Chapter 7–Nonmotorized Facilities

What is in this chapter?

This chapter discusses existing and proposed pedestrian and bicycle facilities—referred to as "nonmotorized facilities"—along the SR 520 corridor. Because the Medina to SR 202: Eastside Transit and HOV Project provides opportunities to connect pedestrian, bicycle, and transit systems throughout the region, the chapter also discusses how the project would fit into regional nonmotorized planning efforts, as well as how nonmotorized facilities interact with existing and proposed transit facilities.

The SR 520 Bridge Replacement and HOV Program Draft Environmental Impact Statement (Draft EIS), published in August 2006, included an evaluation of nonmotorized facilities and description of proposed improvements. As part of this evaluation, transportation analysts conducted the following activities:

- Reviewed existing conditions
- Solicited public input through participation in community design workshops and open houses
- Coordinated with local bicycle/pedestrian organizations and nonmotorized transportation plans, including Puget Sound Regional Council, Seattle Department of Transportation, Seattle Bicycle Advisory Board, Seattle Pedestrian Advisory Board, Redmond Parks Department, Redmond Public Works Department, University of Washington, King County Department of Natural Resources and Parks, Bellevue Transportation Department, and the Bike Alliance
- Developed requirements and design standards for a shared-use path system

Since publication of the Draft EIS, the project team has continued its community coordination efforts to keep the project consistent with city and town infrastructure planning and construction. During 2007 and 2008, the project team conducted workshops with the mayors of Medina, Hunts Point, Clyde Hill, Yarrow Point, Kirkland, and Bellevue

and their technical staff to provide opportunities to define the Eastside highway section of the project from the edge of Lake Washington to South Bellevue Way. Design guidelines for nonmotorized facilities were also evaluated. This chapter identifies the proposed changes to nonmotorized design since the 2006 Draft EIS.

What is the nonmotorized experience like today?

Although there are existing Class I, II, and III bicycle trails (see side box) along the SR 520 corridor in the project vicinity, there are gaps in the combined system of exclusive off-street and shared on-street facilities that do not encourage long-distance nonmotorized travel. Currently, there is no continuous Class I trail within the project limits to serve commuters or recreational users. Because there is no pedestrian or bicycle access across the Evergreen Point Bridge to connect nonmotorized traffic on the Eastside to Seattle, cyclists must mount their bicycles on buses (which have limited bike-rack capacity) to cross the bridge.

Did you know?

Class I bicycle facilities are paved and have exclusive rights-of-way for the principal use of bicycles, pedestrians, and other nonmotorized means of travel and they are required to be at least 10 feet wide.

Class II bicycle facilities are established within the paved area of arterials for the preferential use of bicycles. These paved bicycle areas, or bike lanes, are striped in widths varying between 4 and 12 feet and are signed as designated bikeways.

Class III bicycle facilities are located along existing arterials (without striping) and are intended to provide continuity within the bikeway system.

The Points Loop Trail is one of the longest nonmotorized trails in the project vicinity today. The trail is paved with asphalt and varies from 8 to 10 feet wide; it extends from Evergreen Point Road to 96th Avenue NE, parallel and along the north side of SR 520 through the project site. The trail also loops south through Medina, Hunts Point, and Yarrow Point. It has both on-street and off-street portions, including an on-street segment between 92nd Avenue NE and 96th Avenue NE.

Along SR 520, the trail is separated from the highway and adjacent properties by a chain link fence, although the trail also winds through a vegetative buffer in places that contributes to the trail experience. The trail has grades that exceed 5 percent in several areas and is not compliant with the American with Disabilities Act (ADA). It is designed to follow the area's rolling topography, not as a direct transportation facility, reducing its effectiveness as a route for bicycle commuter traffic. Bicyclists and pedestrians can access existing bus stops from the trail and transfer bicycles to buses for transport along SR 520 if needed and if bike space is available on the desired bus.

Along its route, the Points Loop Trail can be accessed from 84th and 92nd Avenues NE, where it crosses those roads at-grade. A footbridge

provides a local north-south neighborhood bicycle and pedestrian connection to the Points Loop Trail. The footbridge spans SR 520 from Bellevue Christian School/Three Points Elementary School to the Fairweather Nature Preserve just east of Evergreen Point Road. The footbridge is not ADA compliant and is not accessible to wheelchairs.

NE Points Drive serves as a bicycle connection between Lake Washington Boulevard NE/Bellevue Way NE and the Points Loop Trail. The Points Loop Trail begins at the Yarrow Point city limit where NE Points Drive is closed to vehicular through-traffic by a brick and bollard barrier. There are no dedicated Class I, II, or III bicycle facilities between South Bellevue Way and 108th Avenue NE. From north to south, a Class II /III bicycle route begins on 108th Avenue NE, just south of its intersection with SR 520.

Within the project site, pedestrians can use sidewalks or shoulders along all of the major roadways in the interchange areas (i.e., Evergreen Point Road, 84th Avenue NE, 92nd Avenue NE, South Bellevue Way, and 108th Avenue NE).

- At Evergreen Point Road, a narrow pedestrian path is located along the east side of the roadway through the project site, and there are narrow raised walkways on each side of the street across the SR 520 overpass. There are no marked or signalized crosswalks on the project site.
- At 84th Avenue NE, there are raised, narrow walkways on both sides of the street across the SR 520 overpass. At the intersection of 84th Avenue NE and NE 28th Street, just south of SR 520, there are marked and unsignalized crosswalks across all legs of the intersection.
- At 92nd Avenue NE, there is a sidewalk on the west side of the street across the SR 520 overpass. There is a shoulder along the roadway north and south of the bridge and a raised walkway on the east side of the overpass. South of SR 520, at the intersection of NE 32nd Street, 92nd Avenue NE, and Points Drive NE, there is a sidewalk along the west side of 92nd Avenue NE. Crosswalks are marked on the west side of 92nd Avenue NE through this multi-leg intersection.
- At South Bellevue Way, there is a sidewalk on the west side of the interchange area and across the SR 520 overpass. There is no crosswalk or pedestrian signal on South Bellevue Way to cross the

westbound SR 520 on-ramp. There are no pedestrian or bicycle facilities on the east side of the road through the interchange. Pedestrians and bicycles generally have a difficult time moving through the South Bellevue Way interchange area. There is a crossing signal north of the interchange at the Northup Way intersection with South Bellevue Way.

- At 108th Avenue NE there is a sidewalk along the west side of the roadway through the interchange area but not on the east side. In the interchange area itself, there is no crosswalk or pedestrian signal on the west side of 108th Avenue NE at the intersection with the westbound SR 520 on-ramp. Pedestrians can cross over 108th Avenue NE in this area by moving west to east across 108th using a crosswalk at the southwest corner of the interchange, then using a crosswalk and pedestrian signal in place at the off-ramp intersection on the east side of the road to cross the SR 520 westbound off-ramp. North of SR 520, there are sidewalks on both sides of 108th Avenue NE, and there are crosswalks and pedestrian signals at the intersection of 108th Avenue NE with Northup Way.

There are currently two sets of freeway transit stations along the outside shoulders of SR 520 along the project corridor: the eastbound and westbound Evergreen Point freeway stations and the 92nd Avenue NE Freeway Transit Station. Cyclists waiting to board buses at these locations sometimes have relatively long waits if they need to access specific bus routes across the lake and the bike racks on those buses are full.

Nonmotorized traffic on the Points Loop Trail has direct access to the westbound Evergreen Point Freeway Transit Station near Evergreen Point Road. However, to reach the eastbound transit stop near Evergreen Point Road, nonmotorized traffic from the trail crosses over SR 520 on Evergreen Point Road or uses a non-ADA-accessible footbridge, located approximately at 78th Avenue NE, to cross to the east side of the freeway, then enters the park-and-ride lot and uses a paved path to reach the transit stop at the freeway.

A stairway at the northwest corner of the 92nd Avenue NE overpass provides access to the westbound freeway transit stop at this location. Pedestrians must walk down this stairway and along the SR 520 shoulder behind a jersey barrier to reach the transit stop. There is no wheelchair access at the westbound stop. The eastbound transit stop is

accessed using a paved path from 92nd Avenue NE between the freeway on ramp and the freeway.

Exhibit 7-1 shows the location of existing Class I nonmotorized features both in and outside of the project site. The exhibit also shows the nonmotorized features, other than sidewalks, that would be built with the project, as well as one trail proposed by others—the Burlington Northern Santa Fe Railroad right-of-way/trail that would extend south from north Kirkland to through Bellevue.

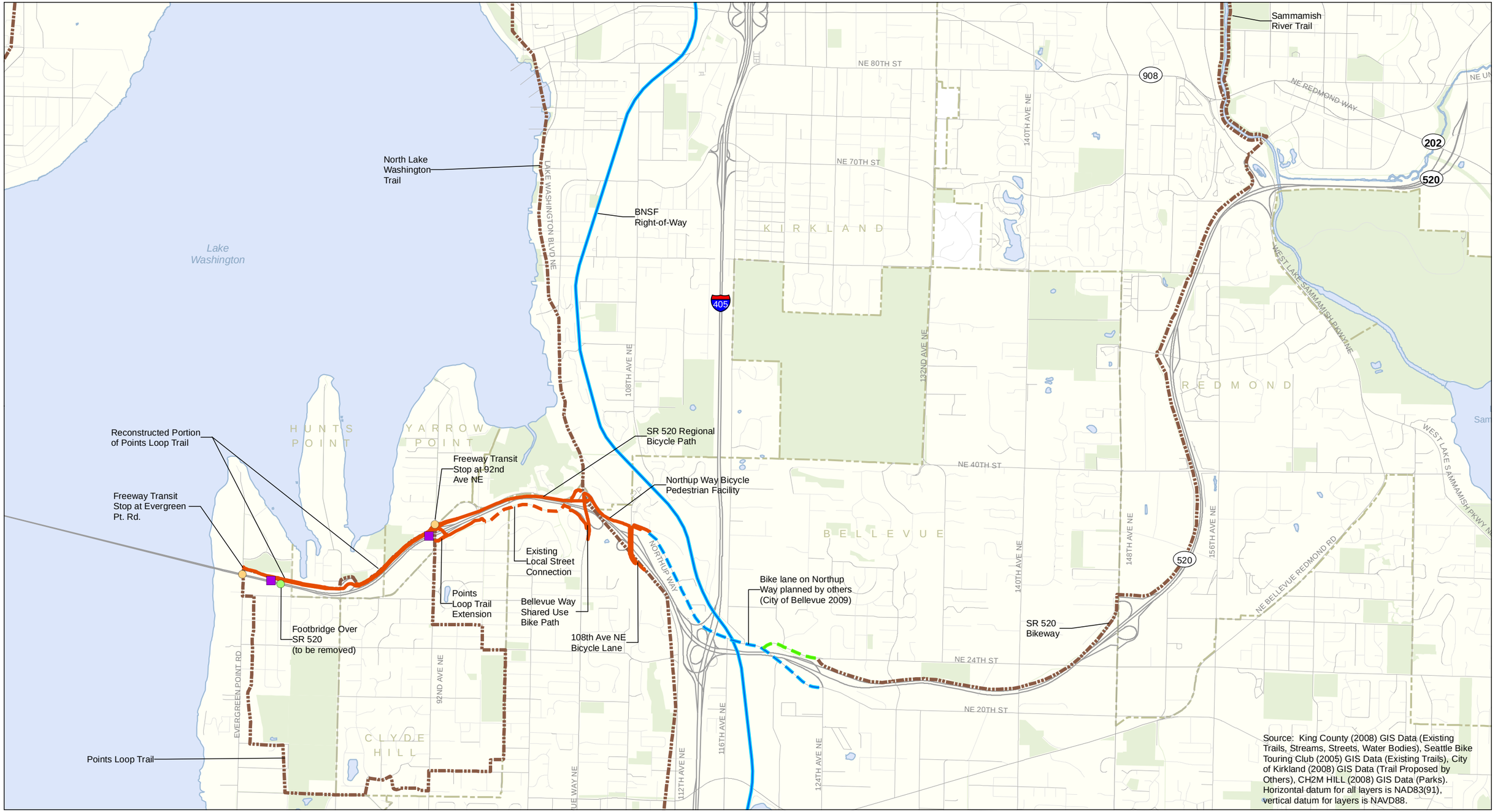
There is a substantial network of interconnected trails in the region, which the project would supplement. The Burke-Gilman, Sammamish River, SR 520, and I-90 trails are four facilities that provide critical regional linkages.

The Burke-Gilman and Sammamish River trails are connected and function as one 27-mile-long trail, extending from the Fremont neighborhood in Seattle, around the north end of Lake Washington to Marymoor Park in Redmond. The trail is paved and is part of the "Locks to Lakes Corridor." It is used by commuters and recreational traffic.

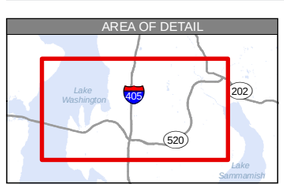
The SR 520 trail is a multiuse, asphalt-paved pathway. It is 10 feet wide, grade-separated, and runs along the north side of SR 520 from the vicinity of the NE 20th Street/124th Avenue NE intersection in Bellevue to the SR 520/West Lake Sammamish Parkway interchange in Redmond.

The I-90 trail extends from Seattle to south Bellevue along I-90. It connects to the North Lake Washington Loop Trail, which is a 42-mile-long facility around the northern end of the lake, with both Class II and Class I segments. The I-90 trail also connects to the South Lake Washington Loop, which is 48 miles of Class I and Class II trails around the south end of Lake Washington. All of these trails connect to other regional and local facilities.

For more detailed information on existing and planned trails in the region, refer to the King County Bicycling Guide Map (King County Department of Transportation 2009), City of Bellevue's Pedestrian and Bicycle Transportation Plan (City of Bellevue 2007), and City of Kirkland's Active Transportation Plan (City of Kirkland 2009).



Source: King County (2008) GIS Data (Existing Trails, Streams, Streets, Water Bodies), Seattle Bike Touring Club (2005) GIS Data (Existing Trails), City of Kirkland (2008) GIS Data (Trail Proposed by Others), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91), vertical datum for layers is NAVD88.



- Existing Footbridge
- Transit Stop
- Project Proposed Transit Stop
- Project Proposed Trail
- Existing Trail
- Trail Proposed by Others
- Bike Lane Proposed by Others
- Off-street Path Proposed by Others

N

0 1,000 2,000 4,000 Feet

Note: Existing and proposed sidewalks not shown.

Exhibit 7-1. **Existing and Proposed Nonmotorized Facilities**

Medina to SR 202: Eastside Transit and HOV Project

How are the project's nonmotorized facilities being designed?

In keeping with the project's design goals and guidelines, nonmotorized facilities are considered an integral part of the landscape. The facilities are being designed to consider the context of the surrounding area, especially where they provide transitions from the highway corridor to the local community. The project's nonmotorized facilities will have a recognizable look and distinctive character to match the design theme of the full project, with project components flowing seamlessly into one another and blending into the surrounding terrain. Intersections between the path/trail and lid plazas will be designed to accommodate safe flow among pedestrians, bicyclists, and transit passengers.

During the Eastside Community Design Collaboration (ECDC) workshops, the following regional and local trail goals were identified:

- Regional trail design should:
  - Connect trails to communities, street systems, and urban centers without interrupting the regional trail, where possible
  - Connect to existing and planned facilities
  - Provide direct paths, where possible
  - Be ADA-compliant
- Local trail design should:
  - Preserve the rural character of the Points Loop Trail
  - Primarily serve recreational trips
  - Create opportunities for family bicycle/walking trips
  - Employ flexibility in design

To achieve these goals, design guidelines were developed to address the form and function of lids, landscaping, trails, and other project components. Details of these guidelines are available in the SR 520 Bridge Replacement and HOV Project 10 percent Update Eastside Urban Design Technical Memorandum (WSDOT 2008e).

Each lid would be designed to fit the context and character of the surrounding area and maintain connections to the adjacent communities. Lids would include plazas, landscape, walls, paths and

trails, and edge treatments. Plazas would be designed using materials that are natural in appearance. Design elements include bollards at edges of plazas to prevent unauthorized vehicular access and use of materials and finishes that are easy to maintain. Visibility would be maintained between the street and plazas and design would avoid creating spaces that might allow hiding places. Lighting would be provided in all areas. ADA accessibility would be maintained with clearly defined pedestrian circulation flows from street to plaza, plaza to transit stop, and plaza to pedestrian path. Access points to the plazas would be paved.

For trails, noise walls would be used and placed, where practical, between the regional path and the highway to create greater comfort and protect cyclists and pedestrians from noise and flying objects. Tall walls, where needed, would be sloped away from trails to create a more open feeling, and landscaping could be provided.

"Crime Prevention through Environmental Design" practices would be used for trails, including providing lighting, although nighttime light and glare impacts to local land uses would be avoided. Trails would be designed to maintain visibility. Signage would be an important part of trail design, both in terms of information conveyed as well as how the signs look. Intersections between the path/trail and lid plazas would be designed to facilitate safe flow between pedestrians, bicyclists, and transit passengers.

Agreements for facility design and maintenance are under discussion with local jurisdictions. Specific standards and coordination processes would be included in the project construction contract to ensure that the character of the project, once constructed, would meet the expectations from the planning and conceptual design processes.

What nonmotorized facilities are included in the project?

As shown on Exhibit 7-1, the Build Alternative includes construction of the SR 520 regional bicycle path along the north side of SR 520, reconstruction of the Points Loop Trail from Evergreen Point Road to 92nd Avenue NE, and on-street connections to sidewalks and facilities currently used by bicycles and pedestrians in the project vicinity. Specific sidewalk locations are not shown on this exhibit, but are described in this section.

SR 520 Regional Bicycle Path

The SR 520 regional bicycle path would be a 14-foot-wide, Class I, paved regional trail that would comply with the ADA. The path would originate from an at-grade connection with Evergreen Point Road (which would also connect to the existing Points Loop Trail at this location) and extend east to South Bellevue Way. The path would cross 84th Avenue NE at-grade. At both South Bellevue Way and 92nd Avenue NE, switchbacks onto the elevated crossings would be constructed to access the local streets. In addition, undercrossings would be provided at South Bellevue Way and 92nd Avenue NE for the nonmotorized traffic continuing east. As part of a separate project, WSDOT would extend the SR 520 regional bicycle path west from Evergreen Point Road across the Evergreen Point Bridge.

Lids and Overcrossings

Lids or overcrossings over SR 520 would be constructed at Evergreen Point Road, 84th Avenue NE, 92nd Avenue NE, and South Bellevue Way. Lids would incorporate pedestrian plazas and open spaces and integrate the new bicycle and pedestrian facilities into the surrounding communities. Exhibits 7-2 through 7-5 show early concepts for the lid designs, including how the project's nonmotorized facilities would be incorporated into the lids and overcrossing.

Points Loop Trail

The Points Loop Trail would be reconstructed between Evergreen Point Road and 92nd Avenue NE, parallel to and north of SR 520.. The reconstructed and new trail sections would be 9 feet wide, with 2-foot-wide gravel shoulders on each side. The gradient of the reconstructed and new trail portions would match to the existing trail. Like the existing trail, the final trail configuration would not be ADA-compliant.

The trail would be reconstructed directly adjacent to the new SR 520 regional bicycle pedestrian path along most of its length and share access and connection points with that new path at street crossings. This cross-connectivity is part of the reason why a non-ADA compliance facility is considered acceptable for the project. The trail is intended to serve community recreational purposes with generally slower speeds than would occur on the SR 520 bicycle path.

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Exhibit 7-2. **Evergreen Point Road Interchange and Lid Design Concept**

Medina to SR 202: Eastside Transit and HOV Project

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Exhibit 7-3. **84th Avenue NE Interchange and Lid Design Concept**

Medina to SR 202: Eastside Transit and HOV Project

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Exhibit 7-4. **92nd Avenue NE Interchange and Lid Design Concept**

Medina to SR 202: Eastside Transit and HOV Project

N

Exhibit 7-5. **South Bellevue Way Interchange and Overcrossing Design Concept**

Medina to SR 202: Eastside Transit and HOV Project

Local Street and Trail Connections and Pedestrian Facilities

Sidewalks would be reconstructed to meet local design codes on both sides of 84th Avenue NE, 92nd Avenue NE, and Evergreen Point Road to match the SR 520 overcrossings that would be constructed. A 12-foot–wide shared-use path (i.e., Class I facility) would be constructed on the east side of South Bellevue Way, extending from approximately 300 feet south of SR 520 to Northup Way. This facility would place all pedestrian and bicycle traffic on the east side of South Bellevue Way to improve safety for facility users and allow efficient movement of local and freeway traffic with the reconfigured interchange.

A 14-foot-wide Class I bicycle/pedestrian facility would be constructed on the south side of Northup Way from the intersection with 108th Avenue NE to South Bellevue Way. East of 108th Avenue NE, 5-foot-wide bicycle lanes would be added to both sides of Northup Way, extending to the existing bike lanes on Northup Way. Five-foot–wide on-street bicycle lanes (i.e., Class II facility) would be constructed on both sides of 108th Avenue NE, extending from approximately 300 feet south of SR 520 to approximately 100 feet north of Northup Way.

An existing park-and-ride lot south of SR 520 at Evergreen Point Way would be reconstructed and a drop-off and pick-up area located north of SR 520 on 92nd Avenue NE would be reconfigured to improve vehicle access and traffic flow. Improvements to these bus access points could facilitate transfer of bicycles and pedestrians to buses. Design and location of these lots would be incorporated into the proposed lid configurations to create safe and effective nonmotorized access.

How have the nonmotorized concepts changed since the Draft EIS?

While the scope of the nonmotorized project work has remained generally unchanged since the project was evaluated as part of the Draft EIS, there have been changes to design concepts. These changes have been incorporated into the project after ongoing coordination with local jurisdictions.

Changes to SR 520 Regional Bicycle Path

To enhance connections to local communities and create a more light and open nonmotorized travel experience, the SR 520 regional bicycle

path would be constructed at approximately the same grade as SR 520. The new path design includes an at-grade crossing of both Evergreen Point Road and 84th Avenue NE, while maintaining a slope not greater than 5 percent. The previous design placed the path at a lower elevation than SR 520 in places at the base of relatively tall freeway retaining walls, which would create a canyon effect. The previous design also terminated the path at 100th Lane NE, whereas now the path extends to South Bellevue Way.

Changes to Lid and Overcrossing Access and Design

Early concepts of the nonmotorized facilities included undercrossings at the proposed lids but no access to the top of the lids. Surface trails and overcrossings have now been added to the design concepts that would enhance bicycle and pedestrian access to local streets and transit facilities at two locations. The SR 520 regional bicycle path would continue underneath the lids to maintain a regional nonmotorized transportation connection, and design now incorporates access to local streets via switchbacks that are part of the lid design.

The alignment of the Evergreen Point Road lid was changed to allow a street-level connection to the SR 520 regional bicycle path. This change maintains better connections to local communities.

The alignment of the lid at 84th Avenue NE has been shifted to the east to provide better trail connectivity and new open space area. Open space—allowing connection to Hunts Point Park over the lid—is now proposed where a freeway loop ramp was previously to be constructed. The loop ramp has been replaced with a half-diamond conceptual design.

At 92nd Avenue NE, a roundabout and improvements to the drop-off and pick-up lot have been added.

The interchange at South Bellevue Way has been reconfigured from a loop ramp to a half-diamond design, changing the overcrossing to facilitate better vehicle operations and bicycle and pedestrian access to and from the SR 520 bicycle path. The new concept would shift all nonmotorized traffic to the east side of 84th Avenue NE for greater pedestrian and bicycle safety and to separate freeway and local traffic. At 108th Avenue NE, no changes have been made to nonmotorized design concepts since the Draft EIS.

Changes to Points Loop Trail

The Points Loop Trail would originally have replaced the existing trail north of SR 520 as the alignment of SR 520 shifted to the north. Now, the trail between Evergreen Point Road and 92nd Avenue NE would be reconstructed to accommodate the shift in SR 520. The City of Bellevue would be able to extend the Points Loop Trail farther east if so desired .

What would the nonmotorized experience be like under the No Build Alternative?

With or without the project, there could be some improvements to regional nonmotorized connectivity along the SR 520 corridor. Other trails and trail segments are proposed to be constructed in the region, which would enhance the experience of local trail users by providing newer trails in more locations for recreational activities such as bicycling, walking, or jogging. These other trails could also create short-distance commute opportunities. Trails that other jurisdictions construct could also create additional regional connectivity and opportunities for local bicycling and walking; however, the SR 520 regional bicycle path and other nonmotorized facilities through the project corridor would remain critical components of full-trail connectivity in the region, and these facilities would not be constructed if the proposed project is not built.

Pedestrians would continue to use the same trails and area sidewalks and crosswalks that they do now if the proposed project is not built. Through the Evergreen Point Road and 84th and 92nd Avenue NE interchanges, relatively low traffic volumes combined with existing features would continue to provide adequate pedestrian facilities. Pedestrian movements through the South Bellevue Way interchange area would continue to be challenging or nonexistent. On 108th Avenue NE, existing sidewalks would continue to accommodate pedestrian traffic.

If the proposed project is not built, none of the project's proposed improvements would be made to bus stops or trails near bus stops, and the current ability to combine nonmotorized transportation with bus transit would remain unchanged. Within the project site, commuting bicyclists would continue to rely on the existing non-ADA-compliant Points Loop Trail and area roadways to reach transit stops.

Opportunities for pedestrian access to transit would remain in place using area streets, the Points Loop Trail, and the reconstructed park-and-ride lot at Evergreen Point Road.

What would the nonmotorized experience be like under the Build Alternative?

With the project, the bicycle commute experience along the project corridor would be enhanced by the new SR 520 regional bicycle path, improvements to the Points Loop Trail, and other proposed facilities that would accommodate commuting bicyclists and recreational users. The new facilities would improve bicycle and pedestrian connections to existing trails, and another link would be created in a series of regional bicycle facilities. Although a nonmotorized facility crossing the SR 520 floating bridge would not be constructed by this project, the new path would provide better access to transit service for cyclists and pedestrians at the Evergreen Point Freeway Transit Station.

With new bicycle facilities provided as part of the proposed project, cyclists would have access to wider paths, improved (i.e., less steep) grades, and more clearly signed routes. Once bicyclists reach the transit stations, they would also have improved waiting areas that are separated from the main freeway traffic with a noise buffer. When crossing Bellevue Way, cyclists and pedestrians would no longer need to wait for the traffic signal to change, because there would be a tunnel under Bellevue Way which would improve travel time for bicyclists and remove bicycles from the motorized traffic stream, thus improving safety.

Overall, recreational bicycle and pedestrian safety and convenience would be improved through the project site along the SR 520 corridor with the addition of the new SR 520 regional bicycle path adjacent to the Points Loop Trail for bicyclists traveling at higher speeds. The Points Loop Trail would remain as a more scenic facility, following the existing terrain consistent with ECDC guidelines for local trails. The SR 520 regional bicycle path would be a direct route through the SR 520 corridor. It would be ADA compliant, including generally less steep grades than the Points Loop Trail. Elevations of the SR 520 regional bicycle path would be about the same as SR 520. The path would be designed to allow efficient travel through intersections, with grade separation at each intersection. Switchbacks from the path onto the new

street overcrossings would allow access to local streets. The path and trail would fit into the landscape at each local street overcrossing, with wayfinding signs, seating areas, lighting, and other features and amenities, consistent with design guidelines.

Access to both the Points Loop Trail and SR 520 regional bicycle path would be provided at Evergreen Point Road. The lid over SR 520 at this location would incorporate a plaza setting and transportation facilities. The lid would be landscaped, including use of trees, and the landscaping would tie the look and feel of the lid to that of the Fairweather Park open space on the northeast corner of the lid. An overlook to the west would be maintained, and seating would be created.

The Evergreen Point Road Park–and-Ride lot would be incorporated into the lid design and would be easily accessible, with elevators and stairs between the plaza and the transit station. Wayfinding signs would be provided to orient passengers to transit options. Bicycle lockers—allowing bicyclists to securely park their bikes and take a bus to their final destination—would also be provided to increase bicycle commute flexibility.

The new lid at 84th Avenue NE would create bicycle and pedestrian connectivity and access between neighborhoods on each side of SR 520, especially to the Hunts Point Town Hall and Hunts Point Park. A landscaped plaza and seating would be created, with a walking path incorporated into the lid design. Wayfinding signs would be incorporated for the SR 520 regional bicycle path.

At 92nd Avenue NE, the connection between the SR 520 regional bicycle path and the Points Loop Trail would be clearly marked. The reconstructed portion of the Points Loop Trail would merge smoothly back into the existing trail in this vicinity. An overlook with a view of Yarrow Bay wetlands would be provided, and the lid over SR 520 would be landscaped. As with Evergreen Point Road, transit facilities would be incorporated into the 92nd Avenue NE lid design, including a transit station with elevator and stair access, wayfinding signs for transit passers, and bike lockers.

The South Bellevue Way overcrossing of SR 520 would provide separated bicycle and pedestrian movement through the area with incorporation of the new Class I trail along the east side of the roadway.

The facility would be landscaped to create visual separation from vehicular traffic.

The new bicycle lanes in both directions at 108th Avenue NE would create a link to existing bicycle facilities and improve the ability of bicyclists to move safely through the area.