans with Disabilities Act as approved by Congress.**

School Pathways Program

The School Pathways Program is a cooperative effort between the Department of Public Works and the school districts of King County. Using information from the districts, the Department has provided the design and construction of many small projects which improve access and safety to local schools. Funding for this program is nominally derived from the County share of revenues allocated in R.C.W. 47.30, which established a trails and pathways fund from a percentage of gasoline tax collected in the County. The County share is .5% of collected revenue, while the state collects .3%. While the scope of the enabling legislation is very broad, this particular application of the 47.30 revenues has been effective in addressing a particular type of access affecting a population at risk. Revenues available to this program are generally not sufficient to attempt major capital projects such as concrete sidewalk construction, signal installation, or separated pedestrian over/under crossings. Additional funding beyond the formula allocations of R.C.W. 47.30 has been provided through the County Road Fund on a consistent basis since the inception of the program.

Pedestrian Priority Process

Funded by the County in 1990, the Pedestrian Priority Process (PPP) provides a parallel program for pedestrian facilities which do not meet the criteria for inclusion in the School Pathways Program. The PPP utilizes both citizen and staff input to identify small scale projects, and a weighted scoring system to prioritize these projects for implementation in a given year. As with the School Pathways Program, PPP is not intended to fund major capital improvements benefiting pedestrians.

One of the greatest utilities of this program is its ability to address site specific pedestrian access and safety deficiencies in a timely manner, and to identify prospective capital projects for inclusion in the Transportation Needs Report prioritization and scoping process. A number of these projects are included in Chapter 9, Nonmotorized Project Proposals.

Road Improvement District Program

Most county capital programs which benefit pedestrians are located on arterial streets, while local streets generally cannot qualify for significant project funding, even though many pedestrian/motor vehicle accidents occur on such streets. Through the establishment of a Road Improvement District, state law provides a legal method for assessing special benefits to real proerty for the cost of county road improvements in residential neighborhoods. The County participation in Road Improvement Districts is based on the general benefits to the public of the improvements.

RID's can be established either by citizen petition to the County Council, or by Council initiative and a vote of the property owners to be assessed. The RID process does provide some incentive for local citizens to fund their own projects. While the RID is a tool for financing pedestrian facilities on local streets not likely to be addressed by regular CIP projects, care must be taken to maintain a focus on facility improvement as the underlying rationale for County involvement in this program. Revenue sources outside of the road fund should be used for developing facilities as an incentive to meet other County or state land use goals and objectives, including those contained within the Growth Management Act.

IMPLEMENTATION INITIATIVES

P-4 The County should increase efforts to repair and maintain pedestrian facilities through a cooperative effort of the County, homeowners, developers and businesses

Pavement Overlay

The annual overlay pavement management program provides shoulder paving on roads and streets selected based upon the level of deterioration of the road surface. As the annual candidate list of projects generally exceeds the funding available for projects, it is necessary to prioritize these projects. The Nonmotorized Transportation Citizens Advisory Committee annually comments on the candidate list to highlight projects which have a particular value to pedestrians and bicyclists, and also which would adversely affect equestrian access within particular communities. As a result, many miles of projects have been implemented which provide additional shoulder width, particularly on rural county roads.

Subdivision Review

P-5 New residential and commercial/industrial development in King County should incorporate pedestrian design elements, both on and off the road system.

By far, the greatest number of sidewalks developed in the County are built as a regular element of the Subdivision/Development review process. Proposed language in the Title 19 Zoning Code revision would expand greatly the variety and number of such facilities developed in the County. Some of these new types of facilities would include pass-through paths from cul-de-sacs to adjacent arterials, better design of bus stops and shelters, and provision of designated walkways in parking lots.

Capital Improvement Program

The priority given to proposed pedestrian projects in the Capital Improvement Program has increased greatly in recent years. This is due largely to increased demand both for the addition of sidewalks to existing proposed projects and the need to develop sidewalks in areas of the County where development took place without these facilities. The inclusion and adherence to pedestrian oriented standards for road construction has and should continue to result in better facilities where projects are proposed.

Unfortunately, while those projects with nonmotorized facilities have scored well in the CIP process, most projects which are submitted for consideration still are derived from a need to accommodate motorized traffic, and only secondarily to mitigate the impact of the project to nonmotorized users. Stand-alone projects for trail development, sidewalk construction, and pedestrian separation still face difficulties receiving road funding.

As the community planning process develops more project recommendations, consideration should be given to specific allocation and funding goals for stand-alone and "retro-fit" projects which benefit nonmotorized transportation. The project list contained in Chapter 9 reflects a number of new projects which meet this stand-alone test, but should not be considered comprehensive. An extensive investment in developing a specific inventory of sidewalks and other pedestrian facilities (not done in King County since 1972) is a necessary first step in a process which will enable effective local assessment of system deficiencies and development of potential remedial actions.

AREA PEDESTRIAN PLANNING

P-6 As King County Community Plans are developed, attention should be paid to the identification of specific pedestrian projects and needs, including the following:

a. Gaps in the arterial sidewalk system;

b. Design and implementation of pedestrian facilities in designated activity centers;

c. Potential transit development, and assessment of pedestrian facilities to connect housing and employment within 1/2 mile of any proposed or existing transit facility, including rail, ferry, park & ride, and along existing transit routes; and

d. facilities linking neighborhoods to existing or proposed trail, park, school, major recreation facilities, or commercial and employment centers.

The following policy relates to the identification and development of pedestrian districts, overlay areas, and pedestrian zones within the context of the Community Planning process.

P-7 Policies regarding the development of the pedestrian environment at activity centers should be a priority of the county landuse planning process. Specific design standards should be established to allow pedestrian-preferred environments to be created at these sites, incorporating both a mix of land uses and densities which enhance pedestrian access throughout these areas. County road standards should continue to allow design flexibility in order to more directly address the needs of these designated pedestrian oriented communities.

A major area of concern in the accommodation of pedestrians on the County road system is the type and funding of pedestrian elements throughout a specific area, such as a business district, activity center, or in new communities. In the case of older communities, the available strategies may be limited by lack of right of way, a desire to balance pedestrian safety against local desires to maintain on-street parking, a lack of local willingness to participate financially in the development of pedestrian facilities on local streets, or conflict with existing environmental regulations, specifically those relating to surface water runoff.

MPD REVIEW

The development of new communities through the Master Planned Development review process offers the County a unique opportunity to create pedestrian accessible and friendly environments with a thoroughness and efficiency not usually available in the regular subdivision review process. In many instances, these communities are envisioned as mixed land use developments, which potentially can emphasize the role of walking and bicycling in reducing a dependence upon automobile transportation for internal trips. At the same time, proponents of such developments cite the generalized benefits of MPD's (in accommodating regional growth, consolidation of new services, etc.) as a rationale for requesting diminished design requirements within these developments.

It should be the policy of the County that pedestrian safety and access is not a commodity to be brokered in the review of MPD's, but instead stressed as a central and essential element of making an MPD as efficient and accommo dating a community as it can be. To this end, pedestrian (and other nonmotorized) facilities should be designed and phased so as to provide maximum mobility through a new community, independent of other established road right of way. While this is a topic that will be addressed in the

development of the King County Community Trails Plan, there is an on-going need to address this issue in current land-use proposals.

P-8 MPD nonmotorized transportation elements should address the following issues:

a. Internal pedestrian circulation in commercial and high density residential areas

b. Access to transit

c. Development of "pass-through" facilities to minimize pedestrian trip distance

d. Relationship to local or regional trail systems

e. Inclusion of grade separation facilities at points of contact with major and/or principal arterials

f. Facility design compatibility with anticipated equestrian and bicycle traffic

NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

The County should demonstrate flexibility in local and neighborhood planning and pedestrian safety programming in order to respond to the needs of local and residential neighborhoods to control traffic and promote pedestrian safety. Demonstration projects examining alternative subdivision design should be encouraged, while development of new subdivisions should encourage the inclusion of collector street systems which minimize traffic on local access streets.

P-9 Development of the Neighborhood Traffic Safety Program should include the following elements:

a. The development and use of a wide range of passive traffic control devices in neighborhoods; and

b. Acceptance of the need to control "pass through" traffic in residential neighborhoods.

In late 1988, the departments of Public Works and Public Safety began actively exploring alternative strategies and opportunities for better responding to the increasing number of traffic related problems being experienced by citizens in neighborhoods throughout unincorporated King County. Because solutions to these problems often involve the expertise represented by both

departments, the goal of this new effort became that of identification of current speed reduction practices and to determine ways that those efforts can be strengthened and improved through enhanced coordination between engineering and enforcement arms of the County.

As a result of that effort, the Neighborhood Traffic Safety Program (NTSP) has been developed which emphasizes interdepartmental coordination and shared resources. In early 1991, the Department of Public Works hired a Neighborhood traffic Safety Coordinator who works closely with the Department of Public Safety to address residential traffic problems. The NTSP involves a progression of different actions designed to inform local residents of traffic concerns within specific neighborhoods, including wide-spread use of the Radar/Readerboard Program to actively demonstrate to drivers the extend of their own speeding in these neighborhoods. After these initial efforts, the NTSP will analyze the potential effectiveness of physical devices (traffic circles, speed humps, etc.) to address the problems identified in the early phases of the NTSP's involvement in a neighborhood.

As proposed by staff, the NTSP program has six overall objectives. These are:

1. To improve the neighborhood environment by mitigating the impact of vehicular traffic in residential neighborhoods;

2. To promote safe and pleasant conditions for pedestrians, bicyclists, and motorists on neighborhood streets;

3. To encourage citizen involvement and effort in all phases of neighborhood traffic control activities;

4. To inform the public of how the range of neighborhood traffic concerns will be handled;

5. To educate the public in the various aspects of neighborhood traffic control issues and activities; and

6. To make efficient use of the County's resources by prioritizing traffic control requests.

Radar Readerboard Program

The Radar Readerboard Program consists of a vehicle that is equipped with an electric sign connected to a speed radar unit. This equipment is then made available to citizens and/or citizen groups. The equipment is set up in the neighborhood and motorists traveling in that area will be able to see their

vehicle speed prominently displayed. In addition to enhancing driver awareness, the equipment operators collect data that is returned to the traffic enforcement unit and analyzed for further follow-up, either by law enforcement or through inclusion in Phase I NTSP threshold determinations.

Area-Wide Neighborhood Improvements

An additional element of a neighborhood-based traffic safety program which benefits nonmotorized transportation would be represented by a comprehensive approach designed to address traffic situations throughout a particular neighborhood, and not just at single sites. Development and definition of local issues through the NTSP could define a program which benefits an entire neighborhood. Such a program would identify, prioritize, and implement a comprehensive neighborhood improvement program which incorporates a wide range of traffic calming techniques with citizen participation and joint engineering and enforcement programs.

While current CIP projects are focused upon arterial improvements, the development of a financial partnership with neighborhoods seeking improved traffic conditions could encompass changes affecting livability of neighborhoods as well as safety. Such a direction for the expenditure of CIP funds would represent a significant departure from traditional County Road Fund priorities, and may require the identification of a dedicated funding source to allow project development on non-arterial streets.

To implement such a program, neighborhoods county-wide would need to be inventoried for particular elements. This neighborhood definition should result in a base of information allowing prioritization and eventual selection of projects for this planning and implementation effort. Criteria to be considered include:

- Comprehensive Plan Designation
- Sidewalk /Shoulder Inventory
- Speed and Volume of Traffic Generated Outside the Neighborhood
- Accident History
- Presence of Schools and Other Community Facilities Within the Defined Neighborhood
- Transit Routes
- Availability of Undeveloped Right of Way, Community Trail Corridors

Clearly, funding for such a program would be limited initially, and thus the prioritization process should be thorough and based upon participation in the NTSP. In addition, community participation through the Road Improvement District Program should be sought to extend the resources allocated to the

program. Additional funding should be sought through State and Federal demonstration grant revenues, if not through new sources of revenue as might be approved by the citizens of the County specific to this purpose.

Such a process would stress a community based and interactive planning effort which should identify issues and relatively permanent countermeasures, including more comprehensive implementation of the devices identified in the NTSP, plus others as deemed appropriate by the Roads Division. Long term maintenance agreements with community associations should be sought if landscaping of design features is desired by the particular community.

OTHER POTENTIAL EFFORTS AND INITIATIVES

An inventory of undeveloped County right of way should be conducted to assess the potential for establishing short-distance nonmotorized facilities. The inventory should include designation of the legal status of these ways and easements, and the results made available for inclusion in neighborhood improvements plans and in the proposed King County Community Trails Plan. Such right of ways can provide an invaluable resource for pedestrian circulation within neighborhoods.

Maintenance

P-10 Road maintenance efforts, including the annual overlay paving program, should be reviewed to maximize benefit to pedestrians through enhanced facility development

As with bicycles, the development of paved shoulders on rural roads and on local urban streets lacking right of way to develop sidewalks can greatly increase safety and access to pedestrians on the County road system. Specific types of pathway projects (both paved and unpaved) can also be developed through maintenance activities which would greatly improve the pedestrian environment within neighborhoods at relatively low cost.

Design Standard Development

P-11 The County should provide for greater flexibility in the design and construction of pedestrian facilities to make them more attractive and enjoyable for users, allowing for use of different material and construction techniques to reflect local taste and diversity on non-arterial streets.

The incorporation of some design flexibility in the development of neighborhood pedestrian facilities has the potential of allowing greater development

of small scale pedestrian projects. Such flexibility could be instrumental in the connection of other existing pedestrian walkways and pathways, and should serve to encourage the development of such projects in areas currently lacking sidewalks and paths. Adherence to the existing King County Road Standards for development of facilities on the arterial system should remain the policy of the County.

Road Vacation Policies

P-12 Undeveloped road right of way in King County should be inventoried as part of a broader pedestrian facility inventory, and road vacation applications reviewed for their potential impact on pedestrian facility development.

A common activity in the Department of Public Works is the review of proposed vacations of County right of way dedicated but never developed for roads. While many of these proposed vacations are appropriately granted, the resource for local pedestrian access represented by these rights of way should be given additional and regular attention during the review process.

The County Road Engineer is required by R.C.W. 36.87 to provide a recommendation on proposed vacations of dedicated County right-of-way no longer needed for roads. Proposed vacations are circulated to all agencies, utilities, and County departments interestedin developing the recommendation to the King County Council by the County Road Engineer.

While the inventory of undeveloped public right of way would be a lengthy and potentially expensive process, the development of this information is critical to the development of community based plans for effective and safe pedestrian circulation. In the meantime, care must be taken to review vacation applications so as to preserve the opportunity for development of future pedestrian facilities. Road Vacation Applications should be reviewed for:

1. the ability to supplement the arterial sidewalk system
2. the potential to link neighborhoods to each other or to activity centers
3. the potential to enhance pedestrian facilities within 1/4 mile of any proposed or existing transit facility, including rail, ferry, park & ride, and along existing transit routes
4. linkages from neighborhoods to existing or proposed trail, park, school, or major recreation facilities
5. the ability to by-pass barriers to safe pedestrian access along or across high traffic streets

CHAPTER 4

EDUCATION AND ENFORCEMENT

As indicated by the **King County Pedestrian & Bicycle/Motor Vehicle Accident Study** (Appendix B), education and enforcement represent critical elements in the development of an environment conducive to safe nonmotorized transportation. Several programs in the County have already shown great promise in their ability to give pedestrians and neighborhood residents the tools they need to either cope with or calm traffic. The following policies and recommendations are designed to expand existing efforts to reach greater numbers and types of pedestrians who are at increasing risk in the current traffic environment.

P-13 **The County should increase education and enforcement efforts as essential elements of a comprehensive pedestrian safety and access program.**

P-14 **The County should continue participation in the Pedestrian Educator Program in King County Elementary Schools, and seek funding from the community for expansion of the initiative.**

P-15 **King County should develop a pedestrian safety program for seniors, to be delivered through senior centers, community centers, senior organizations, and through continuing education programs.**

P-16 **King County should work with local service providers and pedestrian safety professionals to develop a demonstration program aimed at improving the pedestrian safety skills of the developmentally disabled.**

Pedestrian Educator Program

Initiated on a trial basis in 1991 with the Harborview Injury Prevention and Research Center, the Pedestrian Educator Program delivers a curriculum in pedestrian safety to elementary schools within unincorporated King County. Using both classroom and field techniques, the pedestrian classes stress the identification of potential hazards by the participating students, and also incorporates outreach to parents. The six week course is targeted at students in grades 1-6, and has developed messages specific to age groups within this range.

Education and enforcement issues will be of continuing concern , and consideration should be given to expansion of existing programs to other target populations, notably the senior population of the County. The increasing number of seniors combined with the natural reduction of their ability to perceive and act upon the traffic environment clearly indicates a need to examine the manner in which our traffic system serves these citizens. While

education and information efforts will be a major element of this consideration, the County should also review the need to examine signing, lighting, signal timing, and other physical changes which collectively can increase the ability of seniors to manage in a more complicated traffic environment.

THE EQUESTRIAN COMMUNITY IN KING COUNTY

BACKGROUND

Another form of nonmotorized travel that depends upon County roads for access is represented by a large and active equestrian community. While it has been decades since the horse was a mainstay of local transportation in the Puget Sound area, horses and horse related industries and activities are claimed to represent over $100 million to the economy of King County.

In the past, County roads were the main path of travel for horses. Today these roads represent a significant barrier and threat to horse access. Most local equestrians tend to confine their riding to public and quasi-public trail systems - roads represent (at best) a means of access to these systems. Most rural roads seem to serve this function well, so long as road shoulders remain unpaved and traffic volumes stay relatively low. Obviously, these conditions are not as prevalent as they once were in King County, even on some of the most rural roads within the planning area.

Today, equestrian organizations such as the King County Executive Horse Council and the South County Trails Coalition seek the preservation of road shoulders in areas adjacent to major trail systems and within communities which still support a significant amount of equestrian activity. Clearly, the designation of which shoulders should be preserved for equestrian activity needs to be balanced with the needs of other road user groups. Fortunately, the preference of equestrians for road shoulder preservation on less traveled routes implies a need for facilities in locations which are not necessarily identifiable as high priority roads for other nonmotorized transportation improvements.

Some roads, however, represent key access to a number of user groups, and also are experiencing traffic impacts which cannot be resolved within the parameters of rural road design. Such roads may require more capital-intensive design solutions to accommodate horses than simple shoulder preservation - some roads may justify the development of separated paths in order to provide both access and safety in areas of high equestrian activity.

A key to the delineation of significant equestrian communities is represented by the Draft King County Regional Trails Plan, and its designation of which user groups will be accommodated within specific trail corridors. In addition, several current community plans have been developed with specific attention to the needs of local equestrians. These plans include Northshore, East Sammamish, Soos Creek, Snoqualmie, and Bear Creek. Upcoming community plans which will need to address equestrian issues include Tahoma/Raven Heights and Vashon.

PROJECT TYPES

For purposes of this plan, project identification will encompass four types of road projects. These include:

1) Separated Trail Development
2) Neighborhood Pathway Development
3) Shoulder Preservation
4) Access and System Improvements

Equestrian facility types are shown in figure-4, page 80.

E-1 Priority for the development of equestrian facilities along County roads should be given to projects which divert horses from streets with high traffic volumes and speeds over projects which may provide more direct access to the same destination.

E-2 The development of separated trails for equestrians should be considered in cases where a County arterial represents the only available right of way for access within and between equestrian communities

Separated Trails

A separated soft surface equestrian trail typically represents the most expensive project the County can undertake to preserve equestrian access on certain County roads. As equestrians in general do not prefer to ride along the shoulders of County arterials (even in rural areas), such facilities should be located carefully, so as to minimize conflict in areas where access along heavily traveled arterials is absolutely necessary to connect equestrian communities to each other or to regional trails. Such separated parallel trails should provide both physical and significant lateral separation from the travel way, either through the use of berms, guardrails, fences, or passive landscaping set back from the paved road surface.

Separation is also represented in efforts to allow established public equestrian trails to cross principal and major arterials within equestrian communities. Such separation can be established though the construction of either over and underpasses or, to a lesser extent, the development of signalized grade crossings at other locations, where sight distances, road geometry, and traffic characteristics permit.

Neighborhood Pathway Development

A strategy recently developed within the RoadShare Program of the Department of Public Works which benefits both equestrians and pedestrians in

rural areas is the development of low-cost soft surface pathways on under-utilized portions of existing County right of way. Known as Neighborhood Pathways, these facilities typically use "excess" right of way outside of ditch lines to provide a five to six foot wide trail. The trail, which can be surfaced with a variety of readily available materials, typically requires little in the way of capital expenditures to develop, and in fact can be constructed by road maintenance crews in conjunction with overlay paving projects.

Critical to the development of these facilities is the presence of adequate existing public right of way outside of ditch lines and within the bounds established by adjacent private property. Development of neighborhood pathways should be considered primarily on streets upon which either sidewalk or more formal nonmotorized facility development is not anticipated. While pedestrians can and do operate on soft surface trails of many varieties, it is the shared nature of such a project that makes it particularly suitable for implementation in equestrian communities where higher capital equestrian facility development would be considered unlikely. While such projects should be identified and prioritized within the Transportation Needs Report, it should be remembered that alternatives to CIP funding should be considered in most Neighborhood Pathway Proposals.

Shoulder Preservation

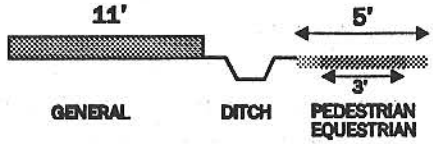
Often, the goals represented by equestrian safety and access can be met with little capital expenditure. On many rural roads and streets, the preservation of at least one unpaved road shoulder can make alternate routes to County arterials accessible to equestrians. Paved shoulders can be extremely slippery to horses shod with metal shoes in either wet or dry weather conditions. While paving of road shoulders is generally the preferred practice of King County, the careful consideration of the access potential of rural roads with low traffic can greatly enhance the safety of equestrians and their horses in the county's equestrian neighborhoods.

Access and System Improvements

The fourth type of improvement on or along county road right of way which benefits equestrians is the development of spot access improvements such as installation of warning signs, improvement of access to and from road crossings, the improvement of sightlines for equestrians at road crossings, and the provision of facilities or space for off-loading of horses in conjunction with established public equestrian parks and trails. Usually, such improvements should be lower cost, or incorporated into larger transportation improvements that might be programmed for a given location.

figure-4 **Equestrian Facility Types**

Neighborhood Pathways
Soft surface, Separated Trail. Vertical clearance 10' desired.



Gravel Shoulder
8' desired width

Equestrian Trail
Designed to Forest Service Standards.

KING COUNTY PROGRAMS RELATED TO EQUESTRIAN ACCESS

Capital Improvement Program

E-3 Roads projects in equestrian communities or in corridors containing existing or planned regional equestrian trails should be reviewed for compatibility with equestrian use.

While focused on the development of the arterial system of King County, the Capital improvement Program has identified a number of roads which should be designed to accommodate the needs of equestrians, usually through the development of separated pathways or trails. Such accommodation is also needed on selected local streets within established equestrian communities. While the application of the CIP priority process to these needs would be limited, coordination of the annual review of CIP proposed priority projects with the equestrian community should attempt to identify additional opportunities for access development as new trails and equestrian areas are opened.

Road Maintenance Programs

E-4 Flexibility in roads construction and maintenance practices is necessary for the preservation of equestrian access in equestrian areas.

The development of practices and techniques which preserve access for pedestrians is an activity in which maintenance efforts can be directed with considerable cost effectiveness by the County. Both in the development of

Neighborhood Pathway systems and in the preservation of gravel shoulders, sensitive project definition and development can play a major role in maintaining the viability of existing equestrian communities.

EQUESTRIAN COMMUNITIES

E-5 King County should identify barriers to equestrian access and circulation within established equestrian communities and where access to equestrian trails and facilities remains an issue, and develop strategies for incorporating the needs of equestrians into the transportation system of these neighborhoods.

As the discussion above indicates, the definition of established equestrian communities in unincorporated King County is made difficult by the dynamics of urban growth into previously rural or quasi-rural areas. Traditional indicators of equestrian activity, such as acres of pastured land reserved for keeping horses, is less usable as greater numbers of horse owners turn to stabling their animals on residential parcels. Even the number of trails in a particular area may not be as accurate an indicator of the need to provide equestrian facilities in a given area, as more and more trailers are being employed to transport horses to recreational areas.

Fortunately, recent community plans have attempted (most notably in the draft Northshore Community Plan) to identify enclaves of equestrian activity and to propose policies and actions which would preserve an equestrian element in these enclaves. While a precise formula which defines equestrian communities is difficult to apply countywide, an "equestrian community" (see map insert) can be defined in King County as containing one or more of the following elements:

- Proximity to a regional trail which is accessible to horses;
- Significant tracts of land in which horseback riding is publicly sanctioned (Redmond Watershed, Bridle Trails State Park);
- Private land upon which equestrian access has traditionally been granted
- Commercial stabling operations
- Commercial riding schools and arenas
- Presence of supporting industries such as tack shops and feed stores
- Concentrations of private parcels upon which horses are kept

Some such communities, such as Hollywood Hill in Northshore, have long identified themselves as "equestrian communities", even though the pressures of increasing urbanization have created conflict between the needs of

long-term local equestrians and more recently located residents who do not keep or ride horses, and are not comfortable with the presence of horses on local streets. Other communities are larger and less specifically defined, such as the Bear Creek community planning area, eastern Soos Creek, or the Enumclaw plateau. In any of these cases, however, the potential conflict of animal and automobile on the county road system creates issues which can affect the viability of these areas as equestrian communities

The types of projects and actions proposed in this plan cannot of their own implementation resolve quality of life issues for equestrians who have consistently been forced further away from previously accessible areas. As is the case with pedestrians and bicyclists, equestrians find that land use regulations (such as zoning limits on keeping animals on a given size parcel of land) can either preserve or prohibit continued practice of the equestrian "lifestyle". What these projects can do, however, is establish the ability of different user groups to continue to have access to public assets (parks, trails, scenic areas) which have over many decades made King County a popular haven for equestrians.

IDENTIFIED EQUESTRIAN COMMUNITIES IN KING COUNTY

The following profiles of equestrian communities provide a sketch of the activities and issues which shape equestrian needs in the respective areas. Specific project proposals are listed in Chapter Nine.

BEAR CREEK

The entire Bear Creek Community Planning Area represents an extremely active equestrian area, with numerous commercial stabling, riding, and support businesses established and an extensive supply of local riding opportunities available. As this area has developed rapidly in the past ten years, a perception that the area is threatened to continued equestrian use has grown, leading to the establishment in 1989 of the King County Equestrian Horse Council .

Regional trails such as the Puget Power, Bear/Evans Creek (proposed), Sammamish Valley, and Northwest Gas Pipeline (proposed) lead to equestrian destinations and reserves such as the Redmond Watershed and Farrell-Mc Whirter Park. Key road issues in the area include access along and across Avondale Road, Woodinville-Duvall Road, and preservation of unpaved road shoulders on selected key equestrian streets.

EAST SAMMAMISH

As with areas in Northshore and Soos Creek, the East Sammamish Community Planning Area is one in which the rapid urbanization of the community is having a noticeable impact on equestrian access and safety. There are several distinct equestrian communities within the neighborhood, including areas near Klahanie and along 212th Avenue Southeast.

A key to the development of equestrian facilities in this area is the routing and eventual development of several major trail facilities on the Sammamish Plateau. Past trail and community plans have identified corridors which share right of way with both gas and electricity distribution corridors. As currently proposed, these trail systems will require extensive access along existing County roads in order to provide for safe access for a variety of user groups.

While the Southeast 212th Avenue area is not immediately adjacent to one of the proposed trails, the road itself has long been used for access between existing parks, stables, and riding arenas. The road is generally without any shoulders, and is proposed in the draft Sammamish Community Plan for development of a neighborhood pathway to separate nonmotorized traffic (pedestrian and horse) from the increasing volumes of automobile traffic in the area.

ENUMCLAW

The Enumclaw Community Planning Area is primarily a rural and resource lands area, and as such is home to many activities associated with the breeding and keeping of horses. Much of this activity is commercial, and targeted to the thoroughbred industry. Accordingly, not as much emphasis has been placed by local equestrians on the need for road shoulder access as in other areas of the County. The Regional Open Space Plan identifies potential trail corridors on the White River, between Black Diamond and Buckley (Pierce County Foothills Trail), and in the Green River Valley between Auburn and Flaming Geyser State Park. Project emphasis in this area should be on shoulder preservation in areas adjacent to these trails, and in project coordination when these trails are funded for development.

HOLLYWOOD HILL

Certainly one of the more active equestrian communities in the County, the Hollywood Hill area east of Woodinville is considered by residents to be one of a very few havens for what they often refer to as "the equestrian lifestyle", with an impressive combination of community organizations, institutions,

and both public and private facilities which support a healthy local horse industry.

The neighborhood straddles the King County Tolt Pipeline Trail, and is laced with private easements assembled for equestrian access by the Hollywood Hill Saddle Club. In 1992, the King County Department of Public Works will begin the installation of unpaved neighborhood pathways, so as to allow the joint use, access, and safety of pedestrians and equestrians throughout the neighborhood.

Major issues in the neighborhood include preservation of access to the private easements, linkage of the Tolt pipeline Trail to the Sammamish Valley Trail via Open Space trail development in the corridor established by Northeast 145 Street, and extension of the neighborhood pathway system to equestrian destinations throughout the neighborhood, including Gold Creek County Park and to local stables and riding arenas

LEOTA/WELLINGTON

The Leota/Wellington equestrian community is a small area in the east side of Northshore located between Hollywood Hill to the south and Snohomish County to the north. Access through this neighborhood to the Tolt Pipeline and to Department of Natural Resources property in Snohomish County are major local identified needs. The primary accommodation called for in this plan is the preservation of road shoulders on local streets within the community, as well as improvements across and along the Woodinville-Duvall Road.

SOOS CREEK/LAKE YOUNGS

The Soos Creek Area near the Lake Youngs Reservoir has become an area which has received a significant amount of attention from equestrian groups owing to the presence of both a series of public equestrian trail facilities as well as the pressure of urban development in the area. Central to the community are the trails along Soos Creek (partially open to equestrians) and around Lake Youngs. This trail system serves both as destination and as through route to equestrians seeking access to tracts of land traditionally open to horses ranging from the Lake Desire neighborhood to Maple Valley and south through the remainder of the eastern half of the Soos Creek planning area.

The major issue in this community centers on access to the two trail systems. Planning is currently underway on the fourth phase of the Soos Creek Trail, which includes equestrian access from Southeasst 196th Street across Lake Youngs Drive to Southeast 208th Street. Particular attention to the crossings of these arterials is needed if the trail improvements are to be utilized by equestrians.

Preservation of shoulder access where it currently exists in the community should be emphasized, although the development of neighborhood pathways in the area may be constrained by narrow rights of way in the immediate Lake Youngs area.

TAHOMA/RAVEN HEIGHTS - MAY VALLEY ROAD

The Tahoma/Raven Heights community planning area is primarily rural in nature, with equestrian activity distributed throughout the planing area. Some concentrations of activity exist on the eastern half of the May Valley road, near Tiger Mountain State Forest, and near Maple Valley and the lake Wilderness trail systems. Development of the Cedar River Trail will also focus some attention on the access requirements of equestrians.

With the exception of the May Valley Road, the preferred action in this planning area is to preserve equestrian access in this rural area is the retention of unpaved shoulder area on local streets, and the identification of pathway opportunities on new construction concurrent with the development of the Tahoma/Raven Heights Community Plan.

The May Valley corridor crosses through both the Newcastle and Tahoma/ Raven Heights community planning areas, and has become a popular area for the keeping of horses, bicycling, and hiking. The road is adjacent to both the Cougar Mountain and Tiger Mountain recreation areas, popular among hikers, equestrians, and (in the case of Tiger Mountain) mountain bicyclists.

Unfortunately, the May Valley Road also serves as an arterial between Issaquah and Coal Creek Parkway, which leads to a potential conflict of uses. The right of way is now almost fully utilized, which leaves little room for the development of parallel trail or even pathway facilities for pedestrians and equestrians. Trail development in the area is similarly constrained due to the lack of an available corridor for acquisition and to existing wetlands.

While the road serves both recreational and vehicular transportation functions, it is unlikely under its current arterial classification that parallel facilities are feasible to construct. Consideration should be given to the development of other arterial routes for development in future transportation and community plans, with additional study given to the role of the May Valley Road in meeting local recreational access needs.

UPPER SNOQUALMIE AREA

The Upper Snoqualmie Valley north of the cities of Snoqualmie and North Bend represents a rural area of the County in which equestrians are also

active. Several equestrian projects have been listed in the KCTP for this area, and can be supplemented by attention to preserving key unpaved shoulders in areas linking to the proposed Cross-State trail and the Snoqualmie Valley trail.

VASHON ISLAND

Vashon Island is a very active equestrian community, owing to the rural nature of the island and the low traffic volumes on the island's road system. Local residents are actively developing plans for a trail system linking numerous destinations around the island.

While tentative, the Vashon Island Community Trail System emphasizes access to existing parks, stables, and shorelines throughout the island. A major component of this vision is the retention of unpaved shoulders throughout the island, with the exception of the main island highway. Such a vision is (somewhat surprisingly) compatible with the needs of most bicyclists on the island, who come to the island for the quiet and rural character of the roads and landscape. Pedestrian needs should be focused on Burton, Island Center, and Vashon, with consideration for the safe crossing of the Island Highway included in future traffic planning efforts.

WESTHILL - SWAMP CREEK

While not as intensely active an equestrian neighborhood as Hollywood Hill, the Swamp Creek area east of Kenmore encompasses several roads, local trails, and destinations of interest to local equestrians. The extension of a usable Tolt Pipeline trail from the Sammamish Valley Trail to Kenmore would open up the Swamp Creek Open Space acquisitions to a large number of equestrians both in the Woodinville area as well as in active equestrian communities in Snohomish County near Brier. Completion of the city of Bothell's Trails Plan would also preserve equestrian activity in this otherwise urban area.

Local equestrians have identified several potential projects which might affect future County nonmotorized planning efforts in the community. Development of the "Kenmore Crest Trail" would link the Tolt Pipeline Trail with recent open space acquisitions at the Magnolia Dairy site, several parks, numerous properties associated with equestrian activity, and eventually to the 80th Avenue Northeast corridor, with linkage envisioned south to the Sammamish River Trail.

While this neighborhood is somewhat isolated from other equestrian communities in the Northshore Community Planning Area, improvements to the Tolt Pipeline and Sammamish River Trail Corridors would improve access

east/west through the planning area. Linkage of the Tolt Trail through the Norway Hill area is made very difficult by the barrier established by I-405 and by the steep terrain between Kenmore and Woodinville. Coordination with the WSDOT will be necessary to evaluate the potential for improving the safety and accessibility of the crossings of SR 522 necessary to make this corridor functional.

REGIONAL ISSUES

INTRODUCTION

Traditionally, the issues and needs associated with nonmotorized transportation have not been addressed on a regional basis because pedestrian projects and most bicycle and equestrian projects tend to be viewed as a site specific or local issue. In the context of the County, however, it is useful to identify and address the regional implications of nonmotorized transportation, particularly as it relates to other transportation and land-use systems.

There are several compelling reasons why this is an important element of the Nonmotorized Transportation Plan. First, bicycles represent a mode which can both move people between jurisdictions as well as serve as a "feeder" to other transportation systems, such as bus, rail, or ferry networks. The commuter cyclist today can face many different road and trail environments in a fairly short trip, environments which could be made safer and more acceptable to the user through the implementation of a common set of design standards throughout the region. The same consistency is needed in the enactment and enforcement of traffic ordinances affecting both bicycles and pedestrians on the road and transportation system.

Pedestrians, too, need to be perceived as a link in the transportation system, particularly in light of their need to access the evolving transit system as it focuses and shapes development throughout the region. In many cases, this effort is reflected in the design standards applied to road projects, but in a much larger sense, the manner in which land use is allocated to different activities can significantly encourage or eliminate the collocation of employment within walking distance of employee residences. The manner in which we develop (or redevelop) traditional residential neighborhoods not only affects the ability of citizens to access transit, but may even define the livability of these neighborhoods.

Equestrian populations in the County have also been affected by regional issues - in the development of trail systems, in the accommodation of urban growth and development in areas traditionally inhabited by equestrians and equestrian facilities, and in the manner that this development is managed in areas as they are annexed into existing communities or incorporate on their own.

R-1 The County shall coordinate closely with other jurisdictions to ensure consistency in planning and promoting nonmotorized transportation.

This Chapter will specifically address nonmotorized transportation issues that cross jurisdictional boundaries in King County, as they apply to transit,

trail development, sub regional planning efforts, and the adoption of standards which can promote nonmotorized transportation throughout the region.

TRANSIT

Increasingly in the United States, bicycle and pedestrian access to transit is being viewed as a major element in the effort to adapt transit systems to areas which have been defined by the automobile. One of the most significant challenges that transit systems face in developing comprehensive yet cost effective service is the ability to service the low-density residential areas developed because of mobility advantages offered by the private automobile. Transit has usually relied on either service to high density areas to maximize service efficiency, or has brought patrons to the system through the development of park & rides. Park & rides provide the same sort of subsidized parking as usually associated with auto-oriented workplaces, but only in a pattern that can be shaped by the transit provider in a more centralized fashion so as to be served by several transit lines at once.

While park and ride lots have proved popular, they depend on the automobile for the provision of access to transit. While access to park and ride facilities by pedestrians is generally encouraged, many facilities are either inconvenient or even inaccessible to pedestrians. This is due to either through the distance that must be traveled to reach the facility, by barriers represented by high traffic arterials, circuitous walking paths, or even large parking lots which must be shared with often-distracted drivers of vehicles trying to find parking places. In some areas, park and rides have reached or are approaching capacity, with a spill-over effect on traffic at the origin end of the typical commute. This is somewhat ironic in that the purpose of park and rides has been to alleviate congestion at the destination and on the routes of commute trips.

Bicycles have generally been viewed as part of a more generalized answer to bringing the public to transit. Even using a very conservative capture area of two miles surrounding King County Park and Ride facilities, most of the County is within an easy bicycle ride of the existing transit system. The bicycle, while functionally much more than an "extended pedestrian" can in fact increase the effective ability of transit to gain passengers, even in dispersed areas of development. The development of bicycle facilities both on and off street can enable citizens to bicycle to transit, and thus reduce somewhat the congestion that exists at a growing number of Park and Ride lots.

R-2 King County, in cooperation with METRO, should seek federal UMTA funding under Section 3012 of the Intermodal Surface Transportation Efficiency Act to comprehensively update bicycle parking facilities and access at existing transit centers, park and rides, and selected transit stops.

Unfortunately, many barriers currently exist which keep bicyclists away from transit. While most Park and Ride facilities in the County have provisions for bicycle parking, most of it is difficult to use and exposed to the elements, both major disincentives to bicycle use. In some areas, the parking situation is severe enough that the facilities provided are ignored in favor of "ad hoc" solutions more favorable to the user.

R-3 **King County should emphasize nonmotorized transportation projects which improve bicycle access within a two-mile radius of any proposed transit facility developed as a function of any adopted regional transit system, and emphasize proposed pedestrian facilities within one-half mile of the same facilities.**

R-4 **King County should address access opportunities both along and across any proposed transit system right of way for the benefit of nonmotorized access to the system**

R-5 **Nonmotorized access should be a factor in the selection of potential transit system stations, with the planning and implementation of specific facilities conducted on a site-by-site basis**

R-6 **Implementation of non-motorized access facilities which directly benefit the proposed transit system should be included as part of a support effort associated with system development, utilizing applicability standards to be developed between the system developer and the County.**

Regional Transit System

Another example of a barrier in the local transit system is that represented by the inability of cyclists to have direct access on all but a handful of bus routes in King County. Bicyclists have long held that (as is the case with the Washington State Ferries) bicycling can be used to extend the range of transit at both ends of a given trip. Unfortunately, most existing equipment in the METRO fleet (save those vehicles operating a low-key "Bike and Ride" service across Lake Washington on SR 520) is not equipped to handle bicycles either on or in the vehicle. On those routes which are equipped with racks, inconsistent schedules and headways make the service very difficult for the occasional user to interpret and utilize. (King County RoadShare Program, SR520 Bike Shuttle Report, King County Department of Public Works 1991).

The Regional Transit Project

As part of the background research into the development of a regional transit system proposal, METRO in 1991 retained the services of Parsons-Brinkerhoff/Kaiser Engineers to assess the potential and to make recommendations for incorporating pedestrian and bicycle access into the proposed

system. The results of this effort, which focused primarily on bicycle access to the system, is to be integrated into the Regional Transit Project (RTP) System Plan. The primary purpose of the RTP project is to provide a mode alternative to the single occupant vehicle - the potential for nonmotorized transportation to assist in the attainment of that goal was reviewed and found to have enough merit to warrant its inclusion in the system plan.

The study team collected bicycle operating and facility information from the bicycle industry, the bicycle community, METRO, and other transit agencies. The experience of METRO and other agencies was evaluated to determine successful and unsuccessful strategies for incorporating bicycles into transit systems. Opportunities were then identified to incorporate bicycle and bicyclists into the RTP System Plan.

The findings of the study establish that bicycles and pedestrians are considered significant elements to be considered in the development of the RTP. Key findings include:

1. There are approximately one million people who live within a two-mile (desirable bicycling distance) radius of the proposed transit system stations; a significant potential market (see figure-5, RTP capture area).

2. Agencies that actively pursue bicycle patronage experience continued growth in bicyclists using the system.

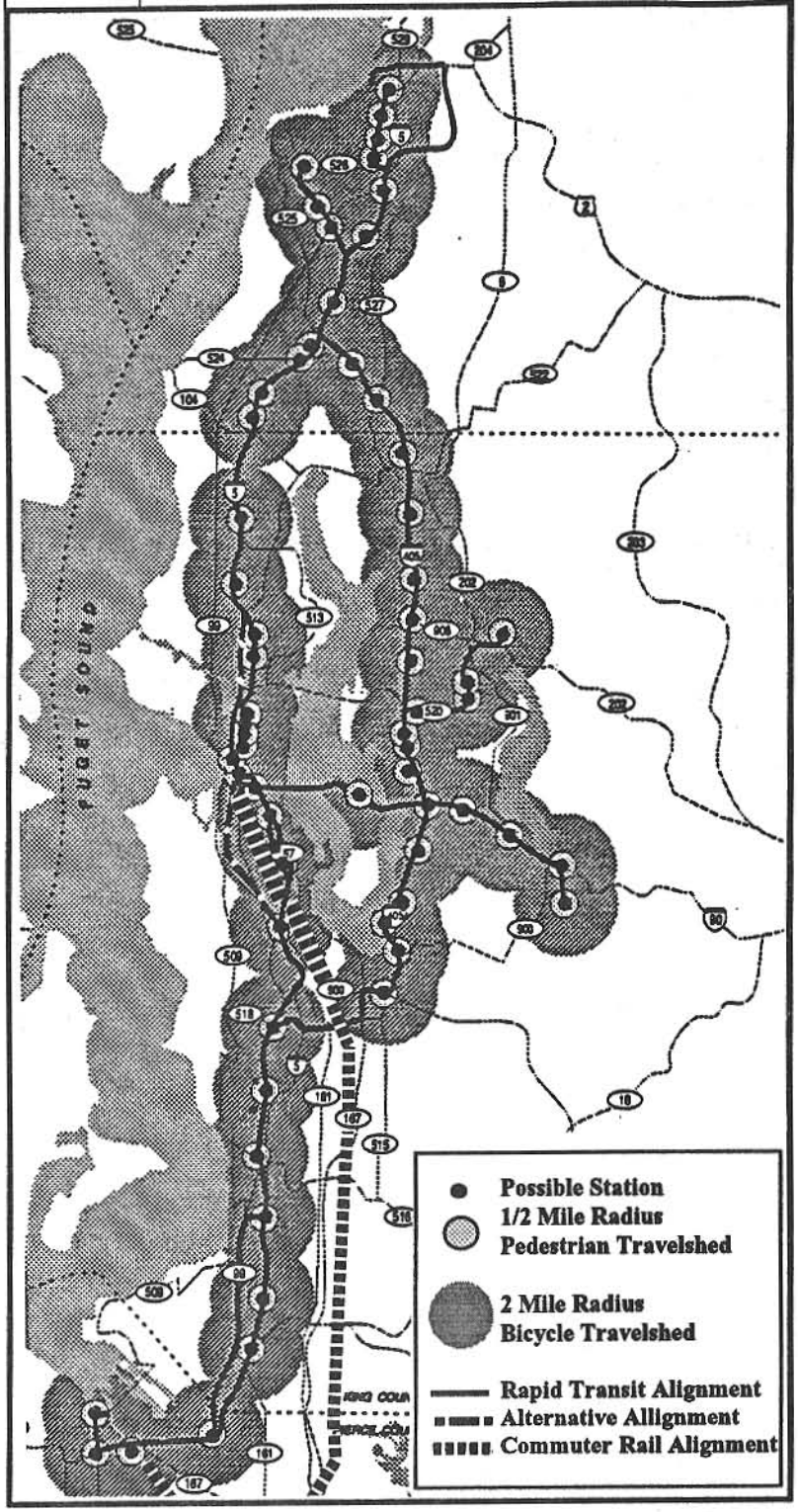
3. Agencies that have made improvements in bicycle access to stations see substantial increases in bicycle ridership at those stations.

4. There have been no claims against any agency contacted regarding bicycles transported on **or** in transit vehicles.

5. The inclusion of the necessary access, vehicle modifications and facility access requirements can be accommodated at relatively modest capital cost.

While the locations for stations have not been selected, the active inclusion of bicycling considerations pose several policy challenges for the County and other jurisdictions involved in the planning of the RTP. Policies recently adopted by the Joint Regional Planning Council on this topic are shown in figure-6, page 94.

figure-5 **Rapid Transit System Travelsheds**



REGIONAL PLANNING EFFORTS

An important element in nonmotorized transportation planning is represented by the emergence of regional planning programs. As an element of the KCTP, the Nonmotorized Transportation Plan is intended to help guide the development of regional plans, and to serve as a link between the bicycle and

pedestrian plans of various jurisdictions within King County. Such an effort requires the integration of on-street and separated trails planning within the County and the adopted nonmotorized plans of other jurisdictions (see Chapter 6 -Implementation). The Nonmotorized Transportation Plan should then serve to "translate" the different definitions and project types seen in these various plans into a document that weaves these plans into a regional vision for pedestrian, bicycle, and equestrian circulation.

figure- 6 Adopted Bicycle Policies - Joint Regional Planning Council

- **Provide for bicycle transport on feeder and regional bus routes and rail lines, consistent with operating safety, service quality, and passenger comfort.**
- **Provide safe and convenient bicycle access to stations. Station and park-and-ride lot final designs shall include weather-protected bicycle strorage.**
- **Station cost estimates shall include costs for bicycle access improve ments and weather-protected storage. Bicycle access and storage im provements within 1/4 mile of stations shall be considered for inclusion in station costs.**
- **Include bicycle improvements where practical in HOV improvements funded by transit.**
- **During the project-level phase, evaluate bicycle routes within rapid transit alignments.**
- **Local jurisdictions are encouraged to adopt access policies that further enhance the intermodal connections of bicycles and transit.**

Subregional Plans

R-7 King County nonmotorized transportation planning and projects should strive to be as consistent as possible with the adopted nonmotorized elements of subregional plans. The inclusion of such elements should be encouraged in all subregional transportation planning efforts in King County.

The development of inter jurisdictional transportation plans for subregions of the County offers an opportunity to provide additional consistency in design detail and connectivity of bicycle, pedestrian, and separated trail systems. While most municipalities develop such plans and programs with minimal input from other jurisdictions, efforts such as the Eastside Transportation Plan can establish the basis for common recognition of local nonmotorized transportation needs.

EASTSIDE TRANSPORTATION PLAN

The Eastside Transportation Plan (ETP) is one of the first sub regional plans in the Puget Sound Metropolitan area to specifically address bicycle transportation issues. The adopted plan includes delineation of a regional bicycle transportation network (figure-7), which was a significant element in the development of the Nonmotorized Transportation Plan Bicycle Network. The project lists which are contained in the ETP also specifically identify proposed transportation projects which are prioritized on a sub regional basis. These plans are integrated into the bicycle project recommendations of the Nonmotorized Transportation Plan, even if the project is not solely the responsibility of the County to develop.

The integration of nonmotorized elements in subregional efforts should have as its purpose the development of recommendations for the Puget Sound Regional Council in the listing of eligible projects for funding under the federal Intermodal Surface Transportation Act as well as guiding state Transportation Improvement Board project funding efforts.

EASTSIDE TRANSPORTATION PROGRAM

Nonmotorized Transportation Goals & Policies

Goal: Provide a regional nonmotorized transportation system that crosses jurisdictional boundaries and that is integrated as thoroughly as possible with the roads and transit system

figure-7	Eastside Nonmotorized Transportation Goals and Policies

1. **Encourage better design of development to facilitate pedestrian circulation and transit service;**
2. **Design new road projects to be compatible with the needs of pedestrian and bicycle transportation, through the elimination of barriers to access and the inclusion of facilities such as sidewalks, wide curb lanes, and signed and striped bicycle lanes;**
3. **Develop regional coordination in planning for bicycle facilities, including the formal adoption of AASHTO guidelines and WSDOT Design Standards for the design and construction of bicycle facilities;**
4. **Encourage the provision of safe and convenient bicycle parking facilities at existing commercial and employment centers, and require their inclusion in new centers as a condition of development;**
5. **Preserve linear corridors for eventual multi-purpose trail development by the use of easements, title acquisition, and "rail banking" of soon-to-be-abandoned railroad lines;**
6. **Adopt the concept of regional bicycle transportation corridors which link regional commercial and employment centers. This system does not supersede local planning efforts, but does demon strate the need for continuity in design and implementation of bicycle facilities throughout the ETP planning area.**

Vision 2020

Developed by the Puget Sound Council of Governments (now the Puget Sound Regional Council), Vision 2020 represents a long-range regional transportation and land use strategy for the central Puget Sound region. The plan replaces the 1982 Regional Transportation Plan as the basis for the approval of state and federal transportation expenditures in the region and similarly replaces the 1979 Regional Development Plan as the regional framework for growth.

Vision 2020 presents a strategy ("the Centers Concept") of coordinated transportation and land use policy with an emphasis on the development of multi-modal transportation systems and land use concentrations which support this system by supporting a new order of more compact, people oriented living and working places. The intent is to reverse trends which have created increased numbers of low-density, auto-dependent communities.

In this context, nonmotorized transportation plays a significant and somewhat understated role in the fulfilling of this new regional order. Several key strategies provide a framework for understanding how land use strategies which accommodate transit can also promote increased public investment in the pedestrian and the bicyclist.

figure-8	Vision 2020 Nonmotorized Transportation Policies

Stategy 1.0
Create a Regional system of central places framed by open space

Strategy 1.2
Provide for diversity and choice in housing and employment options by creating a system of central places (including pedestrian pockets), within corridors, a regional urban form defined by both regional role and unique community characteristics .

Strategy 1.5
Provide for higher density residential areas of new single family and multi-family homes in urban locations within either walking distance of either jobs or transit service.

Strategy 1.7
Promote community urban design plans to guide new development to be compatible with existing development and supportive of transit, pedestrian and bicycle access

Strategy 2.0
Strategically invest in a variety of mobility options and demand management to support the regional system of central places

Strategy 2.7
Develop a regionally coordinated network of facilities for pedestrians and bicycles, accessing transit stations and centers

Strategy 2.9
Promote Transportation Demand Management projects that get the most efficiency out of our existing investments

DEVELOPMENT OF CONSISTENT INTERLOCAL STANDARDS

R-8 King County shall use standards which meet or exceed the guidelines of the AASHTO (American Association of Highway and Traffic Officials) Guide to the Development of Bicycle Facilities as the basis for relevant sections of the King County Road Standards, and should formally adopt these guidelines for the development of the Regional Trail System. Every effort should be made to develop the regional nonmotorized transportation system to standards which meet or exceed the current AASHTO guidelines.

A key to the implementation of regional standards and consistency in nonmotorized facility design is the adoption of a single set of design guidelines. For bicycle and multi-purpose off-road trails, these standards are represented in the AASHTO Guide to the Development of Bicycle Facilities. These standards, which were first developed in the early 1970's and revised in 1981 and again in 1991 represent current practice and philosophy regarding the design and development of trails and on-road bicycle facilities.

The lack of consistency in standards has often been cited as a factor in poor facility design, accident causation, and under utilization of certain facilities. As a result, the AASHTO guidelines have been incorporated into the Washington Department of Transportation Design manual as well as the King County Road Standards.

WASHINGTON DEPARTMENT OF TRANSPORTATION - DISTRICT ONE ISSUES

State of Washington Programs and Policies Relating to Nonmotorized Transportation

A significant element of any regional nonmotorized transportation plan is represented by facilities which are under the jurisdiction of the Washington State Department of Transportation (WSDOT). The WSDOT, in addition to developing and managing the Design Manual (which is the basis of most transportation facility design standards used in Washington), manages a system of highways in the County which are highly significant and important to bicyclists, pedestrians, and equestrians, whether or not these facilities are in and of themselves accessible to nonmotorized transportation. State highways link most of the activity centers of King County and usually represent the most direct arterial route to destinations sought by utility bicyclists. In more rural areas of the County, state routes may be the only route to a given destination. In urban areas, freeway rights of way serve as barriers and

choke-points to nonmotorized access even between adjacent communities. In other instances, these same rights of way can provide unique access to nonmotorized transportation as is the case along the 1-405 Lake Washington trail between Renton and Coal Creek Parkway or most dramatically along the I-90 corridor between Seattle and Eastgate.

While the WSDOT is ultimately responsible for the planning and development of nonmotorized transportation facilities on state highways, recently adopted policies have reasserted the role of local government in addressing nonmotorized transportation planning concerns along state highway and transportation corridors. The State Transportation Policy Plan addressed this issue in 1991 in the development and adoption of the Washington State Bicycle Transportation Policy Plan. In it, the state establishes the need to be consistent with locally adopted nonmotorized transportation plans in project planning and development.

R-9 King County should work closely with the District One office of the Washington State Department of Transportation to assure that the goals of this plan and of the State of Washington Bicycle Policy Plan are as comprehensively implemented as possible.

Due to the predominant role and presence represented by WSDOT facilities throughout the County, this plan identifies the entire State Highway system as corridors of interest to nonmotorized transportation in King County. This does not imply that it is the policy of the County to encourage bicycle or pedestrian transportation on limited access rights of way - specific concerns will be called out in the recommendations section of the Functional Plan similar to the manner in which County road projects are addressed. There are, however, several corridors of specific interest to the needs of nonmotorized transportation which are identified below as high priority items and are reflected as such in the Recommendations Section of the Functional Plan.

Until relatively recently, the State of Washington, either through the Department of Transportation or other agencies, did not maintain an active role in the development of comprehensive programs or policies for nonmotorized transportation. The state has provided a funding mechanism for trails and paths from a percentage of gasoline tax revenues (.5% to local jurisdictions and .3% to the state) which is rarely utilized by most local jurisdictions statewide. King County is one of the few jurisdictions that has institutionalized the use of RCW 47.30 funds in its School Pathways program (see chapter 3, Pedestrian). Beyond this funding program, the Department of Transportation has included design standards developed by AASHTO (American Association of State Highway Traffic Officials) into its own guidelines for facility development, but adherence to the guidelines on the state highway system has been spotty even to the present day.

The state requires the establishment of a comprehensive plan for bicycle facilities before state and federal revenues distributed by the state can be expended on local bicycle projects. Such a plan exists in King County in the **1974 King County General Bicycle Plan - Focus 1990**, but this plan was developed primarily around a system intended to serve a recreation-oriented bicycling public. In addition, funding for bicycle projects submitted to the Transportation Improvement Board must meet route designation criteria established by the Board. Currently, few jurisdictions have such a plan, and the state provides little overview of local designation and updates for any such systems.

In 1991, the state Legislature adopted ESHB 1081 which mandated the creation of a Bicycle Program and Bicycle Program manager position within the Department of Transportation. This program has been charged with the development of a new State Bicycle Plan consistent with policies developed in the State Transportation Policy Project between 1990 and 1991. This plan will address engineering, funding, education, and enforcement issues pertaining to bicycling and the state transportation system.

Other agencies involved with nonmotorized transportation at the state level include the Washington State Patrol (education program aimed at elementary schoolchildren) the Interagency Committee for Outdoor Recreation (trail planning and funding), the state Department of Trade and Economic Development and the Superintendent for Public Instruction.

High Priority Nonmotorized Transportation Corridors - WSDOT Jurisdiction

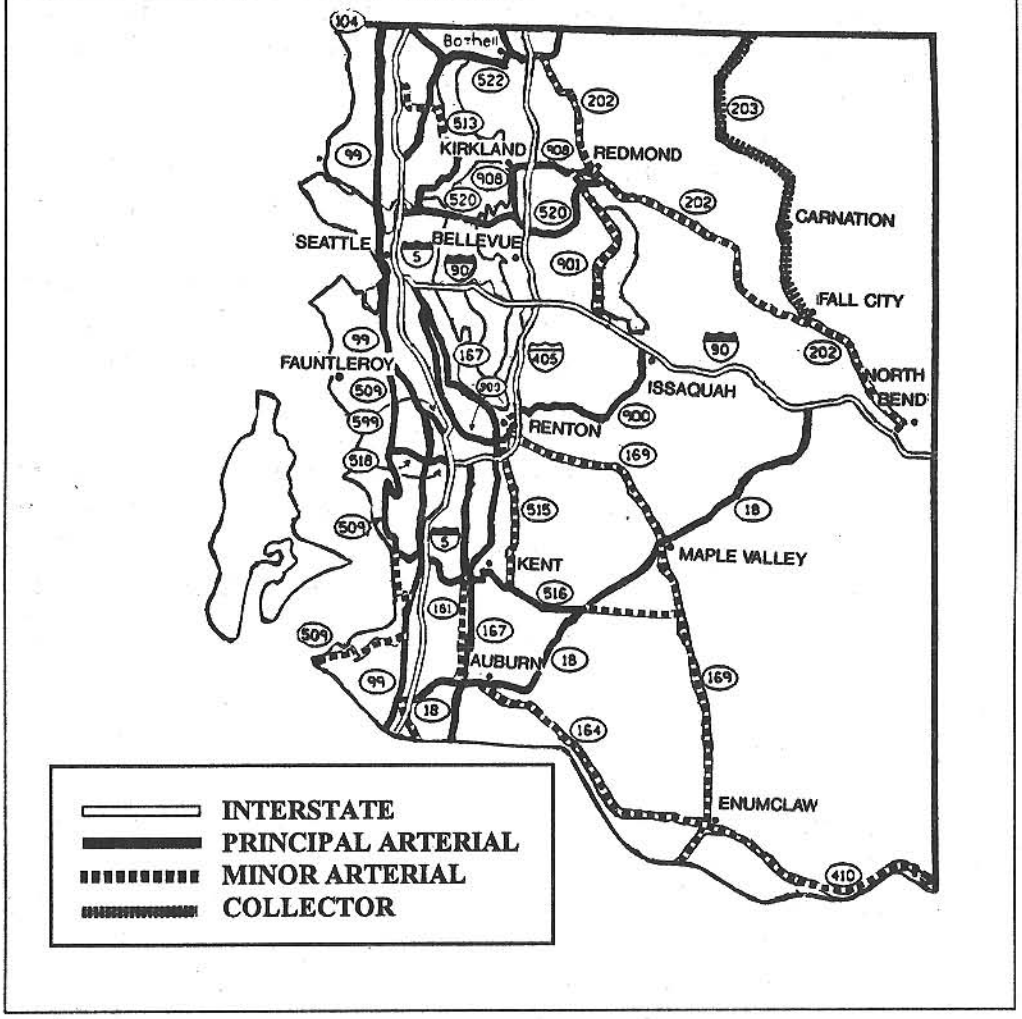
There are many state routes within King County of major interest to bicyclists, pedestrians, and equestrians. Several routes are of particular interest due to the unique access opportunity that planned improvement projects may provide to nonmotorized users or due to the unique barrier that a particular state route may represent to these same users. The following list of routes indicates those facilities which represent an opportunity for improved access between the same types of activities, land uses, and other transportation facilities that would otherwise qualify a County road for consideration for nonmotorized transportation planning or project development efforts.

STATE ROUTE 520 - SEATTLE TO REDMOND

Development of a multi-purpose regional trail facility from Seattle at either Eastlake or Montlake to Redmond would include development of separated facility on the Evergreen Point Bridge, improvement to WSDOT standard of the existing access path at Evergreen/Yarrow Point, and utilization of the existing right of way to connect to the Sammamish River Trail Corridor at

Marymoor Park in Redmond. Corridor development should be coordinated with any Regional Transit Project development of an eastern corridor to Redmond.

figure-9 **Washington State Highways Functional Classifications Within King County**



STATE ROUTE 18 - TACOMA PIPELINE #5 TO SNOQUALMIE RIDGE MPD

King County has long envisioned the incorporation of a multi-purpose trail following the SR-18 right of way north from the Tacoma Pipeline #5 trail corridor north to the proposed separated trail associated with the Snoqualmie Ridge MPD access arterial. This new trail would link the Green River, Cedar River, Soos Creek, and Preston Snoqualmie trail corridors, as well as provide equestrian access in the area of Lake Youngs and Tiger Mountain. The corridor also crosses numerous County roads which are popular for recreational bicycling, including May Valley Road and the Issaquah-Hobart Road. This facility is cited both in the King County Open Space Plan and the Soos Creek Community Plan.

I-90 TRAIL - SEATTLE TO EASTGATE

Completion of this access trail with all initially proposed facilities remains a priority concern of bicyclists throughout King County and the region. While currently only partially completed, the development of trail facilities in the I-90 corridor has greatly increased cross-lake bicycle commuting. Development of the final leg of the trail to Eastgate would not only open this large employment center to direct bicycle access from Seattle, it would also allow bicyclists seeking access to I-90 from the north to by-pass heavy traffic conditions near downtown Bellevue.

I-405 - NORTHSHORE PEDESTRIAN/BICYCLE ACCESS

While nonmotorized access to the freeway is not sought, pedestrian/bicycle access across the right of way needs to be enhanced, both at existing crossing points as well as at specific areas as identified in the Northshore Community Plan. Similar consideration should be given to limited access highways county wide, with additional emphasis on I-5 in Shoreline, Highline, and Federal Way.

SR-99 - SHORELINE

Development of the Shoreline Interurban Trail should be emphasized as an alternative to the barrier represented by SR-99 in Shoreline. The trail project as it has recently been scoped by the King County Public Works Department and the Natural Resources and Parks Division represents a project eligible for state-administrated federal funds under several categories of the Intermodal Surface Transportation Efficiency Act. State involvement in this project should be encouraged, as the corridor is also an element of City of Seattle and Snohomish County trail planning efforts, links major regional centers per the mandate of the State Bicycle Policy Plan, and would additionally provide inter neighborhood connections within the Shoreline community. WSDOT assistance in securing funding for this project would be a primary goal of any inter jurisdictional planing effort on the former Seattle-Everett trolley line.

Recommendations for other state highways in the County are included in Chapter 7, Implementation.

TRAILS PLANNING

While the County has developed one of the most ambitious trails programs in the nation since the development and adoption of the 1971 Urban Trails Plan, the integration of this system with the transportation needs of nonmotorized users (most notably bicyclists) has not yet been addressed in

an adopted County plan. The Nonmotorized Transportation Plan builds many of its project and policy recommendations upon a base that includes trail corridors roughly defined in the 1988 Open Space Plan. One element of this plan yet to be adopted is the Regional Trails Plan, developed by the King County Office of Open Space in 1989. For purposes of this plan, the Regional Trails Plan draft is considered as the basis of the County's trail development policy and is reflected in the Draft Bicycle Network Map.

Regional trails can serve several transportation functions dependent upon location, right of way type and ownership, and intended design standard and user mix. To the equestrian, the regional trail system represents the base network, and both local trail and any roadside facility designed for horses should generally feed this network. Examples of this type of trail include the Tolt Pipeline Trail and the Lake Youngs Trail. To the bicyclist, a regional trail can serve as a commuting corridor (Burke-Gilman, Interurban Trail), a recreational resource (proposed Cedar River Trail, Snoqualmie Valley Trail) or most likely, a combination of the two (Sammamish River Trail).

R-10 Nonmotorized transportation facilities separated from roads which are not part of the Regional Trails System should be considered for development if they:

a. Provide needed access across gaps in the nonmotorized transportation system;

b. Provide linkages to the Regional Trails System;

c. Eliminate barriers to nonmotorized transportation access;

d. Whenever access is removed from a portion of the transportation system previously open to bicycles or pedestrians; or

e. Provide access to new transit or transportation facilities.

The Nonmotorized Transportation Plan recognizes that linear corridors of land can represent multiple transportation resources, whether or not that corridor is also a recreation resource. Separated multiple use trail proposals should be evaluated for their ability to provide access, link activity centers, and cross physical and/or topographic barriers to nonmotorized travel.

This plan specifically addresses separated trails which follow "non-recreational" corridors, such as SR-520, I-90 and I-405, South 277th Street, and SR-18. Other project recommendations are based upon the assumption that the Regional Trails Plan will be adopted as drafted by the Office of Open Space.

Community Trails Planning

R-11 King County should develop a Community Trails Plan, including the following elements:

a. Preservation of existing dedicated and informal trail systems;

b. Development standards for internal trail systems in large subdivisions and Master Planned Communities

c. maintenance, design, and management standards for the community trails systems;

d. connectivity to the Regional Trails and Nonmotorized Transportation Networks of the County; and

e. any proposed funding and dedication mechanisms needed to implement the plan.

With the adoption of legislation such as the State Commute Trip Reduction Ordinance and the revised County Zoning Code, new types of trails, pathways, and access routes are beginning to be seen throughout King County. These types of trails, combined with pathways, undeveloped road rights of way, access along public or quasi- public corridors (pipeline, power line, etc.), and private or dedicated pathway systems represents a different type of trails network than is included in the proposed Regional Trails Plan. Questions relating to management, development standards, maintenance, and even ownership need to be addressed. A proposal has been made to establish a "Community Trails Plan" countywide, which would catalogue existing minor trail systems and develop the administrative relationships necessary to maximize the effectiveness of such a system. Properly developed, such a plan can provide needed assurance for equestrians who have lost access to trails as previously rural trails are subjected to development pressure, as well as provide a vision to making new communities and Master Planned Developments as accommodating to the spectrum of nonmotorized transportation modes and their attendant efficiencies as possible.

IMPLEMENTATION

INTRODUCTION

The major role of the Nonmotorized Transportation Plan in the development of nonmotorized transportation facilities and programs is represented by its ability to define implementation procedures for these facilities and programs. While the **1974 King County General Bicycle Plan,** described in great detail a vision for a network of bicycle facilities county-wide, it failed to address how this network would be integrated into the existing transportation system. This chapter will describe policies and techniques which are intended to provide the needed tools to fund and develop the elements of this plan, and to integrate nonmotorized transportation needs as a standing element of the design of all new transportation facilities in King County

I-1 Roadway funding should be used to build facilities which are designed to accommodate bicycles and pedestrians. The use of separate funding programs should be expended on the elimination of existing physical barriers to nonmotorized transportation and for noncapital programs, such as information and education.

IDENTIFICATION OF TECHNIQUES - FUNDING

The basic philosophy represented by this plan is that nonmotorized facilities should always be developed as an integral element of on-going transportation system development. As such, the cost of these elements in new projects should be built into the overall project budget, and not charged against any special "nonmotorized fund". This policy of institutionalization may not apply to all proposed projects, but at the very least should be accounted for in the scoping of proposed capital projects.

I-2 All CIP projects, Federal Highway Administration-supported projects, and all WSDOT projects located in the County should be reviewed for the inclusion of appropriate nonmotorized facilities and mitigation, per the adopted policies and procedures of each agency.

THE CONTENT FOR DECISION-MAKING- THE KING COUNTY TRANSPORTATION PLAN

The first step in assuring a safe and efficient transportation system is the development of a comprehensive, long-range transportation plan. A well developed plan provides the necessary guidance for future actions that will ensure an adequate and cost effective transportation system.

The 1988 King County Transportation Plan represents one of the first functional plans to be adopted under the mandate of the King County Comprehensive Plan and provides specific direction for the development and operation of necessary transportation facilities and services. It provides guidance for land development in the County and provides an important mechanism to coordinate the actions of the County with those of other governmental agencies.

The Transportation Plan also alerts County residents and businesses about future changes in the transportation system that will affect their neighborhoods, communities, and personal travel. The expectations developed through this plan are critical in the development of partnerships with private developers and citizen advocacy groups alike, as the private sector becomes an increasingly important partner with the County in provision of needed transportation facilities.

Transportation Plan Concepts Relating to Nonmotorized Transportation

The King County Transportation Plan is built on several key concepts which shape the Nonmotorized Transportation Functional Plan. As an element of the KCTP, the NMTFP is designed to integrate both its policy and project recommendations into the general transportation planning framework of the County.

"The 1974 Transportation Plan focused primarily on planning for the private automobile. Since then, there has been an increasing emphasis on providing for all transportation modes, including the private automobile, transit, bicycles, pedestrians, and equestrians. The objective of the current planning program has been to develop a balanced, comprehensive transportation plan that meets the needs of each of these travel modes, and providing a transportation system that accommodates the wide variety of travelers in the County."

Recent CIP Priority Process Changes

In 1991, the King County Council approved a motion which modified the criteria to be employed in determining CIP funding. These criteria were, in order of importance:

1) Safety
2) Maintenance
3) Transit Support
4) Capacity increases for existing development
5) Capacity increases for future development

Currently, bicycle, equestrian, and pedestrian improvements in the CIP focus primarily on the arterial system. There are over 400 recommendations for projects that include some form of nonmotorized element. While this list is extensive, it does not currently employ a systems approach for the identification, evaluation, and ranking of nonmotorized transportation needs. The list does reflect several elements of the 1974 King County General Bicycle Plan and project recommendations contained in recently adopted community plans. A summary of the project types from the most recent adopted CIP priority process is shown below.

figure-10 1992 Project by Type - King County TNR

Project by Type

	Total Projects	King County Cost (millions)	Total Cost (millions)
New Construction	80	$186.1	$624.6
Major Widening	176	$272.1	$915.6
Minor Widening	90	$122.8	$198.7
Intersection	185	$ 29.8	$ 68.1
local	55	$ 0.9	$ 29.3
Nonmotorized	218	$ 98.7	$168.8
Bridge	96	$ 99.3	$289.3
Transit/HOV	99	-	$519.2
Study	45	$ 5.7	$ 36.5
Total	**1,044**	**$815.3**	**$2,849.9**

The Department of Public Works is also committed to the increased or continued funding of specific funding "pots" which address specific types of transportation needs (such as the School Pathways Program). These types of funds insure that specific types of projects receive at least a minimum amount of funding even if they do not score well within the usual CIP priority process.

The King County Transportation Plan established the framework for this integration of policies and projects through the development of the Capital Improvement Program priority process. Through the annual public review process which accompanies annual TNR adoption, many nonmotorized elements have been added to existing TNR projects. This process can be carried further through the adoption of three action items. These items are:

a. Adoption of Modified Design Standards;
b. Annual Review of New Projects for Nonmotorized Considerations; and
c. Dedication of a Set Percentage of CIP Funds for Specific Nonmotorized Projects

The adoption of standards which include nonmotorized elements would serve to redefine the design of particular classes of streets and roads to include nonmotorized facilities. In addition, the standards should reflect design parameters consistent with the practice of other agencies and organizations. In bicycling facility design, the guidelines usually employed are those of the American Association of State Highway and Traffic Officials (AASHTO), whose Guidelines for the Development of Bicycle Facilities serve as the basis for the Washington State Department of Transportation Design Manual sections on bicycle facility design. While the current King County Road Standards are consistent with both AASHTO and WSDOT guidelines, neither the county or state documents attach particular design elements to a given classification of street.
While the precise definition of this relationship between standards and functional classification should be studied independently of this plan, the following standards are proposed for both County development of new roads and roads dedicated to the county in new development.

PRINCIPAL AND MINOR ARTERIALS

Urban

Class II Bicycle Facilities should be included in all new County arterial construction or major reconstruction if on Bicycle Network, otherwise consideration can be given to the inclusion of wide shoulders or curb lanes . Urban arterials (if not in a specified pedestrian overlay or design district) should include a five foot sidewalk with planter strip, six foot width without the planter strips. Facilities on collector arterials should use some combination of these facility types dependent upon local traffic conditions, right of way availability, and adjacent land uses. Local streets generally should not need specific bicycle facility development, unless the street is either a bypass to an adjacent arterial which contains hazardous conditions for bicyclists, or the local street has a specific condition which makes the inclusion of a bicycle accommodation necessary. Five foot sidewalks should be included as an element of the design of local streets in urban areas.

Arterials with HOV Lanes should accommodate Class II Bicycle Lanes if on the bicycle network, and provide for shared use in a widened lane (15 feet) in all other cases. Such Lanes should provide appropriate facilities for transit on/off loading, including the provisions of pullouts as needed, paved platforms for pedestrian access to transit vehicles, and provision of shelters where pedestrian circulation will not be impeded.

Equestrian facilities in Urban Areas should be designed on a case-specific basis, and are encouraged if the proposed facility is in an established equestrian community, provides access to a trail accessible to equestrians, or

provides access around a barrier to equestrian travel within an equestrian community.

Rural

Bicycle facilities in rural areas will usually be represented by a smooth paved shoulder with edgestripe if on the bicycle network. Designation as a Class II facility will depend upon the anticipated use of the road, traffic conditions, and intensity of cross traffic or proximity to the regional trails network. Pedestrian facilities in rural areas should also be designed based upon the circumstances of the specific project area, but can include the development of unpaved pathways outside existing drainage ditches if equestrian use is anticipated, or by the development of paved shoulders where right of way is limited and the need is demonstrated by existing pedestrian traffic patterns.

KING COUNTY CAPITAL IMPROVEMENT PROGRAM

I-3 The Nonmotorized Transportation Plan shall include a project list and program recommendations which are consistent with the intent, format, and decision making process of the King County Transportation Plan.

As described earlier, the inclusion of projects compatible with the needs of nonmotorized transportation within the Transportation Needs Report represents the central implementation strategy of this plan. While the implementation of the entire project list as it existed in 1991 would represent a wholesale boon to nonmotorized transportation access and safety, it remains that nonmotorized projects are usually proposed for inclusion in the TNR not solely for their nonmotorized merit, but for their incremental ability to deal with demonstrated motorized transportation deficiencies. As a result, the nonmototrized projects which serve the needs of nonmotorized users best may not be given a high enough priority to be built unless it meets other criteria which may have little bearing on nonmotorized access or safety. In addition to providing a more stable funding source for discreet nonmotorized projects, the annual TNR review process should also integrate the continued identification and review of new nonmotorized projects, consistent with the goals and policies of this plan.

I-4 King County should establish separate funding sources to implement nonmotorized projects not included as an element of another CIP/TNR project, including trails, shoulder, bike lane, and neighborhood pathway projects.

Such a review should not be limited to arterial projects if a separate funding mechanism is identified and implemented. The nonmotorized review and scoping of new projects would differ from the bulk of the CIP project list only in that the proposed source of funding (be it Roads Fund, grant, maintenance, or dedication) should be listed in the project description for non-arterial projects.

CITIZEN PARTICIPATION

Development of new nonmotorized transportation programs or projects has generally benefited in successful United States nonnotorized programs through integration with existing departmental structure. In addition, there are quantifiable benefits of making a strong commitment to both citizen review of nonmotorized projects and the retention of outside project support from consultants with demonstrated experience in nonmotorized transportation planning and projects. Such a commitment has resulted in projects and programs which greatly benefit both nonmotorized users and the community at large through efficient scoping of relevant design issues and minimization of design errors resulting from a lack of familiarity with the needs of nonmotorized transportation.

Citizen participation at the County level is usually developed through the Nonmotorized Transportation Advisory Committee. Additional effort should be made to work directly with user groups and the general public through the annual review of CIP candidate projects and through the project development and environmental review processes to maximize the benefits to the County of the expertise of citizens who use the County transportation system by nonmotorized means.

I-5 Program initiatives should be incorporated within existing County programs. These programs shall incorporate citizen oversight and input through the King County Nonmotorized Transportation Advisory Committee. Input should also be sought from nonmotorized user groups and professionals with demonstrated experience in nonmotorized transportation planning principles.

DEVELOPMENT REVIEW

Additional dedication of facilities to the nonmotorized transportation system is accomplished through the development review process. Recent proposals to modify the existing King County Zoning Code (Title 21) include significant enhancements to the requirements for the development of pedestrian facilities. Most notably, the dedication of pathways and trails to provide more convenient pedestrian circulation and access to community facilities,

commercial areas, and to transit is mandated. The mechanics of the management of this new path and trails system is to be defined in the yet-to-be initiated Community Trails Plan, but clearly the intent is to provide a supplement to the existing transportation system which benefits nonmotorized modes.

I-6 King County will require new residential, commercial, and industrial development to provide adequate short term and commuter parking for bicyclists per KCC Title 21, and should seek the inclusion of a requirement to provide shower and locker facilities in new commercial-industrial development in designated urban or transitional areas or activity centers (et al) by 1995.

An additional need in the process of providing nonmotorized facilities through application of the zoning code is in the strengthening of existing plat face requirements of access for nonmotorized transportation. Specifically, easements granted to community associations, saddle clubs, and the general public need to carry over from the grantee of the original plat to subsequent title owners. Future development should also be reviewed for the retention of the access provided by existing trail systems, if not the retention of the system itself. Road design within such developments should be flexible enough to provide for enhancement of any such systems through the incorporation of neighborhood pathway systems or paved trails.

Master Planned Developments (MPD's) offer an opportunity to channel growth into developments which specifically are designed to absorb the impacts of development in such a manner as to create a "livable" community. Some MPD's are exclusively or predominantly residential, such as at Klahanie in East Sammamish, while others (such as the paired MPD's proposed on Novelty Hill in Bear Creek) might contain a mix of residential, commercial, and even light industrial uses. Such developments offer unique opportunities to incorporate nonmotorized transportation from the initiation of a project, rather than the usual model of trying to retrofit facilities after the development has occurred.

Often, due to the control the County can exert over a proposed MPD, concessions are sought by a developer in exchange for meeting other requirements, such as wetland setasides and the establishment of wildlife buffers or corridors. While the concessions requested often include variances from County road standards, this process should serve to enhance, rather than minimize nonmotorized transportation access.

I-7 MPD review should encompass the following elements:

a. Meeting all applicable standards for the development of urban arterials, including bicycle lanes on principal and minor arterials, and full sidewalk development on all arterial and local streets.

b. Development of an internal pathway system accessible to pedestrians and bicyclists which minimizes reliance upon the street system for access within the MPD. Such a system should link community facilities, commercial areas, and residential communities within the MPD. Such a system should stress access to transit, and the development of pass-through paths which reduce pedestrian dependence upon the automobile circulation system for access within the MPD.

c. Enhancement of any existing trail system on site, and providing for vertical separation of major crossings of principal and minor arterials.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management(TDM)is the use of incentives to promote travel modes that are more efficient and less polluting than the single occupant vehicle (SOV). While disincentives may be used (such as increasing costs for SOV travel), most programs rely heavily on the positive choice of high occupancy vehicles (HOV) and nonmotorized modes over SOV'S.

Nonmotorized transportation modes address each of the problems TDM is meant to tackle: congestion, pollution, and conservation. Provision of adequate facilities and programs to support and promote these modes is an essential component of TDM. Site design requirements and changes in parking requirements for bicycles are generally considered ways in which bicycles and pedestrians can be given additional consideration in facility construction.

While nonmotorized transportation addresses TDM goals and objectives directly, the recognition of the potential contribution of pedestrian and bicycle modes is not particularly well recognized. The accommodation of motorized vehicles, and particularly SOV'S, has traditionally consumed the interest of public and private facility planners. Planning and modeling programs concentrate on the movement of and accounting for motorized transportation, often to the exclusion of useful information on potential nonmotorized information sources can contribute to the successful implementation of TDM programs. Little time or effort is given to acknowledging the influence of HOV modes (let alone bicycles and pedestrians) in the reduction of vehicle miles traveled.

As long as traditional attempts to contain traffic impacts of new development have emphasized the provision of supply (capacity and flow) over demand,

considerations to promote nonmotorized travel have remained little more than a footnote to overall transportation policy development. Now, however, with the control of demand a primary consideration at local, state, and federal transportation policy, an increased emphasis will need to be made to monitor the effectiveness of a comprehensive commitment to promote nonmotorized transportation, and its contribution to meeting the goals of state and local trip reduction mandates.

NONMOTORIZED ELEMENTS OF TRANSPORTATION DEMAND MANAGEMENT EFFORTS

The state Commute Trip Reduction law passed in May of 1991 requires that employees of major employers reduce their vehicle miles traveled (VMT) by 15, 25, and 35 percent in 1995, 1997, and 1999, respectively while seeking similar reductions in SOV (single occupant vehicle) trips. A state task force has developed guidelines for measuring attainment of these goals. The law recognizes the benefits, in particular, of avoiding a commute trip and gives a twenty percent bonus (1.2 trip reduction credit per trip eliminated) for telecommuting and for nonmotorized commuting.

I-8 **The following are recommendations for King County Transportation Demand Management and Trip Reduction efforts:**

The King County RoadShare Program should develop mechanisms for the measurement of nonmotorized travel, especially for commuting purposes. Such measures are necessary to accurately assess bicycle and pedestrian contributions to trip reduction by employers, property managers, and agencies.

The County should support efforts to develop a model bicycle and pedestrian trip reduction package for use by employers in developing a nonmotorized element to their transportation management and trip reduction programs.

Implementation actions mandated under other County codes, plans, and ordinances should not be allowed as an element of mandated trip reduction plans, but efforts which exceed the legal minimum shall be counted in the attainment of trip reduction goals.

Development of commute centers for nonmotorized users should be encouraged as a TDM implementation action throughout the County. Such centers should include locker and shower facilities for bicyclists, secure bicycle parking, and the distribution of educational materials promoting bicycling and walking as a commuting alternative.

CHAPTER 7

COUNTY TRAILS PLANNING AND POLICY

Introduction

The development of separated trails for bicycles, pedestrians, and equestrians has long been an activity associated with King County, and was emphasized in the **1974 King County General Bicycle Plan** as a central element in the development of a bicycle transportation system for the County. This section describes on-going efforts to develop this system, the relationship of this effort with on-road planning for bicycles and pedestrians, and the delineation of responsibilities for new areas of trail and pathway planning, development, maintenance, and administration.

Background

King County Parks Division has developed a national reputation for the development of its multi-purpose trails system, as evidenced by such facilities as the Burke-Gilman and the Sammamish River trails. The Interurban Trail, developed at approximately the same time as the Burke-Gilman Trail, was in fact developed initially by Public Works and the Parks Department in conjunction with Puget Power and the Federal Highway Administration. These trails have become successful facilities in terms of their utilization by the general public, and have achieved a status perhaps unanticipated by the public when the trails were first proposed in the early seventies.

I-9 The King County Regional Trails Plan shall be incorporated as an element of the Nonmotorized Transportation Plan. The adoption of the King County Regional Trails Plan shall amend the Nonmotorized Transportation Plan as is needed to meet the stated goals and objectives of each document

It is important to realize that the transportation function served by regional trails has been recognized only fairly recently, as higher numbers of commuters and longer distance bicyclists have discovered congested and potentially unsafe conditions develop as a result of this popularity. Linear corridors of land have become prime civic resources, valuable for the location of utilities as well as for the development of trails.

Not all trails which exist or are proposed in King County exist in corridors which are normally associated with parks. The very resources these linear corridors represent are sometimes mistaken for parks opportunities, when in fact the rationale for developing a trail is to provide needed access across barriers for nonmotorized transportation. Such opportunities can be represented by freeway rights of way (as in the I-90 and I-405 trail projects, and

the SR18 trail described in Chapter 6), pipelines (such as the Tolt Trail or the Tacoma Pipeline #5 in South King County) and power line right of way, such as the Puget Power trail in Redmond, the proposed Shoreline Interurban trail, and the Interurban trail in South King County.

These are the more familiar contexts in which trails have been proposed for the County. In each, the Natural Resources and Parks Division has acquired a significant amount of expertise in the assembly of the needed rights of way, particularly in the area of converting abandoned rail right of way to trail use. Recent planning efforts outside of the Parks Department have identified the need for the development of different types and styles of trails and pathways. These trail styles defy traditional County management techniques, and raise questions relative to the opportunities represented by consolidation of trail and nonmotorized transportation planning and management efforts.

Specifically, the Zoning Code Update and the King County Transportation Demand Management ordinance both call for the integration of nonmotorized transportation facilities in new residential and commercial development. The recently adopted Soos Creek Community Plan has made the development of access paths in new subdivisions a priority policy. Recent projects within the Roads Division have placed increased emphasis on pathway development which is accessible to a diverse array of user groups.

The following are examples of the types of trails and pathways which challenge traditional concepts of trail and pathway management by the County:

NEIGHBORHOOD PATHWAY

The Neighborhood pathway represents a low cost method of providing soft-surface pathways parallel to the roadway on public right of way which is not currently being utilized. The first of these projects is scheduled for construction in spring of this year in the Hollywood Hill area of Northshore, which is noted for a high level of equestrian activity. The proposal to develop this type of facility raised some considerable initial concern among adjacent residents, who did not readily accept the need to provide facilities which were compatible with the needs of equestrians.

PRIVATE EASEMENTS

Organizations such as the Hollywood Hills Saddle Club have been successful over the years in obtaining easements for the use of existing trails in new subdivisions. Such easements have been difficult to defend in recent cases of trail blockage, and demands have been made to toughen the legal mandate represented by plat-face dedications of easements to local equestrian and community associations.

DEDICATED INTERNAL TRAILS

The development review process is now beginning to generate trails networks associated with new development, particularly in large or Master Planned Developments (MPD's). While not under the management of a particular County agency, such trails and pathways can provide access to transit, community facilities, shopping, and in some cases to employment centers within these developments. In new communities created under the MPD process, such systems sensitively designed can reduce the dependence of residents upon the automobile for many internal trips. As such, these paths and trails serve a multi-purpose clientele not necessarily motivated by the need to recreate. In any case, such systems should be designed to a standard which supports the transportation function of an internal trail network.

MULTI-PURPOSE (REGIONAL) TRAILS

As described in the Regional Trails Plan under development within the Natural Resources and Parks Division of King County, the King County Regional Trail System is envisioned as a 150-mile plus network of separated off-street trails which link most of the County's communities and recreational resources. While funding for this system has traditionally been through special bond revenues and recreation grants, recent changes in Federal funding guidelines for transportation facilities make an increasing percentage of the proposed system eligible for Federal transportation funding, both through grants and as eligible elements of national transportation system development. (See section on Intermodal Surface Transportation Efficiency Act elsewhere in this Chapter)

CURRENT TRAILS PROGRAMS WITHIN KING COUNTY

Currently, there are several programs either existing or envisioned within the County that can promote the development of trails. These programs are summarized below.

REGIONAL TRAILS PLAN - NATURAL RESOURCES AND PARKS DIVISION

The Regional Trails Plan was initiated as a result of voter approval of the 70 million dollar Open Space Bond of 1989. The Office of Open Space has been charged with the acquisition of various types of open space defined in the bond measure, including up to 75 miles of trail corridors identified in the draft Regional Trails Plan. While not yet adopted, the Regional Trails Plan identifies a number of specific trail corridors, and establishes design expectations and potential user mix. The Plan, once adopted, should serve as the basis for the off-street trail network adopted and accounted for in this plan.

COMMUNITY TRAILS PLAN - OFFICE OF OPEN SPACE

The Community Trails Plan is an effort envisioned by the Office of Open Space and would represent a collaborative effort between the Natural Re-

sources and Parks Division, the Building and Land Development Division, and the Public Works Department to define the existing local trails system, the process for the dedication of new local trail systems, and the management of this system once developed. Currently, baseline information for this effort is being collected by the Office of Open Space

NONMOTORIZED TRANSPORTATION PLAN - ROADS DIVISION

This plan deals primarily with the accommodation of nonmotorized transportation within the transportation system of King County, exclusive of the trails network established in the draft Regional Trails Plan. While this implies a focus on facilities within roads right of way, there are specific areas where trail development should be considered as an element of the King County Transportation Plan. As limited access roads are developed, consideration should be given to the accommodation of the modes displaced by the limited access. Many times, such accommodation takes the form of separated Class I trails within the highway right of way. Examples of this type of facility include the 1-90 trail across Lake Washington, and the I-405 trail between Bellevue and Renton. In addition the development of transportation systems (including high capacity transit systems) offers opportunities for access - either along or across the right of way. Any development of such systems should be evaluated for their nonmotorized transportation impact and potential for joint development.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA) OF 1991

The November 27, 1991 passage of the Intermodal Surface Transportation Efficiency Act represents a landmark for the integration of nonmotorized transportation into the overall fabric of the United States transportation system. Most succinctly, the legislation directs states and metropolitan areas to plan for bicycling and walking as a significant element of that system and makes significant funds available for implementation of that directive.

I-10 King County should encourage the Puget Sound Regional Council to take a preeminent role in the prioritization and dispersal of state funds available for enhancement revenues allocated under the federal Intermodal Surface Transportation Act of 1991. Such increased local control over funding should also be accompanied by the development of increased nonmotorized user representation within the committee structure of the Regional Council, as well as by establishment of a nonmotorized transportation staff coordinator/program. The PSRC should also strive to maximize the revenues available for nonmotorized transportation under other eligible sections of the Act.

The Legislation

The new law represents a significant reform of federal transportation policy from the priorities established through the thirty-five years of Interstate Highway System development. The current six year bill provides increased flexibility and no longer allocates funds strictly to highway construction and maintenance projects. The following is a summary of the main points of the legislation:

- A new Surface Transportation Program (STP) is allocated $24 billion for highways, transit, bicycle, and pedestrian projects.
- A new National Highway System (NHS) is allocated $21 billion for highway construction. Most of this is transferable to transit projects, if such projects improve performance of a segment of the NHS.
- Interstate construction and repair funds ($17 billion) cannot be used to increase capacity to the interstate system.
- A bridge program is allocated approximately $17 billion.
- Transit programs are allocated $31.5 billion.
- A new Congestion Mitigation and Air Quality Improvement Program for Urban Areas is allocated $6 billion.
- Strengthened state and local planning requirements, including mandating comprehensive state plans and doubling funds for metropolitan planning.
- All projects - transit, highway, bike and pedestrian - receive the same federal/state match of 80/20. STP projects that would increase capacity receive only a 75 percent match.
- The number of states where long combination vehicles (double and triple trailers) may operate is frozen.

Nonmotorized Provisions of the Surface Transportation Act

FUNDING

Bicycle and pedestrian facilities are eligible expenditures under both the Surface Transportation Program (STP) and National Highway System

(NHS) programs. The NHS has an annual allocation of $3.6 billion, while the STP allocation is approximately $4 billion. Bike and pedestrian projects are, additionally, listed as eligible expenditures for transportation enhancement activities, which represent a mandated 10 percent ($3.3 billion over six years and $400 million annually) of state STP funds. This line item represents an estimated $24 million annually to the Washington State Department of Transportation for enhancement activities.

These enhancement projects are defined as: (emphasis added)

...provision of facilities for bicyclists and pedestrians, acquisition of scenic easements or historic sites, scenic or historic highway programs, landscaping and other beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals, ***preservation of abandoned railroad corridors including the conservation and use thereof for pedestrian and bicycle trails,*** control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

As before, the WSDOT will have the ability to spend general transportation funds from the federal government on bicycle and pedestrian projects, only now there is an additional mandate through the Enhancement Fund. A challenge to advocates of nonmotorized transportation will remain the adherence to a philosophy of integrating nonmotorized design in all road projects, and utilizing special allocations for enhancement on those special projects in which a specific benefit beyond this integration can be achieved. Projects such as the Shoreline Interurban Trail may do very well in funding applications under these guidelines, located as it is along a highway which is a part of the National Highway System, and representing as it does several elements of the enhancement definition.

PLANNING

Sections 1024 and 1025 of ISTEA creates a new planning process for both states and metropolitan areas by requiring both annual and long term transportation plans. These plans shall provide for the development of transportation facilities ***(including pedestrian pathways and bicycle transportation facilities)*** which will function as an intermodal transportation system." (S. 1024(a) and 1025(a)).

State plans ***shall*** consider strategies for incorporating ***bicycle transportation facilities and pedestrian walkways in projects where appropriate throughout the state.***" (s.1025(c)(3))

In addition, states ***"shall develop a long-range plan for bicycle transportation and pedestrian walkways for appropriate areas of the state, which shall be incorporated into the long range transportation plan' (Section 1025(e))***

Metropolitan areas must now produce Transportation Improvement Plans (TIP) every two years and prepare 20 year long term plans on a schedule yet to be determined. The TIP must be based on available funding for projects in the program and must be coordinated with transportation control measures in the state implementation plan developed under the Clean Air Act. In addition, Metropolitan areas over 200,000 population (to be designated Transportation Management Areas) will have their Metropolitan Planning Organizations (MPO'S) designate which projects are selected, unless the projects are on the National Highway System or part of the Interstate Maintenance or Bridge Programs, in which case the decision will still rest with the WSDOT.

Also at the WSDOT level, TIPs and long range plans must also be developed - but with the additional requirement that a separate long-range bicycle plan be prepared and integrated into transportation plans for the state. In this area, King County RoadShare has been very active in the past year, having had its coordinator serve as chair of the State Transportation Plan Subcommittee for Bicycle Transportation. This subcommittee's recommendations were adopted in December of 1991 by the State Transportation Commission, and will serve as the basis for the development of the State of Washington Bicycle Plan, which was mandated by the State Legislature during the 1991 session.

There is currently no regional bicycle program or planning function at the regional level in the Puget Sound region. METRO is attempting to integrate bicycle and pedestrian elements in the draft Regional Transportation Plan, and the Puget Sound Regional Council does cite nonmotorized need and demand in the Vision 2020 document.

BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS

Section 1033 of the ISTEA amends Section 217, the bicycle language written in 1973, under which states are given the option of spending up to $4.5 million of highway funds on bicycle and pedestrian projects. While this option is retained, the federal match has dropped from 100 to an 80/20 match, in line with other match levels in the legislation. Also retained is the authority to spend these funds on non-construction projects, in line with sections 1006 and 1007 of the new program.

In addition, the ISTEA adds new provisions to Section 217, including:

(d) Every state will be required to appoint a pedestrian and bicycle coordinator in its transportation department and shall use federal funds to pay for the position.

(e) The federal share for bicycle and pedestrian facilities shall be 80 percent, as for other categories of expenditure.

A bicycle transportation facility must be principally for transportation rather than recreation purposes.

A bicycle transportation facility means "new or improved lanes, paths, or shoulders for the use of bicyclists, traffic control devices, shelters and parking facilities for bicyclists".

The WSDOT is establishing a bicycle program coordinator position as an element of the State legislation referenced earlier. Of note here is the definition of facilities and the authority to use federal funds for development of staff positions. The definition of transportation (as opposed to recreational) facilities is generally quite broad, and usually only eliminates circular paths (such as the one at Green Lake in Seattle). Washington is one of the few states which has used Section 217 funds, in part for construction of the trail facilities in the 1-90 project.

Other eligible elements of the ISTEA for bicycle and pedestrian projects include:

Highway Safety Program (S.402)
Recreational Trails (S.1302)
Scenic Byways (S.1047)
Federal Transit Act Amendments(S.3012)

While most of the direct impact of the ISTEA will be felt by agencies at the state and metropolitan level, the federal government has now mandated the inclusion of nonmotorized transportation in funding programs made available to state government, and has broadened the list of programs in which bicycle and pedestrian facilities and programs are considered eligible expenditures. Clearly, King County Public Works and the City of Seattle are way ahead of the intent of the Congress in having established nonmotorized programs on-line. The WSDOT has also taken the first steps towards the establishment of such a program within the past year, at the direction of the State Legislature.

The area where ISTEA will be felt most strongly in Washington is in the arena of regional transportation planning. The Puget Sound Regional Council (and the PSCOG before it) had little or no programs or policies established for nonmotorized transportation before the ISTEA passage, and is now directed to establish full-blown programs. As mentioned in the text, Pierce County is in the very early stages of developing a bike program, and neither Metro, Pierce Transit, or Community Transit have any formal nonmotorized program (although Pierce Transit has been studying these issues closely in the past two years). Regardless of the result of this year's legislative proposals to establish a new transit and land use agency for the Puget Sound region, it can be expected that King County will be asked to take a leadership role in the establishment of the programs and initiatives described in the new transportation bill.

EDUCATION AND ENFORCEMENT IMPLEMENTATION EFFORTS

Consistent with the intent of this plan to integrate nonmotorized transportation programs into existing County programs and initiatives, the following recommendations are made to continue to educate the public about the role of nonmotorized transportation throughout King County.

I-11 The County should, in conjunction with local jurisdictions, law enforcement, and both the nonmotorized and automobile communities develop a comprehensive and integrated information and education process aimed at highlighting issues, programs, and the potential of nonmotorized transportation.

Additional activities which support the education and information goals of the plan include:

- Continued updating and publication of the King County Bicycle Guidemap
- Annual publication of Nonmotorized Accident Report
- Cooperation with transit providers on development of information resources relating to multi-modal commuting
- Development of program for implementation at employment centers which promotes bicycle commuting, focusing on employee education and facility development
- Continued support of education efforts in the elementary class room relating to traffic safety and pedestrian/bicycle skills development

- Continued support for bicycle helmet promotion efforts

The continuation of the existing activities cited above will serve to provide a broadened foundation for the development of more refined and effective plans, policies, and programs designed to promote nonmotorized transportation as a regular and accepted element of the King County Transportation System. Most of the educational recommendations build upon recent experience in the Seattle/King County area in which user behavior has been shown to improve after exposure to a well thought out and well presented educational program.

Accompanying any educational program, however, is the recognition that nonmotorized transportation must adhere to the same set of traffic regulations as other users. The following recommendation represents an effort to combine law enforcement with education in the effort to reduce moving violations (and their accompanying cost in injury and property damage) in the County:

I-12 The County, in conjunction with local law enforcement, justice, and traffic safety agencies, should develop an "offender's program" of bicycle and pedestrian safety education as an alternative to fines as punishment for citations issued.

Such a program offers a pro-active alternative to fines for the offender, an alternative in which users (many of whom have never been exposed to any formal traffic safety education specific to bicycling or pedestrian education) can receive skills which are necessary for safety in traffic. Such an alternative has been promoted as a proactive means for police to enforce the law without the hesitation of issuing a significant citation (financially) for what many might perceive to be a "peripheral" infraction.

Implementation Recommendations For County Facilities

While the development of policies in this document are intended to be applied throughout unincorporated King County and perhaps to serve as a model for other jurisdictions throughout the region, it bears noting that the County should lead by example in promoting nonmotorized transportation. The County is already a national leader in this respect, having implemented a wide variety of facility improvements and programs intended to make County buildings more accessible to both employees and citizens who care to arrive on bike or foot.

Whether in the implementation of a bicycle fleet as an alternative to auto usage in the County Motor Pool (an idea since replicated in public agencies across the United States), or in the provision of lockers, showers, and

employment policies (such as flex-time) which support bicycle commuting, the County has and should continue to demonstrate its commitment to alternative forms of commuting.

I-13 The County should actively seek new means to reduce the barriers to bicycle and pedestrian transportation at County facilities, including but not limited to:

Short and long term parking for bicyclists should be provided at all County facilities, commensurate with the potential for encouraging bicycle commuting and to with the County by bicycle, while shower and locker facilities should be provided at major County facilities (greater than 100 employees) to support bicycle commuting.

Funding From Private Sources

While funding for the projects and initiatives described in this plan is generally intended to come from public sources, numerous private corporations and non-profit foundations have been very active in supporting a variety of initiatives associated with the promotion of nonmotorized transportation. The County can benefit from pursuing start-up revenues from these sources when implementing these concepts.

I-14 The County should pursue grants from private corporations and foundations to support new initiatives in the field of nonmotorized safety and access.

Examples of the types of initiatives which might be funded from private sources include education and information programs and materials, dedication of funds for the acquisition of pathway right of way, development funds for the initiation of a offenders education program, and installation of bicycle parking facilities at areas which generate high bicycle usage.

PLAN REVIEW AND UPDATE

A critical mandate of the 1985 King County Comprehensive Plan is the requirement of institutionalizing on-going review, update, and active citizen participation in the planning process. The Nonmotorized Transportation Plan is intended to be an "active" plan, subject to a continuous process of refinement to meet the changing needs of the County and of nonmotorized transportation.

U-1 The King County Nonmotorized Transportation Plan when adopted will become an element of the King County Transportation Plan (KCTP), and its policies and recommendations will be subject to the same process of review and refinement as other KCTP elements.

The King County Transportation Plan is the main policy document which addresses general transportation issues in the County. As a mandated element of the Comprehensive Plan, the KCTP is subject to a continuous public comment and refinement process, particularly in light of the role it plays in annually prioritizing the County's identified transportation needs and proposed capital projects. As an element of the KCTP, the Nonmotorized Transportation Plan is to be incorporated in this process as the policies and recommendations of the nonmotorized plan are to be integrated into future updates of the KCTP and the Comprehensive Plan.

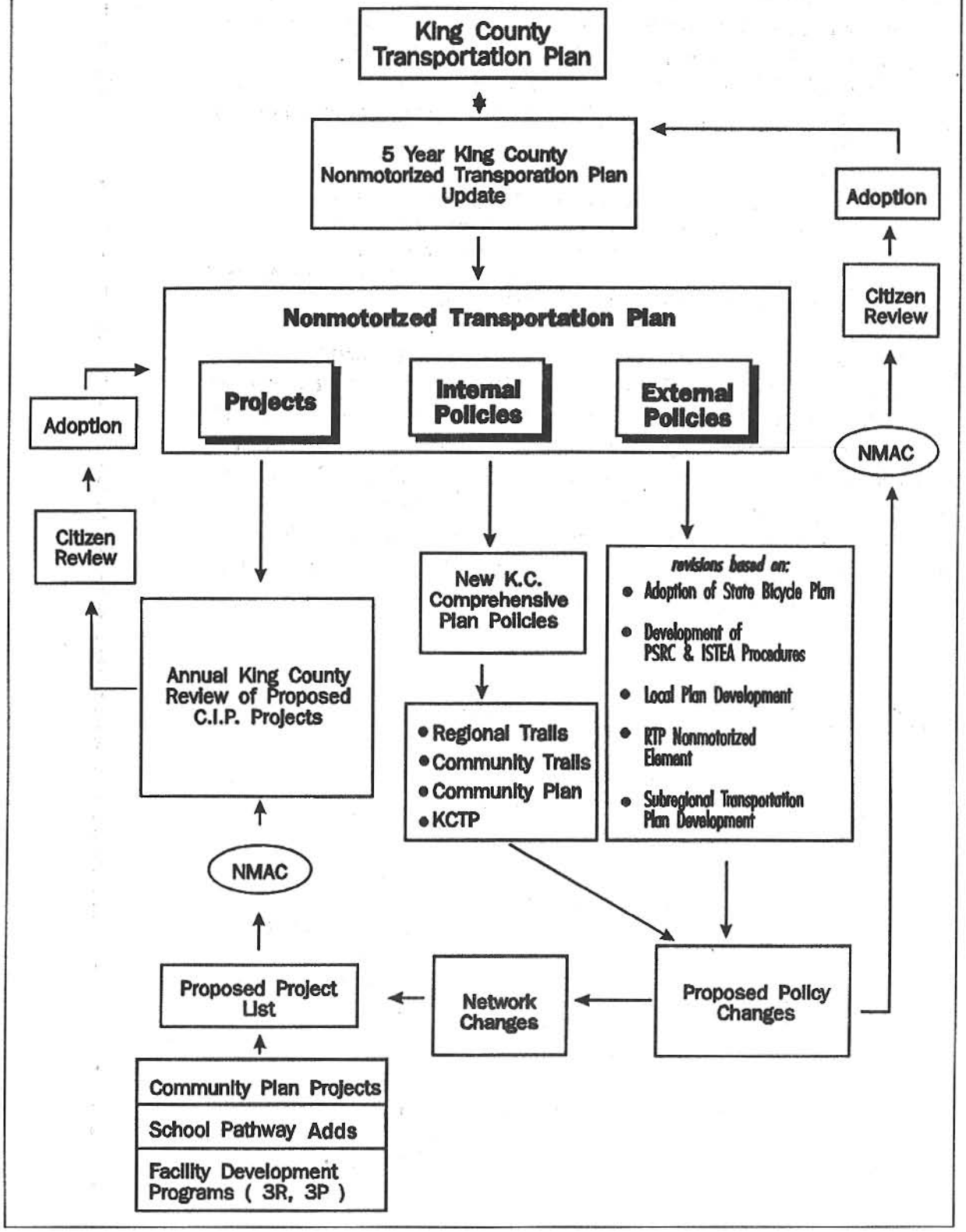
PLAN UPDATES - PROJECTS & POLICIES

There are three types of products of the nonmotorized transportation plan which require ongoing review and development. These include:

1) Projects which are recommended by the plan,
3) Policies relating to the internal operations of the County; and
3) Policies which reflect mandates generated by other agencies, governments, and local jurisdictions which affect the environment for nonmotorized transportation in the County.

Each of these three elements is subject to change and public review, as conditions, enabling legislation, and funding programs change. The following sections outline how this review will be conducted for each of the three review areas.

figure-11 Reveiw and Update Proccess



Update procedures - Projects

As an element of the KCTP, the project recommendations listed in this plan are subject to both internal and public review on an annual basis. This process is essential to the annual development of the six year capital im provement program. While the elements which create the need to change project descriptions or to add and delete projects are defined through the policies of this plan, the actual review of these proposed changes should be integrated into the overall annual review of transportation projects to the greatest degree possible.

Elements that drive project changes include project recommendations from a number of programs throughout King County Government, including the Pedestrian Priority Process (PPP) initiative, projects which are funded through the Repair, Rehabilitation, and Restoration (3R) Program, Road Maintenance Overlay Program, and the School pathways Program. Each of these County programs generates projects which, while valuable to the public, may have costs or definitions which range beyond the intent of the particular funding source. These project suggestions should be reviewed to assess their suitability to be considered as a "stand-alone" project in the Transportation Needs Report (CIP Priority Process), with the intent of eventually including the project in the six year road improvement program.

Other projects are generated from newly adopted Community Plans, other functional plans (such as Regional Trails, and Community Trails), outside agency review and public comment.

The annual list of nonmotorized projects to be considered for review in the annual CIP assessment process should be reviewed by the Nonmotorized Transportation Advisory Committee (NMAC) prior to inclusion in the general list of projects to be studied by County staff. Projects are then presented to the public and to outside agencies for comment before inclusion in the CIP.

Update procedures - Internal Policies

The review and development of new policies relating to nonmotorized transportation issues in King County are intended to be reviewed on a schedule consistent with the review procedures of the KCTP. The Nonmotorized Transportation Plan as a document should be reviewed on this same schedule.

Many County programs and planning efforts will generate the need for new and revised policies, including adoption of the King County Regional Trails Plan, development of the King County Community Trails Plan, and the on-going Community Planning Process. Special planning programs which

include nonmotorized elements (such as the Zoning Code Update, Arterial HOV Study, and development of the King County Trip Reduction Ordinance) also will create the need for revision of the policies and recommendations of this plan.

The development of new and revised policies should integrate the active involvement of the NMAC, as well as the citizen review process of the KCTP and the Comprehensive Plan.

Update procedures - External Policies

Perhaps the greatest need to review and modify the policies and recommendations of this Plan will be generated by the development of nonmotorized transportation plans and programs outside of King County Government. Development of plans at the state, local, regional, subregional, and even the federal levels of government will directly affect the issues and recommendations of the King County Nonmotorized Transportation Plan.

The adoption of ISTEA (Chapter 7) by the federal government will have the effect of mandating the development of nonmotorized transportation plans by states, metropolitan planning organizations, and by any other agency seeking ISTEA funding for nonmotorized transportation projects and programs. If the King County Nonmotorized Transportation Plan is to serve as a framework for other local nonmotorized plans, it must remain current to issues and policies of these jurisdictions.

Much of this coordination effort is an on-going responsibility of the King County RoadShare Program, yet it must also be reflected in the review of the King County Transportation Plan. The development of nonmotorized plans by both the Peugeot Sound Regional Council and the Washington State Department of Transportation will define how the application of the policies of this plan will translate into project funding per the direction of ISTEA.

Any development of a regional high capacity transit system will have significant implications for the potential of nonmotorized transportation in the region. The adoption of the Regional Transit Program should include a number of policies and recommendations more detailed than those contained in this plan relative to nonmotorized integration into the proposed transit system, and those refined policies and projects should be integrated into this plan.

Lastly, the development of subregional planning programs such as the Eastside Transportation Program should reflect the nonmotorized transportation plans of affected jurisdictions, including the County. Development of policies and programs consistent with the adopted King County Nonmotorized Transportation Plan should be a goal of the County's involvement in the development of subregional transportation plans.

1992 NONMOTORIZED TRANSPORTATION PROJECT PROPOSALS

The following listing of project proposals reflects the policies and proposals set forth in the 1992 King County Nonmotorized Transportation Plan. As described in the previous chapter, these proposals are intended to be reviewed and (if necessary) modified annually in concurrence with the policies of both the nonmotorized and King County transportation plans.

DEVELOPMENT OF BICYCLE PROJECT PROPOSALS

The development of project listings which support the goals of the Comprehensive Plan and the Transportation Plan is based on several principles, each of which support an approach of integrating of bicycle and pedestrian facilities in the universal design of transportation facilities in the County. The first such principle recognizes that walking and bicycling occurs in varying degrees on all streets and roads in King County unless expressly prohibited, such as on a limited access freeway. As such, all streets should be considered as nonmotorized transportation facilities, with design and maintenance considerations developed accordingly. This philosophy has been adopted for bicycle facilities through both AASHTO and the State of Washington Bicycle Policy Plan.

The second principle is that specific facility improvements should be focused upon a network of key bicycling streets, whose purpose it is to provide access to the types of residential, commercial, institutional, and industrial areas and land uses cited in the Comprehensive Plan and in the Transportation Plan. Such a network was developed as a function of the King County Bicycling Guidemap. The designation of roads on this network is based on input from a number of sources, including:

King County Arterial Network
The Comprehensive Plan
Project Listings in the Transportation Needs Report
Existing bicycle facilities
The Adopted Bicycle Network of the Eastside Transportation Plan
Local Bicycle and Trails Plans
King County Community Plans
The Draft Regional Trails Plan
WSDOT Bicycle System (including all state highways in King County)
Citizen input, including:
King County Nonmotorized Transportation Advisory Committee
Local Bicycling Clubs and Organizations

Citizen comment at annual Transportation Needs Report open houses

The draft bicycle network was then reviewed by staff, local cities, and citizens before development in the Guidemap project.

Once a street has been selected for inclusion in the network, research into road characteristics of interest to bicycle transportation is then measured and collected in a data base format. The data is then summarized in "suitability classifications" which describe road conditions on the particular link. Information collected in this process includes:

- Road Width
- Outside lane Width
- Presence and condition of shoulders
- Width of shoulders
- Posted speed limits
- Traffic volume
- Accident history
- Pavement condition
- Existing bicycle facilities
- Unusual or complex intersections
- Other bicycle traffic hazards
- Topography

While the listing of a road or street in the network does not necessarily ensure that a project will be developed, the network serves as the basis for the prioritization of project proposals for the King County Transportation Plan. The network is continually reviewed by staff and the advisory committee, and changes are proposed based upon the factors listed above.

State highways are shown comprehensively in this network, including those upon which bicycles and pedestrians are not permitted. This is done for several reasons. First, the state highway system is the basis, naturally enough, of the State Bicycle Network as established by the WSDOT. Second, it is the current policy of the WSDOT that they will not consider the development of a bicycle or pedestrian facility on, along, or across a state highway unless that state highway is represented in an adopted local or county bicycle plan (such concurrence is also an element of recently enacted federal transportation legislation). Finally, even if a state highway does not and will not provide access for nonmotorized transportation, the right of way represented by that highway can in and of itself constitute a barrier to nonmotorized access to the different communities and destinations desired to be served by nonmotorized transportation. The identification of these barriers in the network allows for development of physical improvements which can significantly improve both bicycle and pedestrian access and utilization both along and across these corridors.

DEVELOPMENT OF PEDESTRIAN PROJECT PROPOSALS

The definition of a "network" of key streets for pedestrian facilities is significantly more difficult than the process involved in the identification of key bicycling streets. Pedestrians have an almost unlimited mobility, have travel patterns which are not defined by the arterial status of a given street, yet are almost as subject to the impediments created by access barriers as are bicyclists and equestrians.

While the list of desired land uses, facilities, and destinations to be served by pedestrian facility development is almost infinite, guidelines to the prioritization of these facilities are defined in the Comprehensive Plan as being the same as for bicycle facilities. As with bicycle facilities, current prioritization of facilities for inclusion in the Capital Improvement Program priority process is based upon location on the King County Arterial Network. Separate programs for development of pedestrian pathways and access improvements do exist (see Chapter Four), but funds are assigned to specific projects based upon criteria specific to the proposed site of the facility, and not to the development of a comprehensive pedestrian access system.

As a result, the Community profiles cite generalized access needs, and propose projects based upon needs in more generalized corridors that those established for bicycle transportation. Development by the County of both a Community Trails Plan (see Chapter Seven) and the development by the County of a comprehensive inventory of both existing pedestrian facilities and road right of way resources will provide more detailed direction for the planning and development of specific projects. Factors considered in the development of the project proposals for pedestrians include:

- Road Width
- Presence and condition of shoulders, sidewalks, and pathways
- Width of shoulders
- Posted speed limits
- Traffic volume
- Accident history
- Existing pedestrian facilities
- Unusual or complex intersections
- Other Pedestrian Barriers
- Access to the Regional Trail System
- King County Arterial Network
- The Comprehensive Plan
- Project Listings in the Transportation Needs Report
- King County Community Plans
- Citizen input, including:
- King County Nonmotorized Transportation Advisory Committee
- Citizen comment at annual Transportation Needs Report open houses

CHAPTER 9

DEVELOPMENT OF EQUESTRIAN PROJECT PROPOSALS

Project recommendations for equestrian facilities are based upon the designation of Equestrian Communities defined in Chapter Five. Within these communities, project recommendations reflect identification of unpaved shoulders to be preserved, development of unpaved shared neighborhood pathways, and the development of parallel separated trail facilities. Outside of Equestrian Communities, project recommendations focus upon linkage of equestrian facilities and trails to these identified communities, with an emphasis on providing access to the regional trails system.

figure 12 | **1992 Nonmotorized Transportation Project Proposals**

Project Description	Number of Projects	Number of Miles	King County Cost (millions)	Total Cost (millions)
Existing Nonmotorized Projects	159	406.86	$ 83.4	$126.5
New Proposed Nonmotorized Projects	59	60.53	$ 15.3	$ 42.3
Total Nonmotorized Projects	218	467.9	$ 98.70	$168.80
All TNR Projects	1044	N/A	$815.3	$2849.9

Figures 12 and 13 represent a summary of the identified projects developed as a result of the Nonmotorized Transportation Plan process. The costs shown assume independant development of individual projects through the Roads Division Capital Improvement process. Shoulder development projects implemented through the Pavement Management System could significantly reduce the costs of these projects.

figure-13	Community Planning Area Projects		
Community Planning Area	**Total Projects**	**King County Cost (millions)**	**Total Cost (millions)**
Bear Creek	4	$ 3.9	$ 3.9
East Sammamish	7	$ 2.3	$ 6.1
Eastside Cities	7	$ 0.7	$ 15.5
Enumclaw	12	$ 7.9	$ 9.3
Federal Way	12	$ 6.1	$ 9.7
Green River Valley	12	$ 13.3	$ 30.7
Highline	42	$ 3.9	$ 18.2
Newcastle	7	$ 3.6	$ 4.6
Northshore	22	$ 3.5	$ 8.5
Shoreline	33	$ 10.3	$ 12.9
Snoqualmie	14	$ 6.1	$ 12.4
Soos Creek	17	$ 10.4	$ 10.4
Tahoma/Raven Heights	17	$ 18.3	$ 18.3
Vashon	12	$ 8.3	$ 8.3
Total	**218**	**$98.70**	**$168.80**

NONMOTORIZED PROJECT LIST

BEAR CREEK

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

B-2.2 ($ 9,080,000)* [$ 9,080,000]
SEIDEL RD/NE 133 ST
From: BEAR CREEK RD
To: 228 AVE NE
Distance: 2.00 Miles

Priority - Medium

King County
Private

-Widen To Three Lanes
Construct Curb, Gutter, Sidewalk
Construct Bike Lane
Construct Equestrian Facility

B-5.1 ($ 3,077,000) [$ 3,077,000]
UNION HILL RD
From: 208 AVE NE
To: 238 AVE NE
Distance: 2.30 Miles

Priority - High

King County

-Widen Travel Lanes
-Construct Bikeway on Shoulder
-Provide Equestrian Facility

B-6 ($ 2,777,000) [$ 2,777,000]
NE 133 ST REALIGNMENT
From: NE 133 ST
To: AVONDALE RD
Distance: 0.64 Mile

Priority - High
K.C. CIP # - 101088

King County

-Realign Roadway
-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

B-8 ($ 2,307,000) [$ 2,307,000]
WOODINVILLE-DUVALL RD
From: AVONDALE RD
To: SR-203
Distance: 4.90 Miles

Priority - High

King County

-Pave Shoulders
-Provide Equestrian Facility

B-9 ($ 8,660,000) [$ 8,660,000]
AVONDALE RD
From: NE 133 ST
To: WOODNVLE-DUVALL RD
Distance: 2.65 Miles

Priority - High
K.C. CIP # - 101591

King County

-Widen To Three Lanes
Construct Bike Lane
Construct Curb, Gutter, Sidewalk
-Provide Equestrian Facility

B-11 (N/C)
WOODINVILLE-DUVALL RD
From: 178 AVE NE
To: 190 AVE NE
Distance: 0.50 Mile

Priority - High
K.C. CIP # - 100591

King County

-Reconstruct Shoulders
Construct Bikeway on Shoulders

B-14 ($ 598,000) [$ 598,000]
PARADISE LAKE RD
From: WOODINVILLE-DUV RD
To: COUNTY LINE
Distance: 1.80 Miles

Priority - Medium

King County

-Pave Shoulders

B-17 ($ 2,551,000) [$ 2,551,000]
AMES LAKE RD
From: UNION HILL RD
To: SR-202
Distance: 1.90 Miles

Priority - Low

King County

-Realign Roadway
-Widen Travel Lanes
-Pave Shoulders

B-22 ($ 1,117,000) [$ 1,117,000]
NOVELTY HILL RD
From: W SNOQ VALLEY RD
To: 1/2 MILE WEST
Distance: 0.50 Mile

Priority - Low

King County

-Reconstruct Roadway
-Pave Shoulders

B-23 ($ 3,377,000) [$ 3,377,000]
NE UNION HILL RD
From: 198 AVE NE
To: 208 AVE NE
Distance: 0.95 Mile

Priority - High
K.C. CIP # - 100784

King County

-Realign Roadway
-Add Hill Climbing Lane
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

B-24.2 ($ 1,389,000) [$ 1,389,000]
204 PL NE/208 AVE NE (CONST)
From: SR-202 RED-FALL RD
To: NE 67 ST
Distance: 0.90 Mile

Priority - Medium

King County

-Reconstruct Roadway
-Pave Shoulders

B-29 ($ 1,822,000) [$ 1,822,000]
AVONDALE RD
From: REDMOND C/L
To: NE 132 ST
Distance: 1.94 Miles

Priority - High
K.C. CIP # - 100290

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Upgrade Traffic Signal
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Replace Bridge

B-41 ($ 960,000) [$ 960,000]
AMES LK-CARNATION RD
From: UNION HILL RD
To: NE 80 ST
Distance: 1.50 Miles

Priority - Low

King County

-Pave Shoulders

B-43 (PRIVATE) [$ 5,555,000]
NOVELTY HILL MPD ARTERIALS
From: VARIOUS LOCATIONS
To:
Distance: 3.00 Miles

Priority - Low

Private

-Construct New Road
-Construct Curb, Gutter, Sidewalk
Provide for Bicycle Use

B-56.1 ($ 7,312,000)* [$ 7,312,000]
NOVELTY HILL RD
From: AVONDALE RD NE
To: 196 ST NE
Distance: 1 Mile

Priority - Medium

King County
Private

-Widen To Three Lanes
-Pave Shoulders
-Turn Channels
-Install Bike Route and Warning Signs

B-56.2 ($ 7,312,000)* [$ 7,312,000]
NOVELTY HILL RD
From: 196 ST NE
To: NOVELTY HILL MPD
Distance: 1.9 Miles

Priority - Medium

King County
Private

-Widen To Five Lanes
-Pave Shoulders
-Turn Channels
-Install Bike Route and Warning Signs

B-63 ($ 1,653,000) [$ 1,653,000]
236/238 AVE NE
From: SR-202
To: NE 80 ST
Distance: 2.10 Miles

Priority - Low

King County
Private

-Reconstruct Roadway
-Realign Roadway
-Pave Shoulders

NEW BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

B-70 (STATE)
SR 202
From: SAHALEE WAY
To: TOLT HILL RD

King County

Pave Shoulders

NEW
UNION HILL RD
From: 238 AVE NE
To: AMES LAKE CARNATION RD

King County

Pave Shoulders

EQUESTRIAN PROJECTS

B-64 [$ 449,000]
NE 149/150 ST
From: MINK RD
To: 204 AVE NE
Distance: 0.50 Mile

Private

-Construct New Road
-Provide Equestrian Facility

EAST SAMMAMISH

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

ES-2.1 ($ 121,000)
EAST LAKE SAMMAMISH PKWY
From: Lewis Thompson Rd
To: Redmond C/L
Distance: 3.23 Miles

Priority - High
K.C. CIP# - 200181

King County

-Pave Shoulders for Ped/Bike Safety
-Construct Bikeway on Shoulder
-Widen Inglewood Bridge for Ped/Bike Safety

ES-2.2 ($ 1,307,000)
EAST LAKE SAMMAMISH PKWY
From: SE 56 ST
To: REDMOND CITY LIMITS
Distance: 9.00 Miles

Priority - Medium

King County

-Construct Multi-purpose Trail

ES-5.1 ($ 124,000)*
SE 56 ST
From: Issaquah East C/L (221 AVE SW)
To: East Lake Sammamish Pkwy

Priority - High
K.C. CIP # - 200889

City of Issaquah - Lead
King County *

-Conduct Preliminary Design Study
-Widen Curb Lane for Bicycles
-Construct Walkway/Pathway

ES-6.3 ($ 2,498,000)
E. LK SAMMAMISH PKWY (CONSTR)
From: SE 56 ST
To: I-90
Distance: 0.44 Mile

Priority - High

King County

-Widen to Five lanes from SE 56 St to Vaughn Hill Rd
-Widen to Seven lanes from Vaughn Hill Rd to I-90
-Interconnect Traffic Signals
Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycles
Construct Northbound HOV Lane
Construct HOV Lane Vaughn Hill Rd SWB, on to ELSP SB, and on to I-90 WB Ramp)

ES-7.1 (CITY)
SE 56 ST
From: SR-900
To: EAST CITY LIMITS
Distance: 0.75 Mile

Priority - High

City of Issaquah

-Widen to Four Lanes Plus
Two-Way Left Turn Lane Plus WB HOV Lane
-Traffic Signals at SR-900, 10 AVE NW, 11 AVE NW
-Re-construct Bridge
-Construct Walkway/Pathway on N Side
-Widen Curb Lane for Bicycles

ES-10.2 ($ 9,455,000)
228 AVE NE/SE PH I (EIS/DESIGN/ CONST)
From: INGLEWOOD HILL RD
To: ISSAQ-PINE LK RD
Distance: 2.31 Miles

Priority - High
K.C. CIP # - 200295

King County

-Widen to Four Lanes
-Turn Channels - North & South Legs
-Widen Curb Lane for Bicycles
Construct Curb, Gutter, Sidewalk
-Provide Equestrian Facility from SE 20 ST to SE 24 ST, and from SE 4 ST to SE 8 ST on one side

ES-12.1 ($ 5,093,000)
ISSAQUAH PINE LAKE RD PH I (EIS/ DESIGN/CONST)
From: SE 43 ST (KLAHANIE)
To: ISS-FALL CITY RD
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 200291

King County

-Widen to Four Lanes
-Traffic Signal, Turn Channels
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycles

ES-12.2 ($ 5,360,000)
ISSAQUAH PINE LAKE RD PH II
From: SE 43 ST (KLAHANIE)
To: 228 AVE SE
Distance: 1.29 Miles

Priority - High
K.C. CIP # - 200494

King County

-Widen to Four Lanes
-Turn Channels - North & South Legs
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Provide Equestrian Facility from Laughing Jacobs Creek Trail to Klahanie Loop Trail (.3 miles)

ES-15.1 ($ 5,833,000)*
ISSAQUAH-FALL CITY RD
From: KLAHANIE BLVD
To: ISSAQ-PINE LK RD
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 200195

King County
Private

-Widen to Four Lanes
-Turn Channels - E & W Legs
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk on North Side
-Construct Neighborhood Pathway on South Side
(Note: This is the Urban/Rural Line)

ES-15.2 ($ 4,813,000)*
ISS-FALL CITY RD/DUTH HILL RD
From: Klahanie Blvd
To: 268 PL SE
Distance: 1.50 Miles

Priority - Low

King County
Private

-Widen to Four/Five lanes
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk on North Side
(Note: This is the Urban/Rural Line)

ES-15.3 ($ 3,775,000)
SE 27 ST (DUTHIE HILL RD)
From: 268 PL SE
To: SR-202
Distance: 1.50 Miles

Priority - Low

King County

-Widen To Three Lanes
-Pave Shoulders

ES-21 ($ 6,059,000)
228 AVE SE/SE 43 WY
From: E LK SAMM PKWY
To: ISSAQ-PINE LK RD
Distance: 2.30 Miles

Priority - High

King County

-Widen to Four Lanes
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

ES-22 ($ 2,089,000)
212 WAY SE
From: SE 34 ST
To: E SAMMAMISH PKWY
Distance: 0.95 Mile

Priority - Medium

King County

-Add Hill Climbing Lane
-Realign Roadway
-Pave Shoulders
-Construct Neighborhood Pathway

ES-23 ($ 1,700,000)
LOUIS THOMPSON RD
From: E SAMMAMISH PKWY
To: SE 4 St
Distance: 1.00 Mile

Priority - Medium

King County

-Add Hill Climbing Lane
-Realign Roadway
-Pave Shoulders

ES-25 ($ 2,956,000)
SE 32 ST
From: Issaquah Pine Lake Rd
To: DUTHIE HILL RD
Distance: 1.70 Miles

Priority - Medium

King County

-Reconstruct Roadway
-Add Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycles

ES-29 ($ 797,000)
SE 8 St/218 Ave SE/SE 4 ST
From: 228 AVE SE
To: 212 AVE SE
Distance: 1.00 Mile

Priority -

King County

-Reconstruct Roadway
-Construct Neighborhood Pathway

ES-44 (STATE)
ISSAQUAH-HIGH POINT TRAIL
Distance: 4.25 Miles

Priority - High

Washington State Dept. of Transportation

-Construct Multi-purpose Trail

ES-45.1 (PRIVATE)
BEAVER LK REGIONAL TRAIL
Distance: 9.25 Miles

Priority - Low

Private

-Construct Multi-purpose Trail
-Provide Equestrian Facility

ES-45.2 ($ 1,408,000)
BEAVER LK TRL TRESTLE #422-A
From: SE 24 ST
To:

Priority - High
K.C. CIP # - 200389

King County

-Reconstruct Bridge
-Construct Walkway/Pathway

ES-46 (PRIVATE)
NORTHWEST PIPELINE TRAIL
Distance: 7.00 Miles

Priority - Low

Private

-Construct Multi-purpose Trail
-Provide Equestrian Facility

ES-47 (PRIVATE)
PUGET POWER POWERLINE TRAIL
Distance: 8.00 Miles

Priority - Low

Private

-Construct Multi-purpose Trail
-Provide Equestrian Facility

ES-49 ($ N/C)
244 AVE NE EXTENSION
From: NE 8 ST
To: SE 24 ST
Distance: 2.0 Miles

Priority -

King County
Private

-Construct Two Lane Arterial
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycles

ES-50 ($ N/C)
SE 8 ST EXTENSION
From: 228 AVE SE
To: 244 AVE SE EXTENSION
Distance: 1.0 Mile

Priority -

King County
Private

-Construct Two Lane Arterial
-Construct Curb-Gutter-Sidewalk
-Widen Curb Lane for Bicycles

ES-53 ($ 1,406,000)
SE 20 ST
From: 212 AVE SE
To: 228 AVE SE
Distance: 1.00 Mile

Priority - Low

King County

-Reconstruct Roadway
-Pave Shoulders
-Construct Neighborhood Pathway

ES-66.1 ($ 2,055,000)
INGLEWOOD HILL RD
From: E SAMMAMISH PKWY
To: 212 AVE SE
Distance: 0.68 Mile

Priority - High
K.C. CIP # - 201191

King County

-Add Hill Climbing Lane
-Reconstruct Shoulders
-Pave Shoulders

ES-66.2 ($ N/C)
INGLEWOOD HILL RD (STUDY)
From: East Lake Sammamish Pkwy
To: 228 Ave NE
Distance: ? Mile

Priority -

King County

Conduct Feasibility Study to
-Widen to 4 lanes
Pave Shoulders

ES-69 ($ 2,033,000)
244 AVE NE
From: NE 8 ST
To: SR-202
Distance: 1.60 Miles

Priority - Medium
King County

-Widen Travel Lanes
Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycles

ES-70 ($ 1,366,000)*
NE 8 ST
From: 228 AVE NE
To: 244 AVE NE
Distance: 1.00 Mile

Priority - High

King County
Private

-Widen Travel Lanes
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycles

NEW BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

ES-32
SR 202
From: Sahalee Way
To: Bear Creek Arterial (236 Ave)

Priority - Medium
WSDOT

Widen to 4 Lanes
Pave Shoulders
Monitor HOV Demand

ES-48.15 $25,500,000
Sammamish Access Arterial
From: I-90
To: Fall City Rd

Priority - High

King County

New Three Lane Arterial
Construct Bike Lane
Curb, Gutter, Sidewalk
HOV Lanes

ES-48.2 $8,230,000
Beaver Lake Loop Rd
From: Duthie Hill Rd
To: 244 Ave SE Ext.
Distance: 3.25 miles

Priority - Medium

King County
Private

Construct 2 Lane Arterial
Construct Curb, Gutter, Sidewalk

ES-73 (N/C)
SE 24 ST/244 Ave SE
From: 228 Ave SE
To: SE 325 ST
Distance: 1.65 Miles

Private

-Pave Shoulders
-Construct Neighborhood Pathway (Maintenance Project)

ES-74 (N/C)
212 AVE NE/SE
From: SE 4 ST
To: SE 34 ST
Distance: 1.60 Miles

Priority -Medium

King County

-Pave Shoulders
-Construct Neighborhood Pathway for Equest/Ped Use (Maintenance Project?)

ES-75 (N/C)
228 AVE NE/SAHALEE WAY
From: NE 8 St
To: NE 37 St
Distance:

Priority -

King County

Widen to Three Lanes
Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycles

ES-75.5
228 AVE NE/SAHALEE WAY
From: NE 37t
To: SR-202
Distance:

Priority - NC

King County

Add Hill Climbing Lane
Pave Shoulders

ES-77 (N/C)
244 AVE SE
From: SE 24 St
To: SE 32 St
Distance:

Priority -

King County Dept of P.W.
King County Dept of P.P.&R.

-Widen Travel Lanes
-Construct Curb-Gutter-Sidewalk
-Construct Parallel Multi-Purpose Off-Road Trail (Part of Puget Power Trail - see ES-47)

ES-78 (N/C)
SE HIGH POINT RD
From: 272 AVE SE
To: 280 AVE SE
Distance: 2.4 miles

Priority - N/C

King County

-Pave Shoulders
Install I-90 Bike Route Signing

ES-79 (N/C)
EAST/WEST BEAVER LAKE RD NON-MOTORIZED OPTIONS STUDY
From: SE 24 St
To: SE 32 St
Distance:

Priority -

King County

-Conduct Non-Motorized Options Study

ES-80 (N/C)
SE 24 ST
From: 212 Ave SE
To: East Lake Sammamish Pkwy
Distance:

Priority -

King County

-Construct Neighborhood Pathway

ES-81 (N/C)
EAST LAKE SAMMAMISH PKWY
(STUDY)
From: Redmond C/L
To: Inglewood Hill Rd

Conduct Feasibility Study To
Widen to Four Lanes
Monitor Demand and Study
Transit/HOV Feasibility
Preserve Shoulder for Bicycles

ES -84 $50,000
E LK SAMMAMISH PKWY/ VAUGHN HILL RD ACCESS STUDY
From: VAUGHN HILL RD
To: E LK SAMMAMISH PKWY

Priority - Low

King County
Conduct Feasibility Study
to Construct New Road

ES-85
NE 25 ST/WAY
From: SE 25 WAY (236 AVE)
To: 244 Ave NE

Priority - Low

Private

Construct 2 Lane Collector

ES 86
216/218 AVE SE
From: SE 4 ST
To: MAIN ST

Priority - Low

Private

Construct 2 Lane Neighborhood Collector

ES-87
TIMBERLINE RIDGE
From: NE 42 ST STUB
To: E LK SAMM PKWY/NE 50 ST

Priority - Medium

Private

Construct 2 Lane Collector

ES-88 $2,043,000
I-90 FRONTAGE RD
From: E LK SAMM PKWY
To: SUNSET INTERCHANGE

Priority - Low

King County

Constuct 3 Lane Minor Arterial
Widen Curb for Bicycles
Construct Curb, Gutter, Sidewalk

ES-91 $729,000
E LK SAMM PKWY
From: SE 43 WAY
To: SE 212 ST

Priority - Medium

King County

Widen to 4 Lanes
Install Signal at SE 212 St
Construct Bike Lane

ES-96
SR 202
From: 236 AVE NE
To: 244 AVE NE (1000 ft E)

Priority - Low

WSDOT

Widen to 4 Lanes
Construct Bike Lane

BICYCLE PROJECTS

ES-2.3 (CITY)
E LK SAMMAMISH PKWY
From: REDMOND CITY LIMITS
To: SR-202
Distance: 0.80 Mile

Priority - High

City of Redmond

-Widen To Three Lanes
-Construct Bikeway on Road Shoulders

ES-31 (STATE)
SR-202
From: E SAMMAMISH PKWY
To: SAHALEE WAY
Distance: 2.00 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four/Five lanes
Pave Shoulders
Construct WB HOV Lane

PEDESTRIAN PROJECTS

ES-2.4 ($ 262,000)
E LK SAM PKWY INTERSEC/SHLDR
From: AT INGLWD HILL RD
To: AT THOMPSON RD

Priority - High
K.C. CIP # - 200181

King County

-Traffic Signal
-Turn Channels - North & South Legs
-Pedestrian Crossing Signals

ES-13 ($ 24,000)
ISS-FALL CITY RD @ SE 58 ST

Priority - High
K.C. CIP # - 200291

King County

-Intersection/Operational Improvement
-Pedestrian Crossing Signals at Black Nugget Rd
Left Turn Channel

ES-19.1 (PRIVATE)
SAHALEE RING RD
From: NE 37 WY
To: NE 19 PL
Distance: 1.30 Miles

Priority - Low

Private

-Construct New Road
-Construct Curb, Gutter, Sidewalk

ES-26 ($ 366,000)
SAHALEE WY @ NE 37 WY

Priority - Medium

King County

-Intersection/Operational Improvement
-Pedestrian Crossing Signals

ES-36 ($ 300,000)
INGLEWOOD HILL RD @ 216 AVE NE

Priority - Medium

King County

-Intersection/Operational Improvement
-Pedestrian Crossing Signals

ES-38 ($ 112,000)
228 AVE SE @ SE 20 ST

Priority - High

King County

-Intersection/Operational Improvement
-Pedestrian/Equestrian Crossing Signals

ES-39 ($ 95,000)
SAHALEE WY @ NE 25 WY

Priority - High

King County

-Intersection/Operational Improvement
-Pedestrian Crossing Signals

ES-43 (PRIVATE)
KLAHANIE BLVD
From: PUGET POWERLINE
To: ISSAQ-FALL CITY RD
Distance: 0.50 Mile

Priority - Low

Private

-Construct Four Lane Arterial
-Construct Curb, Gutter, Sidewalk

ES-72 ($ 134,000)
228 AVE SE @ SE 24 ST

Priority - Medium
K.C. CIP # - 200992

King County

-Intersection/Operational Improvement
-Pedestrian Crossing Signals
-Traffic Signal

EASTSIDE CITIES

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

EC-3 (CITY) [$ 529,000]
NE 60 ST
From: 116 AVE NE
To: 132 AVE NE
Distance: 1.00 Mile

Priority - Medium

City of Kirkland

-Pave Shoulders
-Construct Walkway/Pathway
-Provide Equestrian Facility

EC-4 (CITY) [$ 4,253,000]
NE 70 ST
From: 116 AVE NE
To: 132 AVE NE
Distance: 1.10 Miles

Priority - High

City of Kirkland

-Widen to Four Lanes
-Upgrade Traffic Signal
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

EC-5 (CITY) [$ 339,000]
116 AVE NE
From: NE 80 ST
To: BELLEVUE N C/L
Distance: 1.95 Miles

Priority - Medium

City of Kirkland

-Reconstruct Shoulders
-Pave Shoulders
-Provide Equestrian Facility

EC-6 (CITY) [$ 3,806,000]
124 AVE NE
From: NE 116 ST
To: NE 85 ST
Distance: 2.00 Miles

Priority - High

City of Kirkland

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk

EC-8 (STATE) [$ 1,778,000]
SR-901(W SAMMAMISH PKWY)
From: BELL/RED RD
To: I-90
Distance: 7.60 Miles

Priority - High

Washington State Dept. of Transportation

-Pave Shoulders

EC-11.1 (CITY) [$ 1,031,000]
NE 70 ST
From: 132 AVE NE
To: 140 AVE NE
Distance: 0.50 Mile

Priority - High

City of Redmond

-Construct Two Lane Arterial Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

EC-11.2 (CITY) [$ 3,535,000]
NE 70 ST
From: 140 AVE NE
To: 148 AVE NE
Distance: 0.50 Mile

Priority - High

City of Redmond

-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

EC-12.2 (CITY) [$ 333,000]
NE 80 ST
From: 116 NE
To: 122TH NE
Distance: 0.30 Mile

Priority - Medium

City of Kirkland

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

EC-14.1 (CITY) [$ 8,468,000]
SR-901 EXTENSION
From: LEARY WAY
To: NE 85 ST
Distance: 1.30 Miles

Priority - High

City of Redmond

-Construct Four Lane Arterial Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Traffic Signal

EC-14.2 (CITY) [$ 6,312,000]
SR-901
From: LEARY WAY
To: NE 51 ST
Distance: 1.20 Miles

Priority - High

City of Redmond

-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk
-Construct Bikeway on Road Shoulders

EC-15.1 (CITY) [$ 3,919,000]
148 EXTENSION
From: SR-908 (REDMOND DR)
To: WILLOWS ROAD
Distance: 1.50 Miles

Priority - Medium

City of Redmond

-Construct Four Lane Arterial Plus
Two-Way Left Turn Lane
-Traffic Signal, Turn Channels
-Construct Curb, Gutter, Sidewalk

EC-15.2 (CITY) [$ 9,721,000]
NE 90 ST
From: WILLOWS RD
To: SR-202(WDNVL-RED RD)
Distance: 3.40 Miles

Priority - High

City of Redmond

-Construct Four Lane Arterial Plus
Two-Way Left Turn Lane
-Construct Bridge
-Construct Curb, Gutter, Sidewalk

EC-24 (CITY) [$ 4,896,000]
RICHARDS RD
From: LAKE HILLS CONNECTOR
To: SE 32 ST
Distance: 1.20 Miles

Priority - Medium

City of Bellevue

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk
-Traffic Signal
-Turn Channels

EC-26 (CITY) [$ 4,103,000]
NORTHRUP WAY
From: 108 AVE NE
To: NORTHRUP AVE NE
Distance: 0.90 Mile

Priority - Medium

City of Bellevue

-Widen To Three Lanes
-Construct Bikeway on Road Shoulders
-Construct Curb, Gutter, Sidewalk
-Reconstruct Bridge

EC-27 (JOINT) [$ 7,112,000]
BELLEVUE-REDMOND RD
From: NE 24 ST
To: NE 40 ST
Distance: 1.00 Mile

Priority - High

City of Bellevue
City of Redmond

-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk

EC-30 (CITY) [$ 1,452,000]
132 AVE NE
From: NE 40 ST
To: NE 60 ST
Distance: 1.00 Mile

Priority - Low

City of Bellevue

-Construct Multi-purpose Off Road Trail
-Construct Walkway/Pathway
-Provide Equestrian Facility

EC-38 (CITY) [$ 1,642,000]
134 AVE NE
From: NE 24 ST
To: NE 40 ST
Distance: 1.04 Miles

Priority - Low

City of Bellevue

-Construct Curb, Gutter, Sidewalk
-Construct Walkway/Pathway
-Provide Equestrian Facility

EC-39 (CITY) [$ 6,123,000]
NE 8 ST
From: 140 AVE NE
To: 156 AVE NE
Distance: 0.95 Mile

Priority - High

City of Bellevue

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

EC-44 (JOINT) [$ 1,632,000]
156 AVE NE
From: NE 24 ST
To: BELLEVUE N C/L
Distance: 0.40 Mile

Priority - High

City of Bellevue
City of Redmond

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

EC-46 (CITY) [$ 2,012,000]
140 AVE NE
From: BELL-RED RD
To: NE 24 ST
Distance: 0.50 Mile

Priority - High

City of Bellevue

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

EC-49 (JOINT) [$ 621,000]
SR-908
From: I-405
To: 132 AVE NE
Distance: 0.95 Mile

Priority - High

Washington State Dept. of Transportation
City of Redmond
City of Kirkland

-Construct Curb, Gutter, Sidewalk

PEDESTRIAN PROJECTS

EC-42 (CITY) [$ 1,192,000]
SE 8 ST @ 118 AVE SE

Priority - High

City of Bellevue

-Turn Channels
-Upgrade Traffic Signal
-Construct Walkway/Pathway

ENUMCLAW

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

EN-2 (STATE) [$ 223,000]
SR-164
From: 200 AVE SE
To: 408 AVE SE
Distance:2.5 Miles

Priority - Low

Washington State Dept. of Transportation

-Spot Paving of Shoulders

EN-4.2 ($ 118,000)* [$ 356,000]
SE 456 ST
From: SR-410
To: 244 AVE SE
Distance: 0.80 Mile

Priority - Low

City of Enumclaw
King County

-Pave Shoulders

EN-7.1 (STATE) [$ 809,000]
SR-169
From: GREEN RIVER
To: SE 369 ST
Distance: 0.40 Mile

Priority - Medium

Washington State Dept. of Transportation

-Add Hill Climbing Lane
-Pave Shoulders

EN-7.2 (STATE) [$ 1,001,000]
SR-169
From: GREEN RIVER
To: SE 354 ST
Distance: 0.50 Mile

Priority - Medium

Washington State Dept. of Transportation

-Add Hill Climbing Lane
-Pave Shoulders

EN-10.1 ($ 474,000) [$ 474,000]
244 AVE SE
From: SR-164
To: SE 456 ST
Distance: 1.00 Mile

Priority - High

King County

-Pave Shoulders on W Side
~~-Construct Walkway/Pathway~~
Construct Sidewalk on E side

EN-10.2 ($ 1,245,000) [$ 1,245,000]
244 AVE SE
From: SE 456 ST
To: SR-410
Distance: 0.90 Mile

Priority - High
K.C. CIP # - 400895

King County
City of Enumclaw

-Pave Shoulders
-Construct Walkway/Pathway

EN-12 ($ 731,000) [$ 731,000]
284 AVE SE
From: SR-410
To: MUD MOUNTAIN RD
Distance: 2.50 Miles

COMPLETED

Priority - Low

King County

-Pave Shoulders

EN-17.1 ($ 1,940,000) [$ 1,940,000]
GREEN VALLEY RD
From: AUB-BLACK DIAM RD
To: 218 AVE SE
Distance: 6.90 Miles

COMPLETED

Priority - High

King County

-Pave Shoulders
-Improve Sight Distance

EN-17.2 ($ 267,000) [$ 267,000]
SE GREEN VALLEY RD (STUDY)
From: SE 354 ST
To: SR-169
Distance: 2.25 Miles

Priority - N/C
K.C. CIP # - 400494

King County

-Conduct Feasibility/Needs Study to
-Pave Shoulders

EN-17.3 ($ 700,000) [$ 700,000]
SE GREEN VALLEY RD (CONSTRUCT)
From: SE 354 ST
To: SR-169
Distance: 2.20 Miles

Priority - High

King County

-Pave Shoulders
-Improve Sight Distance

EN-18.2 (N/C)
228 PL SE BRIDGE APPROACHES
From: SE GREEN VALLEY ROAD
To: FLAMING GEYSER BR
Distance: 0.44 Mile

Priority - High
K.C. CIP # - 401588

King County

-Construct Two Lane Arterial
-Pave Shoulders

EN-21 ($ 423,000)* [$ 564,000]
284 AVE SE
From: SR-410
To: SE 416 ST
Distance: 3.50 Miles

Priority - Medium

King County
City of Enumclaw

-Pave Shoulders

EN-22 (STATE) [$ 201,000]
SR-169
From: ENUMCLAW-FRANKLIN RD
To: GREEN RIVER GORGE RD
Distance: 5.50 Miles

Priority - Low

Washington State Dept. of Transportation

-Spot Paving of Shoulders

EN-41 ($ 2,525,000) [$ 2,525,000]
VEAZIE-CUMB RD/PALMER RD
From: RETREAT-KANASKET RD
To: SE 416 ST
Distance: 9.00 Miles

Priority - Low

King County

-Pave Shoulders

EN-52 [$ 30,000]
200 AVE SE
From: N FROM SE 400 ST
To:
Distance: 0.17 Mile

Private

-Reconstruct Shoulders

EN-53 [$ 298,000]
SE 432 ST
From: 284 AVE SE
To: 268 AVE SE
Distance: 0.20 Mile

Private

-Reconstruct Shoulders

NEW BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

EN-59 ($ 923,000) [$ 923,000]
212 AVE SE
From: SE 384 ST
To: SE 358 ST
Distance: 1.71 Miles

Priority - Medium

King County

-Pave Shoulders
Equestrian Pathway

EN-60 ($ 619,000) [$ 619,000]
ENUMCLAW-FRANKLIN RD
From: FRANKLIN-CUMBERLAND
To: SR-169
Distance: 3.84 Miles

Priority - Low

King County

-Spot Paving of Shoulders

EN-61 (STATE) [$ 747,000]
SR-169
From: ENUMCLAW-FRANKLIN
To: SE 432 ST
Distance: 2.80 Miles

Priority - Medium

Washington State Dept. of Transportation

-Pave Shoulders

EN-62 (N/C) [$ 646,000]
244 AVE SE
From: SR-164
To: SE 400 ST
Distance: 2.44 Miles

Priority - High

King County

-Pave Shoulders

FEDERAL WAY

BICYCLE PEDESTRIAN PROJECTS

F-6.2 (CITY) [$ 2,621,000]
S 312 ST
From: SR-99
To: 28 AVE SE
Distance: 0.70 Mile

Priority - High

City of Federal Way

-Widen to Four/Five lanes
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Traffic Signal

F-9.1 ($ 481,000)* [$ 481,000]
16 AVE S
From: SR-99
To: S 348 ST
Distance: 0.52 Mile

Priority - High
K.C. CIP # - 500189

City of Federal Way
King County

-Widen to Six Lanes
-Construct Curb, Gutter, Sidewalk

F-11.1 ($ 885,000)* [$ 885,000]
SW 356 ST
From: 21 AVE SW
To: 1ST AVE S
Distance: 1.30 Miles

Priority - High
K.C. CIP # - 502088

King County
City of Federal Way

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Provide Left Turn Lane
-Traffic Signal
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

F-11.3 (CITY) [$ 389,000]
S 356 ST
From: SR-99
To: SR-161
Distance: 0.60 Mile

Priority - High

City of Federal Way

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk

F-17 (CITY) [$ 1,781,000]
SW 344 ST
From: 21 AVE SW
To: 35 AVE SW
Distance: 0.70 Mile

Priority - Medium

City of Federal Way

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk

F-19 (CITY) [$ 1,696,000]
1 AVE S
From: S 362 ST
To: SR-99
Distance: 0.50 Mile

Priority - High

City of Federal Way

-Construct Two Lane Arterial
-Construct Curb, Gutter, Sidewalk

F-22 (CITY) [$ 2,821,000]
SW 312 ST
From: 1 AVE S
To: SR-509
Distance: 0.95 Mile

Priority - High

City of Federal Way

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

F-24 ($ 659,000)* [$ 659,000]
S 272 ST
From: SR-99
To: 16 AVE S
Distance: 0.17 Mile

Priority - Medium
K.C. CIP # - 400891

King County
Private

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

F-25 (CITY) [$ 578,000]
35 AVE SW
From: SW 340 ST
To: SW 344 ST
Distance: 0.21 Mile

Priority - High

City of Federal Way

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk

F-36.1 ($ 2,542,000) [$ 2,542,000]
REDONDO SEAWALL
Distance: 0.59 Mile

Priority - High
K.C. CIP # - 501288

King County

-Reconstruct Seawall
-Widen Roadway
-Construct Curb, Gutter, Sidewalk

F-36.2 ($ 2,084,000) [$ 2,084,000]
BEACH ROAD S
From: DEL RAY PARK DR
To: S 284TH ST
Distance: 0.63 Mile

Priority - Medium
K.C. CIP # - 501588

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk
-Conduct Feasibility/Needs Study to
-Address Area Circulation Needs

F-38 ($ 1,249,000)* [$ 4,994,000]
MILITARY RD
From: S 272 ST
To: S 304 ST
Distance: 2.00 Miles

Priority - High

City of Federal Way
King County

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk
~~-Widen Curb Lane for Bicycle Use~~
Construct Bike Lane

F-39.1 (CITY) [$ 880,000]
S 336 ST
From: SR-99
To: 20 AVE S
Distance: 0.30 Mile

Priority - Medium

City of Federal Way

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk

F-39.2 ($ 131,000)* [$ 131,000]
S 336 ST/32 AVE S
From: 20 AVE S
To: SR-18
Distance: 1.20 Miles

Priority - Low

King County
City of Federal Way

-Pave Shoulders

F-42 (CITY) [$ 1,660,000]
S 304 ST
From: SR-99
To: MILITARY RD
Distance: 0.75 Mile

Priority - High

City of Federal Way

-Reconstruct Roadway
-Construct Curb, Gutter, Sidewalk

F-43 ($ 422,000) [$ 422,000]
32/28 AVE S/S 349 ST
From: SR-18
To: SR-161
Distance: 1.40 Miles

Priority - Low

King County

-Pave Shoulders

F-44 ($ 458,000) [$ 458,000]
10 AVE S
From: REDONDO WY
To: S 272 ST
Distance: 1.30 Miles

Priority - Low

King County

-Spot Paving of Shoulders on E Side

F-65 (CITY) [$ 626,000]
BPA POWERLINE TRAIL
From: SW 356 ST
To: S 324 ST
Distance: 2.80 Miles

Priority - High

City of Federal Way

-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

F-66 ($ 393,000)* [$ 405,000]
MILITARY RD
From: S 304 ST
To: KIT CORNER RD
Distance: 5.30 Miles

Priority - High

King County
City of Federal Way
Pierce County

-Pave Shoulders
Construct Bikeway on Shoulder

F-68.1 (CITY) [$ 171,000]
1 AVE S
From: REDONDO BEACH RD
To: S 312 ST
Distance: 1.80 Miles

Priority - Medium

City of Federal Way

-Pave Shoulders

F-68.2 (CITY) [$ 766,000]
1 AVE S
From: S 316 ST
To: S 320 ST
Distance: 0.23 Mile

Priority - High

City of Federal Way

-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal

F-69 (CITY) [$ 213,000]
28 AVE S
From: S 312 ST
To: S 304 ST
Distance: 0.50 Mile

Priority - Medium

City of Federal Way

-Pave Shoulders

F-70 ($ 51,000)* [$ 202,000]
MILITARY RD
From: S 272 ST
To: SR-516
Distance: 2.30 Miles

Priority - High

King County
City of Kent

-Spot Paving of Shoulders
Signed Shoulder Bikeway

F-76.1 (STATE) [$ 1,998,000]
SR-99
From: SR-516
To: S 348 ST
Distance: 7.50 Miles

Priority - High

Washington State Dept. of Transportation

-Construct Curb, Gutter, Sidewalk
Construct Bikeway

F-85 (CITY) [$ 60,000]
S 324 ST
From: 23 AVE S
To: SR-99

Priority - High

City of Federal Way

-Pedestrian Crossing Signals
Construct Sidewalks on S Side
Construct Bike Lanes

NEW BICYCE PEDESTRIAN PROJECTS

F-114 (STATE)
SR-161
From: MILTON ROAD
To: PIERCE COUNTY LINE
Distance: 1.60 Miles

Priority - Low

Washington State Dept. of Transportation

-Pave Shoulders

F-115 ($ 125,000)
S 321 ST
From: PEASLEY CANYON RD
To: 51 AVE S
Distance: 0.72 Mile

Priority - High

King County

Pave Shoulders

F-116.1 ($ 1,409,000)
S 296 ST
From: 51 AVE S
To: 61 AVE S
Distance: .54 Miles

Priority - Medium

King County

Widen Roadway
~~-Pave Shoulders~~
Construct Curb, Gutter, Sidewalk Where Missing

F-116.2 ($ 2,206,000)
65 AVE S/S 296 ST
From: SR 181
To: 61 AVE S
Distance: .83 Miles

Priority - Medium

King County

-Pave Shoulders

F-117 ($ 295,000)
S 272 ST
From: 12 AVE S
To: 16 AVE S
Distance: .25 Mile

Priority - High

King County

Widen Roadway 8 Feet
Widen Curb Lane for Bicycles
Construct Curb, Gutter, Sidewalk

F-119 ($ 370,000) [$ 370,000]
16 AVE S
From: SR-99
To: S 260 ST
Distance: 1.20 Miles

Priority - High

King County

Widen Roadway
~~-Widen Curb Lane for Bicycle Use~~
Construct Bike Lane
Construct Curb, Gutter, Sidewalk

NEW
I-5 Crossing
From: S 304 ST

Priority - N/C

WSDOT

Construct Bicycle/Pedestrian Overcrossing

BICYCLE PROJECTS

F-11.2 ($ 689,000)* [$ 689,000]
S 356 ST
From: 1ST AVE S
To: SR-99
Distance: 0.50 Mile

Priority - High
K.C. CIP # - 501388

King County
City of Federal Way

-Widen to Four/Five lanes
-Provide Left Turn Lane
-Upgrade Traffic Signal
-Construct Bridge
-Widen Curb Lane for Bicycle Use

F-60.1 (STATE) [$ 1,416,000]
SR-161/KIT CORNER RD
From: S 348 ST
To: MILTON RD
Distance: 0.75 Mile

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes
Construct Bike Lane

F-60.2 (STATE) [$ 300,000]
SR-161 @ MILTON RD

Priority - Medium

Washington State Dept. of Transportation

-Traffic Signal, Turn Channels
-Realign Intersection
Construct Bike Lane

F-72 ($ 2,675,000) [$ 2,675,000]
25 AVE S
From: S 272 ST
To: SR-99
Distance: 0.58 Mile

Priority - Low

King County

-Construct New Road
Widen Curb Lane for Bicycles

PEDESTRIAN PROJECTS

F-14.1 [$ 351,000]
STAR LAKE SCHOOL WALKWAYS
From: 42 AVE S
To: 48 AVE S
Distance: 1.00 Mile

Private

-Construct Walkway/Pathway

F-14.2 ($ 3,090,000) [$ 3,090,000]
51 AVE S
From: S 304 ST
To: S 288 ST
Distance: 0.95 Mile

Priority - High

King County

-Construct Walkway/Pathway

GREEN RIVER VALLEY

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

G-4.1 ($ 751,000)* [751,000]
S 277 ST
From: SR-181
To: SR-167
Distance: 0.25 Mile

Priority - Medium

King County
Washington State Dept. of Transportation

-Widen to Four Lanes
-Widen Bridge
-Pave Shoulders

G-4.2 (CITY) [$ 3,905,000]
SE 277 ST
From: SR-167
To: 83 AVE SE
Distance: 0.70 Mile

Priority - High

City of Auburn

-Widen to Four Lanes
-Pave Shoulders

G-8.2 ($ 3,885,000)* [$ 7,770,000]
S 192/196 ST
From: SR-167
To: 108 AVE SE
Distance: 1.00 Mile

Priority - High

City of Renton
King County

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

G-9 (CITY) [$ 3,384,000]
EAST VALLEY RD
From: S 180 ST
To: S 192 ST
Distance: 0.85 Mile

Priority - High

City of Kent

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

G-11 (JOINT) [$ 454,000]
42 AVE S
From: S 216 ST
To: S 212 ST
Distance: 0.30 Mile

Priority - Low

City of Kent
City of SeaTac

-Widen Roadway
-Pave Shoulders

G-14.2 ($ 312,000)* [$ 624,000]
FRAGER ROAD
From: S 180 ST
To: S 204 ST
Distance: 1.35 Miles

Priority - Medium

City of Tukwila
King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Pave Shoulders

G-15.1 ($ 1,089,000)* [$ 1,587,000]
INTERURBAN TRAIL-N SCTN
From: S 180 ST
To: FORT DENT PARK
Distance: 5.00 Miles

Priority - Low

City of Tukwila
King County

-Construct Multi-purpose Off Road Trail

G-15.2 ($ 184,000)* [$ 184,000]
INTERURBAN TRAIL-S SCTN 1
From: SE 228 ST
To: MEEKER ST
Distance: 1.10 Miles

Priority - Medium
K.C. CIP # - 7206

City of Kent
King County
City of Auburn

-Construct Multi-purpose Off Road Trail

G-15.3 ($ 523,000)* [$ 536,000]
INTERURBAN TRAIL-S SCTN 2
From: MEEKER ST
To: SE 285 ST
Distance: 2.40 Miles

Priority - Medium

City of Kent
King County
City of Auburn

-Construct Multi-purpose Off Road Trail

G-16 ($ 63,000)* [$ 1,024,000]
GREEN RIVER RD
From: S 258 ST
To: 104 AVE SE
Distance: 3.70 Miles

Priority - Medium

City of Auburn
King County

-Pave Shoulders

G-21.2 ($ 259,000)* [$ 373,000]
GREEN RIVER TRAIL PART 1
From: S 180 ST
To: RUSSELL RD
Distance: 2.50 Miles

COMPLETED

Priority - Low

City of Tukwila
King County

-Construct Multi-purpose Off Road Trail

G-21.3 ($ 850,000)* [$ 1,192,000]
GREEN RIVER TRAIL PART 2
From: RUSSELL RD
To: S 277 ST
Distance: 8.00 Miles

Priority - Low

City of Kent
King County

-Construct Multi-purpose Off Road Trail

G-21.4 ($ 739,000)* [$ 1,044,000]
GREEN RIVER TRAIL PART 3
From: S 277 ST
To: AUBURN-BLK DIA RD
Distance: 7.00 Miles

Priority - Low

City of Auburn
King County

-Construct Multi-purpose Off Road Trail

G-57.2 (CITY) [$ 8,388,000]
LK WASH BLVD
From: I-405
To: GARDEN AVE N
Distance: 2.00 Miles

Priority - High

City of Renton

-Reconstruct Roadway
-Pave Shoulders

G-81 ($ 757,000)* [$ 1,515,000]
WEST VALLEY HIGHWAY
From: ALGONA N C/L
To: ALGONA S C/L
Distance: 1.34 Miles

Priority - Low

City of Algona
King County

-Widen Travel Lanes
-Reconstruct Shoulders
-Pave Shoulders

G-83 (JOINT) [$ 15,567,000]
SR-181
From: S 180 ST
To: JAMES ST
Distance: 3.60 Miles

Priority - High

Washington State Dept. of Transportation
City of Kent
Private

-Widen Roadway
-Traffic Signal, Turn Channels
-Construct Curb, Gutter, Sidewalk

G-89 (CITY) [$ 1,779,000]
ANDOVER PARK W
From: TUKWILA PARKWAY
To: STRANDER BOULEVARD

Priority - High

City of Tukwila

-Add Two-Way Left Turn Lane
-Traffic Signal
-Construct Bus Pullouts
-Construct Curb, Gutter, Sidewalk

G-90 (JOINT) [$ 40,708,000]
PACIFIC HIGHWAY
From: BOEING ACCESS RD
To: SR-516

Priority - High

Washington State Dept. of Transportation
City of Tukwila
City of SeaTac

-Widen to Four/Five lanes
-Improve Signal Timing/Phasing
-Construct Bus Pullouts
-Construct Curb, Gutter, Sidewalk

G-91 (CITY) [$ 4,240,000]
S 212 ST
From: WEST VALLEY HIGHWAY
To: EAST VALLEY HIGHWAY

Priority - High

City of Kent

-Widen to Six Lanes
-Traffic Signal, Turn Channels
-Construct Curb, Gutter, Sidewalk

G-93 (CITY) [$ 3,922,000]
MAIN AVE S
From: GRADY WAY
To: BRONSON WAY

Priority - High

City of Renton

-Widen to Four/Five lanes
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk

G-95 (CITY) [$ 1,802,000]
S 176 ST / S 178 ST
From: MILITARY ROAD
To: I-5

Priority - High

City of SeaTac

-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk

PEDESTRIAN PROJECTS

G-14.1 (CITY) [$ 1,733,000]
FRAGER RD
From: S 204 ST
To: SR-181
Distance: 4.00 Miles

Priority - Medium

City of Kent

-Construct Walkway/Pathway

HIGHLINE

BICYCLE PEDESTRIAN PROJECTS

H-1 (CITY) [$ 182,000]
S 142/144 ST
From: DES MOINES WY
To: 24 AVE S
Distance: 0.40 Mile

Priority - Medium

City of SeaTac

-Pave Shoulders

H-11 (CITY) [$ 814,000]
S 188 ST
From: VICINITY OF 42 AVE S
To:

Priority - High

City of SeaTac

- Construct Pedestrian Over/Under Crossing

H-19 (CITY) [$ 2,999,000]
S 176 ST
From: SR-99
To: MILITARY RD
Distance: 1.00 Mile

Priority - High

City of SeaTac

-Widen to Four Lanes
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk

H-20 ($ 437,000) [$ 437,000]
S 146/144 ST
From: 8 AVE S
To: DES MOINES WY
Distance: 0.40 Mile

Priority - Medium

Burien

-Reconstruct Roadway
-Construct Curb, Gutter, Sidewalk

H-21 (CITY) [$ 425,000]
S 170 ST
From: SR-99
To: 51 AVE S
Distance: 1.20 Miles

Priority - Medium

City of SeaTac

-Pave Shoulders

H-23 (JOINT) [$ 161,000]
42 AVE S
From: S 164 ST
To: S 154 ST
Distance: 0.75 Mile

Priority - Medium

City of Tukwila
City of SeaTac

-Pave Shoulders

H-24 ($ 1,340,000) [1,340,000]
4 AVE SW
From: SW 152 ST
To: SW 160 ST
Distance: 0.50 Mile

Priority - High
K.C. CIP # - 301491

King County

-Reconstruct Roadway
-Widen Roadway
-Construct Curb, Gutter, Sidewalk

H-27.1 ($ 723,000) [$ 723,000]
MILITARY RD
From: DES MOINES WAY
To: S 128 ST
Distance: 1.00 Mile

Priority - Medium

King County

-Pave Shoulders
-Provide Left Turn Lane

H-27.2 (CITY) [$ 1,130,000]
MILITARY RD
From: S 128 ST
To: SR-99
Distance: 1.60 Miles

Priority - Medium

City of Tukwila

-Pave Shoulders
-Provide Left Turn Lane

H-29 ($ 277,000) [$ 277,000]
21 AVE SW/MARINE VIEW DR
From: SW 152 ST
To: SW 170 ST
Distance: 1.25 Miles

Priority - Medium

Burien

-Pave Shoulders

H-30 ($ 2,101,000) [$ 2,101,000]
4 AVE SW
From: SW 128 ST
To: SW 146 ST
Distance: 1.10 Miles

Priority - High
K.C. CIP # - 300791

King County

-Widen Roadway
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk

H-33 (CITY) [$ 1,448,000]
MILITARY RD
From: S 188 ST
To: S 216 ST
Distance: 2.00 Miles

Priority - High

City of SeaTac

-Pave Shoulders
-Provide Left Turn Lane

H-34.1 ($ 310,000)* [$ 1,234,000]
DES MOINES WAY
From: S 216 ST
To: SEATAC C/L
Distance: .65 Miles

Priority - High

City of SeaTac
King County

-Improve Sight Distance
-Realign Roadway
-Pave Shoulders

H-35 ($ 425,000) [$ 425,000]
8 AVE S
From: S 188 ST/DES MOINES
To: S 200 ST
Distance: .78 Miles

Priority - High

King County

-Pave Shoulders

H-36.1 ($ 3,491,000) [$ 3,491,000]
1 AVE S/ MYERS WY S
From: 6 AVE S
To: SW 146 ST
Distance: 2.50 Miles

Priority - High
K.C. CIP # - 300794

King County

-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

H-36.2 (N/C)
1 AVE S
From: S 146 ST
To: S 160 ST
Distance: 1.00 Mile

COMPLETED

Priority - High
K.C. CIP # - 301090

King County

-Provide Right Turn Lane
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk

H-36.3 (STATE) [$ 163,000]
1 AVE S
From: SW 174 ST
To: NORMANDY RD
Distance: 0.40 Mile

Priority - High

Washington State Dept. of Transportation

-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

H-40 ($ 235,000)* [$ 277,000]
16 AVE SW
From: SW 160 ST
To: SW 170 ST
Distance: 0.61 Mile

Priority - Medium

Burien
City of Normandy Park

-Pave Shoulders

H-43 ($ 202,000)* [$ 306,000]
SW 170 ST
From: 16 AVE SW
To: MARINE VIEW DRIVE
Distance: 0.80 Mile

Priority - Low

Burien
City of Normandy Park

-Pave Shoulders

H-44 ($ 389,000) [$ 389,000]
S 192 ST
From: SR-509
To: DES MOINES WAY
Distance: 0.80 Mile

Priority - Medium

King County

-Pave Shoulders

H-45.1 (JOINT) [$ 134,000]
MILITARY RD
From: SR-516
To: S 216 ST
Distance: 1.30 Miles

Priority - Medium

City of SeaTac
City of Kent

-Pave Shoulders

H-47 ($ 48,000)* [$ 145,000]
BEACON AVE S
From: S 107 ST
To: 59 AVE S
Distance: 1.55 Miles

Priority - High

City of Seattle
King County

-Pave Shoulders

H-57 ($ 145,000) [$ 145,000]
SW 136 ST
From: AMBAUM BLVD
To: 1 AVE S
Distance: 0.60 Mile

Priority - Medium

Burien

~~-Construct Walkway/Pathway~~
Construct Bike Lane
Construct Curb, Gutter, Sidewalk

H-58 [$ 406,000]
AMBAUM BLVD S
From: S 160 ST
To: DES MOINES WY
Distance: 1.25 Miles

Burien
Private

-Pave Shoulders
-Construct Curb, Gutter, Sidewalk

H-59 ($ 78,000) [$ 78,000]
S 120 ST
From: MILITARY RD
To: ROSEBERG AVE
Distance: 0.20 Mile

Priority - Medium

King County

-Pave Shoulders

H-62.1 (JOINT) [$ 34,844,000]
28/26 AVE S RID
From: S 192 ST
To: S 208 ST
Distance: 1.00 Mile

Priority - High

City of SeaTac
Private
Port of Seattle

-Construct Four Lane Arterial Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

H-66 ($ 39,000)* [$ 99,000]
16 AVE S
From: S 240 ST
To: S 260 ST
Distance: 1.20 Miles

Priority - Medium

City of Des Moines
King County

-Pave Shoulders

H-68.1 ($ 161,000) [$255,300]
NORMANDY RD
From: DES MOINES WY
To: 1 AVE SW
Distance: 0.30 Mile

Priority - High

King County

-Pave Shoulders

H-68.2 ($ 113,000) [$ 113,000]
DES MOINES WAY S
From: NORMANDY RD
To: S 162 ST
Distance: 1.00 Mile

Priority - Low

Burien

-Pave Shoulders

H-69 (JOINT) [$ 255,000]
S 240 ST
From: MARINE VIEW DR
To: SR-99
Distance: 1.20 Miles

Priority - High

City of Kent
City of Des Moines

-Pave Shoulders

H-74 (STATE) [$ 6,678,000]
1 AVE S (SR-509)
From: NORMANDY RD
To: DES MOINES WAY
Distance: 2.30 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes
-Pave Shoulders

H-77 (CITY) [$ 191,000]
16 PL S
From: SR-516
To: S 240 ST
Distance: 0.40 Mile

Priority - Medium

City of Des Moines

-Pave Shoulders

H-82.1 (CITY) [$ 205,000]
S 188 ST
From: 42 AVE S
To: I-5
Distance: 0.50 Mile

Priority - High

City of SeaTac

-Construct Curb, Gutter, Sidewalk

H-90.1 (CITY) [$ 510,000]
40 AVE S ET AL
From: S 144 ST
To: S 128 ST
Distance: 2.00 Miles

Priority - Low

City of Tukwila

-Construct Curb, Gutter, Sidewalk

H-90.2 (CITY) [$ 238,000]
42 AVE S
From: S 154 ST
To: S 144 ST
Distance: 0.63 Mile

Priority - Medium

City of Tukwila

-Construct Curb, Gutter, Sidewalk

H-92 (CITY) [$ 105,000]
43 AVE S/S 115 ST
From: EAST MARGINAL WAY
To: DUWAMISH RIVER
Distance: 1.00 Mile

Priority - Medium

City of Tukwila

-Pave Shoulders

H-95 ($ 2,456,000) $ 2,456,000]
S 152 ST
From: 1 AVE S
To: DES MOINES WAY
Distance: 0.49 Mile

Priority - High
K.C. CIP # - 300191

King County

-Widen To Three Lanes
-Widen Bridge
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal
Construct Bike Lane

H-100.1 (CITY) [$ 3,073,000]
EAST MARGINAL WY
From: SEATTLE C/L
To: BOEING ACCESS RD
Distance: 2.00 Miles

Priority - High

City of Tukwila

-Interconnect Traffic Signals
-Widen Travel Lanes
-Construct Curb, Gutter, Sidewalk

H-100.2 (CITY) [$ 879,000]
EAST MARGINAL WY S
From: BOEING ACCESS RD
To: INTERURBAN BRIDGE

Priority - High

City of Tukwila

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

H-102 (CITY) [$ 204,000]
PACIFIC HWY S
From: BOEING ACCESS RD
To: DUWAMISH RIVER
Distance: 0.55 Mile

Priority - High

City of Tukwila

-Construct Curb, Gutter, Sidewalk

H-103 (CITY)
E MARGINAL WAY S
From: S BOEING ACCESS RD
To: S 112 ST
Distance: 0.26 Mile

Priority - High

City of Tukwila

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

H-110 (CITY) [$ 778,000]
S 154 ST
From: 24 AVE S
To: SR-99
Distance: 0.58 Mile

Priority - Medium

City of SeaTac

-Reconstruct Roadway
-Pave Shoulders

H-157 ($ 145,000)* [$ 1,452,000]
DUWAMISH RIVER TRAIL
From: DUWAMISH HEAD
To: FORT DENT PARK
Distance:10.00 Miles

Priority - Low

Metro
City of Seattle
King County

-Construct Multi-purpose Off Road Trail

H-160.2 (STATE) [$ 1,700,000]
S 216 ST AT MARINE VIEW DR
Distance: 0.13 Mile

Priority - High

Washington State Dept. of Transportation

-Widen Bridge
-Improve Signal Timing/Phasing
Construct Pedestrian/Bicycle Undercrossing

H-163 [$ 1,647,000]
MCMICKEN HEIGHTS LOCAL RD IMP

City of SeaTac
Private

-Upgrade Local Circulation Roads
-Pave Shoulders
-Construct Walkway/Pathway

H-170 ($ 4,460,000)* [$ 13,382,000]
18 AVE S
From: S 200 ST
To: S 216 ST
Distance: 1.00 Mile

Priority - Low

City of SeaTac
King County
City of Des Moines

-Construct Two Lane Arterial Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

H-173.1 ($ 3,490,000) [$ 3,490,000]
8 AVE S
From: S SEATTLE C/L
To: GLENDALE WAY S/S 112
Distance: 0.75 Mile

Priority - Medium

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

H-173.2 ($ 2,997,000) [$ 2,997,000]
8 AVE S
From: GLENDALE WAY S/S 112
To: S 128 ST
Distance: 1.30 Miles

Priority - Medium

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

H-173.3 ($ 4,765,000) [$ 4,765,000]
8 AVE S
From: S 128 ST
To: DES MOINES WAY
Distance: 1.75 Miles

Priority - High

Burien

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

H-183
14 AVE SW
From: SW 148 ST
To: SW 152 ST
Distance: 0.30 Mile

Private

-Pave Shoulders

H-185 ($ 229,000) [$ 229,000]
SW 146 ST
From: 16 AVE SW
To: 21 AVE SW
Distance: 0.25 Mile

Priority - Low

Burien

-Pave Shoulders

H-187
28 AVE SW
From: SW ROXBURY ST
To: SW 102 ST
Distance: 0.40 Mile

Private

-Pave Shoulders on W Side
Spot Curb, Gutter, Sidewalk on E

H-189 ($ 259,000) [$ 259,000]
78 AVE S
From: S 112 ST
To: S 118 ST
Distance: 0.20 Mile

Priority - Medium

King County

-Pave Shoulders

H-191 ($ 548,000) [$ 548,000]
S 208 ST
From: 1 AVE S
To: DES MOINES WAY S
Distance: 0.60 Mile

Priority - Low

King County

-Pave Shoulders

H-193 ($ 229,000) [$ 229,000]
8 AVE SW
From: SW 160 ST
To: SW 163 ST
Distance: 0.75 Mile

Priority - High
K.C. CIP # - 301092

King County

-Pave Shoulders

H-195 ($ 250,000) [$ 250,000]
RENTON AVE S
From: 68 AVE S
To: 72 AVE S
Distance: 0.25 Mile

Priority - High
K.C. CIP # - 300192

King County

-Construct Curb, Gutter, Sidewalk

H-197 ($82,200)
S 99 ST
From: 14 AVE S
To: DES MOINES WAY
Distance: 0.25 Mile

Private

-Pave Shoulders

NEW BICYCLE PEDESTRIAN PROJECTS

H-200
DUWAMISH/SKYWAY CONN.
From: BEACON COAL MINE RD
To: DUWAMISH TRAIL
Distance: 0.20 Mile

Priority - N/C

King County
City of Tukwila

-Conduct Feasibility/Needs Study to
-Construct Multi-purpose Off Road Trail

H-201
8 Ave SW
From: SW 129 ST
To: SW 130 ST
Distance: .10 mile

City of Burien

Construct Multipurpose Trail

H-206 ($ 2,053,000)
S 199 ST
From: 1 AVE S
To: Des Moines Way
Distance: 0.74 Mile

Priority - Medium

King County

Widen Roadway
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

H-208 ($ 802,000)
6 AVE S
From: GLENDALE WAY
To: MYERS WAY
Distance: 0.30 Mile

Priority - High

King County

Widen Roadway
Construct Curb, Gutter, Sidewalk
Construct Bike Lane

H-209 (CITY)
Sylvester/Maplewild Ave
From: Normandy Park C/L
To: 21 AVE SW
Distance: 3.00 Miles

Priority - Medium

City of Burien

Spot Paving of Shoulders

H-210 (CITY)
SW 136 ST
From: AMBAUM BLVD
To: 1 AVE S
Distance: .65 Mile

Priority - High

City of Burien

Construct Curb, Gutter, Sidewalk
Widen Curb Lane for Bicycle Use

H-212 ($ 621,000)
RENTON AVE S (W SIDE)
From: 68 AVE S
To: Seattle C/L
Distance: 0.30 Mile

Priority - High

King County

Construct Curb, Gutter, Sidewalks

NEW BICYCLE PROJECT

H-203 [$ 390,000]
RENTON AVE S
From: Renton C/L
To: S 74 ST
Distance: 1.50 Miles

Priority - Low

King County
City of Renton

~~-Widen Curb Lane for Bicycle Use~~
Restripe for Bike Lane
Reconstruct Sidewalk

H-207 (CITY)
DES MOINES WAY S
From: S 162 ST
To: S 128 ST
Distance: 2.00 Miles

Priority - High

City of SeaTac

-Construct Bikeway on Road Shoulders

PEDESTRIAN PROJECTS

H-56 ($ 173,000) [$ 173,000]
WHITE CENTER INTER. PROJECTS
From: AMBAUM BLVD @ SW 124
To: 17 AV S @ S 98 ST

Priority - High
K.C. CIP # - 300890

King County

-Pedestrian Crossing Signals

H-175 (CITY) [$ 24,000]
S 136 ST @ 24 AVE S

Priority - MISCODED

City of SeaTac

-Construct Walkway/Pathway

NEW PEDESTRIAN PROJECTS

H-211 ($ 225,000) [$ 225,000]
AMBAUM BLVD SW
From: SW 152 ST
To: SW 155 ST
Distance: 0.20 Mile

Priority - High

City of Burien

-Construct Walkway/Pathway

H-213 (JOINT)
28 AVE S/24 AVE S
From: S 176 ST (AIRPORT)
To: S ACCESS TO S 216 ST
Distance: 2.40 Miles

Priority - Low

City of Seatac
City of Des Moines

Construct Four Lane Arterial

H-214 (JOINT)
SR-99
From: S 143 ST
To: SR-516
Distance: 5.15 Miles

Priority - Low

City of Tukwila
City of SeaTac
City of Des Moines

Widen to Six Lanes
Construct Curb, Gutter, Sidewalk

NEWCASTLE

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

NC-2 ($ 7,607,000)* [$ 7,607,000]
LAKEMONT BLVD EXTENSION
From: 164 AVE SE
To: I-90
Distance: 1.50 Miles

Priority - High
K.C. CIP # - 201088

Private
King County
City of Bellevue

-Construct Four Lane Arterial
-Realign Intersection
-Traffic Signal
Construct Bike Lane

NC-5.1 ($ 7,060,000) [$ 7,060,000]
ELLIOTT BRIDGE NO:3166
From: 149 AVE SE
To: CROSSING CEDAR RIVER
Distance: 0.16 Mile

Priority - High
K.C. CIP # - 401288

King County

-Replace Bridge
-Construct Curb, Gutter, Sidewalk
-Widen to Four Lanes
Construct Bike Lane

NC-5.2 ($ 1,081,000) [$ 1,082,000]
149 AVE SE
From: MAPLE VALLEY (SR-169
To: ELLIOT BRIDGE
Distance: 0.52 Mile

Priority - High
K.C. CIP # - 400588

King County

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

NC-5.3 ($ 4,810,000) [$ 4,810,000]
154 PL SE/SE 142 PL
From: SE JONES RD
To: 156 AVE SE
Distance: 0.75 Mile

Priority - Medium

King County

-Realign Roadway
-Widen Roadway
-Pave Shoulders
Sign Shoulder Bike Route

NC-5.4 ($ 1,280,000) [$ 1,280,000]
SE 142 PL
From: 154 PL SE
To: SE 128 ST
Distance: 1.00 Mile

Priority - Medium

King County

-Widen Travel Lanes
-Pave Shoulders

NC-10.1 ($1,238,000) [$1,238,000]
NEWPORT WAY SE
From: 129 PL SE
To: BELLEVUE WEST C/L
Distance: 0.31 Mile

Priority - High
K.C. CIP # - 200293

King County

-Widen To Three Lanes
-Construct Bikeway on Road Shoulders
-Construct Curb, Gutter, Sidewalk

NC-10.3 ($ 4,922,000) $ 4,922,000]
NEWPORT WAY
From: 150 AVE SE
To: SE 42 PL
Distance: 0.50 Mile

Priority - High

King County

-Widen Travel Lanes
-Provide Left Turn Lane
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

NC-10.4 ($1,904,000) [$1,904,000]
NEWPORT WAY
From: LAKEMONT BLVD EXT
To: GLACIER RIDGE RD
Distance: 0.75 Mile

Priority - Medium

King County

-Widen to Four Lanes
-Turn Channels
Construct Bike Lane
Construct Curb, Gutter, Sidewalk

NC-10.5 ($ 1,019,000) [$5,099,000]
NEWPORT WAY
From: GLACIER RIDGE RD
To: SR-900
Distance: 1.10 Miles

Priority - Medium

City of Issaquah
King County

-Widen to Four Lanes
-Pave Shoulders
-Provide Left Turn Lane

NC - 10.6 ($100,000)
NEWPORT WAY SE
CORRIDOR STUDY
From: 129 AVE SE
To: SR-900

Priority - High
K.C. CIP # 201591

King County

Conduct Feasibility/Needs Study to
Monitor Demand and Study Transit/HOV
Feasibility
Determine Corridor Needs
Construct Bike Lanes

NC-10.7 ($ 1,929,000) [$1,929,000]
NEWPORT WAY
From: 150 AVE
To: 164 AVE
Distance: 1.10 Miles

Priority - Low

King County

-Widen Travel Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

NC-10.8 ($ 2,180,000) [$2,180,000]
NEWPORT WAY
From: 164 AVE
To: LAKEMONT BLVD
Distance: 1.25 Miles

Priority - Low

King County

-Widen Travel Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

NC-11 ($ 2,412,000) [$2,412,000]
COAL CREEK PKWY PHASE IV
From: I-405
To: NEWPORT WAY
Distance: 0.50 Mile

Priority - High
K.C. CIP # - 200788

King County

-Widen to Six Lanes
-Turn Channels All Legs
-Traffic Signal
-Construct Bikeway on Road Shoulders
-Construct Curb, Gutter, Sidewalk

NC-12.1 ($ 3,149,000) [$3,149,000]
COAL CREEK PARKWAY
From: SE 72 ST
To: RENTON C/L
Distance: 2.41 Miles

Priority - High
K.C. CIP # - 200891

King County

-Widen to Four Lanes
-Turn Channels
-Replace Bridge
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

NC-13 (STATE) [$ 1,033,000]
COAL CREEK PKWY XING @ I-405
Distance: 0.25 Mile

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal

NC-14 ($ 938,000) [$ 938,000]
124 AVE SE
From: SE 41 ST
To: COAL CREEK PKWY
Distance: 0.61 Mile

Priority - High
K.C. CIP # - 200191

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

NC-16 ($ 375,000)* [$ 630,000]
LK WASH BLVD/112 AVE SE
From: SE 60 ST
To: MAY CREEK INTECHG
Distance: 0.85 Mile

Priority - Medium

City of Renton
King County

-Spot Paving of Shoulders
-Reconstruct Shoulders

NC-18 ($ 166,000)* [$ 278,000]
110 PL SE
From: I-405
To: 116 AV SE
Distance: 0.90 Mile

Priority - Medium

City of Renton
King County

-Reconstruct Shoulders
-Pave Shoulders

NC-22 ($ 645,000)* [$ 1,290,000]
WEST LAKE SAMMAMISH
From: SR-901
To: ISSQUAH C/L
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 200194

King County
City of Issaquah

-Reconstruct Shoulders
-Pave Shoulders

NC-23 ($ 1,892,000) [$ 1,892,000]
144 AVE SE
From: SE 128 ST
To: SE 141 ST
Distance: 0.80 Mile

Priority - High
K.C. CIP # - 401794

King County

-Reconstruct Shoulders
-Pave Shoulders

NC-25 (CITY) [$ 752,000]
MAY VALLEY RD
From: SE 128 WY
To: ISSAQUAH-HOBART RD
Distance: 2.30 Miles

Priority - Low

Miscoded Agency

-Widen Travel Lanes
-Pave Shoulders
-Provide Equestrian Facility

NC-37 [$ 1,177,000]
JONES RD
From: 149 AVE SE
To: SR-169
Distance: 3.70 Miles

Private

-Pave Shoulders

NC-38.2 (CITY) [$ 548,000]
FOREST DR
From: COAL CREEK PARKWY
To: 152 AVE SE
Distance: 2.00 Miles

Priority - High

City of Bellevue

-Widen Roadway
-Construct Curb, Gutter, Sidewalk
-Traffic Signal

NC-42 ($ 1,054,000) [$ 1,054,000]
MAY VALLEY RD
From: COAL CREEK PKWY
To: SR-900
Distance: 3.30 Miles

Priority - Medium

King County

-Widen Travel Lanes
-Pave Shoulders
-Provide Equestrian Facility

NC-44.2 ($ 1,086,000) [$1,086,000]
NEWCASTLE-COAL CREEK RD
From: FOREST DR
To: COAL CREEK PKWY
Distance: 2.20 Miles

Priority - Medium

King County

-Widen Travel Lanes
-Turn Channels All Legs
-Reconstruct Shoulders

NC-46 ($ 2,876,000) [$ 2,876,000]
SE 88 ST/88 PL/89 PL
From: 116 AVE SE
To: COAL CREEK PKWY
Distance: 1.50 Miles

Priority - Low

King County

-Reconstruct Roadway
-Realign Roadway
-Pave Shoulders

NC-50.1 (STATE) [$ 16,930,000]
SR-900
From: 138 AVE SE
To: SE 82 ST
Distance: 5.90 Miles

Priority - Medium

Washington State Dept. of Transportation

-Widen to Four Lanes
-Pave Shoulders
-Improve Sight Distance
Sign Bike Lane

NC-50.2 (JOINT) [$ 8,731,000]
SR-900
From: SE 82 ST
To: NEWPORT WAY
Distance: 0.80 Mile

Priority - Medium

Washington State Dept. of Transportation
City of Issaquah

-Widen to Four Lanes
-Pave Shoulders
-Improve Sight Distance
-Construct Curb, Gutter, Sidewalk
Sign Bike Lane

NC-52 ($ 474,000) [$ 474,000]
SE 60 ST
From: LK WASHINGTON BLVD
To: COAL CREEK PKWY
Distance: 1.00 Mile

Priority - High

King County

-Spot Paving of Shoulders
Stripe Shoulders

NC-57 ($ 262,000) [$ 262,000]
164 AVE SE
From: NEWPORT WAY
To: LKMNT BLVD EXTEN
Distance: 1.00 Mile

Priority - Medium

King County

-Turn Channels - North & South Legs
-Pave Shoulders

NC-74 ($ 1,353,000) [$ 2,708,000]
SE 36 ST
From: 128 AVE SE
To: 150 AVE SE
Distance: 1.70 Miles

Priority - Medium

City of Bellevue
King County

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk

NC-83 (JOINT) [$ 2,758,000]
SE 78 ST/BENCH RD
From: SR-900
To: SE NEWPORT WAY
Distance: 1.75 Miles

Priority - MISCODED

Private
City of Issaquah

-Construct New Road
-Pave Shoulders

NC-85 ($ 2,062,000) [$ 2,062,000]
SE MAY VALLEY ROAD
From: SR-900
To: SE 128 WAY
Distance: 1.40 Miles

Priority - Medium

King County

-Reconstruct Shoulders
-Improve Sight Distance

NEW BICYCLE PEDESTRIAN PROJECTS

NC-89 (CITY)
118 Ave SE
From: I-90 UNDERCROSSING
To: SOUTH CITY LIMITS
Distance: .91 Mile

Priority - Low

City of Bellevue

Widen Roadway
Reconstruct Bridge
Pave Shoulders

NEW
I-90 Trail
From: EASTGATE WAY
To: W LAKE SAMMAMISH

WSDOT

Construct Multipurpose Trail

NEW
SE COUGAR MT WAY/SE 60
From: LAKEMONT BLVD
To: ISSAQUAH

Bellevue
King County

Construct Shoulder Bike Lane

BICYCLE PROJECTS

NC-76 ($ 601,000) [$ 601,000]
SE 68 ST/SE 69 ST
From: 112 AVE SE
To: COAL CREEK PKWY
Distance: 1.30 Miles

Priority - Low

King County

-Reconstruct Roadway
-Construct Bikeway on Shoulders

NEW BICYCLE PROJECTS

NC-86 ($ 800,000)
W LK SAMMAMISH PKWY SE/NE
From: I-90
To: Bellevue City Limits
Distance: 2.80 Miles

Priority - High

Washington State Dept. of Transportation
King County

-Construct Shoulder s (East Side)
Stripe Shoulder Bike Lane

PEDESTRIAN PROJECTS

NC-62 (STATE) [$ 73,000]
SR-901 @ SUNSET ELEM. SCHOOL

COMPLETED

Priority - Medium

Washington State Dept. of Transportation

-Pedestrian Crossing Signals
-Construct Walkway/Pathway

NEW PEDESTRIAN PROJECTS

NC-87 ($ 207,000) [$ 207,000]
SE 34 ST
From: W LK SAMMAMISH PK SE
To: BELLEVUE C/L
Distance: 0.39 Mile

Priority - High

King County

Pave Shoulders

NORTHSHORE

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

N-4 ($ 1,461,000) [$ 1,461,000]
"MISSING LINK" TRAIL
From: TRACY OWENS PARK
To: 80 AVE NE
Distance: 2.50 Miles

Priority - Medium
K.C. CIP # - 7150

King County

-Construct Multi-purpose Off Road Trail

N-7.2 ($ 878,000) [$ 878,000]
68 AVE NE
From: NE 181 ST
To: NE 185 ST
Distance: 0.20 Mile

Priority - High
K.C. CIP # - 100193

King County

-Traffic Signal
-Add Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

N-11.2 ($ 1,698,000) [$ 1,698,000]
100 AVE NE
From: NE 139 ST
To: NE 145 ST
Distance: 0.54 Mile

Priority - High
K.C. CIP # - 101791

King County

-Construct Four Lane Arterial Plus
Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal

N-12 ($ 3,510,000) [$ 3,510,000]
JUANITA-WOODINVILLE WAY NE
From: 100 AVE NE
To: NE 145 ST
Distance: 1.08 Miles

Priority - High
K.C. CIP # - 101991

King County

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

N-13.1 ($ 1,011,000) [$ 1,011,000]
NE 145 ST
From: 100 AVE NE
To: JUANITA-WOOD WAY
Distance: 0.50 Mile

Priority - Medium

King County

-Add Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

N-15 (PRIVATE) [$ 395,000]
NE 132 ST
From: 97 AVE NE
To: 100 AVE NE
Distance: 0.12 Mile

Priority - Low

Private

-Add Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Pedestrian Crossing Signals
-Part of Roadway Improvement Project
Construct Bike Lane

N-16 ($ 1,002,000)* [$ 1,002,000]
JUANITA-WOODINVILLE WAY NE
From: NE 145 ST
To: I-405
Distance: 0.70 Mile

Priority - High
K.C. CIP # - 100190

King County
Metro

-Widen to Four/Five lanes
-Traffic Signal
-Upgrade Traffic Signal
-Provide Transit/HOV Preferential
Treatment/Operating Improvements
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

N-19.2 ($ 3,072,000) [$ 3,072,000]
NE 160 ST
From: 116 AVE NE
To: 124 AVE NE
Distance: 0.47 Mile

Priority - High
K.C. CIP # - 101391

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

N-19.3 (STATE) [$ 1,254,000]
NE 160 ST OVER XING OF I-405

Priority - High
K.C. CIP # - 101392

Washington State Dept. of Transportation

-Widen to Four/Five lanes
-Upgrade Traffic Signal
~~-Construct Walkway/Pathway~~
Construct Curb, Gutter, Sidewalk
Construct Bike Lane

N-21 $650,000
NE 192nd St
From: 73rd Ave. NE
To: 80th Ave. NE

Medium

King County

Widen travel lanes
Reconstruct Shoulders
Build Neighborhood Pathway

N-22 ($ 674,000) [$ 674,000]
156 AVE NE
From: WOODINVILLE-DUVALL
To: NE 190 ST
Distance: 0.30 Mile

Priority - Medium

King County

-Add Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Improve Sight Distance

N-27 ($ 245,000) [$ 245,000]
NE 143 PL
From: 132 AVE NE
To: 137th Pl NE
Distance: 0.60 Mile

Priority - Low

King County

-Pave Shoulders

N-28.1 ($ 9,134,000) [$ 9,134,000]
NE 124 ST PHASE II
From: 132 PL NE
To: SR-202
Distance: 1.60 Miles

Priority - High
K.C. CIP # - 100389

King County

-Widen to Four/Five lanes
-Provide Transit/HOV Preferential Treatment/Operating Improvements
-Provide Equestrian Facility
Construct Separate Bike Lane

N-30.1 ($ 4,422,000) [$ 4,422,000]
NE 124 / 128 ST
From: SR-202
To: AVONDALE
Distance: 2.00 Miles

Priority - Medium

King County

-Widen to Four Lanes
-Construct Walkway/Pathway
-Turn Channels
-Install Bike Route and Warning Signs

N-33.1 (N/C)
140 PL NE/148 AVE NE PH 1
From: NE 150 ST
To: NE 171 ST
Distance: 1.45 Miles

Priority - High
K.C. CIP # - 101091

King County

-Pave Shoulders

N-33.2 ($ 318,000) [$ 318,000]
WOOD CBD BYPASS & 140 AVE NE
From: CBD BYPS(NE175-140AV
To: 140 AV (NE 171-175ST
Distance: 0.25 Mile

Priority - High
K.C. CIP # - 200682

King County

-Widen to Four Lanes Plus Two-Way Left Turn Lane
-Traffic Signal
-Construct Curb, Gutter, Sidewalk
-Pedestrian Crossing Signals
Widen Outside Curb for Bicycles

N-33.3 (STATE) [$ 974,000]
WOODINVILLE-REDMOND RD
From: NE 124 ST
To: NE 145 ST
Distance: 2.25 Miles

Priority - High

Washington State Dept. of Transportation

-Pave Shoulders
-Turn Channels
Construct Bike Lane

N-33.4 ($ 68,000) [$ 68,000]
148 AVE NE PH II
From: SR-202
To: NE 150 ST
Distance: 0.12 Mile

Priority - High
K.C. CIP # - 100391

King County

-Pave Shoulders
-Turn Channels

N-34.1 ($ 1,007,000) [$ 1,007,000]
NE 171 ST
From: 140 AVE NE
To: NE 155 PL
Distance: 0.70 Mile

Priority - Low

King County

-Reconstruct Roadway
-Pave Shoulders
-Provide Equestrian Facility

N-34.2 ($ 2,354,000) [$ 2,354,000]
NE 175/NE 172 PL
From: 155 PL NE
To: DU ROCHER RD
Distance: 1.75 Miles

Priority - Medium

King County

-Reconstruct Roadway
-Pave Shoulders
-Provide Equestrian Facility

N-35 ($ 15,177,000) [$ 15,177,000]
WOODINVILLE-DUVALL RD
From: NE 190 ST
To: AVONDALE RD
Distance: 2.75 Miles

Priority - High

King County

-Widen to Four Lanes
-Turn Channels - East & West Legs
Construct Bike Lane
-Provide Equestrian Facility
Construct Curb, Gutter, Sidewalk

N-36 ($ 335,000)* [$ 477,000]
131 AVE NE/132 AVE NE
From: NE 182 PL
To: KING COUNTY LINE
Distance: 1.40 Miles

Priority - Low

City of Bothell
King County

-Pave Shoulders

N-40 ($ 147,000) [$ 147,000]
80 AVE NE
From: SR-522
To: KING CO LINE
Distance: 1.46 Miles

Priority - Low

King County

-Pave Shoulders
-Provide Equestrian Facility

N-41 ($ 87,000) [$ 87,000]
73 AVE NE
From: NE 192 ST
To: NE 205 ST
Distance: 0.50 Mile

Priority - Low

King County

-Construct Walkway/Pathway
-Provide Equestrian Facility
Pave Shoulders

N-44 ($ 393,000)* [$ 2,116,000]
120 AVE NE (BRICKYARD RD)
From: NE 160 ST
To: WOODINVILLE DR
Distance: 0.90 Mile

Priority - Medium

City of Bothell
King County

-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Turn Channels
-Reconstruct Roadway

N-48.2 ($ 7,056,000)* [$ 7,056,000]
SNO-WOOD RD/140 AVE NE (CONST)
From: NE 175 ST
To: SR-522
Distance: 1.50 Miles

Priority - High

King County
Snohomish County

-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use
-Traffic Signal

N-54 (CITY) [$ 607,000]
JUANITA DR NE
From: 93 AVE NE
To: 98 AVE NE
Distance: 0.30 Mile

Priority - High

City of Kirkland

-Add Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

N-58 ($ 365,000) [$ 365,000]
124 AVE NE/NE 173 PL
From: NE 169 ST
To: SR-202
Distance: 1.00 Mile

Priority - Medium

King County

-Realign Roadway
-Widen Roadway
~~-Pave Shoulders~~
Construct Curb, Gutter, Sidewalk
Construct Bike Lane

N-61.1 ($ 3,213,000) [$ 3,213,000]
132 PL/AVE NE
From: NE 124 ST
To: NE 132 ST
Distance: 0.55 Mile

Priority - High
K.C. CIP # - 100187

King County

-Widen to Four/Five lanes
-Provide Left Turn Lane
-Traffic Signal
-Construct Bikeway on Road Shoulders
-Construct Curb, Gutter, Sidewalk

N-61.2 ($ 2,378,000) [$ 2,378,000]
132 AVE NE
From: NE 132 ST
To: NE 143 PL
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 100291

King County

-Add Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

N-67 (JOINT) [$ 1,124,000]
SR-522 PEDESTRIAN OVER XING
From: EAST OF 73 AVE NE
To:

Priority - High

Washington State Dept. of Transportation
Metro

- Construct Pedestrian Over/Under Crossing

N-71.2 (STATE) [$ 828,000]
SR-527
From: NE 185 ST
To: COUNTY LINE
Distance: 1.10 Miles

Priority - High

Washington State Dept. of Transportation

-Add Two-Way Left Turn Lane
-Construct Bikeway on Road Shoulders
-Construct Curb, Gutter, Sidewalk

N-75.4 ($ 1,404,000) [$ 1,404,000]
NE 132 ST
From: 132 AVE NE
To: WILLOWS ROAD EXTEN.
Distance: 0.50 Mile

Priority - Medium

King County

-Construct Two Lane Arterial Plus Two-Way Left Turn Lane
-Add Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

N-77 (CITY) [$ 1,679,000]
WAYNITA WAY NE
From: NE 145 ST
To: SAMMAMISH R. BRIDGE
Distance: 1.40 Miles

Priority - High

City of Bothell

-Widen To Three Lanes
-Realign Roadway
-Turn Channels
-Construct Bikeway on Road Shoulders
-Construct Curb, Gutter, Sidewalk

N-80 ($ 1,067,000) [$ 1,067,000]
NE 141 ST
From: JUANITA DR
To: 84 AVE NE
Distance: 0.70 Mile

Priority - High

King County

Widen Curb Lane for Bicycles
Construct Curb, Gutter, Sidewalk

N-81 (JOINT) [$ 224,000]
NORTH CREEK TRAIL
From: SAMMAMISH RIV TRAIL
To: NE 195 ST
Distance: 1.50 Miles

Priority - High

City of Bothell
Private

-Construct Multi-purpose Off Road Trail

N-98 [$ 26,000]
NE 155 ST (ARROWHEAD DR)
From: 62 PL NE
To: 61 PL NE
Distance: 0.10 Mile

Private

-Reconstruct Shoulders
-Construct Walkway/Pathway

N-107 ($ 1,395,000) [$ 1,395,000]
NE 116 ST
From: SR-202
To: AVONDALE RD
Distance: 1.75 Miles

Priority - Medium

King County
City of Redmond

-Widen To Three Lanes
Pave Shoulder

NEW COMMUNITY PLAN

BICYCLE PEDESTRIAN

EQUESTRIAN PROJECTS

N-26 $700,000
84th Ave NE
From: NE 124th St
To: Simonds Road

Medium

King County

Pave Shoulders
Pedestrian safety issues

N-45 $4,100,000
124 Ave. NE
From: NE 132 St
To: NE 169 St

Medium

King County

Add two-way left turn lane or turn channels where needed
Develop striped and signed bikeway ~~to NE 160th St. linking with NE 132nd Street bikeway~~
Street trees and landscaping.
Construct Curb, Gutter, Sidewalk

N-47 (CITY)
124th Ave. NE
From: NE 85th St.
To: NE 124th St

High
CIP

Kirkland

Widen 4/5 lanes
Construct Bike Facility
Construct Curb, Gutter, Sidewalk

N-49 (CITY)
SR 202/160 Ave. NE
From: NE 85th St.
To: NE 124th St.

High

Redmond

Add two-way left turn lane.
Construct Shoulders

N-53.2 $200,000
NE 122nd Pl. /NE 123rd St
From: Juanita Drive
To: 84th Ave. NE

Medium

King County

Pave Shoulders
Link to Juanita Drive bikeway for pedestrians and bicyclists

N-56 $50,000
108th/112th Ave. NE
From: Riverside Dr
To: NE 164th Pl.

Medium

Bothell
King County

Reconstruct/Pave Shoulders

N-57.1 $450,000
88th Ave. NE
From: NE 180th St
To: County line

Medium

King County
Bothell

Pave Shoulders

N-57.2 $200,000
83rd Pl. NE
From: SR 522
To: 88th Ave. NE

Medium

King County

Pave Shoulders

N-60 $320,000
156th Ave. NE
From: NE 190th St
To: County line

Medium

King County

Reconstruct/Pave Shoulders

N-74.3
Simonds Road
From: Juanita Dr
To: 100th Ave. NE

Medium

King County

Pedestrian improvements
Striped and Signed Bicycle Lane

N-78.3 (STATE)
SR 202
From: NE 145th St.
To: NE 173rd Pl.

Medium

WSDOT

Widen to 4/5 lanes.
Rural design from NE 173rd Place to the south
Street trees and landscaping
Pave Shoulder

N-78.4 $1,150,000
NE 173 Pl. (SR 202)
From: Woodinville-Redmond Rd
To: 127th Pl. NE

Medium

King County

Widen to 5 lanes
Install signal @ Woodinville Drive/127th Pl. NE
Construct Curb, Gutter, Sidewalk
Street trees and landscaping
Construct Bike Lane

N-85
Hollywood Hill Loop Pathway System
NE 160 St, 156 Pl NE, 160 Pl NE, 68 Ave NE, NE 143 St, 155 Ave, NE/NE 153 St., 158 Ave NE

Low

King County

Construct Neighborhood Pathway

N-88 (JOINT)
120th Ave. NE/NE 180th St.,
From: North Creek Parkway S.
To: 132nd Ave

High

Bothell
Private

Construct New Four Lane Road
Construct Curb, Gutter, Sidewalk
Widen Curb Lane for Bicycle Use

N-89.1
172nd Ave. NE
From: NE 116th St
To: NE 138th St.

Low

King County

Construct Neighborhood Pathway

N-89.2
164th Ave. NE/167th Ave. NE
From: 172nd Ave. NE
To: Woodinville-Duvall Road

Low

King County

Construct Neighborhood Pathway

N-89.3
Du Roche Road
From: 172nd Pl. NE
To: Woodinville-Duvall Rd

Medium

King County

Construct Neighborhood Pathway

N-89.4
176th Ave. NE
From: Woodinville-Duvall Rd
To: NE 195th St.

Low

King County

Construct Neighborhood Pathway

N-89.5
168th Ave. NE
From: NE 143rd Pl
To: NE 140th St.

Low

King County

Construct Neighborhood Pathway

N-90
NE 195th St.
From: 166th Ave. NE
To: 176th Ave. NE

Medium

King County

Construct Neighborhood Pathway

N-100 (JOINT)
120th Ave. NE
From: NE 195th St.
To: 240th St. SE

Medium

Bothell
Snohomish Co.

Add two-way left turn lane
Construct curb, gutter, sidewalk
Preserve Bike Lane

N-108 (JOINT)
SR 522
West of 68 Ave NE

High

Metro
WSDOT
King County

Pedestrian bridge over SR 522

N-112 $650,000
East Riverside Drive
From: 108th Ave. NE
To: 127th Pl. NE

Medium

Bothell
King County

Add two-way left turn lane or turn channels where needed
Street trees and landscaping
Pave Shoulders

NEW BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

N-110 ($200,000)
NE 116 ST
From: WILLOWS ROAD
To: 154 PL NE
Distance: 0.90 Mile

Priority - Low

City of Redmond
King County

-Pave Shoulders

N-112 $1,000,000
I-405 Overpass @ NE 140 St or NE 145 St

Distance: 1 Mile

Priority - Low

WSDOT

Construct Pedestrian/bicycle bridge

N-115 (CITY)
NE 195 ST
From: 130 AVE NE
To: 140 AVE NE
Distance: 0.60 Mile

Priority - Medium

Woodinville

-Pave Shoulders

N-117 [$ 163,000]
NE 132 ST/NE 134 ST
From: 84 AVE NE
To: 89 AVE NE
Distance: 0.53 Mile

Priority - Medium

King County

Pave Shoulders

N-118 ($329,000)
72 Ave NE/73 AVE NE
From: NE 192 ST
To: SNOHOMISH COUNTY LINE
Distance: .70 Mile
Priority - Low

King County

Pave Shoulders

N-120 ($156,000)
NE 193 ST
From: 61 AVE NE
To: 55 AVE NE
Distance: .34 Mile

Priority - High

King County

Pave Shoulders

N-121
NE 180 ST/120 AVE NE
From: NORTH CITY LIMITS
To: 132 AVE NE
Distance: 1.75 Miles

Priority - Low

City of Bothell
King County

Widen to Four/Five Lanes
Traffic Signal
Construct Curb, Gutter, Sidewalk
Widen Curb Lane for Bicycle Use

BICYCLE PROJECTS

N-52.2 ($1,908,000) [$ 1,908,000]
JUANITA DR WIDENING
From: NE 153 ST
To: NE 170 ST
Distance: 1.00 Mile

Priority - High

King County

-Widen to Three Lanes
-Widen Curb Lane for Bicycle Use

N-75.1 ($ 53,000)* [$ 53,000]
NE 132 ST
From: 100 AVE NE
To: 132 AVE NE
Distance: 1.70 Miles

Priority - High

King County
City of Kirkland

-Determine Corridor Needs
Construct Bike Lane

N-75.2 ($ 1,236,000) [$ 2,083,000]
NE 132 ST
From: 100 AVE NE
To: 116 AVE NE
Distance: 0.50 Mile

Priority - Medium

King County
Metro

-Add Two-Way Left Turn Lane
-Construct Shoulder HOV Lane
-Intersection/Operational Improve
Construct Bike Lane

N-75.3 ($ 1,236,000) [$ 1,236,000]
NE 132 ST
From: 116 AVE NE
To: 132 AVE NE
Distance: 0.50 Mile

Priority - Medium

King County

-Add Two-Way Left Turn Lane
-Construct Shoulder HOV Lane
-Widen Curb Lane for Bicycle Use

N-78.1 ($ 3,933,000) [$ 3,933,000]
WILLOWS RD EXTENSION
From: NE 124 ST
To: NE 132 ST
Distance: 0.50 Mile

Priority - High

King County

-Construct Four Lane Arterial
-Turn Channels
-Construct Bikeway on Shoulders

N-78.2 ($ 5,056,000) [$ 5,056,000]
WILLOWS RD EXTENSION
From: NE 132 ST
To: NE 145 ST
Distance: 1.00 Mile

Priority - High

King County

-Construct Four Lane Arterial
-Traffic Signal and Turn Channels
-Construct Bikeway on Shoulders

NEW COMMUNITY PLAN BICYCLE PROJECTS

N-28.2 (CITY)
NE 124 ST.
From: 124 AVE. NE
To: 132 Pl. NE

High

Kirkland

Widen to 4/5 lanes + HOV treatment.
Construct Bicycle Facility

N-52.1 $3,900,000
Juanita Drive
From: 93rd Ave. NE
To: NE 133rd Pl

Medium

King County

Add turn lane/channels as needed
Street trees and landscaping
Construct Shoulder Bike Lane

N-68 (JOINT)
NE 120th St/ 132nd Ave. NE
From: NE 70th St
To: Slater Road

Medium

Kirkland
Redmond

Add two-way left turn lane
Develop Bicycle Facility

N-73
61st Ave. NE
SR 522 to County line

High

King County

Remove pavement buttons
Striped and Signed Bike Lanes

N-99 (CITY)
Willows Road
From: Redmond Way
To:NE 124th St.

High

Redmond

Widen to 4/5 lanes
Northbound HOV treatment
Retain Bike Lane Southbound ~~Joint Bicycle/HOV Lane~~
Construct NB Bike Lane

N-T54 (JOINT)
NE 116 St
From: 98th Ave. NE
To: I-405

High

Metro
Kirkland

Construct eastbound HOV lane
~~Joint use as bicycle lane~~
Construct Separate Bike Lane

NEW BICYCLE PROJECTS

N-116 (STATE)
SR-202
From: 131 AVE NE
To: WOOD-REDMOND RD
Distance: .1 Mile

Priority - High

WSDOT

Widen Curb Lane for Bicycles

PEDESTRIAN PROJECTS

N-6.1 [$ 506,000]
NE 181 ST
From: 73 AVE NE
To: 65 AVE NE
Distance: 0.33 Mile

Private

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk

N-6.2 [$ 206,000]
NE 181 ST
From: 62 AVE NE
To: 65 AVE NE
Distance: 0.20 Mile

Private

-Construct Curb, Gutter, Sidewalk

N-9.1 ($ 13,483,000) [$ 13,483,000]
NE 175 ST
From: 61 AVE NE/SR-522
To: 68 AVE NE
Distance: 0.60 Mile

Priority - High

King County
Private

-Reconstruct Intersection
-Construct Curb, Gutter, Sidewalk
-Realign Roadway
-Widen to Four/Five lanes
-Realign Intersection

N-17.1
116 AVE NE
From: NE 124 ST
To: NE 130 ST
Distance: 0.37 Mile

Priority - High
K.C. CIP # - 200483

City of Kirkland
King County

-Widen to Four/Five lanes
-Improve Sight Distance
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk

N-20.1 (CITY) [$ 1,348,000]
SLATER AVE NE
From: NE 116 ST
To: NE 124 ST
Distance: 0.50 Mile

Priority - High

City of Kirkland

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk

N-24 ($ 225,000) [$ 225,000]
84 AVE NE @ NE 138 ST

Priority - Medium

King County

-Provide Left Turn Lane
-Provide Right Turn Lane
-Construct Curb, Gutter, Sidewalk

N-39 (N/C)
NE 195 ST
From: 139 AVE NE
To: WOOD-DUV @ 149 NE
Distance: 0.93 Mile

Priority - High
K.C. CIP # - 200582

King County

-Construct Four Lane Arterial
-Traffic Signal
-Construct Curb, Gutter, Sidewalk

N-51 (JOINT) [$ 383,000]
SR-522
From: 61 AVE NE
To: 80 AVE NE
Distance: 1.30 Miles

Priority - High

Washington State Dept. of Transportation
Private

-Construct Curb, Gutter, Sidewalk

N-59 ($ 477,000) [$ 477,000]
68 AVE NE/NE 202 ST
From: NE 185 ST
To: 61 PL NE
Distance: 1.40 Miles

Priority - Medium

King County

-Construct Walkway/Pathway

N-66 ($ 473,000) [$ 473,000]
73 AVE NE
From: SR-522
To: NE 175 ST
Distance: 0.10 Mile

Priority - High

King County

-Reconstruct Intersection
-Turn Channels
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal

N-70 (JOINT) [$ 10,226,000]
RIVERSIDE PKWY (BOTH BYPASS)
From: 96 AVE NE
To: WOODINVILLE DR
Distance: 1.20 Miles

Priority - High

City of Bothell
Washington State Dept. of Transportation

-Construct Four Lane Arterial
-Construct Curb, Gutter, Sidewalk

N-74.1 ($ 58,000) [$ 58,000]
SIMONDS RD
From: 100 AVE NE
To: 200 feet west

Priority - Low

King County

-Construct Walkway/Pathway

N-79.1 ($ 476,000) [$ 476,000]
108 AVE NE @ NE 132 ST

Priority - Medium
K.C. CIP # - 103091

King County

-Traffic Signal, Turn Channels
-Construct Curb, Gutter, Sidewalk

N-84.1 (CITY) [$ 1,383,000]
93 NE/NE 124 ST
From: JUANITA DR
To: 100 AVE NE
Distance: 0.90 Mile

Priority - Medium

City of Kirkland

-Reconstruct Roadway
-Construct Curb, Gutter, Sidewalk

N-86 ($ 822,000) [$ 822,000]
108 AVE NE
From: NE 141 PL
To: JUANITA-WOODVILL WY
Distance: 0.25 Mile

Priority - Medium

King County

-Reconstruct Roadway
-Construct Curb, Gutter, Sidewalk

N-87 [$ 167,000]
NE 185 ST
From: 66 AVE NE
To: 68 AVE NE
Distance: 0.15 Mile

Private

-Construct Curb, Gutter, Sidewalk

N-94 (CITY) [$ 56,000]
98 AVE NE
From: NE 116 ST
To: NE 120 PL

Priority - Medium

City of Kirkland

-Pedestrian Crossing Signals

N-101 (CITY) [$ 1,101,000]
BEARDSLEE BLVD
From: NE 187 ST
To: I-405 INTERCHANGE
Distance: 0.40 Mile

Priority - Medium

City of Bothell

-Widen to Four/Five lanes
-Construct Curb, Gutter, Sidewalk

NEW COMMUNITY PLAN

PEDESTRIAN PROJECTS

N-9.2 $750,000
NE 175th St.
From: 68th Ave. NE
To: 73rd Ave. NE

Medium

King County
Private

Relocate 68 Ave. NE intersection to the south
Add two-way left turn lane
Construct curb, gutter, sidewalk
Street trees and landscaping

N-14 $500,000
NE 137th St.
From: Juanita-Woodinville Way
To: 100th Ave. NE

Medium

King County

Construct new two lane roadway
Curb, gutter, and sidewalk
Street trees and landscaping.

N-18 (PRIVATE)
90th Ave. NE
From: NE 134th St.
To: NE 138th Pl.

Medium

Private

Widen travel lanes
Construct curb, gutter, sidewalk

N-38 (PRIVATE)
NE 195 St
Form: NE 156 Ave NE
To: 166 Ave. NE

Medium

Private

Construct roadway link (164th Ave NE to 166th Ave. NE)
Construct curb, gutter, sidewalk
Street trees and landscaping

N-43 (JOINT)
NE 128 St/124 Ave NE
Form: 122 Ave NE
To: NE 132 St

High

Kirkland
Private

Construct new 2 lane roadway with turn pockets at intersections
Construct curb, gutter, sidewalk
Street trees and landscaping

N-84.2 (CITY)
NE 124th St.
From: 100 Ave. NE
To: 116 Ave. NE

High
CIP

Kirkland

Widen to 4/5 lanes
Construct Curb, gutter, sidewalk

N-87.2 $1,300,000
NE 185th St.
From: 68th Ave. NE
To:73rd Ave. NE

Medium

King County

Construct new two lane roadway
Construct Curb, Gutter, Sidewalk.
Street trees and landscaping

N-111
71st Ave. NE (approximately)
Form: NE 181st St
To: SR 522

Low

Private

Dedicated pedestrian pathway

NEW PEDESTRIAN PROJECTS

N-119 ($ 89,000) [$ 232,700]
124 AVE NE (W SIDE)
From: NE 144 ST
To: NE 160 ST
Distance: 0.57 Mile

Priority - High

King County
Woodinville

-Construct Walkway/Pathway

EQUESTRIAN PROJECTS

N-31 ($ 149,000)* [$ 921,000]
SR-202 @ 148 AVE NE

Priority - High

Washington State Dept. of Transportation
King County

-Intersection/Operational Improvement
Equestrian Spot Access Improvements

SHORELINE

BICYCLE PEDESTRIAN PROJECTS

S-2 ($ 134,000) [$ 134,000]
20 AVE NW
From: RICHMOND BEACH RD
To: NW 190 ST
Distance: 0.25 Mile

Priority - Low

King County

-Pave Shoulders

S-4 ($ 306,000) [$ 306,000]
14 NW/SPRNGDL PL/NW 188
From: NW 175 ST
To: RICHMOND BEACH RD
Distance: 0.81 Mile

Priority - Medium

King County

-Pave Shoulders

S-7 ($ 2,280,000) [$ 2,280,000]
3 AVE NW
From: RICHMOND BEACH RD
To: NW 205 ST
Distance: 0.65 Mile

COMPLETED

Priority - High
K.C. CIP # - 101694

King County

-Pave Shoulders

S-7.1 (NEW PROJECT)
3 AVE NW
From: RICHMOND BEACH RD
To: NW 205 ST
Distance: 0.65 Mile

Priority - High

King County

Construct Curb, Gutter, Sidewalk

S-9 ($ 292,000) [$ 292,000]
6 AVE NW/180 ST/8 AVE
From: RICHMOND BEACH RD
To: NW 175 ST
Distance: 0.76 Mile

Priority - High

King County

-Pave Shoulders

S-10 ($ 314,000) [$ 314,000]
NW INNIS ARDEN WY
From: SHORELINE COMM COLL
To: 10 AVE NW
Distance: 0.67 Mile

Priority - High

King County

-Pave Shoulders

S-11 ($ 199,000) [$ 198,000]
8 AVE NW
From: RICHMOND BEACH RD
To: NW 205 ST
Distance: 0.88 Mile

Priority - High
K.C. CIP # - 101691

King County

-Pave Shoulders

S-14 ($ 213,000) [$ 213,000]
10 AVE NW
From: NW 175 ST
To: NW 167 ST
Distance: 0.50 Mile

Priority - Low

King County

-Pave Shoulders

S-18 ($ 222,000) [$ 222,000]
5 AVE NE
From: NE 175 ST
To: NE 185 ST
Distance: 0.52 Mile

Priority - Medium

King County

-Pave Shoulders

S-19 ($ 365,000) [$ 365,000]
5 AVE NE
From: NE 185 ST
To: NE 205 ST
Distance: 1.00 Mile

Priority - Low

King County

-Pave Shoulders

S-20 ($ 134,000) [$ 134,000]
10 AVE NE
From: NE 185 ST
To: PERKINS WY NE
Distance: 0.25 Mile

Priority - High

King County

~~-Construct Walkway/Pathway~~
Construct Shoulder Bikeway
Spot Construction of Sidewalks

S-22 ($ 510,000) [$ 510,000]
NE 178 ST/24 AVE NE
From: 15 AVE NE
To: LAKE FOREST PARK
Distance: 1.50 Miles

Priority - Medium

King County

~~-Pave Shoulders~~
Sign Bike Route East of 25th Ave NE
Construct Curb, Gutter, Sidewalk
Construct Bike Lane

S-27 ($ 271,000) [$ 271,000]
NE PERKINS WAY
From: 10 AVE NE
To: 15 AVE NE
Distance: 0.35 Mile

Priority - High
K.C. CIP # - 100191

King County

-Pave Shoulder **on N side**
Sign Bike Route

S-29 ($ 105,000) [$ 105,000]
NE 204 ST
From: 47 AVE NE
To: 56 AVE NE
Distance: 0.30 Mile

Priority - Medium

King County

-Spot Paving of Shoulders

S-30 ($ 75,000) [$ 75,000]
NE 197 ST/NE 201 ST
From: 40 AVE NE
To: 47 AVE NE
Distance: 0.60 Mile

Priority - Medium

King County

-Spot Paving of Shoulders

S-36.1 ($ 63,000) [$ 63,000]
INTERURB TRAIL(SHORELINE)
From: N 145 ST
To: N 205 ST
Distance: 3.10 Miles

Priority - Low

King County

-Conduct Feasibility/Needs Study to
-Construct Multi-purpose Trail

S-36.2 ($ 450,000) [$ 450,000]
INTERURB TRAIL(SHORELINE)
From: N 145 ST
To: N 205 ST
Distance: 3.10 Miles

Priority - Low

King County

-Construct Multi-purpose Trail

S-61 (STATE) [$ 1,591,000]
SR-99 (AURORA AVE N)
From: N 145 ST
To: N 205 ST
Distance: 3.00 Miles

Priority - High

Washington State Dept. of Transportation
Metro

-Construct Curb, Gutter, Sidewalk
Class II Bikeway or Shoreline Trail

S-66 [$ 436,000]
ASHWORTH AVE N
From: N 185 ST
To: N 200 ST
Distance: 0.76 Mile

Private

-Widen Travel Lanes
-Pave Shoulders

S-67 ($ 264,000) [$ 264,000]
CARLYLE HALL RD
From: DAYTON AVE N
To: NW 175 ST
Distance: 0.59 Mile

Priority - High

King County

-Pave Shoulders

S-72 [$ 107,000]
15 AVE NW
From: NW RICHMOND BEACH RD
To: NW 205 ST
Distance: 0.50 Mile

Private

-Pave Shoulders

S-73 [$ 492,000]
ASHWORTH AVE N
From: **N 145 ST**
To: N 185 ST
Distance: 1.50 Miles

Private

-Pave Shoulders
-Construct Walkway/Pathway

S-76 ($ 867,000) [$ 867,000]
NW 175 ST
From: 10 AVE NW
To: ST LUKE PL
Distance: 0.75 Mile

Priority - Medium

King County

-Widen Travel Lanes
-Pave Shoulders

S-81 ($ 192,000) [$ 192,000]
NE 193 ST
From: 61 AVE NE
To: 55 AVE NE
Distance: 0.30 Mile

Priority - Medium

King County

-Reconstruct Shoulders
-Construct Walkway/Pathway

S-111 ($ 177,000) [$ 177,000]
N 155 ST
From: LINDEN AVE N
To: AURORA AVE N
Distance: 0.25 Mile

Priority - Medium
K.C. CIP # - 101292

King County

-Widen Roadway
-Provide Right Turn Lane-
Construct Curb, Gutter, Sidewalk
Coordinate with Shoreline Trail

S-113 ($ 97,000) [$ 97,000]
WESTMINSTER WAY
From: N 145 ST
To: N 153 ST
Distance: 0.60 Mile

Priority - High
K.C. CIP # - 100692

King County

-Pave Shoulders

S-119 ($ 173,000) [$ 173,000]
FREMONT AVE N
From: N 165 ST
To: N 205 ST

Priority - High
K.C. CIP # - 100292

King County

-Construct Curb, Gutter, Sidewalk

S-121 ($122,000)
GREENWOOD AVE N
From: N GREENWOOD DR
To: CARLYLE-HALL RD
Distance: 0.20 Mile

Private

-Pave Shoulders

NEW BICYCLE PEDESTRIAN PROJECTS

S-122
NE 195 ST/10 AVE NE
From: I-5 BRIDGE
To: PERKINS WAY
Distance: 0.30 Mile

Priority - N/C

Private

-Install Bike Route and Warning Signs
Pave Shoulders/Walkway Pathway
Add drainage

S-123
NE 195 ST
From: 1 AVE NE
To: I-5 BRIDGE
Distance: 0.30 Mile

Priority - N/C

Private

-Install Bike Route and Warning Signs
Pave Shoulders/Walkway Pathway

S-124
NE 195 ST
From: MERIDIAN
To: 1 AVE NE
Distance: 0.50 Mile

Priority - N/C

Private

-Construct Multi-purpose Off Road Trail

S-125
NE 165 ST
From: I-5 CROSSING
To:
Distance: 0.10 Mile

Priority - Low

King County
Washington State Dept. of Transportation

- Construct Pedestrian Over/Under Crossing

S-126
NE 168 ST
From: 15 AVE NE
To: 25 AVE NE
Distance: 0.50 Mile

Priority - N/C

Private

-Install Bike Route and Warning Signs
Pave Shoulders

S-127 ($296,000)
15 AVE NW/NW 167 ST
From: NW INNIS ARDEN WAY
To: NW 175 ST
Distance: 0.80 Mile

Priority - Low

King County

-Pave Shoulders

S-131 ($ 275,000)
N 160 ST
From: GREENWOOD AVE N
To: SR-99
Distance: 0.48 Mile

Priority - High

King County

Construct Sidewalks

S-133 ($ 209,000)
NE PERKINS WAY
From: 15 AVE NE
To: 18 AVE NE
Distance: 0.45 Mile

Priority - Medium

King County

Pave Shoulders
-Sign Bikeway on Shoulder

S-136 ($ 133,000)
37/40 AVE NE
From: NE 197 ST
To: NE 205 ST
Distance: 0.40 Mile

Priority - High

King County

-Pave Shoulders

S-137.1 ($ 644,000)
25 AVE NE
From: NE 145 ST
To: NE 168 ST
Distance: .80 Miles

Priority - High

King County

-Sign and Stripe Bike Lanes
-Construct Sidewalk on E Side

S-137.2 ($ 471,000)
NE 175 ST/25 AVE NE
From: NE 168 ST
To: 15 AVE NE
Distance: .8 Miles

Priority - High

King County

-Pave Shoulders

S-138 ($ 138,000)
20 AVE NW
From: NW 195 ST
To: NW 205 ST
Distance: 0.50 Mile

Priority - Medium

King County

-Pave Shoulders

S-139 ($144,000) [$144,000]
DAYTON AVE N
From: N 172 ST
To: ST LUKES PL)
Distance: .25 Mile

Priority - High

King County

Pave Shoulders
Spot Paving

BICYCLE PROJECTS

NEW BICYCLE PROJECTS

S-132 ($521,000)
RICHMOND BEACH RD
From: FREMONT AVE N
To: 20 AVE NW
Distance: 1.80 Miles

Priority- Medium

King County

Widen Curb Lane for Bicycle Use

PEDESTRIAN PROJECTS

S-3 ($ 118,000) [$ 118,000]
RICHMOND BCH DR/NW 195 PL
From: NW 196 ST
To: NW 196 ST (LOOP)
Distance: 0.20 Mile

Priority - Medium

King County

-Pave Shoulders

S-17 [$ 213,000]
1 AVE NE
From: NE 195 ST
To: NE 185 ST
Distance: 0.50 Mile

Private

-Pave Shoulders

S-24 [$ 213,000]
NE 155/156/157 ST
From: 25 AVE NE
To: BOTHELL WAY NE
Distance: 0.50 Mile

Private

-Construct Walkway/Pathway

S-25 ($ 2,398,000) [$ 176,000]
15 AVE NE
From: NE 150 ST
To: NE 165 ST
Distance: 0.87 Mile

Priority - High
K.C. CIP # - 100991

King County

-Turn Channels - North & South Legs
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk

S-26 ($ 138,000) [$ 138,000]
15 AVE NE @ NE 148 ST

Priority - Medium

King County

-Pedestrian Crossing Signals

S-65 [$ 506,000]
10 AVE NE
From: NE 155 ST
To: NE 185 ST
Distance: 1.50 Miles

Private

-Pave Shoulders

S-68 ($ 190,000) [$ 190,000]
1 AVE NE
From: NE 145 ST
To: NE 155 ST
Distance: 0.50 Mile

Priority - High

King County

-Construct Curb, Gutter, Sidewalk

S-69 [$ 279,000]
8 AVE NE
From: NE 145 ST
To: NE 155 ST
Distance: 0.50 Mile

Private

~~-Construct Curb, Gutter, Sidewalk~~
Stripe Shoulder on Existing Surface

S-70 [$ 99,000]
37 AVE NE
From: NE 165 ST
To: NE 178 ST
Distance: 0.45 Mile

Private

-Pave Shoulders
-Construct Walkway/Pathway

S-71 ($ 134,000) [$ 134,000]
30 AVE NE
From: NE 195 ST
To: NE 205 ST
Distance: 0.50 Mile

COMPLETED

Priority - High

King County

-Construct Walkway/Pathway

S-75 [$ 68,000]
NE 158 ST
From: 25 AVE NE
To: 35 AVE NE
Distance: 0.50 Mile

Private

-Construct Walkway/Pathway

S-77 [$ 67,000]
WALLINGFORD AVE N
From: N 145 ST
To: N 155 ST
Distance: 0.50 Mile

Private

-Construct Walkway/Pathway

S-78 [$ 279,000]
8 AVE NE
From: NE 165 ST
To: NE 175 ST
Distance: 0.50 Mile

Private

-Construct Curb, Gutter, Sidewalk

S-85 ($ 828,000) [$ 828,000]
5 AVE NE @ NE 175 ST

Priority - High
K.C. CIP # - 100490

King County

-Provide Left Turn Lane
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk

S-87 ($ 237,000) [$ 237,000]
15 AVE NE @ NE 196 ST

Priority - High

King County

-Traffic Signal
-Construct Curb, Gutter, Sidewalk

S-115 ($ 119,000) [$ 119,000]
RICHMOND BEACH RD
From: 8 AVE NW
To: 400 FEET EAST

Priority - High
King County

-Construct Curb, Gutter, Sidewalk

SNOQUALMIE VALLEY

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

SQ-4.2 ($ 1,893,000) [$ 1,893,000]
NE 124 ST
From: W SNOQ VALLEY RD
To: SR-203
Distance: 1.00 Mile

Priority - Low

King County

-Reconstruct Roadway
-Pave Shoulders

SQ-5 ($ 171,000) [$ 171,000]
CHERRY VALLEY RD
From: SR-203
To: KELLY RD
Distance: 1.00 Mile

COMPLETED

Priority - Low

King County

-Construct Walkway/Pathway
-Reconstruct Shoulders

SQ-12.1 ($ 1,307,000) [$1,307,000]
PRESTON-FALL CITY RD
From: SR-202
To: I-90
Distance: 4.20 Miles

Priority - Medium

King County

-Pave Shoulders

SQ-21 [$ 716,000]
LAKE ALICE RD
From: PRESTON-FALL CITY RD
To: LAKE ALICE
Distance: 2.20 Miles

Private

-Reconstruct Shoulders

SQ-22.1 (JOINT) [$ 244,000]
SR-202
From: 334 PL SE
To: PRESTON-FALL CITY RD
Distance: 0.30 Mile

Priority - Medium

Washington State Dept. of Transportation
Private

-Reconstruct Roadway
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SQ-22.2 [$ 2,525,000]
FALL CITY COMM ACCESS RID
From: SE 43 ST/340 PL SE
To: 341 PL SE

Private

-Reconstruct Roadway
-Construct Curb, Gutter, Sidewalk

SQ-23 ($ 1,136,000)* [$ 1,136,000]
436 AVE SE/CEDAR FALLS RD
From: I-90
To: WILDERNESS RIM
Distance: 2.00 Miles

Priority - Low

King County
Private

-Realign Roadway
-Reconstruct Shoulders

SQ-24 **($ 258,000) [$ 258,000]**
TOLT HILL RD
From: SNOQ RIVER RD
To: SR-203
Distance: 0.65 Mile

COMPLETED

Priority - Low

King County

-Reconstruct Shoulders
-Pave Shoulders

SQ-26 ($ 102,000) [$ 102,000]
CARNATION FARM RD
From: NE 80 ST
To: SR-203
Distance: 3.50 Miles

Priority - Medium

King County

-Spot Paving of Shoulders
-Install Bike Route and Warning Signs

SQ-27 ($ 1,847,000) [$ 1,847,000]
WEST SNOQUALMIE VALLEY RD
From: WOODINVILL-DUVALL RD
To: CARNATION RD
Distance: 6.00 Miles

Priority - Medium

King County

-Spot Pavement of Shoulders
-Install Bike Route and Warning Signs

SQ-28 ($ 49,000) [$ 49,000]
REINIG RD
From: SE FALL STATION RD
To: 428 AVE SE
Distance: 1.70 Miles

Priority - Low

King County

~~-Reconstruct Shoulders~~
~~-Provide Equestrian Facility~~
Sign Bike Route
Construct Neighborhood Pathway

SQ-29 ($ 379,000)* [$ 506,000]
428 AVE SE/NE 12 ST
From: REINIG RD
To: NORTH BEND WAY
Distance: 1.50 Miles

Priority - Low

King County
City of North Bend

~~-Spot Paving of Shoulders~~
-Install Bike Route and Warning Signs
~~-Provide Equestrian Facility~~
Construct Neighborhood Pathway

SQ-31 ($ 375,000)* [$ 375,000]
PRESTON-SNOQ FALLS TRAIL
From: LAKE ALICE RD
To: SNOQUALMIE FALLS
Distance: 3.00 Miles

Priority - Medium
K.C. CIP # - 7195

King County
Private

-Construct Multi-purpose Off Road Trail

SQ-32.2 ($ 2,146,000) [$2,146,000]
SNOQ VALLEY TRAIL PHASE II
From: CARNATION
To: TOKUL ROAD
Distance:17.00 Miles

Priority - Medium

King County

-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

SQ-70 ($ 95,000) [$ 95,000]
KELLY RD
From: CHERRY VALLEY RD
To: BIG ROCK RD
Distance: 5.00 Miles

Priority - Low

King County

-Provide Equestrian Facility
Install Bike Warning Signs

SQ-76 ($ 24,000) [$ 24,000]
TOLT PIPELINE TRAIL
From: SNOQUALMIE VAL RD
To: N FORK TOLT RIVER
Distance: 6.50 Miles

Priority - Low

King County

-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

SQ-77 ($ 145,000) [$ 145,000]
TOLT-SKYKOMISH TRAIL
From: N FORK TOLT RIVER
To: SR-2
Distance:15.00 Miles

Priority - Low

King County

-Conduct Feasibility/Needs Study to
-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

SQ-88 (STATE) [$ 2,065,000]
SR-202
From: TOLT HILL RD
To: NORTH BEND RD
Distance:14.00 Miles

COMPLETED

Priority - Medium

Washington State Dept. of Transportation

-Pave Shoulders

SQ-89 (STATE) [$ 3,195,000]
SR-203
From: NORTH COUNTY LINE
To: SR-202
Distance:22.00 Miles

COMPLETED

Priority - High

Washington State Dept. of Transportation

-Pave Shoulders

SQ-101 (JOINT) [$ 1,010,000]
SNOQUALMIE/N BEND TRAIL
Distance: 8.00 Miles

Priority - MISCODED

City of Snoqualmie
City of North Bend

-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

SQ-102 ($ 1,262,000) [$ 1,262,000]
CEDAR FALLS/TANNER TRAIL
Distance:10.00 Miles

Priority - Medium

Private
King County

-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

NEW BICYCLE PEDESTRIAN PROJECTS

CARNATION BYPASS TRAIL
From: NE 80 ST
To: TOLT HILL RD

Construct Multipurpose Trail

BICYCLE PROJECTS

SQ-9 ($ 1,914,000) [$ 1,914,000]
NE 80 ST
From: W SNOQ VALLEY RD
To: AMES LK RD
Distance: 1.00 Mile

Priority - Low

King County

-Reconstruct Roadway
-Install Bike Route and Warning Signs

EQUESTRIAN PROJECTS

SQ-73 ($ 190,000) [190,000]
SE MT SI RD
From: 452 AVE SE
To: 800' EAST
Distance: 0.15 Mile

Priority - Low

King County

-Realign Roadway
-Provide Equestrian Facility

SQ-93 ($ 113,000) [$ 113,000]
MT SI RD
From: NORTH BEND WAY
To: NW CORNER OF SEC 8
Distance: 6.00 Miles

Priority - Low

King County

-Provide Equestrian Facility

SQ-94 ($ 28,000) [$ 28,000]
SE 140 ST/MIDDLE FORK RD
From: NORTH BEND WAY
To: OLD GRAVEL PIT
Distance: 1.50 Miles

Priority - Low

King County

-Provide Equestrian Facility

SOOS CREEK

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

SC-3.1 ($ 2,897,000) [$ 2,897,000]
116 AVE SE
From: SE 176 ST
To: SE 192 ST
Distance: 1.06 Miles

Priority - High
K.C. CIP # - 400190

King County

-Widen Roadway
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Traffic Signal

SC-3.3 ($ 3,615,000) [$ 3,615,000]
116 AVE SE @ SE 168 ST
From: RENTON C/L
To: PETROVITSKY RD SE
Distance: 1.07 Miles

Priority - High
K.C. CIP # - 400593

King County

-Turn Channels
-Traffic Signal
-Widen To Three Lanes
-Construct Bikeway on Road Shoulders
-Construct Curb, Gutter, Sidewalk

SC-5.1 (CITY) [$ 1,136,000]
SE 256 ST
From: SR-516
To: 116 AVE SE
Distance: 0.63 Mile

Priority - High

City of Kent

-Widen to Four Lanes
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

SC-5.2 ($ 5,711,000) [$ 5,711,000]
SE 256 ST PH I
From: 116 AVE SE
To: 132 AVE SE
Distance: 0.94 Mile

Priority - High
K.C. CIP # - 501093

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Traffic Signal

SC-5.3 ($ 4,671,000) [$ 4,671,000]
SE 256 ST PHASE II - CONST
From: 132 AVE SE
To: 148 AVE SE
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 500392

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal
-Replace Bridge

SC-5.4 ($ 4,523,000) [$ 4,523,000]
SE 256 ST PHASE III - CONST
From: 148 AVE SE
To: 164 AVE SE
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 500193

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

SC-5.5 ($ 3,884,000) [$ 3,884,000]
SE 256 ST
From: 164 AVE SE
To: 180 AVE SE
Distance: 1.00 Mile

Priority - Low

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

SC-6 ($ 298,000)* [$ 596,000]
AUBURN-BLACK DIAMOND RD
From: 100 AVE SE
To: GREEN VALLEY RD
Distance: 1.30 Miles

COMPLETED

Priority - Low

City of Auburn
King County

-Pave Shoulders

SC-7 [$ 102,000]
SE 204 ST
From: BENSON RD
To: 100 AVE SE
Distance: 0.50 Mile

Private

-Pave Shoulders

SC-15 ($ 2,264,000) [$ 2,264,000]
SE 240 ST
From: 164 AVE SE
To: SR-18
Distance: 3.00 Miles

Priority - Low

King County

-Pave Shoulders

SC-16 ($ 522,000) [$ 522,000]
KENT-BLACK DIAMOND RD
From: SR-18
To: SE LAKE HOLM RD
Distance: 2.50 Miles

Priority - Low

King County

-Pave Shoulders
-Provide Equestrian Facility

SC-22 ($ 11,966,000) [$ 11,966,000]
132 AVE SE
From: SE 240 ST
To: SR-516
Distance: 1.90 Miles

Priority - High

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

SC-23 ($ 8,289,000) [$ 8,289,000]
140 PL SE
From: SR-169
To: PIPELINE RD
Distance: 1.75 Miles

Priority - High
K.C. CIP # - 400287

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use
-Traffic Signal

SC-25 ($ 331,000) [$ 331,000]
AUBURN-BLACK DIAMOND RD
From: GREEN VALLEY RD
To: KENT-BLACK DIAMOND RD
Distance: 4.40 Miles

COMPLETED

Priority - Low

King County

-Pave Shoulders
-Provide Equestrian Facility

SC-26 ($ 5,503,000) [$ 5,503,000]
SE 240 ST
From: 116 AVE SE
To: 138 AVE SE
Distance: 1.28 Miles

Priority - High
K.C. CIP # - 500187

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Traffic Signal
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

SC-28 ($ 157,000) [$ 157,000]
SE 240 ST
From: 138 AVE SE
To: 164 AVE SE
Distance: 1.63 Miles

Priority - Medium

King County

-Pave Shoulders

SC-29 ($ 251,000) [$ 251,000]
SE 320 ST
From: 112 AVE SE
To: 124 AVE SE
Distance: 0.75 Mile

Priority - High

King County

-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

SC-34.1 ($ 5,358,000) [$ 5,358,000]
SE 208 ST PHASE II
From: 116 AVE SE
To: 132 AVE SE
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 400186

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Upgrade Traffic Signal
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

SC-35 ($ 529,000) [$ 529,000]
SE 208 ST
From: 132 AVE SE
To: 148 AVE SE
Distance: 1.00 Mile

Priority - High

King County

-Pave Shoulders
-Provide Equestrian Facility

SC-36 ($ 577,000) [$ 577,000]
104 AVE SE (RIVERSIDE AVE)
From: SE 304 WAY
To: SE 320 ST
Distance: 1.10 Miles

Priority - High

King County

-Pave Shoulders

SC-37 ($ 272,000) [$ 272,000]
104 AVE SE/SE 272 ST
From: SE 264 ST
To: 108 AVE SE
Distance: 0.70 Mile

Priority - Low

King County

-Pave Shoulders

SC-46 (CITY) [$ 472,000]
TALBOT RD S (96 AVE S)
From: SE 184 ST
To: SE 192 ST
Distance: 0.50 Mile

Priority - High

City of Renton

-Reconstruct Roadway
-Pave Shoulders

SC-54 ($ 10,565,000) [$ 10,565,000]
132 AVE SE
From: SE 208 ST
To: SE 240 ST
Distance: 2.00 Miles

Priority - High

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-55.2 ($ 9,631,000) [$ 9,631,000]
140 PL SE/132 AV SE
From: SE 176 ST
To: SE 208
Distance: 2.32 Miles

Priority - High
K.C. CIP # - 401195

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal

SC-61.2 ($19,751,000) [$19,751,000]
SE 277 SE CORRIDOR CONST
From: 83 AVE SE
To: SR-18
Distance: 2.50 Miles

Priority - High

King County
City of Auburn
City of Kent

-Construct Four Lane Arterial
-Monitor Demand and Study
Transit/HOV Feasibility
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

SC-64.2 ($ 8,079,000) [$ 8,079,000]
SE 192 ST
From: BENSON RD
To: 140 AVE SE
Distance: 2.00 Miles

Priority - High
K.C. CIP # - 401595

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Turn Channels
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-68 ($ 391,000)* [$ 3,914,000]
SE CARR RD
From: 108 AVE SE
To: TALBOT RD
Distance: 0.80 Mile

Priority - High

City of Renton
King County

-Widen to Six Lanes
-Construct Curb, Gutter, Sidewalk
-See Transit/HOV Improvements

SC-71.1 (STATE) [$ 8,759,000]
SR-516
From: 132 AVE SE
To: 160 AVE SE
Distance: 2.00 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

SC-71.2 (STATE) [$ 1,389,000]
SR-516
From: SR-18
To: SE WAX RD
Distance: 0.32 Mile

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

SC-73 (STATE) [$ 5,050,000]
SR-515 (BENSON) HIGHWAY
From: SE 196 ST
To: SE 235 ST
Distance: 2.50 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

SC-78 ($ 2,572,000) [$ 2,572,000]
PETROVITSKY RD PHASE III
From: 143 AVE SE
To: 151 AVE SE
Distance: 0.52 Mile

Priority - High
K.C. CIP # - 400290

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Traffic Signal
-Widen Curb Lane for Bicycle Use

SC-91 ($ 278,000) [$ 278,000]
196 AVE SE
From: Wax Rd
To: SE 232 ST
Distance: 0.50 Mile

Priority - Low

King County

-Pave Shoulders

SC-92 ($ 856,000) [$ 856,000]
196 AVE SE
From: SE 166 ST
To: SE 168 ST

Priority - N/C
K.C. CIP # - 400491

King County

-Pave Shoulders

SC-126.2 ($ 190,000) [$ 190,000]
LAKE HOLM RD
From: NEAR LAKE HOLM
To:
Distance: 0.10 Mile

Priority - Low

King County

-Widen Roadway
-Pave Shoulders

SC-129 ($ 1,030,000) [$ 1,030,000]
CEDAR RIVER TRAIL PART I
From: RENTON CITY LIMITS
To: JONES RD
Distance: 4.75 Miles

Priority - Medium

City of Renton
King County

-Construct Multi-purpose Off Road Trail

SC-137 (CITY)
SE 248 ST
From: 94 AVE SE
To: 116 AVE SE

Priority - High

City of Kent

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk

SC-139 (N/C)
PETROVITSKY RD PHASE IV
From: 151 AVE SE
To: PETROVITSKY PARK
Distance: 0.80 Mile

Priority - N/C

King County

-Widen Roadway
-Turn Channels
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-140 ($ 344,000) [$ 344,000]
124 AVE SE
From: SE 192 ST
To: SE 208 ST
Distance: 0.75 Mile

Priority - N/C

King County

-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-141
116 AVE SE
From: SE 208 ST
To: SE 256 ST
Distance: 3.00 Miles

Priority - N/C

King County
City of Kent

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-142 ($ 1,047,000) [$ 1,047,000]
148 AVE SE
From: SE 192 ST
To: SE 256 ST
Distance: 4.00 Miles

Priority - N/C

King County

-Pave Shoulders

SC-143 ($ 797,000) [$ 797,000]
164 AVE SE
From: SE 224 ST
To: SR-516
Distance: 3.00 Miles

Priority - N/C

King County

-Pave Shoulders

SC-145 ($ 255,000) [$ 255,000]
152 AVE SE
From: SR-516
To: SR-18
Distance: 0.75 Mile

Priority - N/C

King County

-Construct Curb, Gutter, Sidewalk

SC-146 (N/C)
SE 304 ST
From: 108 AVE SE
To: 132 AVE SE
Distance: 1.25 Miles

Priority - N/C

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-147 ($ 428,000) [$ 428,000]
124 AVE SE
From: SE 304 ST
To: SE 320 ST
Distance: 1.00 Mile

Priority - N/C

King County

-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-148 (N/C)
116 AVE SE
From: SE 304 ST
To: SE 312 ST
Distance: 0.50 Mile

Priority - N/C

King County

-Construct New Road

SC-149 (N/C)
180 AVE SE/WAX RD
From: SR-18 OVERPASS
To: COVINGTON WAY
Distance: 1.50 Miles

Priority - N/C

King County

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-150 (N/C)
S 212 WAY/SE 208 ST
From: SR-515
To: SR-167
Distance: 1.00 Mile

Priority - N/C

King County

-Widen to Six Lanes

SC-152 ($ 226,000) [$ 226,000]
168 WAY (AVE) SE
From: KENT-BL DIAMOND RD
To: AUBURN-BL DIAMOND RD
Distance: 0.75 Mile

Priority - N/C

King County

-Pave Shoulders

SC-153 (PRIVATE)
SE 224 ST
From: 116 AVE SE
To: 132 AVE SE
Distance: 0.50 Mile

Priority - N/C

Private

-Construct New Road

SC-154 (N/C)
SE 248 ST
From: 116 AVE SE
To: 132 AVE SE
Distance: 1.00 Mile

Priority - N/C

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

SC-161
112 AVE SE
From: SE 312 ST
To: SE 320 ST
Distance: 0.50 Mile

Priority - N/C

King County
Private

-Construct New Road

SC-162 (N/C)
COVINGTON WAY SE
From: SE WAX RD
To: SR-18 OVERPASS
Distance: 0.50 Mile

Priority - N/C

King County

-Widen to Four Lanes
-Turn Channels
Construct Bike Lane

SC-164 (N/C)
LEA HILL ROAD
From: 104 AVE SE
To: 112 AVE SE
Distance: 0.75 Mile

Priority - N/C

King County

-Widen Roadway
-Widen Curb Lane for Bicycle Use

SC-165 (N/C)
SE 312 ST
From: 112 AVE SE
To: 132 AVE SE
Distance: 1.00 Mile

Priority - N/C

King County

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk
Widen Curb Lane for Bicycle Use

NEW BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

SC-168 ($212,000)
128 AVE SE
From: Petrovisky Rd
To: SE 168th St

Priority- High

King County

Construct Curb, Gutter, Sidewalk
Construct Bike Lane

SC-170 ($ 976,000)
112 AVE SE/108 AVE SE
From: SE 272 ST
To: SE 304 ST
Distance: 2.18 Miles

Priority - High

King County

-Pave Shoulders

BICYCLE PROJECTS

SC-63 ($ 470,000) [$ 471,000]
164 AVE SE @ SE 256 ST

Priority - High
K.C. CIP # - 401592

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Widen Curb Lane for Bicycle Use

NEW BICYCLE PROJECTS

SC-169 ($ 468,000)
116 AVE SE
From: SR-516
To: SE 256 ST
Distance: 0.40 Mile

Priority - High

King County
City of Kent

Widen Roadway
-Widen Curb Lane for Bicycle Use
(Bike Lane)
Construct Curb, Gutter, Sidewalk

PEDESTRIAN PROJECTS

SC-9 [$ 124,000]
147 AVE SE/SE 176 ST
From: SE 174 ST
To: PETROVITSKY RD
Distance: 0.65 Mile

Private

-Construct Walkway/Pathway

EQUESTRIAN PROJECTS

SC-110 ($ 68,000) [$ 68,000]
SOOS CREEK BRIDGE:3110
From: ON SE 208 ST
To:

Priority - Medium

King County

-Reconstruct Bridge
-Provide Equestrian Facility

TAHOMA-RAVEN HEIGHTS

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

T-11.1 ($ 1,149,000) [$ 1,149,000]
ISSAQUAH-HOBART RD
From: SE MAY VALLEY RD
To: ISSAQUAH CITY LIMITS
Distance: 1.70 Miles

Priority - Medium

King County

-Widen Roadway
-Improve Sight Distance
-Pave Shoulders

T-11.2 ($ 3,371,000) [$ 3,371,000]
ISSAQUAH-HOBART RD
From: SE MAY VALLEY RD
To: CEDAR GROVE RD
Distance: 1.20 Miles

Priority - Medium

King County

-Widen Roadway
-Improve Sight Distance
-Pave Shoulders

T-12.1 ($ 916,000) [$ 916,000]
WITTE RD SE (INTERSECTION)
From: SR-516
To: SE 245 ST

Priority - High

King County

-Turn Channels
-Pave Shoulders

T-13.2 ($ 1,531,000) [$ 1,531,000]
SE 216 ST
From: APPROX 232 AVE SE
To: 276 AVE SE
Distance: 2.40 Miles

Priority - Low

King County

-Pave Shoulders

T-14 ($ 2,528,000) [$ 2,528,000]
SE WAX RD(S)/180 AVE SE
From: SR-516
To: SE 240 ST
Distance: 2.00 Miles

Priority - High

King County

-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

T-20 ($ 192,000)* [$ 192,000]
WILDERNESS VILLGE SIDEWALK IMP
From: ALONG SR-169 @ WITTE
To:
Distance: 0.25 Mile

Priority - Medium

King County
Private

-Misc. Business District Projects
-Construct Curb, Gutter, Sidewalk

T-21 (CITY) [$ 2,158,000]
NEWPORT WAY
From: SR-900
To: FRONT ST
Distance: 1.60 Miles

Priority - Medium

City of Issaquah

-Widen to Four Lanes
-Construct Bikeway on Road Shoulders
-Construct Curb, Gutter, Sidewalk

T-23 ($ 1,360,000) [$ 1,360,000]
WITTE RD SE
From: SR-169
To: SE 245 ST
Distance: 0.20 Mile

Priority - Medium

King County

-Add Two-Way Left Turn Lane
-Reconstruct Bridge
-Construct Curb, Gutter, Sidewalk
Widen Curb Lane for Bicycles

T-24.2 ($ 2,983,000) [$ 2,983,000]
SE 256 ST (CONST)
From: 180 AVE SE
To: SR-18
Distance: 0.43 Mile

Priority - High

King County

-Widen to Four/Five lanes
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

T-24.4($ 13,307,000) [$ 13,307,000]
SE 256 ST EXT CONSTRUCTION
From: SR-18
To: WITTE RD
Distance: 2.50 Miles

Priority - Medium

King County

-Construct Two Lane Arterial
-Construct Curb, Gutter, Sidewalk
Construct Bike Lanes

T-26.1 (PRIVATE) [$ 2,421,000]
SE 240 ST
From: WITTE RD SE
To: SR-169
Distance: 1.00 Mile

Priority - Low

Private

-Construct Two Lane Arterial
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

T-26.2 ($ 2,726,000) [$ 2,726,000]
SE 240 ST
From: WITTE RD SE
To: SR-18
Distance: 0.50 Mile

Priority - Low

King County

-Construct Two Lane Arterial
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

T-28.2 ($ 474,000) [$ 474,000]
COVINGTON WY SE
From: THOMAS RD
To: WAX RD
Distance: 1.00 Mile

Priority - Medium

King County

-Pave Shoulders

T-29 ($ 259,000) [$ 259,000]
LK SAWYER RD/216 AVE SE
From: SR-516
To: AUBURN-BLACK DIA RD
Distance: 3.20 Miles

Priority - Low

King County

-Pave Shoulders

T-31 ($ 508,000) [$ 508,000]
SWEENEY RD SE
From: 196 AVE SE
To: SE 232 ST
Distance: 2.50 Miles

Priority - Low

King County

-Pave Shoulders

T-33 ($ 1,601,000)* [$ 1,601,000]
RAVENSDALE RD
From: SR-169
To: KENT-KANGLEY RD
Distance: 3.60 Miles

Priority - Medium

King County
City of Black Diamond

-Pave Shoulders

T-34 ($ 3,773,000) [$ 3,773,000]
COVINGTON-LK SAWYER RD
From: THOMAS RD
To: 216 AVE SE
Distance: 3.20 Miles

Priority - Low

King County

-Realign Roadway
-Pave Shoulders

T-36 ($ 213,000)* [$ 283,000]
AUBURN-BLACK DIAMOND RD
From: SE LAKE HOLM RD
To: SR-169
Distance: 3.60 Miles

COMPLETED

Priority - Low

King County
City of Black Diamond

-Pave Shoulders

T-37 ($ 252,000) [$ 252,000]
KENT-KANGLEY RD
From: SR-169
To: RETREAT-KANASKAT RD
Distance: 3.10 Miles

Priority - Low

King County

-Pave Shoulders

T-38 ($ 148,000) [$ 148,000]
SE WAX RD(N)
From: SE 240 ST
To: 180 AVE SE
Distance: 1.50 Miles

Priority - Low

King County

-Pave Shoulders

T-40 ($ 1,257,000) [$ 1,257,000]
RETREAT-KANASKET RD
From: KENT-KANGLEY RD
To: KANASKET-SELLECK RD
Distance: 2.80 Miles

Priority - Low

King County

-Pave Shoulders

T-56.1 (STATE) [$ 7,810,000]
SR-169
From: JONES RD
To: SR-18
Distance: 3.75 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes
-Pave Shoulders

T-56.2 (STATE) [$ 3,094,000]
SR-169
From: SR-18
To: WITTE RD SE
Distance: 1.40 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes
-Pave Shoulders

T-56.3 (STATE) [$ 4,665,000]
SR-169
From: WITTE RD SE
To: SR-516
Distance: 2.23 Miles

Priority - Medium

Washington State Dept. of Transportation

-Widen to Four Lanes
-Pave Shoulders

T-61 ($ 278,000) [$ 278,000]
ISSAQUAH-HOBART RD
From: SR-18
To: CEDAR GROVE RD
Distance: 3.50 Miles

COMPLETED

Priority - Low

King County

-Pave Shoulders

T-63 (CITY) [$ 834,000]
FRONT ST
From: ISSAQUAH S C/L
To: SUNSET WAY
Distance: 1.10 Miles

Priority - High

City of Issaquah

-Pave Shoulders

T-64 ($ 508,000) [$ 508,000]
CEDAR GROVE RD
From: TRANSFER STATION
To: SE 156 ST
Distance: 1.00 Mile

COMPLETED

Priority - Low

King County

-Pave Shoulders

T-71 (STATE) [$ 8,910,000]
SR-516
From: WAX RD
To: SR-169
Distance: 4.28 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes
-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk

T-78 (STATE) [$ 16,696,000]
SR-18
From: SR-516
To: I-90
Distance: 9.20 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes
-Construct Full Interchange
Build Separated Paved Trail

T-79.1 ($ 523,000) [$ 523,000]
LAKE WILDERNESS TRAIL
From: LAKE WILDERNESS
To: MAPLE VALLEY
Distance: 2.40 Miles

Priority - Medium

King County

-Construct Multi-purpose Trail

T-79.2 ($ 7,701,000) [$ 7,701,000]
BLACK DIAMOND/LK WILDERNESS TR
From: LAKE WILDERNESS
To: BLACK DIAMOND
Distance: 5.00 Miles

Priority - Low
K.C. CIP # - 10085

King County

-Conduct Feasibility/Needs Study to
-Construct Multi-purpose Trail

T-90.1 ($ 1,452,000) [$ 1,452,000]
CEDAR RIVER TRAIL PART II
From: JONES RD
To: LANDSBURG
Distance:10.00 Miles

Priority - Medium

King County

-Conduct Feasibility/Needs Study to
-Construct Multi-purpose Trail

T-93 (CITY) [$ 638,000]
SUNSET WY
From: FRONT ST
To: E CITY LIMIT
Distance: 0.80 Mile

Priority - High

City of Issaquah

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

NEW BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

T-101 (N/C)
PETER GRUBB RD/184 AVE SE
From: Lake Youngs Rd
To: SE 224th St
Distance: 1.36 Miles

Priority - N/C

Private

-Pave Shoulders

T-102 (STATE)
SR-169
From: SR-516
To: AUBURN/BLK DIA RD
Distance: 3.50 Miles

Priority - Low

Washington State Dept. of Transportation

-Pave Shoulders

T-104 ($ 252,000)
244 AVE SE
From: SR-18
To: SE 196 ST
Distance: 0.73 Mile

Priority - Medium

King County

-Pave Shoulders

BICYCLE PROJECTS

T-12.2 ($ 742,000) [$ 742,000]
WITTE RD SE (BIKEWAY)
From: SR-516
To: SE 245 ST
Distance: 1.60 Miles

Priority - Medium

King County

-Install Bike Route and Warning Signs

T-42 ($ 935,000) [$ 935,000]
SE 216 WY RR X-ING BRIDGE
From: @ DORRE DON WAY
To:
Distance: 0.95 Mile

Priority - Low

King County

-Turn Channels
-Reconstruct Bridge
-Widen Curb Lane for Bicycle Use

T-43 [$ 469,000]
MAX RD/SR-169 RR UNDERPASS
Distance: 0.10 Mile

Private

-Widen Roadway
-Widen Curb Lane for Bicycle Use

VASHON ISLAND

BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

V-8 ($ 428,000) [$ 428,000]
SW 204 ST/209 ST
From: VASHON ISL HWY
To: 79 PL SW
Distance: 1.20 Miles

Priority - Medium

King County

-Pave Shoulders **on uphill side (N)**

V-9 ($ 752,000) [$ 752,000]
PTG-ELLISPT/GEO-EDWD/80 PL SW
From: SW 209 ST
To: SW 228 ST
Distance: 1.25 Miles

Priority - Low

King County

-Pave Shoulders

V-20 ($ 1,993,000) [$ 1,993,000]
SW 204 ST/111 AVE SW/SW 220 ST
From: VASHON CENTER
To: VASHON ISL HWY
Distance: 6.50 Miles

Priority - Low

King County

~~-Pave Shoulders~~
Construct Neighborhood Pathway

V-21 ($ 1,547,000) [$ 1,547,000]
VASHON ISLAND HWY
From: SW 240 ST
To: S FERRY TERMINAL
Distance: 5.00 Miles

Priority - High

King County

-Pave Shoulders

V-24 ($ 404,000) [$ 404,000]
SW 240 ST/BAY VIEW RD
From: VASHON ISLAND HWY
To: JENSEN PT PRK ENT
Distance: 2.25 Miles

Priority - Low

King County

-Construct Walkway/Pathway

V-26 [$ 117,000]
SW 303 ST
From: NEAR FERRY TERMINAL
To:
Distance: 0.20 Mile

Private

-Pave Shoulders
-Reconstruct Shoulders

V-27 [$ 131,000]
SW 228 ST
From: W OF VASH ISL HWY
To:
Distance: 0.25 Mile

Private

-Pave Shoulders

NEW BICYCLE PEDESTRIAN EQUESTRIAN PROJECTS

V-31 ($ 290,000) [$ 290,000]
SW 176 ST (SW BANK RD)
From: 107 AVE SW
To: 91 AVE SW
Distance: 1.00 Mile

Priority - Medium

King County

-Pave Shoulders

NEW
MCCLINTOCK RD
SW 184 ST
ELLISPORT

King County

Pave Shoulders on Uphill (N)

BICYCLE PROJECTS

V-1 ($ 1,773,000) [$ 1,773,000]
VASHON ISLAND HIGHWAY
From: 105 AVE SW
To: CULMAN RD
Distance: 0.80 Mile

Priority - Low

King County

-Add Hill Climbing Lane
Construct Shoulder Bike Lane

PEDESTRIAN PROJECTS

V-3 ($ 381,000)* [$ 381,000]
VASHON WALKWAYS
From: VASHON COMMERCL DIST
To:
Distance: 1.25 Miles

Priority - High

King County
Private

-Construct Curb, Gutter, Sidewalk

APPENDIX A

WASHINGTON STATE BICYCLE TRANSPORTATION POLICY PLAN

Topic: Bicycle Facilities

Policy Recommendation

The roadway and bridge system should continue to form the basis for the bicycle facility network. The roadway and bridge system should be maintained and improved to help ensure safe access by bicyclists. Bicyclists should have access to other modes of transportation to ensure smooth intermodal connections.

Action Strategies

All roadways designated as bicycle routes in local comprehensive plans within urban and rural areas should be designed, constructed and maintained with consideration to their usage by bicycles. Most roadways will be Class IV bicycle facilities (roadways with no bicycle designation), with bicycles using the roadway like other vehicles.

The Washingtonn State Department of Transportation and local jurisdictions, through the regional transportation planning process, should designate an interconnected system of Class II bikeways (a portion of the highway designated by signs and/or pavement markings for preferential bicycle use) on the urban and connecting rural roadway systems as primary bicycling facilities for transportation purposes. This Class II bikeway system should connect major activity centers, and provide for continuous travel throughout urban areas and adjacent rural areas, including linkages with other modes such as transit, ferries, and intercity travel facilities.

Class I bikeways (separated paths) are appropriate for transportation purposes for system connection or safety reasons. Examples of where separated paths are appropriate are:

a) Along or through a limited access corridor;

b) By-passing a high traffic or other special conditions where the roadway cannot accomodate bicycles

c) Linkage with a trail system

Other transportation modes, such as transit systems and the Washington State Ferries, should design, construct and maintain their facilities with consideration to bicycle usage through:

a) provision of secure bicycle parking at park and ride lots, stations, and terminals;

b) accommodation of bicycles on bus routes where designated as part of bicycle route system.

c) designing future vessels and vehicles to safely accommodate bicycles.

The Transportation Improvement Board should update their standards for bicycle route designations reflecting the state bicycle policy.

Local comprehensive plans should include plans for the bicycle system. The Regional Transportation Planning process should coordinate bicycle facility planning across jurisdictional boundaries.

Encourage bicycling as an alternative to single occupancy automobile travel by promoting employer provision of bicycle facilities at employment sites. The recently enacted Commute Trip Reduction Program (HB 1671) should incorporate the provision of bicycling facilities in program guidelines for employee trip reduction plans.

The Washington State Department of Transportation (WSDOT) should designate touring highway routes that connect with urban bicycle systems. WSDOT should target bicycle facility improvements on these routes.

Develop and implement pavement marking standards as required in Engrossed Substitute House Bill 1081.

Develop and maintain data on bicycle facilities, bicycle features on the transportation system and bicycle usage. This information should be used to develop a state bicycle map and other bicycle information publications.

Topic: Bicycle Safety Education

Policy Recommendation:

Safety education programs and legal enforcement mechanisms for bicyclists and motorists should be implemented as integral parts of the Washington State Bicycle Program.

Action Strategies:

The Washington State Department of Transportation should develop an aggressive, coordinated statewide bicycle safety education program cooperatively with the Washington State Patrol, the Superintendent of Public Instruction, local governments and other bicycling interests. This safety education program should receive high priority for development and implementation and should incorporate and augment current bicycle safety education programs being carried out statewide. The safety education program should have components for K-12 students, drivers education, adults, and the general public. This program should explore innovative methods, such as on-bike training through school physical education programs as implemented in Montana.

The Washington State Patrol and local law enforcement agencies should increase enforcement of the "Rules of the Road" for bicyclists, and motorists whose actions endanger bicyclists. This enforcement should reinforce bicycling safety education programs.

The Washington State Department of Transportation should investigate bicycle accident data and enforcement issues in order to identify ways to improve bicycle safety programs within the state.

Special Bicycle Law enforcement and education programs should be developed to allow police and judicial agencies to address unique issues associated with enforcing bicycle traffic laws, especially to children. Such programs allow violators to participate in safety education presentations as an alternative to citations and fines. Model programs are needed to demonstrate this approach.

Topic: Bicycle Promotion

Policy Recommendations:

Promote bicycling commuting, especially in urban areas as a Transportation Demand Management strategy designed to reduce traffic congestion, air pollution, water pollution, and energy usage.

Promote bicycling to enhance statewide tourism and special events activities that benefit the economy of Washington State.

Action Strategies:

The State Commute Trip Reduction task force coordinated by the Washington State Energy Office should ensure that a strong bicycle commuting element is incorporated into state and local Transportation Demand Management programs.

The Washington State Department of Transportation and Department of Trade and Economic Development should support joint research to develop statewide "bicycle tourist" profiles to assist local governments and businesses in promoting bicycling.

The Washington State Department of Transportation should produce a state bicycling map and should sign major bicycle touring routes on state highways throughout Washington. Local governments should be encouraged to sign on routes on their roadways.

WSDOT should continue the development of guidelines and procedures for the permitting of bicycle special events, taking into consideration the needs of both local communities and event participants. WSDOT should hold workshops with local governments in conjunction with local bicycling clubs on safe conduct of bicycling events on state highways.

The Department of Community Development, working with the Washington State Energy Office and the Department of Ecology, should work with local communities through growth management planning to promote incorporation of bicycle facilities into local comprehensive plans and development regulations.

Topic: Bicycle Funding

Policy Recommendation:

The limited dedicated bicycle funding available should be targeted for specific bicycle-related facility improvements (such as spot improvements, and completing missing links in the system) and for non-facility bicycle programs (such as safety education). New roadways and roadway

improvement projects should be designed to accommodate bicycles as an integral part of the road way project, where economically feasible.

Action Strategies:

All new or substantially rehabilitated transportation facilities on a bicycle system as designated in local comprehensive plans should be designed with consideration to bicycle usage as part of the scope and budget of the transportation project.

WSDOT should change its method of accounting for paths and trails expenditures. The 3/10 of one percent should be pooled into a paths and trails account to be used for transportation purposes only and expended only for paths and trails spot improvements, completing missing links in the Class I and Class II paths and trails system, and safety and promotion programs. A priority system should be developed for these funds that reflects connection to local systems.

Maintain the minimum required expenditure for paths and trails purposes under R.C.W. 47.30.

Investigate the potential of bicycle user-fees to help pay for bicycle facilities.

APPENDIX B

SUMMARY - KING COUNTY BICYCLE & PEDESTRIAN/MOTOR VEHICLE ACCIDENT REPORT

In 1991, The King County Department of Public Works completed a study of collisions involving pedestrian and bicycles with motor vehicles. The complete study, which will be transmitted with the Proposed King County Nonmotorized Transportation Plan, represents a comprehensive effort to identify environmental and operational factors involved in nonmotorized accidents on the King County Road System in the years 1985-1990.

This analysis of pedestrian and bicyclist/motor vehicle collisions grew out of the prior work conducted at the Harborview Injury Prevention and Research Center (HIPRC). Attached to Harborview Medical Center, the HIPRC is a community resource dedicated to investigating the epidemiology of trauma and developing programs for its prevention. The HIPRC has conducted a number of studies and implemented programs in the area of bicycle and pedestrian injuries. These include:

- Survey of bike helmet use and reasons for non-use
- Implementation of a community-wide helmet promotion campaign and evaluation of its effectiveness
- Analysis of the socio-demographic determinants of pedestrian injuries
- Determination of the environmental risk factors for child pedestrian injuries
- Study of fatal pedestrian injuries in King County
- Study of pedestrian injuries in Washington State
- Investigation of the urban-rural differences in pedestrian injury and fatality rates
- Study of parental attitudes and behavior towards child pedestrians
- Survey of driver behavior in pedestrian-motor vehicle conflicts in Seattle
- Implementation and evaluation of a child pedestrian skills training program
- Development of a community-wide pedestrian injury prevention program.

Because of the expertise of the HIPRC in this area, the King County Public Works Department asked the HIPRC to undertake an evaluation of all bicycle and pedestrian motor vehicle collisions which were reported to police during the six year period 1985 to 1990. This analysis of pedestrian and bicyclist/motor vehicle collisions was undertaken in King County as an important step in making our community safer for pedestrians and bicyclists. The intent of the document was to identify factors which might be modified to lower the risk of these injuries in the future. The complete study is included as a technical appendix under seperate cover.

Methods

The principal objective of this study is the establishment of an updatable information system which uses as source material accident reports submitted by the King County Public Safety Department to the Washington State Patrol Data Center. The use of actual accident report forms as the data source allows a more consistent education of the accident. Pedestrian and bicycle collisions are typically not as well studied in terms of causation as are motor vehicle accidents.

All motor vehicle collisions involving pedestrians and bicyclists occurring in unincorporated King County for the years 1985 to 1990 which were reported to police were identified. Copies of the police reports were obtained and data entered into a computer database. Each collision was reviewed by the Department of Public Works and categorized into 20 different types for pedestrian incidents using a classification schedule developed by the Federal Highway Administration. Bicycle incidents were categorized into 36 different types using the Cross-Fisher classification system. Rates were calculated using Community Planning Area Population from the King

County Annual Growth Report.

There have been 8321 pedestrian and bicyclist collisions involving motor vehicles in King County reported to the police over the last 6 years. Of these, 705 bicycle and 553 pedestrian collisions occurred in unincorporated King County, for an average of 118 and 92 per year respectively. The 1258 accidents occurring in unincorporated King County represents the study population used in this report.

There have been significant decreases in the rate of bicycle-motor vehicle crashes over this six year time period, from approximately 30 per 100,000 population in 1985-86 to 10 per 100,000 in 1990. This represents a two-thirds reduction in rates of these collisions.

Such a significant drop in accident rates over an extended period of time is difficult to readily explain, particularly given the dramatic growth in bicycling activity in King County during the study period. There has been an increase in activity by local bicycle clubs to educate both youth and adult bicyclists in safe bicycling practice, as well as an increase in local media attention given to bicycling issues in general. A closer examination of this decrease is needed in subsequent editions of this report.

In contrast, the rate of pedestrian motor vehicle collisions has declined much less, from over 17 per 100,000 to 14.8, a decrease of 15.5%.

A significant objective of the study was to determine characteristics of the victim of the collisions studied. The differing levels of skill, visual acuity, acceptance of risk, and recognition of traffic hazards is critical to the effective evaluation not just of physical projects, but the development of programs which may more directly affect the ability of the pedestrian, bicyclist, and motor vehicle operator to safely share the road.

Males accounted for 80.7% of the bicycle and 61% of the pedestrian accident victims. This is true for nearly all injuries and is seen throughout life, beginning at approximately 1 to 2 years of age (Rivara et al, 1982). The reasons for this male predominance are not entirely known. Part of the difference in rates may be accounted for by differences in exposure, i.e. males may have higher rates because they engage in the activity more frequently. However, some of the difference is due to risk taking behavior between males and females, (eg alcohol consumption) which affects the risk of pedestrian injury.

The distribution of these injuries by age is shown in. Children and young adults account for the majority of both types of collisions. Using 1990 census data, average annual incidence rates were calculated. Children 10-14 years of age have the highest rate of both pedestrian and bicycle collisions, with children in the 5-9 year age group having the second highest incidence.

This predominance in the 10-14 and 5-9 year age groups is also seen in the state and nation. In 1985-1989, the highest rates of pedestrian injuries in Washington State were in the 5-9 age group followed by the 10-14 age group. National data come from the Fatal Accident Reporting System (FARS), a database on all fatal motor vehicle injuries administered by the National Highway Traffic Safety Administration. Data from FARS indicate the highest fatality rate for pedestrians nationally is in the oldest age group. This occurs because the case-fatality rate is very high in this age group, as is true of most injuries: approximately 10% of injured pedestrians over 65 years of age die compared to 2-3% of children. This pattern has been documented previously by Harborview for Washington state (Mueller and Rivara).

Clearly, the age groups at greatest risk of pedestrian injuries are children and the elderly. Children under the age of 10-12 do not have the developmental skills or the impulse control to safely handle traffic all the time (Rivara, 1990). Training, while it can improve on the very poor pedestrian skills found at baseline, cannot totally compensate for these developmental limitations (Rivara, Booth, Bergman, Rogers, Weiss, 1991). The elderly have impaired mobility which places them at risk; some also have cognitive impairment. Between these two age

groups, many of the pedestrian victims are intoxicated, as found in a prior study of fatalities in King County (Rivara, Reay and Bergman, 1988).

In Washington State, children 10-14 years of age account for 29% of bicyclists injured in collisions with motor vehicles. Nationally, adolescents 10 to 17 years of age account for one-third of bicyclist fatalities.

These data omit bicycle crashes which do not involve motor vehicles. Data from the Harborview Trauma Registry indicate that approximately 50% of serious bicycle injuries do not involve motor vehicles. Even this number is perceived as low within the bicycle community. John Williams of Bikecenntenial (Missoula, Montana) contends that bicycle /motor vehicle accidents may represent only 10% of bicycle accidents nationally. Thus, the estimates from this report while representing the more serious types of bicycle accidents, should be viewed as only part of the total problem. Similarly, this report does not take into account accidents occurring on non-road facilities such as trails or pathways.

While locating ped/bike accidents is a relatively straight-forward task, the correlation of location and accident typology is potentially one of the most significant products of the database. This information should eventually assist in the development and delivery of more effective education and enforcement programs, as well as to inform the community at large of the needs of a population at risk.

The vast majority of collisions occurred in urban areas, accounting for 93.5% of the bicycle and 95.5% of the pedestrian incidents in spite of significant increases in recreational cycling activity in rural areas of King County. The Highline Community Planning Area alone accounted for more than one-fifth of the bicycle collisions and more than one-third of the pedestrians hit. Federal Way, Northshore, Soos Creek and Shoreline each accounted for more than 10% of the bicycle and pedestrian collisions.

Based on the 1990 census population of these areas in unincorporated King County, Highline by far has the highest rates of pedestrian/motor vehicle collisions. Very low rates of pedestrian collisions are reported for Bear Creek, Enumclaw, Eastside, Green River, Snoqualmie and Tahoma/Raven Heights. Because of the important role environmental risk factors play in pedestrian injuries, exploration of the differences between these communities may be very productive in lessening rates of pedestrian injuries in the county as a whole. For example, if Highline had the same rate of pedestrian and bicycle collisions as the county as a whole, 115 pedestrian and 53 bicycle injuries would have been prevented. This would have resulted in a 21% and 7.5% reduction in the number of pedestrian and bicycle injuries in the county as a whole, by simply lowering the rates in the one area.

Rates of bicycle/motor vehicle collisions were also very high in Highline. While the highest rate was reported for the Green River area and for the Eastside, caution should be used in interpreting these rates because they are based on small numbers of incidents and low population in the unincorporated areas of these communities.

Examining the changes in rates for those areas with sufficiently large number to allow meaningful analyses, the rates of cycle collisions have decreased by 84% in Federal Way, 54% in Highline, 60% in Northshore, 69% in Soos Creek, and 63% in Shoreline. Rates of pedestrian injury have decreased 74% in Federal Way and 49% in Northshore. However, pedestrian collisions have increased by 69% in Highline, and 12% in Shoreline with little change in Soos Creek. The reasons for both these increases and decreases in rates should be determined on an on-going basis.

A key question this study is intended to address is the role that the road environment plays in nonmotorized collisions. This environment is shaped by volumes of traffic, number of lanes, posted speed limit, and the nature of signalization on the route.

Local roadways accounted for approximately one-third of both pedestrian and cyclist incidents, as did principal roads. Local roadways represented a higher proportion of pedestrian injuries in King County than nationally, in which local roadways accounted for 19% of pedestrian fatalities. Nationally, local roadways accounted for one third of bicycle fatalities, similar to the proportion on local roads for all bicycle crashes in King County.

Principal arterials account for 29% of pedestrian fatalities and 23% of bicycle fatalities in the nation as a whole while in King County they accounted for about one-third of each type of collision.

Minor arterials were the least common site of both pedestrian and bicycle collisions in King County, accounting for one-fifth of collisions. This is very similar to national data.

Few collisions occurred on roadways with speed limits of less than 15 mph or more than 35 mph. Approximately one-half of the collisions occurred on roads with speeds of 30-35 mph and slightly more than one-third on roads with speed limits of 20-25 mph.

Three-fourths of the incidents involving bicycles or pedestrians occurred at unregulated locations. Approximately 10% of each involved signalized intersections and 14% of the bicycle collisions (compared to 6% of the pedestrian incidents) occurred at sites with a stop sign.

Of the 388 cycle crashes occurring at intersections, 57% of the intersections were unregulated, 22% had a stop sign and 17% had a signal. In contrast, 93% of the crashes occurring between intersections were at unregulated locations as opposed to mid-block crosswalks.

The analysis of non-road environmental conditions provides the context for analysis of user patterns and potential countermeasures for different types of collisions. This is especially important in determining the role of age in accident causation.

Pedestrians were more likely to be hit in the evening and night than were bicyclists. Only 3.3% of bicycle collisions occurred in the dark; 6.1% occurred in the evening but in areas lighted by street lights and 90.6% occurred during the day. In contrast, only 68.3% of the pedestrian collisions occurred during the day; 10.4% occurred in the dark and 21.2% in areas lighted by street lights.

In the state of Washington, 29% of pedestrian collisions and 47% of pedestrian fatalities occur between the hours of 6 P.M. and 6 A.M. Nationally, this time period accounts for 63% of pedestrian fatalities and 41% of bicycle fatalities.

The time at which the collision occurs is related to the age of the victim. Nearly two-thirds of the pedestrian injuries involving children 10 years of age and under occurred between 12 noon and 6 PM. Only 1 injury in this age group occurred between 12 midnight and 6 AM during the six year period.

In contrast, only one-third of the pedestrian injuries to people 17-65 years occurred during the afternoon hours; one-third occurred in the evening and 10% after midnight. Two-thirds of the elderly victims were injured between 6 AM and 6 PM.

The time of cycle injuries was very similar to that for pedestrian injuries among children 10 and under, with two-thirds occurring in the afternoon hours. Adolescents 11-16 years old had a pattern very similar to that of younger children. Approximately one-half of the cycle injuries to adults also occurred in the afternoon, with only 5 occurring after midnight.

Pedestrian injuries tended to occur throughout the year, with some peak during the winter months. This may be due to poor weather conditions and shorter number of daylight hours, both of which would reduce visibility.

Not surprisingly, bicycle injuries had a clear peak in July with 55.7% occurring between May and August. The majority of both types of collisions occurred on dry roadways in clear weather. Only 11% of the bicycle and 24% of the pedestrian collisions occurred on wet roads.

Interaction between the motorist and the pedestrian or bicyclist represents the critical area addressed by this study. This section evaluates the types of vehicles, actions, and subsequent enforcement actions involved in the study.

Vehicles

Passenger vehicles accounted for 71% of the bicycle collisions and 66.7% of the pedestrian collisions. **Light trucks, which make up approximately 15% of registered vehicles in King County, accounted for 21.6% and 23.1% of the bicycle and pedestrian crashes, respectively.** This same over-representation of light trucks was seen in the study of fatal pedestrian injuries in King County in which these vehicles accounted for 34% of pedestrian fatality.

Driver Action

The driver actions as stated on the police reports were examined for the motor vehicles involved in the pedestrian and bicycle collisions. Approximately one-half of the cycle crashes and over two-thirds of the pedestrian collisions involved motor vehicles which were traveling straight ahead. In contrast, 31% of the cyclists (but only 17.6% of the pedestrians) were hit by vehicles which were turning. Right turns were involved with 20.7% of bicycle crashes and 9.7% of pedestrian collisions.

Right turn on red laws have been shown to increase the risk of pedestrian injury; to our knowledge, they have not been evaluated for their impact on bicycle/motor vehicle collisions. Zador has shown that pedestrian injuries due to right turn on red increase by 30% to 60% after passage of such legislation. The effect of right-turn-on-red legislation on pedestrian and bicycle injuries in King County should be further evaluated.

Driver Citations

"Hit and run" incidents were represented in 57 (8.1%) bicycle crashes and 102 (18.4%) pedestrian collisions in unincorporated King County over the 6 year period. Approximately one-half (48.9%) of drivers involved with pedestrian collisions and 62.1% of those involved in collisions with bicycles were not in violation of any traffic laws at the time of the crash.

A review of the individual accident reports revealed an inconsistency in the application of the vehicle code, specifically as it pertains to bicyclists. In many cases, the bicyclist received the benefit of the doubt, particularly if the bicyclist was riding on a sidewalk. It is worth noting that sidewalk bicycling is permitted in very few locations in the County, but that enforcement of these laws is almost nil. Officers are also reluctant to issue citations to young offenders, indicating a potential utility for the development of educationally based offenders programs for young bicyclists.

By and large, adult bicyclists were not as subject to inconsistent enforcement, although in a number of individual cases drivers who hit a legally operating bicyclist while the former were pulling out of private driveways were not cited.

The most common violation for both types of incidents was failure to yield the right of way. Inattention on the part of the drivers was cited as being involved in approximately 13% of incidents. Speeding and driving under the influence were cited as being responsible for relatively few incidents.

Failure to yield the right-of-way was the most common reason the arresting officer issued a citation, accounting for 60.4% of the tickets for pedestrian incidents and 69% for those involving bicyclists. Inattention was the second most common reason for a citation. While few drivers were stopped for speeding (6.5% of drivers hitting pedestrians and 5% of those hitting cyclists), only 44% of these speeding drivers striking pedestrians and 20% of those striking cyclists were given a ticket.

Pedestrian Actions

One-third of pedestrian injuries occurred while the pedestrian was crossing at an intersection; a similar number occurred while crossing at a non-intersection location. Playing or working in the roadway accounted for one in eight pedestrian injuries. Walking in the roadway or on the shoulder each accounted for approximately 6% of the injuries.

Statewide, 50% of the pedestrian injuries occur while pedestrians are crossing at intersections; an additional 30% occur while crossing at non-intersection locations. Playing or working in the roadway account for 7% of injuries.

Nationally, 80% of pedestrian fatalities occur at non-intersection locations. Only 7.7% occur while in a marked crosswalk; an additional 10% of fatal pedestrian injuries occur while crossing at intersections in which there is not a marked crosswalk. The reasons for this large difference between local/state data and national fatality data are unknown; there may be some degree of under-reporting of crosswalk involvement from other states.

Pedestrian Factors

Pedestrian factors contributing to the injury as determined by the investigating officer were failure to yield to the driver in 40% of the study cases, inattention in over 33% and failure to use a cross walk in 36%. This is notable, as recent articles have theorized that painted crosswalks may lull pedestrians into an unjustified sense of security.

Only thirty-nine pedestrians (7%) were judged to be intoxicated at the time of the injury. As noted above for drivers, nearly one-half of adult pedestrians admitted to Harborview Medical Center with injuries are intoxicated. In a study, Haddon showed that pedestrian injury victims are much more likely to be intoxicated than are other pedestrians in the area at the same time. Thus, the small number of pedestrians found in this report to be intoxicated in all likelihood represents an under-estimate of the actual extent of the problem.

Nationally, one-third of pedestrian fatalities are intoxicated at the time of the injury. The proportion is substantially higher for pedestrians injured during nighttime hours and for pedestrians who are not children or elderly.

Cycle Actions

According to the Washington State Patrol, cyclists were most commonly hit when entering or crossing the roadway, accounting for 44.5% of crashes. **Over ten percent of collisions studied involved wrong-way bicycling as a primary factor, however, when contributing factors are considered, over thirty percent of collisions involve this one type of behavior.**

Cycle Contributing Factors

The most common contributing factors on the part of the cyclist contributing to the crash as determined by the investigating officer were failure to yield to the motor vehicle (27%) and inattention (26%). Some cyclists appear to disregard traffic regulations, resulting in injury. Almost 20% of cyclists were injured while riding on the wrong side of the road*, and an additional 12.8% were injured when they disregarded traffic signals. There thus

appears to be some important educational and perhaps enforcement needs for cyclists. Few cyclists were injured because they traveled in the dark without lights.

One apparent observation is that many of the types of situations reported in the study do not have an effective engineering countermeasure. If either the operator of the vehicles or the bicycle has an unclear knowledge of the bicyclist's rights and responsibilities in traffic, then it is unlikely that additional paving, striping, or even separation of the roadway environment will effectively improve safety. There thus appears to be some important educational and enforcement issues to examine to promote safety and reduce accident and injuries to bicyclists.

Few collisions were due to defective equipment or to intoxication of the cyclist. It is important to again note that a large percentage of bicycle accidents do not involve a mechanical failure or an intoxicated bicyclist. In both instances, the very act of riding a bicycle can become extremely difficult, possibly serving to reduce exposure to other traffic situations.

Injuries

Nearly all of the bicyclists and pedestrians involved in these collisions were injured. Only 11 bicyclists and 1 pedestrian were reported as uninjured. This is in contrast to motor vehicle occupant collisions in which only approximately 20% of those reported to the police involve an injury. Three bicyclists and 23 pedestrians died.

Light trucks appeared to be over-represented among collisions resulting in death of the pedestrian, accounting for 33% of these incidents but 23% of those resulting in non-fatal injuries. It is noted that light trucks only represent 17% of registered vehicles in King County. This same finding has been previously reported by the HIPRC in their study of pedestrian fatalities in King County. It is interesting to note that bicyclists in King County have long held the perception that light trucks (pick-ups) represented a disproportionate threat on County roads, as reflected in bicycle club discussions on the topic of traffic safety and in citizen phone calls to the County RoadShare Program Hotline. This report is likely the first in the nation to document this presumption.

The pedestrians killed were engaged in a wide variety of actions. Eight pedestrians were entering the roadway and 6 were in an intersection. Five pedestrians were on the edge of the road; 4 were walking in the road.

All three bicycle fatalities were due to crashes involving passenger cars. One cyclist died when he rode into the street from a driveway, another was killed by a vehicle which was turning.

Conclusions

This study has been very useful in outlining a number of areas for potential intervention as well as areas in which further investigation is needed.

1. There has been a significant decrease in the rate of bicycle injuries over the last 6 years, declining by two-thirds. The reasons for this should be further explored by tying in the rate of injuries to engi neering and other changes in the county.

2. The rate of reduction in pedestrian injuries, while meaningful, has been far less than that for bicycle injuries. An obvious question is whether changes which have resulted in a decrease in bicycle injuries might be transferable to the pedestrian problem.

3. As elsewhere in the country, children have the highest rate of pedestrian injuries while the elderly have the highest case-fatality rate. The 10-14 year old age group also has the highest rate of bicycle injuries. Thus, any prevention programs must give strong emphasis to children.

4. There are some striking variations in the rate of pedestrian and bicycle collisions around the county as well as huge variations in temporal changes in these rates over the last six years. The reasons for these differences should be further explored in that they may offer promise for reduction in high risk areas. At the least, the data indicate which areas deserve special emphasis for prevention programs.

5. While local roadways account for a higher proportion of pedestrian injuries in King County than nationally, adjusted for miles of roadway, local roadways appear to have the lowest rate of pedestrian injuries in the county. The most unsafe roads for both pedestrian and bicycle injuries appear to be principal roadways in which the rates of injury are 10 fold higher than for local roadways.

6. One in 6 bicycle crashes occur on four lane roads, indicating a need for some intervention. If bicyclists are going to ride on such roads, appropriate protection must be assured.

7. Bicycle and pedestrian collisions were least likely to occur on Sunday. Whether this is due to the lower traffic volumes on Sunday or to differences in types of riders or riding behavior is unknown. There appeared to be more pedestrian collisions on Friday than expected; this may be due to a higher consumption of alcohol by both drivers and pedestrians on these days.

8. Better street lighting, while desirable for other safety benefits, should not be considered an unilater ally effective countermeasure in the overall reduction of pedestrian and bicycle accidents. It is also worth noting that single-bike accidents at night are probably underreported in this study, and that street lighting would undoubtedly serve as a benefit in reducing this type of accident.

9. Light trucks are over-represented in bicycle and pedestrian collisions, as they were in previous studies of pedestrian fatalities. The hypothesis presented by HIPRC is that this may be due to a difference in the behavior of individuals who drive these vehicles. Education and information efforts directed at the drivers of these vehicles seems justified, either at the point of sale or registration of these vehicles. A continuation of this trend may have additional implications for enforcement and licensing policies.

10. The impact of right-turn-on-red laws in King County is probably not huge but may need to be evaluated particularly for bicycle collisions. All prior studies in this area have focused only on the impact on pedestrian injuries.

11. Many drivers who were in violation of traffic regulations at the time of the incident were not issued a ticket. Some of these incidents were serious, involving DUI or speeding. In addition, there appears to be a very serie roadway and bridge system should continue to form the basis for the bicycle facility network. The roadway and bridge system should be maintained and improved to help ensure safe access by bicyclists. Bicyclists should have access to other modes of transportation to ensure smooth intermodal connections.

12. All roadways designated as bicycle routes in local comprehensive plans within urban and rural areas should be designed, constructed and maintained with consideration to their usagefor increased police enforcement of crosswalk laws.

13. As with other studies, children were most commonly struck when they darted out into the street. The elderly were most commonly in the intersection at the time, indicating that they may have had difficulty getting out of the intersection in time for the vehicle. Options for correction of the problem would include increasing the time allowed to cross and again focusing on driver behavior.

14. A significant proportion of cyclists were injured when they disregarded basic traffic regulations. Emphasis should be placed on cyclists to follow all traffic regulations if they intend to share the roadway with traffic. Fully 30% of the studied collisions involved a wrong-way bicyclist. Road designs which incorporate bike lanes on only one side of the road should be discarded, as they encourage this dangerous behavior.

15. Unexpected turns by motorists appear to be a substantial cause of collisions with bicycles. While the need for proper signaling before turning is apparent, the large number of collisions caused by a failure of the driver to yield the right of way to cyclists indicates a need to educate and inform drivers about the presence of bicycles on the road.

16. Nearly all pedestrians and bicyclists who were struck were injured. This indicate the need for protection of the cyclist through helmet use, but more importantly the need for primary prevention of these incidents, both through increased education and enforcement efforts.

17. The study demonstrated the feasibility of using police reports to analyze the bicycle and pedestrian injury problem in King County. The data are a wealth of information about the extent of the prob lem, the reasons for its occurrence and point to specific interventions which can lessen its magnitude.

Policy Recommmendations Based Upon the Report

1. Both arterial and local streets represent areas of concern to the County in reducing nonmotorized injury. While rates of injuries are higher an arterial roads, a higher percentage of collisions are occuring in the neighborhoods of King County, where resources for developing countermeasures have been relatively scarce. Neighborhood traffic "calming" represents a significant area of concern for the County in its role as manager of the County road network, and programs which support these concerns should be developed to the fullest extent possible.

2. Education and enforcement represent very cost-effective areas of involvement for the County in reducing many of the types of collisions studied in the Pedestrian bicycle/Motor Vehicle Accident Report.

3. The development of Offender's programs for both youth and adult bicyclists may provide a pro-active enforcement countermeasure to the accident types studied in the report. Such a program would emphasize education over punishment, and perhaps serve to reduce the reluctance of law enforcement personnel to issue citations for nonmotorized vehicle infractions.

Recommendations for future study:

1. A means of tracking injury accidents on the County Trails system should be developed along with more usage data. While the trails system has developed greatly in both mileage and user popularity, it is increasingly becoming perceived as less effective for transporting commuters, due to perceived user conflicts and limitation on travel speed. From the standpoint of improving user safety, it is essential to establish a reference point for coparing the advantages of nonmotorized travel on and off-road.

2. The under-reporting of single bike accidents is a serious concern. A coordinated effort with either emergency response units or hospital emergency roomsis needed to both set the level of this under reporting in King County and to analyze the causes of these accidents and injuries. Such a study would do much to assess the potential of alternative engineering countermeasures which are intrended to benefit both bicyclists and pedestrians.

3. One issue that has surfaced recently is that of culturally based pedestrian activity on the current transportation system. In the past year, fatalities involving recent immigrants to the United States has shown that there may be a heretofore uinknown population at risk in our traffic environment. Some means of identifying the particulars of this risk and developing an appropriate response should be considered by the County.

4. A concern of long standing is the effect of "right turn on red" legislation on pedestrians and bicyclists. Future editions of this report should track this type of collision.

5. The incorporation of post accident analysis and data correlation from the King County Police is needed to more accurately assess enforcement actions taken in nonmotorized accidents. This effort should be made for data reflected in this report for subsequent editions.

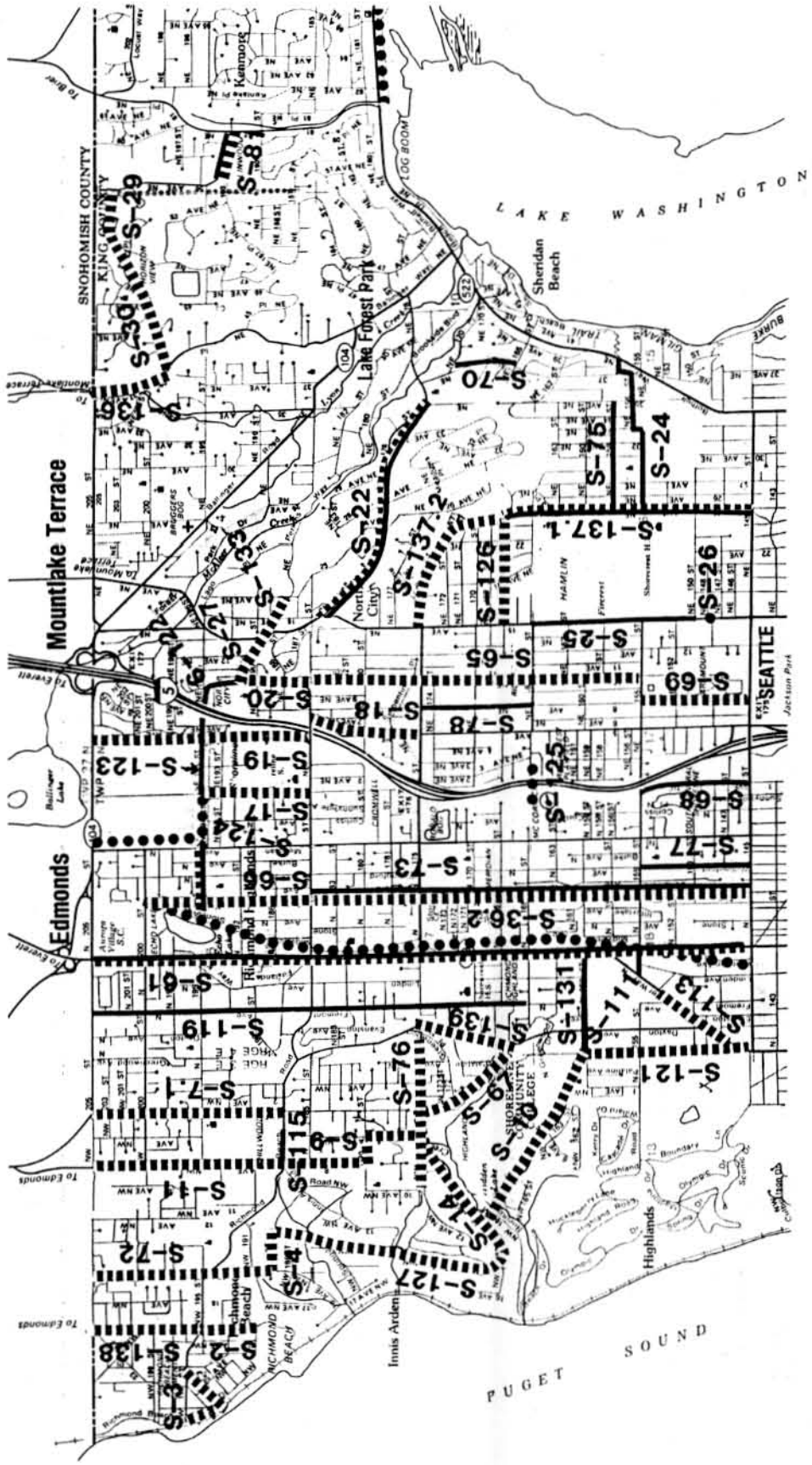
— Sidewalks, Walkways, Neighborhood Pathways

----- Bike Lanes, Widened Curb Lane

●●● Trails

▪▪▪▪ Shoulder

N



SHORELINE
Area

Proposed
Bicycle & Pedestrian Projects

King County
Nonmotorized Transportation Plan
JULY 1992

NORTHSHORE/ BEAR CREEK Areas

Proposed
Bicycle & Pedestrian Projects

King County
Nonmotorized Transportation Plan
JULY 1992

- Sidewalks, Walkways, Neighborhood Pathways
- Bike Lanes, Widened Curb Lane
- Trails
- Shoulder

N

NEW