Pedestrian and Bicycle Progress Report 2014

City of Bellevue

City of Bellevue

Pedestrian and Bicycle Progress Report 2014

Spring 2015

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Summary

Introduction

The City of Bellevue supports walking and biking as safe, healthy, and attractive alternatives to driving. In February 2009 the City Council approved Bellevue's Pedestrian and Bicycle Transportation Plan. The Ped-Bike Plan sets forth the following goals for the city:

Accommodation - Consider the needs of pedestrians and bicyclists in planning and designing road projects.

Best Practices - Look to other cities for examples of innovative pedestrian and bicycle initiatives and assess how these strategies might be incorporated into Bellevue's programs.

Context Sensitive Design - Work with the public in designing transportation facilities that are safe, attractive, and compatible with surrounding land uses.

Coordination - Implement public education and encouragement programs, enabling policies, and land use patterns that support bicycle and pedestrian movement.

Implementation Targets - Complete a connected network of citywide and downtown bicycle routes; make substantial progress on the sidewalk network within 10 years; decrease collisions; and, increase the amount of biking and walking.

Improvement Priorities - Give special consideration to projects that improve network connectivity, enhance accessibility to major community facilities, and address safety issues.

Pedestrian Improvements

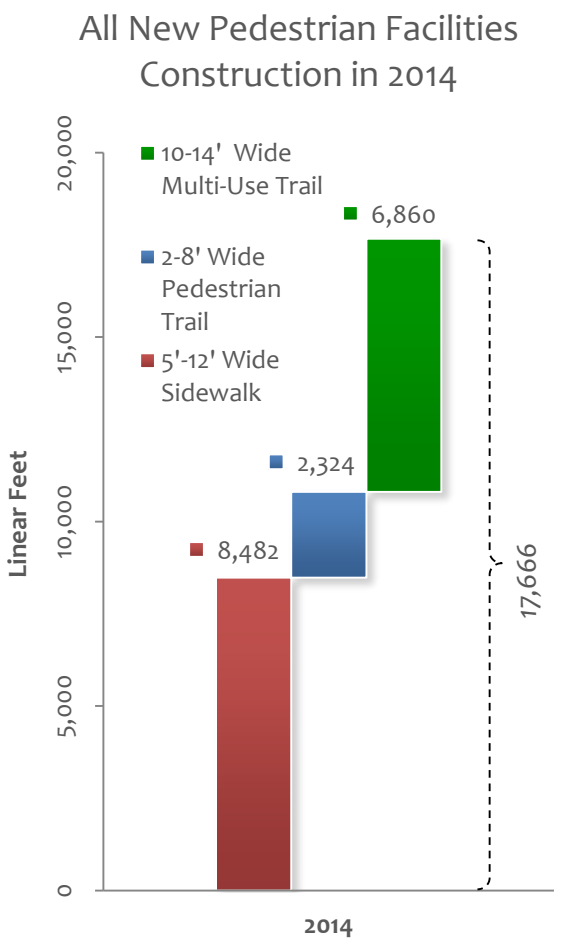


Figure 1: All New Pedestrian Facilities in Bellevue in 2014
(See Appendix, Table 1 for additional detail)

This report is a summary of the progress made in 2014 to advance Bellevue's Pedestrian and Bicycle Transportation Plan.

In 2014 there were approximately 17,666 feet of pedestrian facilities – 8,482 feet of sidewalk, 2,324 feet of pedestrian trail and 6,860 feet multi-use trail - constructed in the City of Bellevue (*see Figure 1 and Figure 2*).

Of those 3.35 miles (17,666 feet) of pedestrian facilities, 1.54 miles (8,149 feet) were built in locations targeted for improvement by the 2009 Bellevue Pedestrian and Bicycle Transportation Plan (*see Figure 3*).

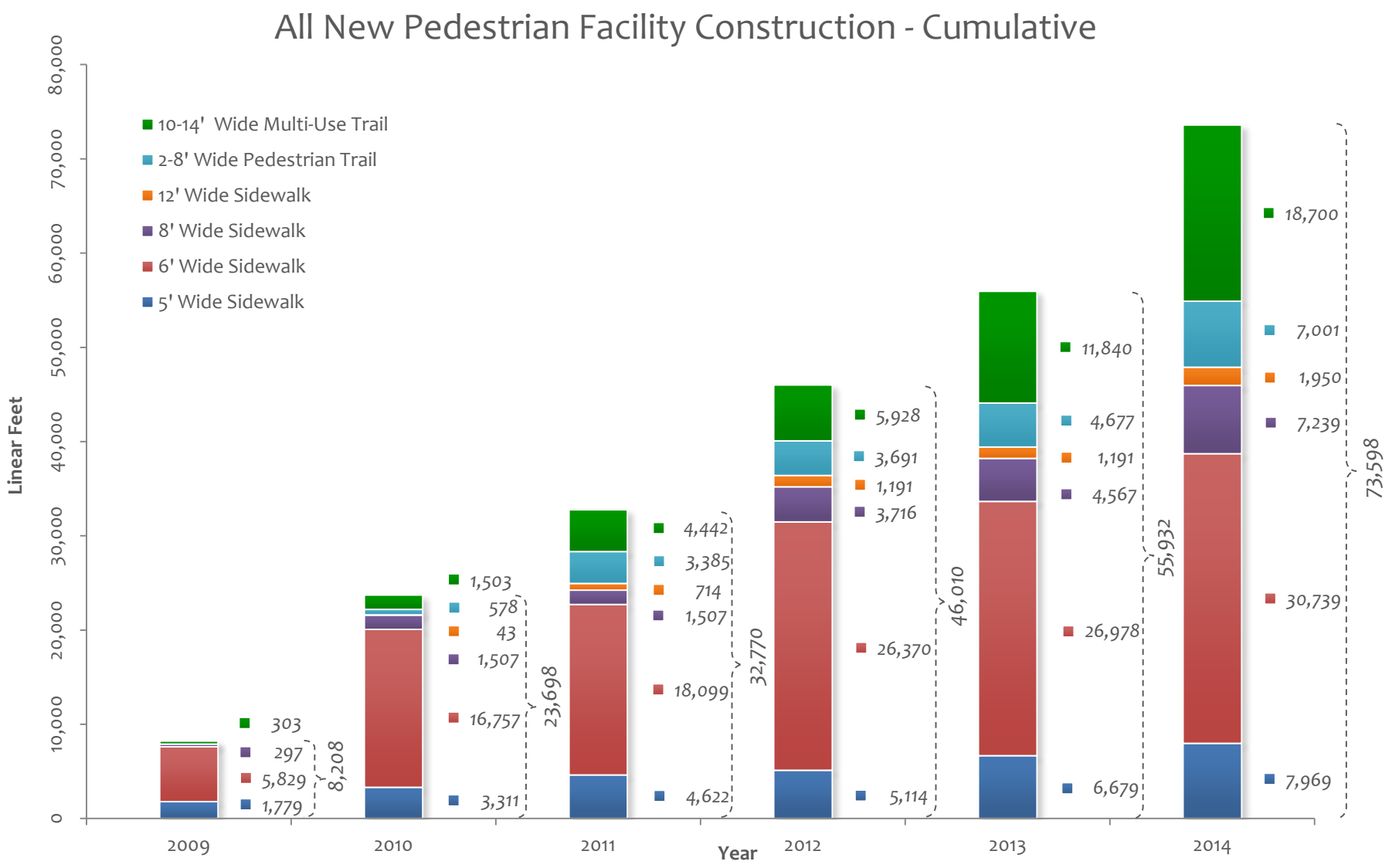


Figure 2: All New Pedestrian Facility Construction – Cumulative
(*See Appendix, Table 1 for additional detail*)

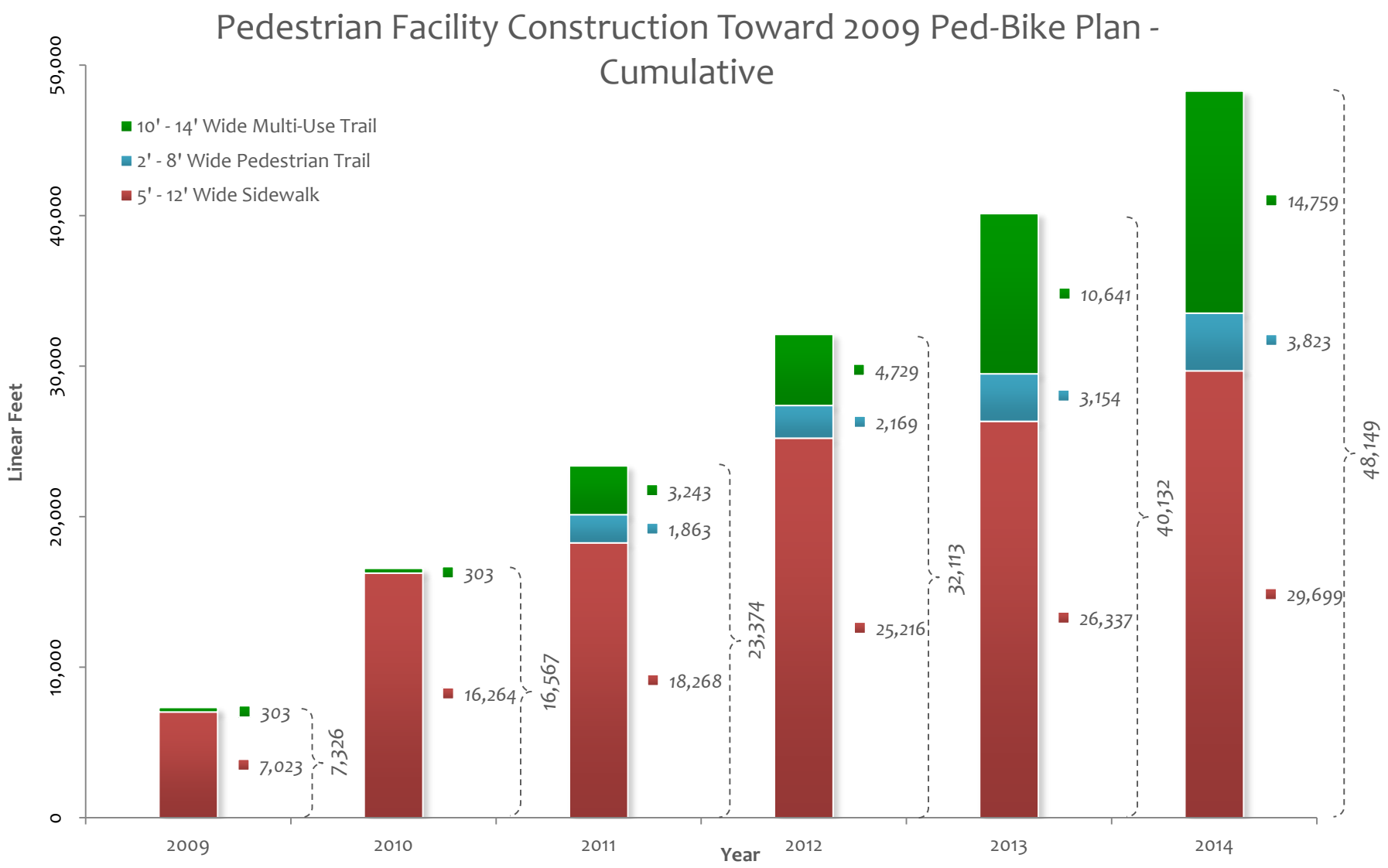


Figure 3: Pedestrian Facility Construction toward the 2009 Ped-Bike Plan – Cumulative
(See Appendix, Table 2 for additional detail)

Summary

Bellevue Pedestrian and Bicycle Transportation Facility Plan policy PB-2 calls for 25 miles of sidewalk to be constructed along arterials by 2019. In 2014 the City of Bellevue built 0.93 miles of arterial sidewalk. Together with the 4.73 miles built from 2009 to 2013, the cumulative total is 5.66 miles. Figure 4 shows how actual arterial sidewalk construction compares to the target pace of 2.5 miles per year. At the end of 2014 there was a gap of 6.84 miles between actual construction and the amount of mileage needed to be on-track for a 2019 completion (*see Figure 4*).

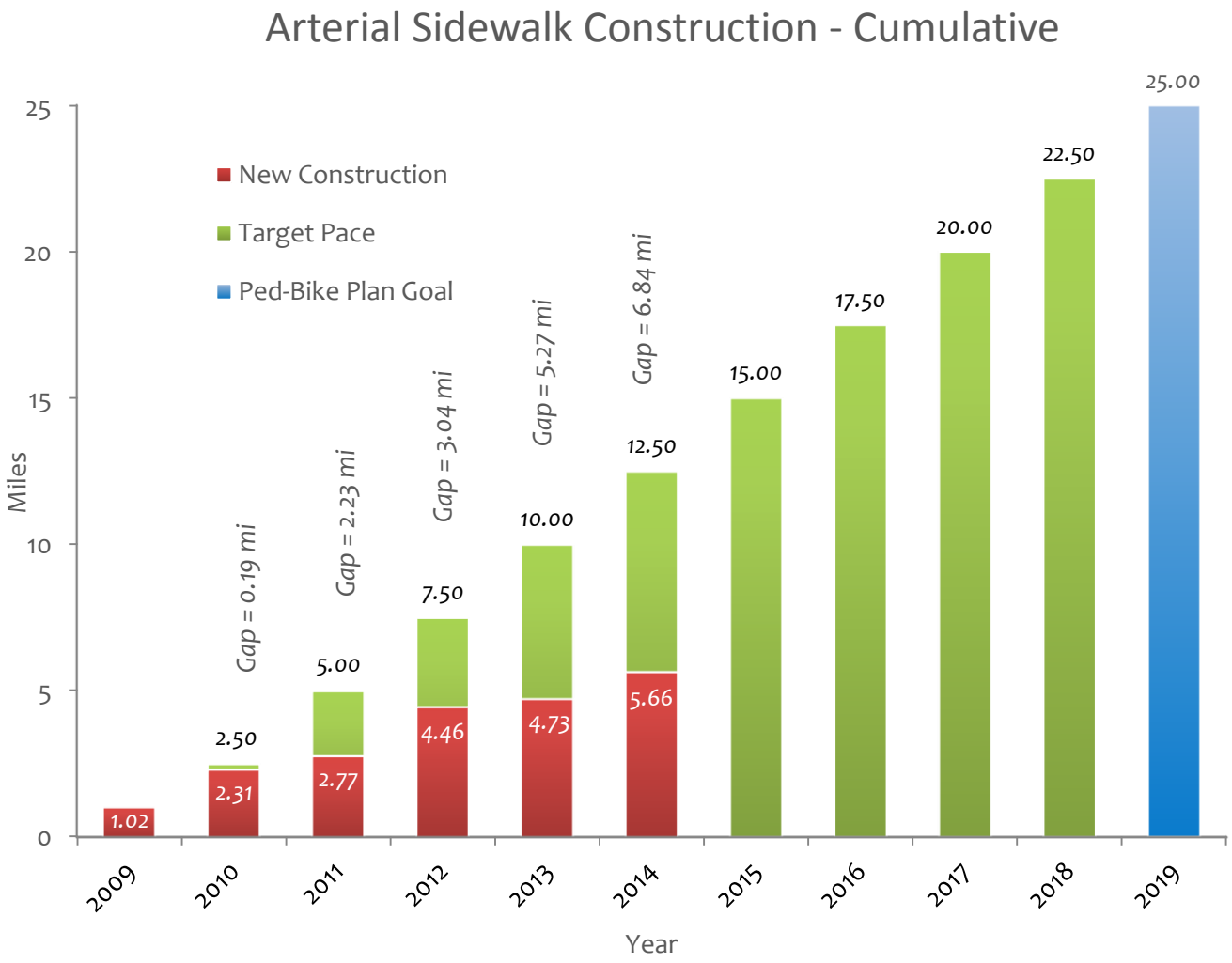


Figure 4: Arterial Sidewalk Construction - Cumulative
(See Appendix, Table 3 for additional detail)

A map of the pedestrian projects completed by year from 2009 to 2012 can be found on the next page (*see Figure 5*).

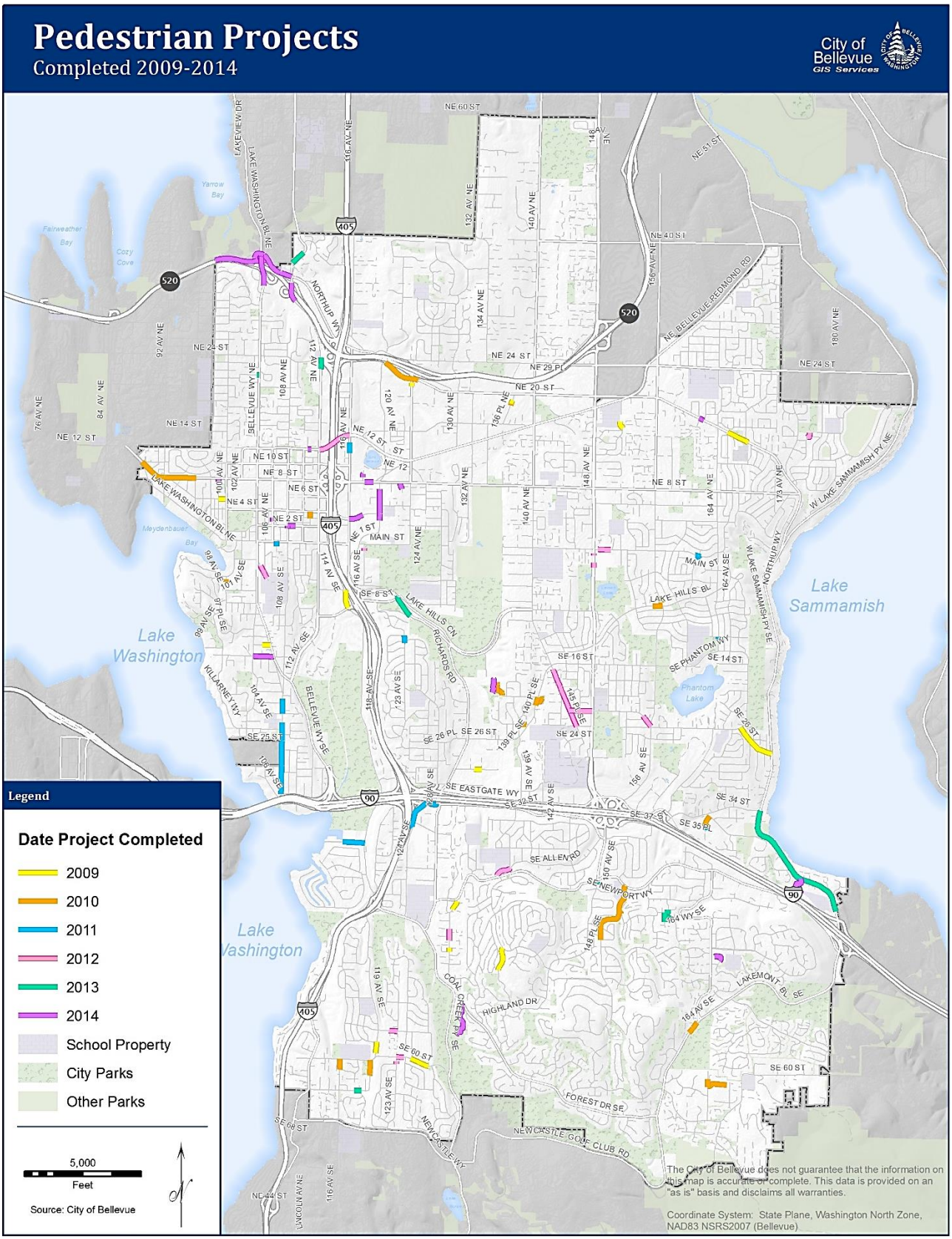
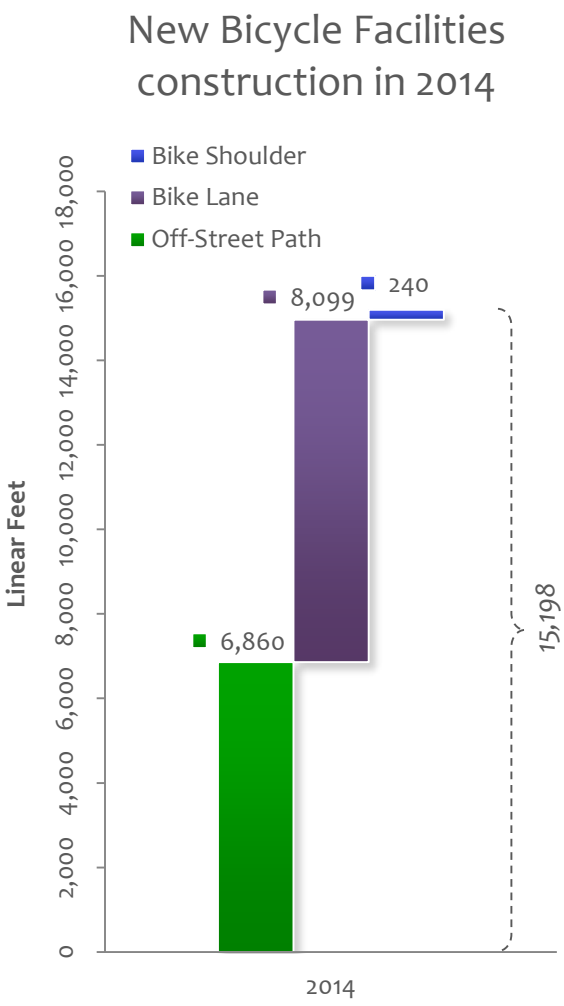


Figure 5: Map of Pedestrian Projects completed by year from 2009 to 2014

Bicycle Improvements



In 2014 there were approximately 2.92 miles (15,414 feet) of bicycle facilities built in the City of Bellevue (*see Figure 6 and Figure 7*).

Bike Lanes represented the largest proportion of the 2014 improvements, with 1.53 miles (8,099 feet) installed followed by Off-Street Paths with 1.30 miles (6,860 feet) and Bike Shoulders with 0.05 miles (240 feet).

See Figure 8 for a Map of Bicycle Projects completed by year from 2009 to 2014.

In addition to the goal set for arterial sidewalk mileage, Pedestrian and Bicycle Transportation Facility Plan policy PB-2 also directs the Transportation Department to span the city with two north-south and two east-west Priority Bicycle Corridors by 2019, and to complete one north-south and one east-west Priority Bicycle Corridor through Downtown by 2014.

Figure 6: New Bicycle Facility Construction in 2013
(See Appendix, Table 4 for additional detail)

Of the north-south corridors, the Lake Washington Loop is the closest to completion, at 71.7%. Of the east-west Priority Bicycle Corridors, the 520 Trail Priority Bicycle Corridor is the closest to completion, at 66.1%.

Within Downtown, the Lake Washington Loop route is complete from NE 6th St to Main St, making the Downtown portion of this north-south route approximately 50% complete. No east-west corridor elements are in place Downtown.

See Figure 9 and Figure 10 for E-W and N-S Priority Bicycle Corridor Completion Status Maps.

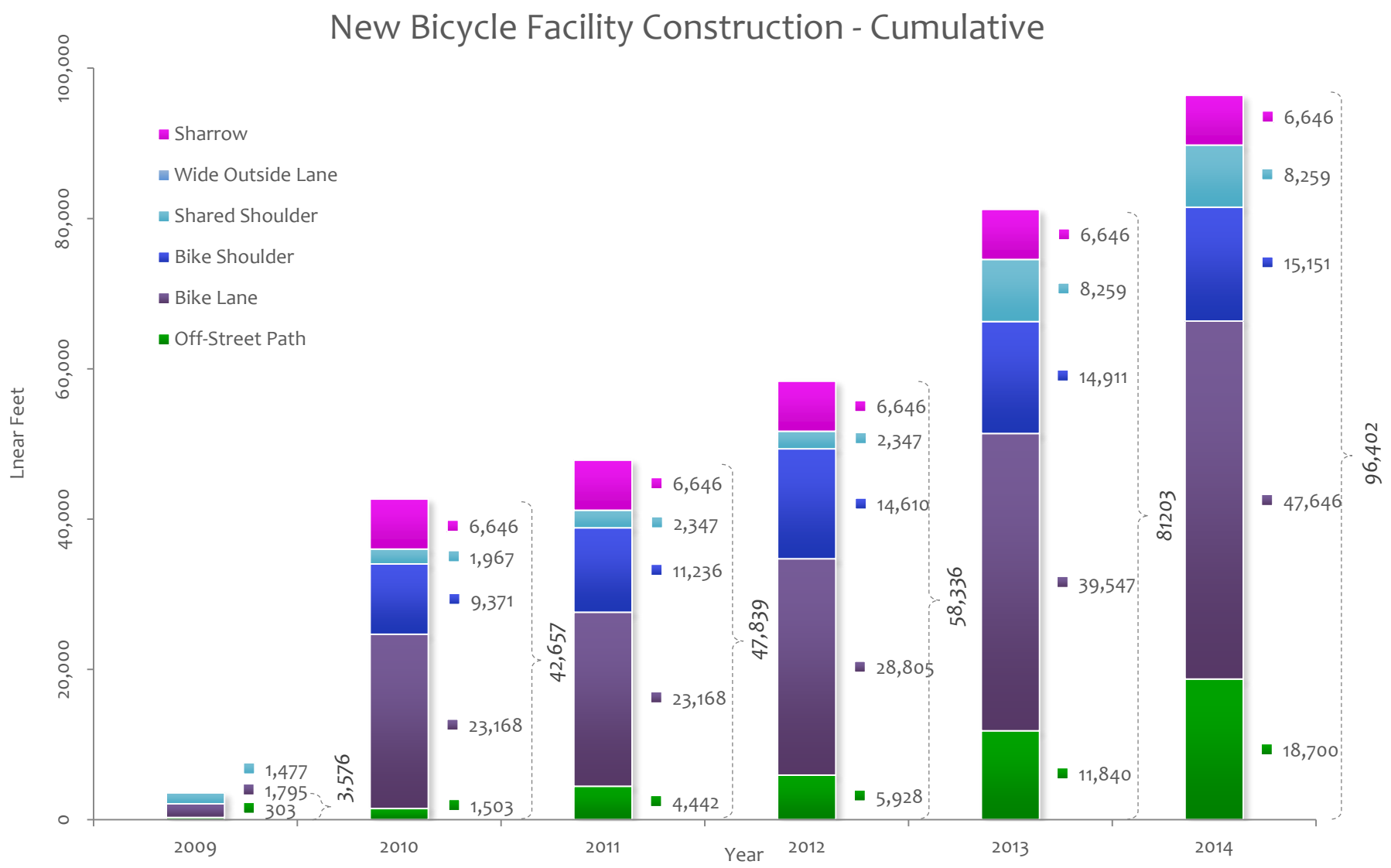


Figure 7: New Bicycle Facility Construction – Cumulative
(See Appendix, Table 4 for additional detail)

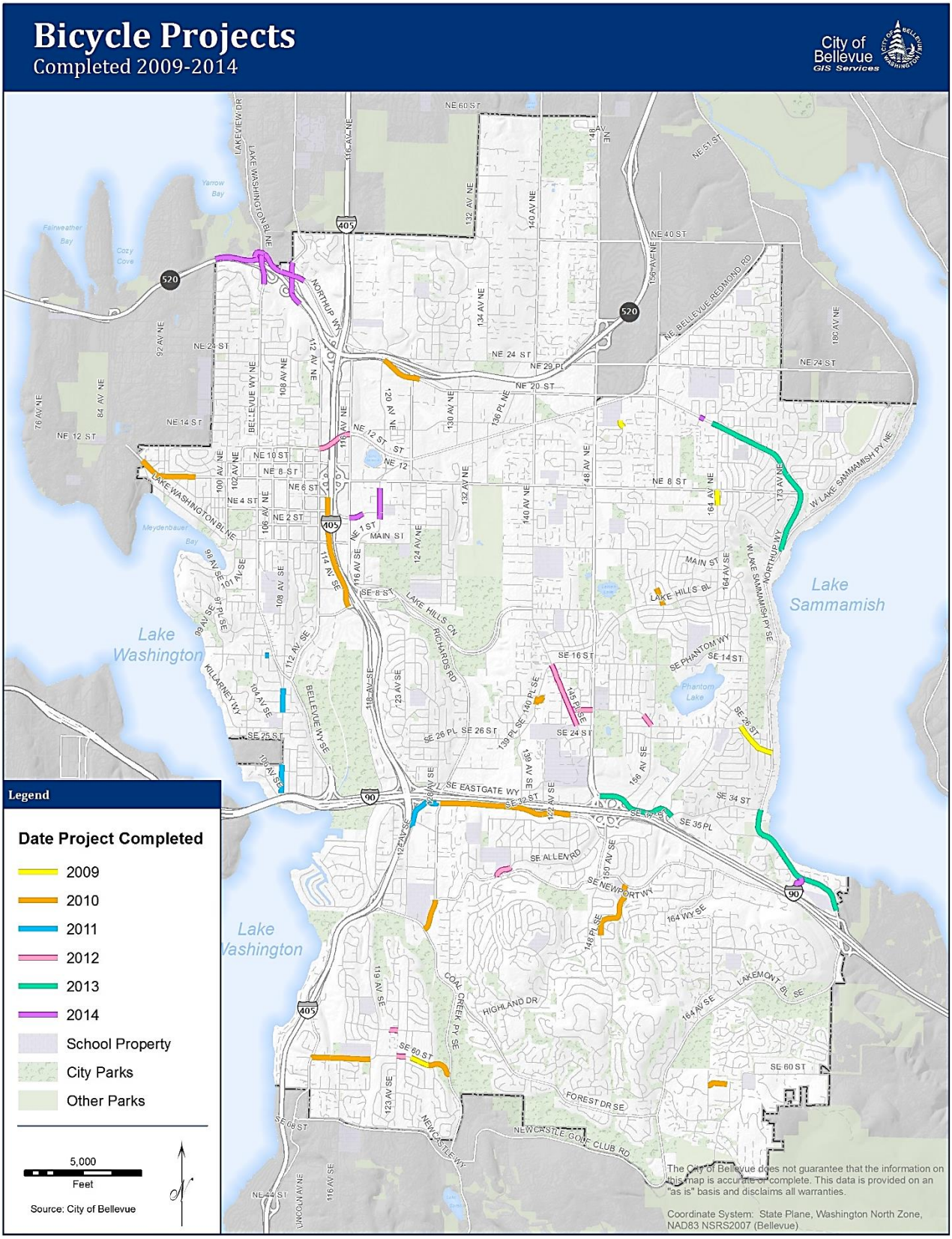


Figure 8: Map of Bicycle Projects completed by year from 2009 to 2014

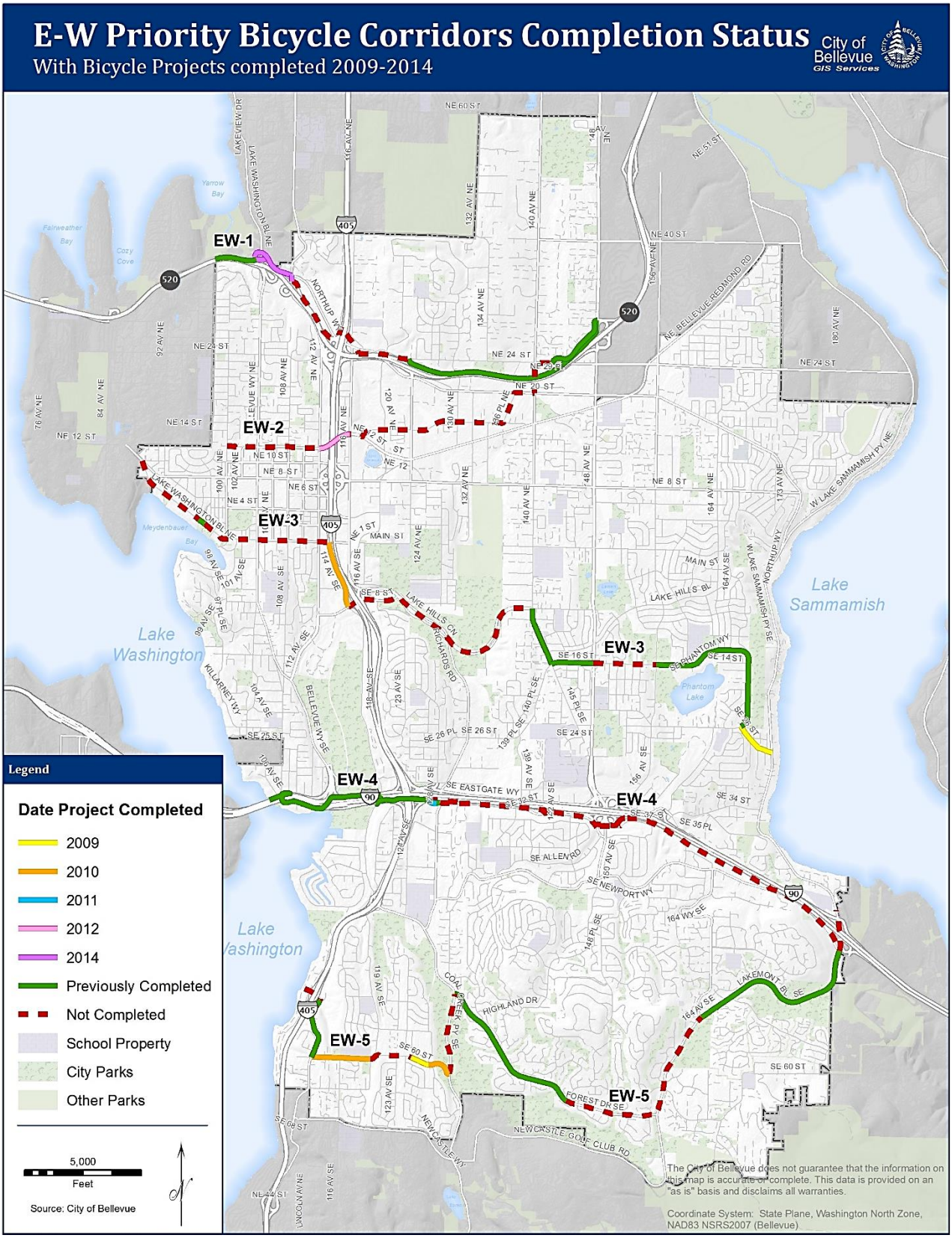


Figure 9: Map of E-W Priority Bicycle Corridors Completion Status
(See Appendix, Table 5 for additional detail)

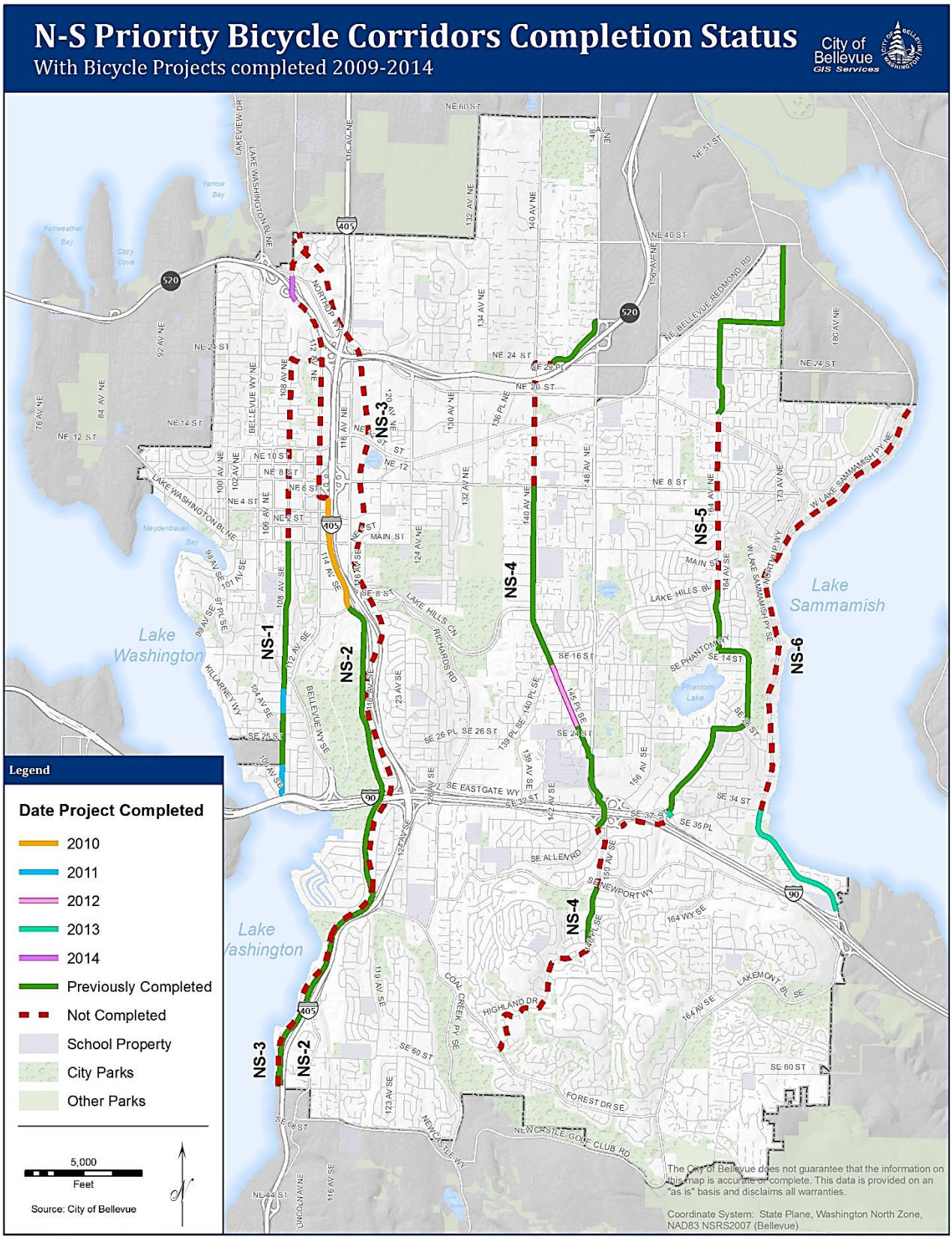
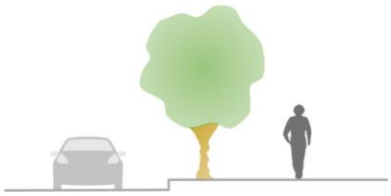


Figure 10: Map of N-S Priority Bicycle Corridors Completion Status
(See Appendix, Table 5 for additional detail)

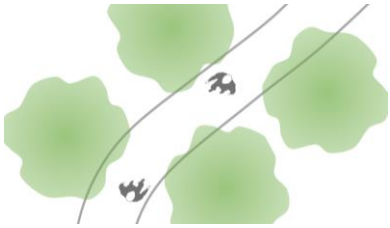
Summary of Results

The following pages detail the projects implemented by the City of Bellevue. The projects were funded as stand-alone Capital Investment Program (CIP) projects or through ongoing CIP programs such as the Neighborhood Enhancement Program; one project, the Factoria Trail Connection, was funded in large part with a federal grant. The icons on the left-hand side of each project page indicate the facility types constructed, along with the approximate length of each segment. The table below details definitions for each icon. The same icons are used in the discussion of Development Review Projects and the WSDOT Projects that follows the City Projects.

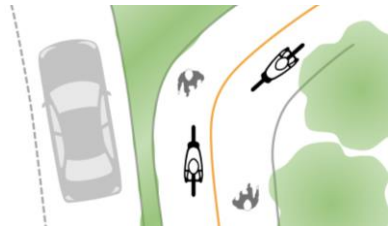
Pedestrian Facilities



Sidewalk
8,482'

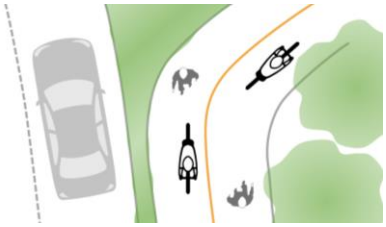


Pedestrian Trail
2,324'

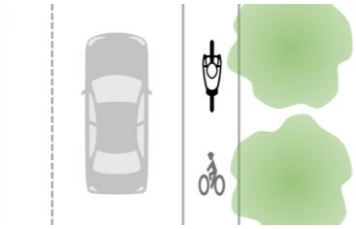


Multi-Use Trail (Off-Street Path)
6,860'

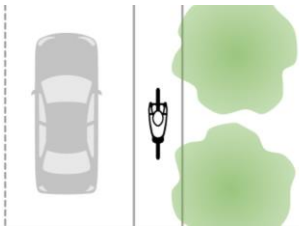
Bicycle Facilities



Off-Street Path (Multi-Use Trail)
6,860'



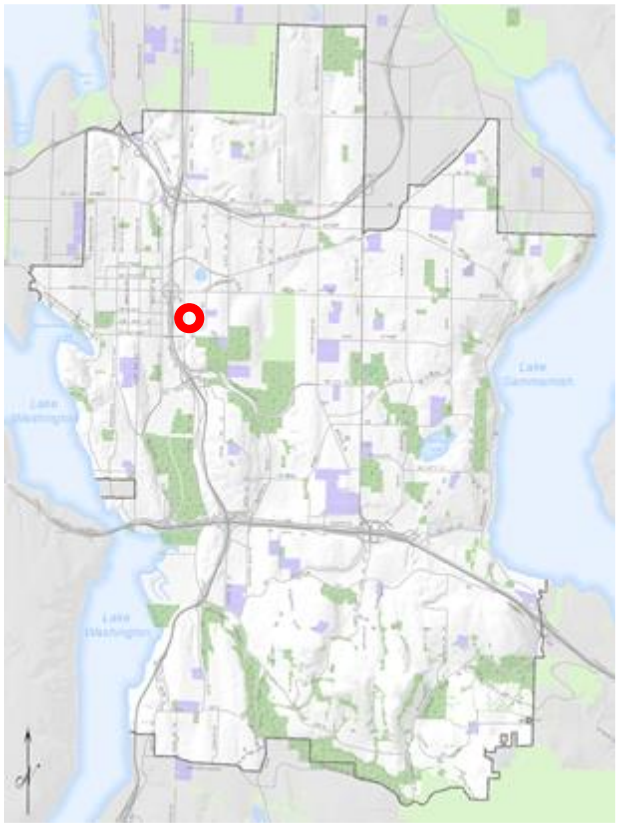
Bike Lane
8,315'



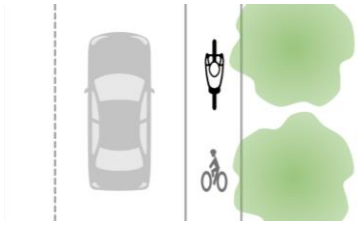
Bike Shoulder
240'

Completed City of Bellevue Projects
2014 – Transportation

120th Avenue Northeast Widening Phase I: NE 4th Street to NE 8th Street



Sidewalk
2,600'



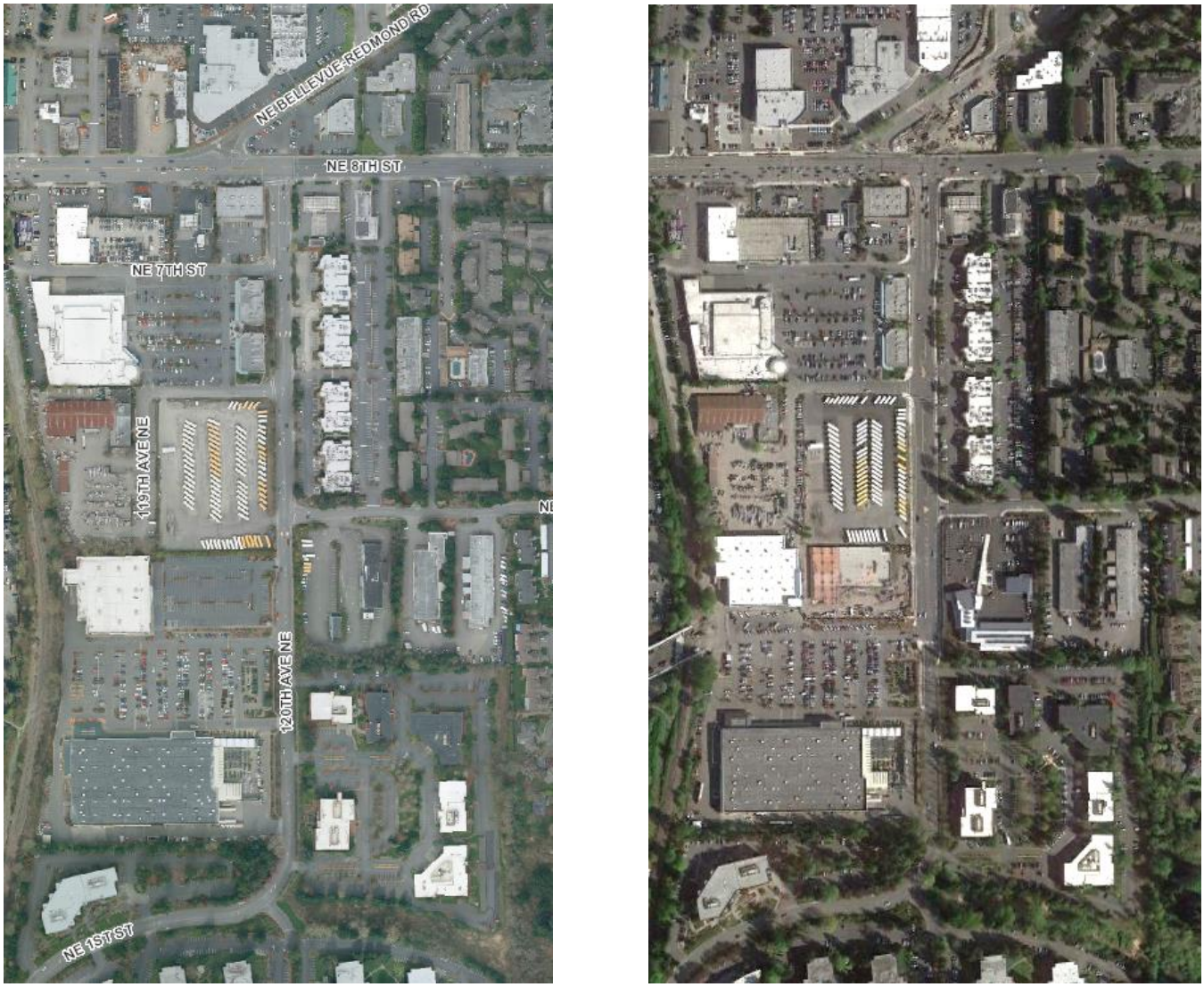
Bike Lane
2,200'

This project, in coordination with the extension of NE 4th Street, a widened and improved 124th Avenue NE corridor, the planned NE 6th Street extension, and the new NE 15th/16th Street multi-modal corridor has been associated and advanced as part of the Mobility and Infrastructure Initiative (M&II) of 2009.

The M&II was formed to address continuing growth in Downtown Bellevue and to support planned growth in Bel-Red and Wilburton areas, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

The 120th Avenue NE Project Phase I is first project moving forward as part of the M&II, and occurred in conjunction with the NE 4th Street Extension Phase I. Future phases of the 120th Avenue NE project will extend the improvements northward.

The 120th Avenue NE Project is one of the high priority transportation investments. It improves access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region.



Project Location (before and after)

The project replaced approximately 2,600' of six-foot wide sidewalks with eight-foot wide pervious concrete sidewalks, on both sides of the street and added 16 ADA ramps.

It constructed approximately 2,200' of new bike lanes on both sides of the street from the NE 7th Street intersection south to where the NE 4th Street Extension will connect.

A new traffic signal was installed at the NE 6th Street intersection.

Funds came from Federal Grants and the City Capital Budget Improved Mobility Program (PW-R-161).

Cost Estimate: 8,767,000

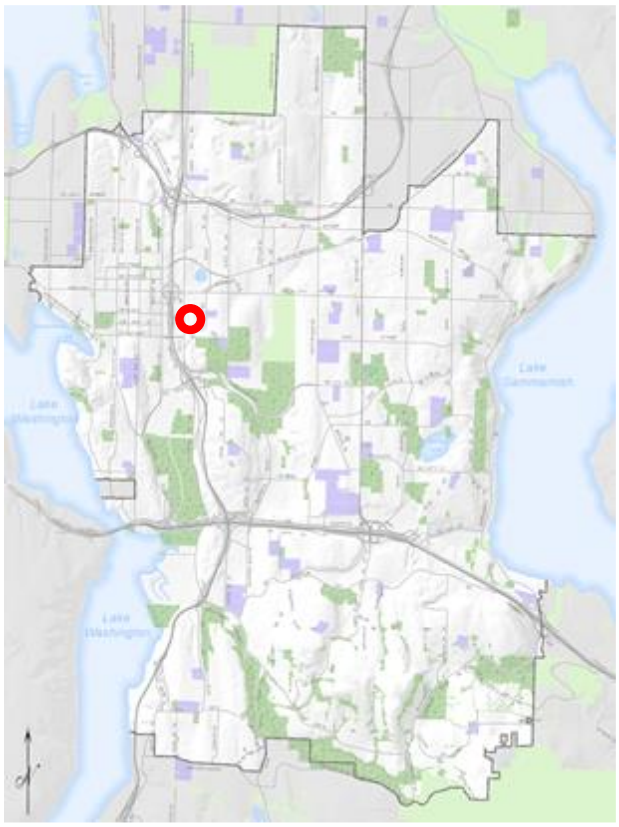
120th Ave Ne and NE 6th St, looking south (before and after)

120th Ave NE north of NE 4th St Alignment, looking north (before and after)

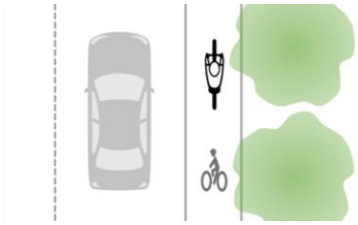
East Side of 120th Ave NE just south of NE 4th St Alignment, looking north (before and after)

120th Ave NE and NE 4th St Alignment, looking east (before and after)

NE 4th Street Extension Phase I



Sidewalk
1,580’



Bike Lane
1,160’

The NE 4th Street Extension project is one of a number of high priority transportation investments in the Mobility and Infrastructure Initiative (M&II). The project will support continuing growth in Downtown Bellevue and the planned growth in Bel-Red and Wilburton areas, by improving connectivity between Downtown Bellevue, the new Bel-Red transit-oriented-development, and the Overlake regional growth centers. The project will also allow a future pedestrian and bicycle access point to the Eastside Rail Corridor.

The new route will provide an alternative to NE 8th Street relieving congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians, and bicycles.

The NE 4th St Extension project will be constructed in two phases. Phase I was completed in 2014. Refer to Anticipated City of Bellevue Projects 2015 – Transportation section for details about Phase II.

Phase I added approximately 1,160' bike lanes and 1,580’ sidewalks on both sides of the new road from 116th Avenue NE to the west side of the Eastside Rail Corridor. The project modified the existing signalized intersection at NE 4th Street and 116th Avenue NE, added five and replaced three ADA ramps.

Funds came from Federal Grants and the City Capital Budget Improved Mobility Program (PW-R-160).

Total Cost Estimate (Phase 1 and Phase 2):
$ 36,200,000

Project Location (before and after)

NE 4th St at 116th Ave NE, looking east (before and after)

116th Ave NE just south of NE 4th St, looking south (before and after)

116th Ave NE just north of NE 4th St, looking north (before and after)

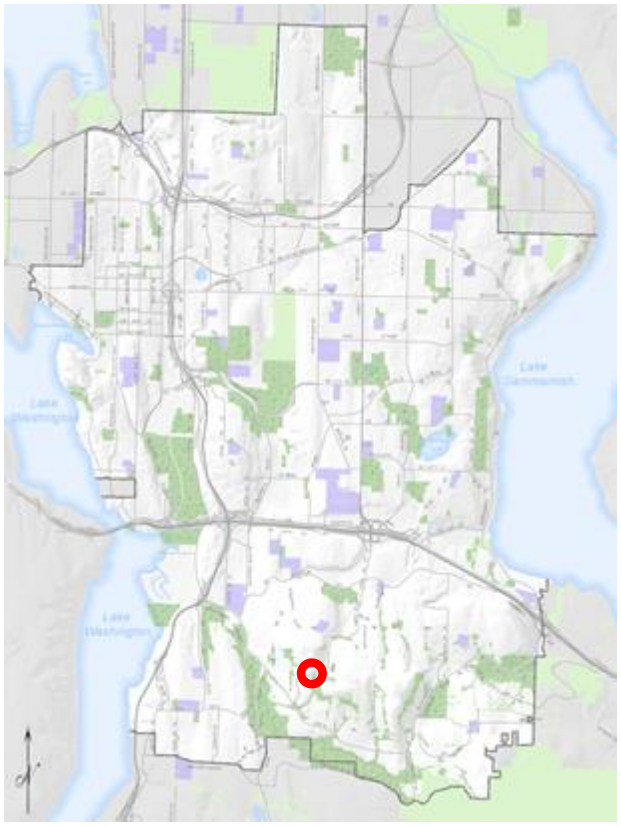
Overlay Program 2014 – ADA Ramps

As part of the 2014 Overlay Program the City installed 189 new ADA ramps along roadways programmed for resurfacing with the 2014 Overlay and replaced deteriorated sidewalks.

Project was funded from the City Capital Budget Improved Mobility Program - Street Overlays (PW-M-1).

Project Cost: N/A (part of the 2014 Overlay Program)

Highland Drive Raised Crosswalk



An existing speed hump on Highland Drive west of 139th Avenue SE was replaced with a raised crosswalk in conjunction with the 2014 Overlay Program for safer pedestrian connection between the existing trail south of the road and the neighborhood. The project added two ADA ramps and one new streetlight to provide lighting at the crosswalk.

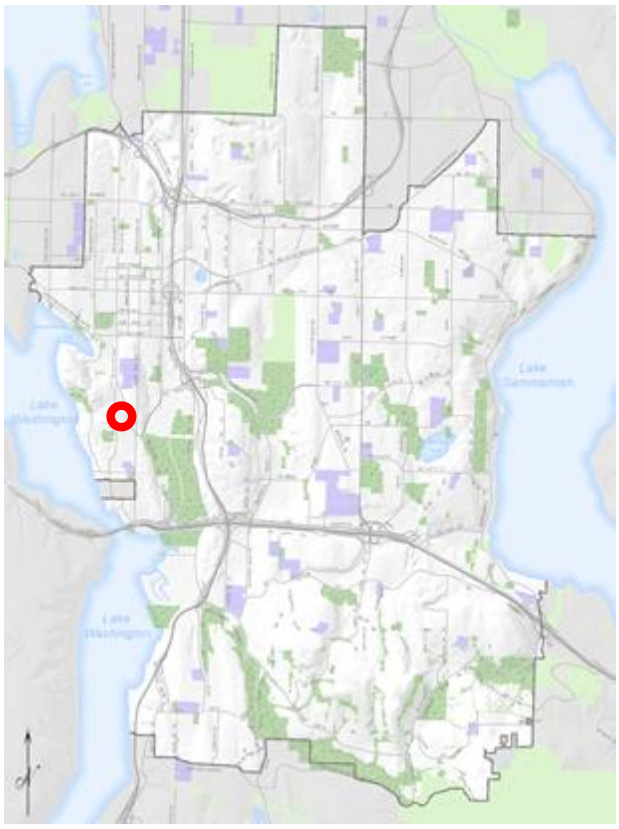
Project was funded from the City Capital Budget Improved Mobility – Street Overlays (CIP PW-M-1).

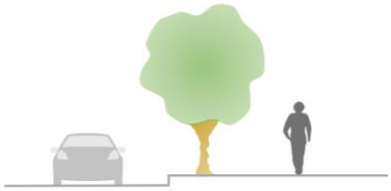
Project Cost: N/A (part of the 2014 Overlay Program)

Project Location (before; after photo not available)

Highland Dr west of SE 52 Pl New Crosswalk, looking west (before and after)

SE 16th Street Sidewalk – 104th Ave SE to Bellevue Way





Sidewalk 800'

This project constructed approximately 800' of six-foot sidewalk, curb, gutter, on the south side of SE 16th Street from 104th Avenue SE to Bellevue Way and added six ADA ramps.

SE 16th Street from 104th Avenue SE to Bellevue Way is one of the locations where neighborhood residents had requested a sidewalk be constructed. Following the most recent review of city-wide neighborhood sidewalk candidates, it was ranked as one of the top candidates to receive funding for implementation. Residents living close to SE 16th Street chose the sidewalk be constructed on the south side of the street.

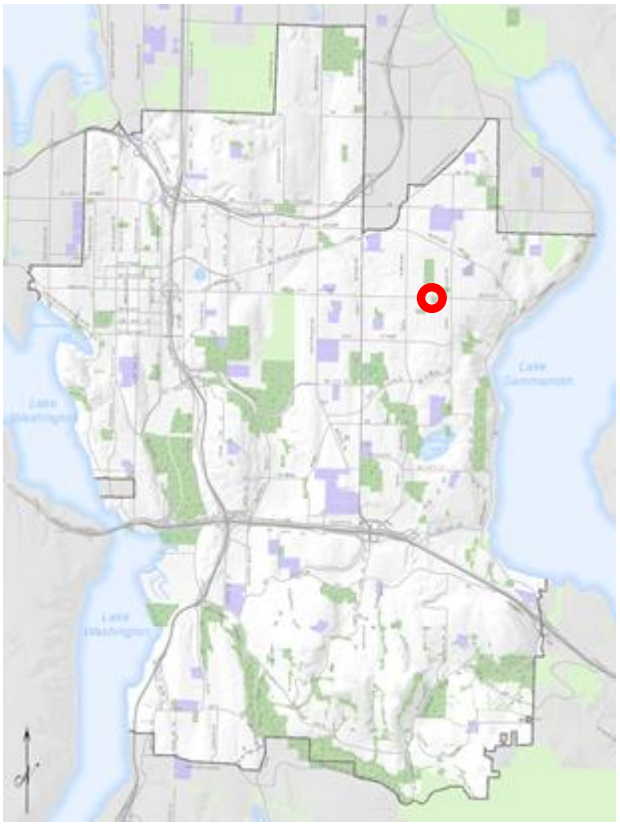
The project was funded from the City Capital Budget Improved Mobility Program – Neighborhood Sidewalks (PW-W/B-76).

Cost Estimate: $216,000

SE 16th St, west of 105th Ave SE, looking west (before and after)

Project Location (before and after)

NE 8th Street at Crossroads Park Mid-Block Crossing



This project improved overall pedestrian safety in the area by adding a new mid-block crosswalk, pedestrian crossing signs, street lighting and a flashing beacon to warn oncoming traffic of pedestrians crossing the street. The project also added four new ADA curb ramps, sidewalks, a median island, a new pavement overlay and replacement of an existing rockery with a concrete retaining wall on the south side of NE 8th Street.

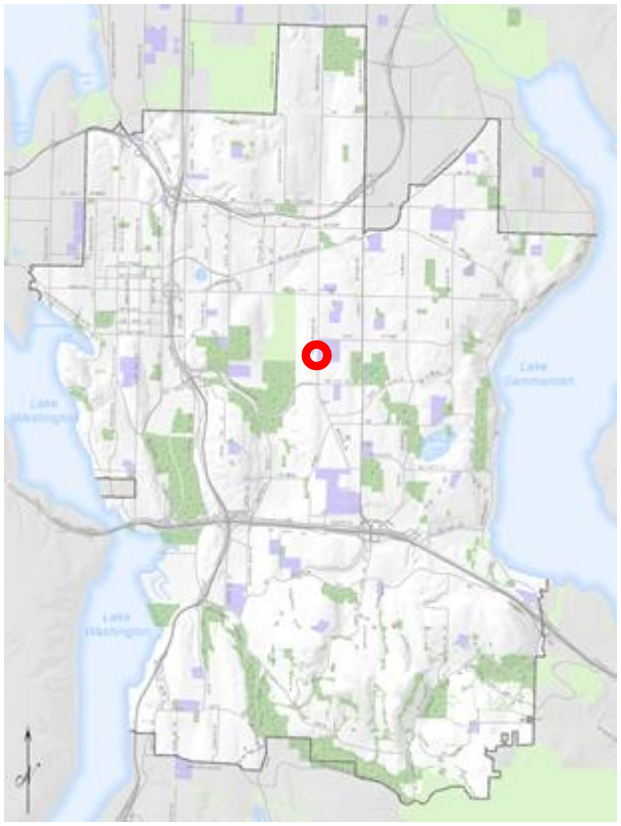
Project funds came from the City Capital Budget Improved Mobility Program - Minor Capital/ Traffic Operations (PW-M-2)

Cost Estimate: $350,000

NE 8th St at Crossroads Park, looking east (before and after)

Project Location (before and after)

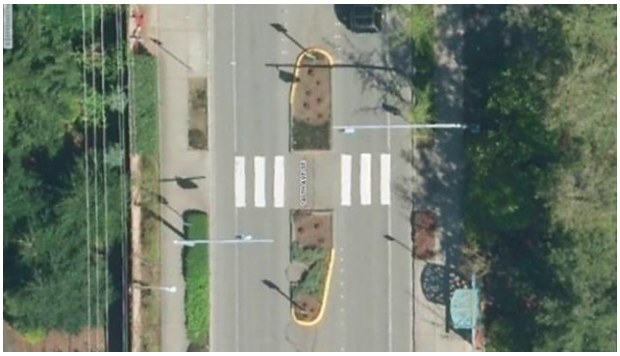
2014 Pedestrian Facility Compliance Program - 140th Ave SE Curb Improvements



The Pedestrian Facilities Compliance Program (PW -W/B -49) provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program also serves as the City's dedicated resource for addressing citizen accessibility requests. In 2014 the Pedestrian Facility Compliance Program installed eight new ADA ramps on two existing mid-block crossings along 140th Avenue SE, from SE 6th Street to Main Street.

Project Cost: $75,000

Project Locations



Location 1 (before; after photo not available)

Location 2 (before; after photo not available)

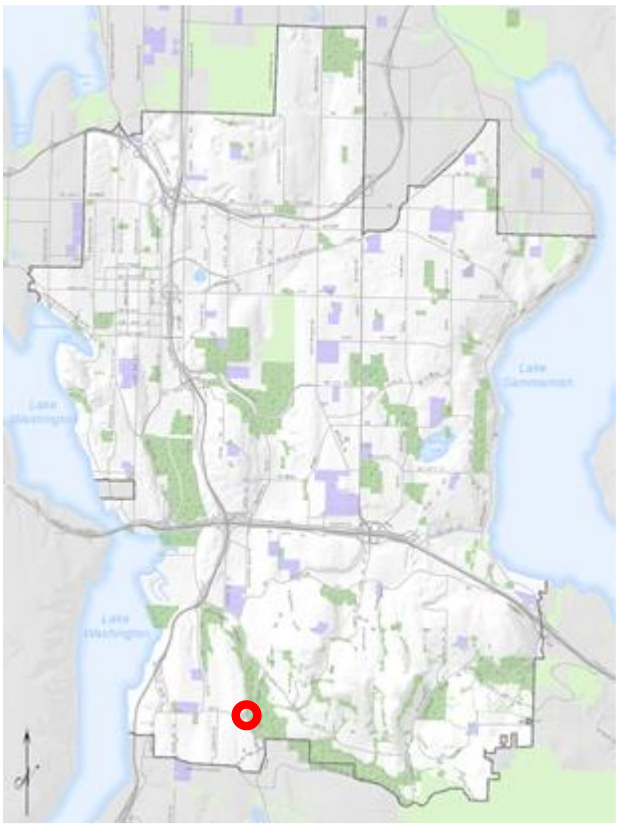
Location 1 looking south (before and after)

Location 2 looking south (before and after)

Location 1, looking east (after)

Location 2, looking east (after)

SE 60th Street at 128th Avenue SE Crosswalk Improvements

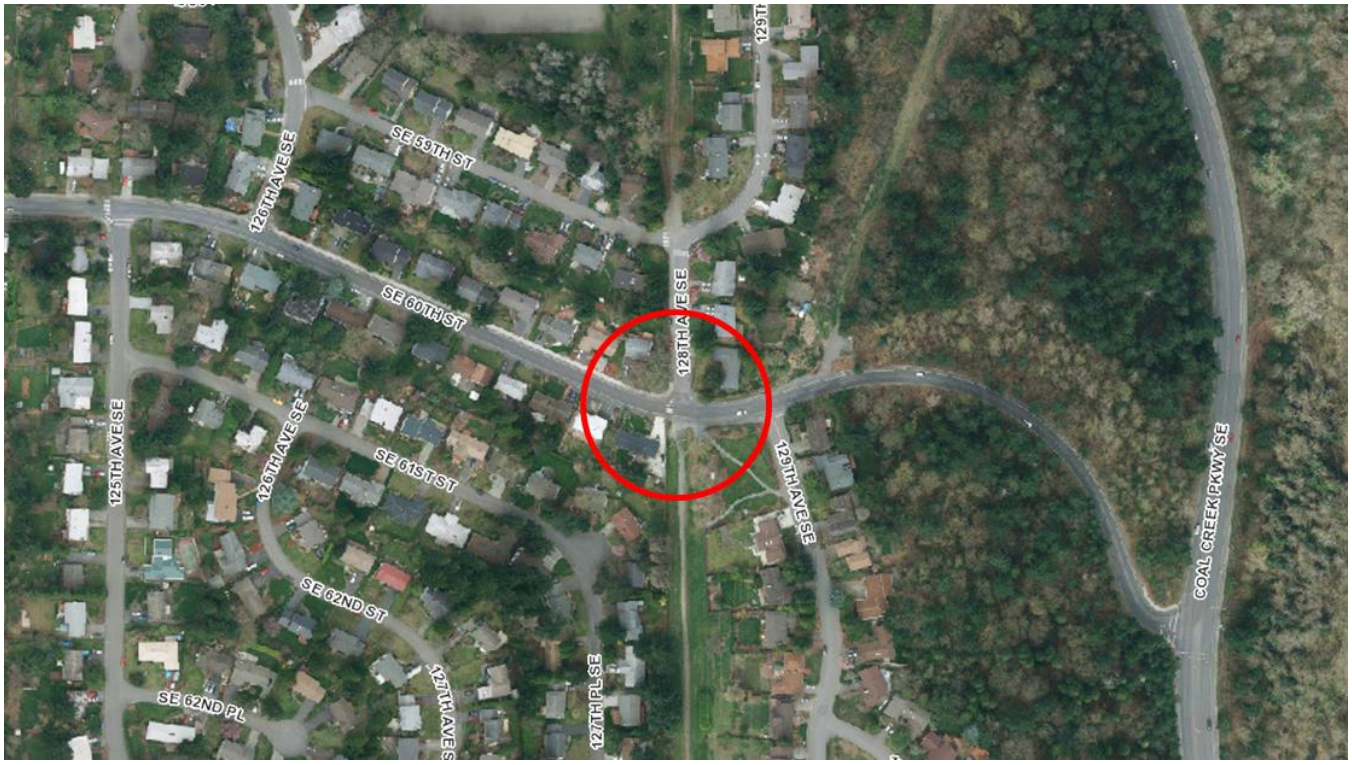


The crosswalk at the intersection of SE 60th Street and 128th Avenue SE attracts many pedestrians because it is part of a popular trail.

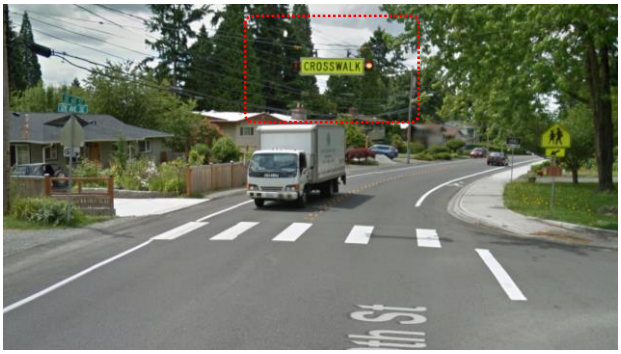
This project improved overall pedestrian safety at the crosswalk by adding new Rectangular Rapid Flashing Beacons (RRFB) on both sides of the street to warn drivers of pedestrians crossing the street. The project replaced previously existing signs, installed one additional luminaire, and retrofitted the old luminaire located on the northeast corner of the intersection. The project also installed one ADA ramp on the south side of SE 60th Street.

Funds came from the City Capital Budget Improved Mobility Program – Minor Capital - Traffic Operations (PW-M-2).

Cost Estimate: $21,500



Project Location

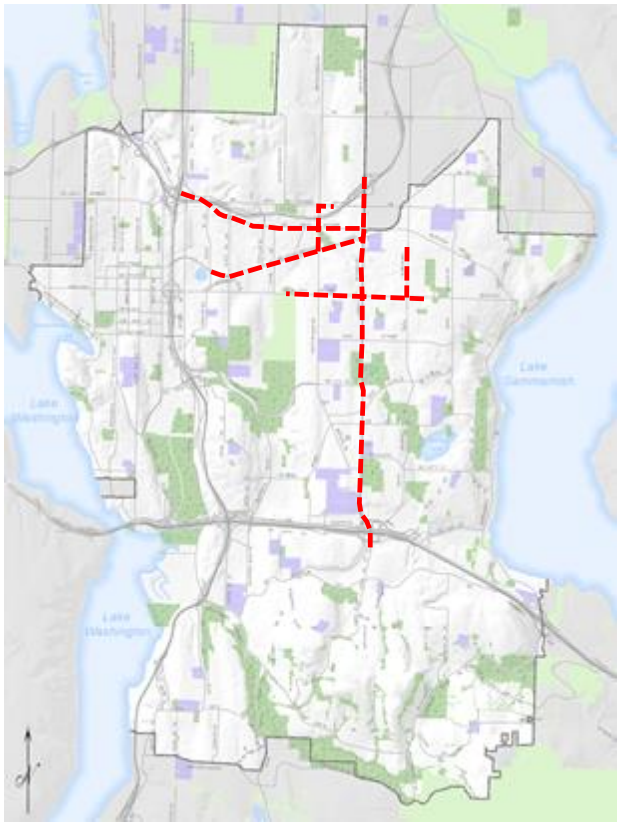


SE 60th St at 128th Ave SE, looking west (before and after)

Standard Flashing Beacon (before)

Rectangular Rapid Flashing Beacon – RRFB (after)

Pedestrian Signal Safety Grant

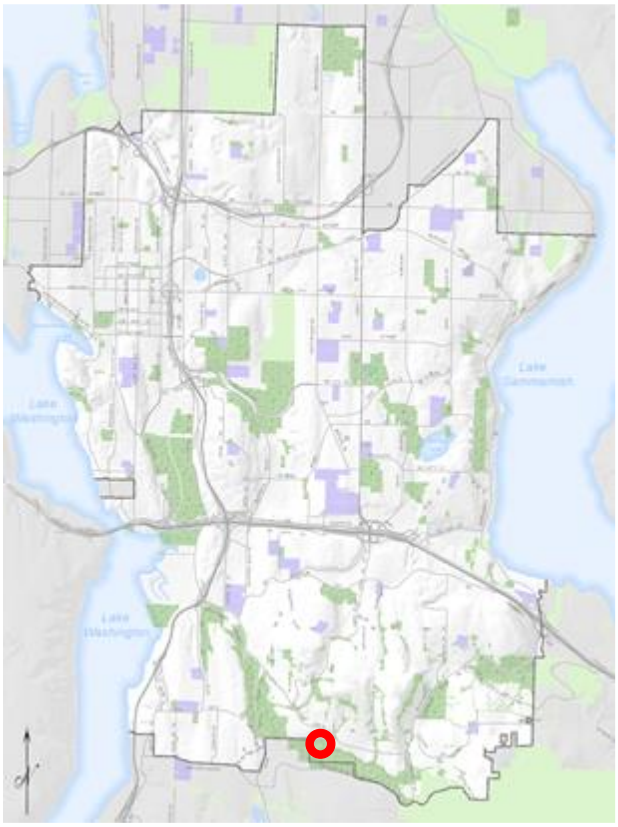


Two federal City Safety Program grants provided funding to enhance pedestrian safety at 43 intersections along 148th Avenue and in the greater Bel-Red and Overlake areas. Some of these intersections were upgraded to the SCATS system (Sydney Coordinated System), which allows the signal to adapt to traffic conditions in real-time. Other intersections received improved pedestrian signal displays and ADA compliant pushbuttons.

Project Cost: $424,000

Completed City of Bellevue Projects
2014 – Parks

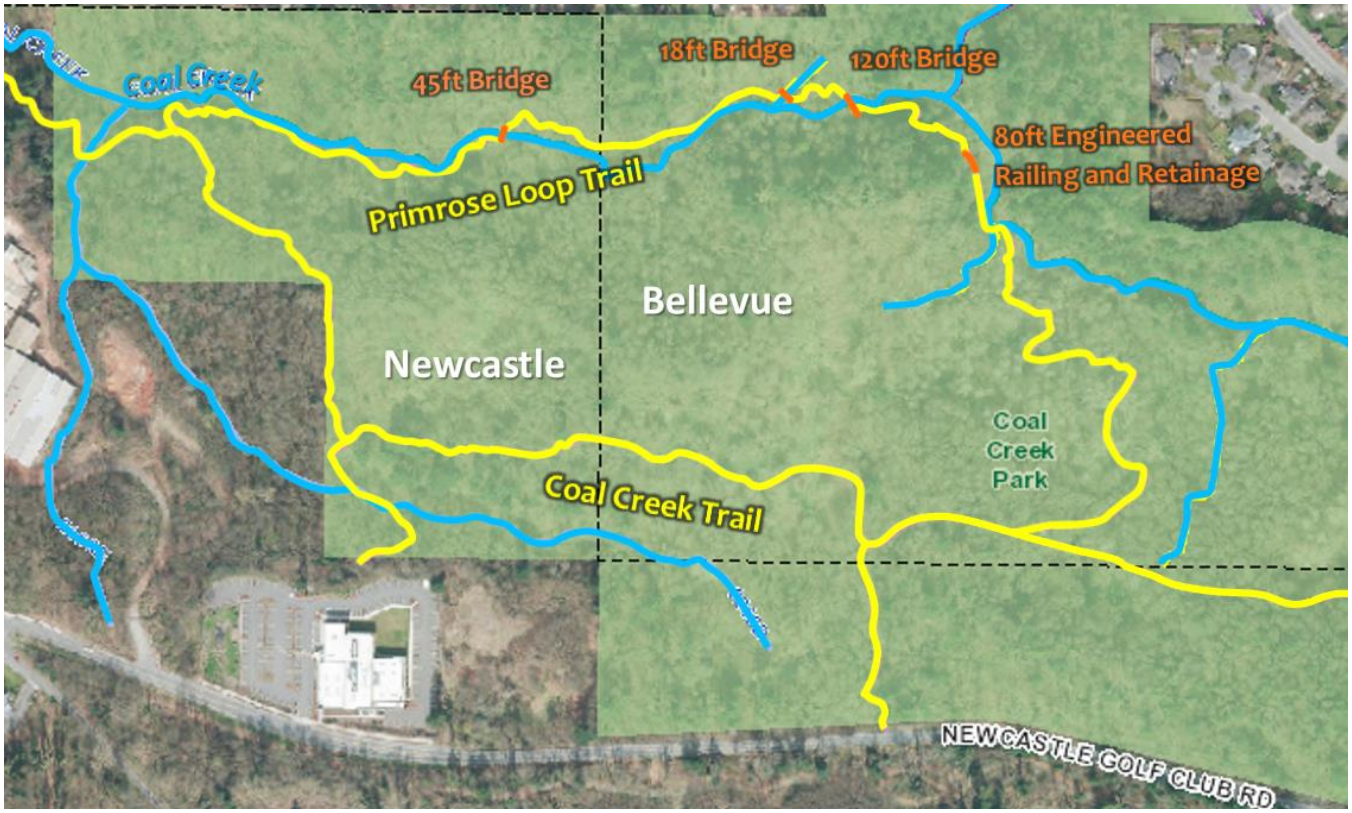
Coal Creek Primrose Loop Trail Phase II - Bridges 18' and 45' Bridges



The Coal Creek Primrose Loop Trail calls for complete renovation of the 1.1 mile Primrose Trail including replacement of three dilapidated bridges, new stair and railing structures, and upgrading the trail surface to City of Bellevue standards.
Phase I of the project was completed in 2013. Phase II of the project, completed in 2014, replaced the 18' and the 45' bridges.

This project was funded by the Parks Levy P-AD-89.

Project Cost (Phases I and II): $ 200,000

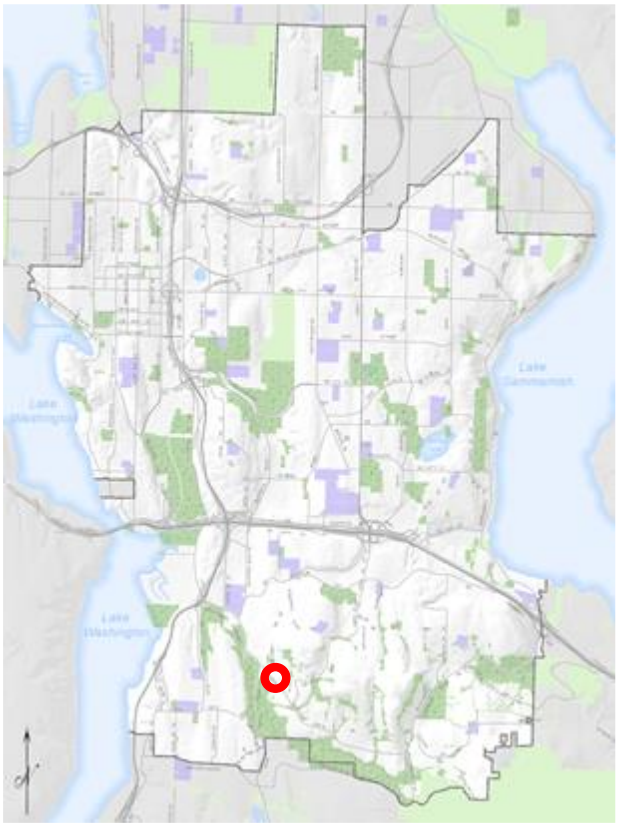


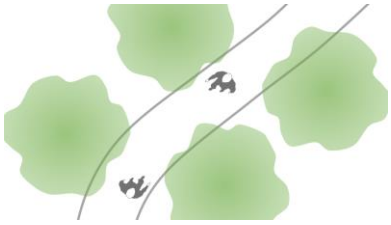
Coal Creek Primrose Loop Trail Map

Coal Creek Primrose Loop Trail 45' Bridge (before and after)

Coal Creek Primrose Loop 18' Bridge (before and after)

Coal Creek Forest Drive Trail and Trailhead

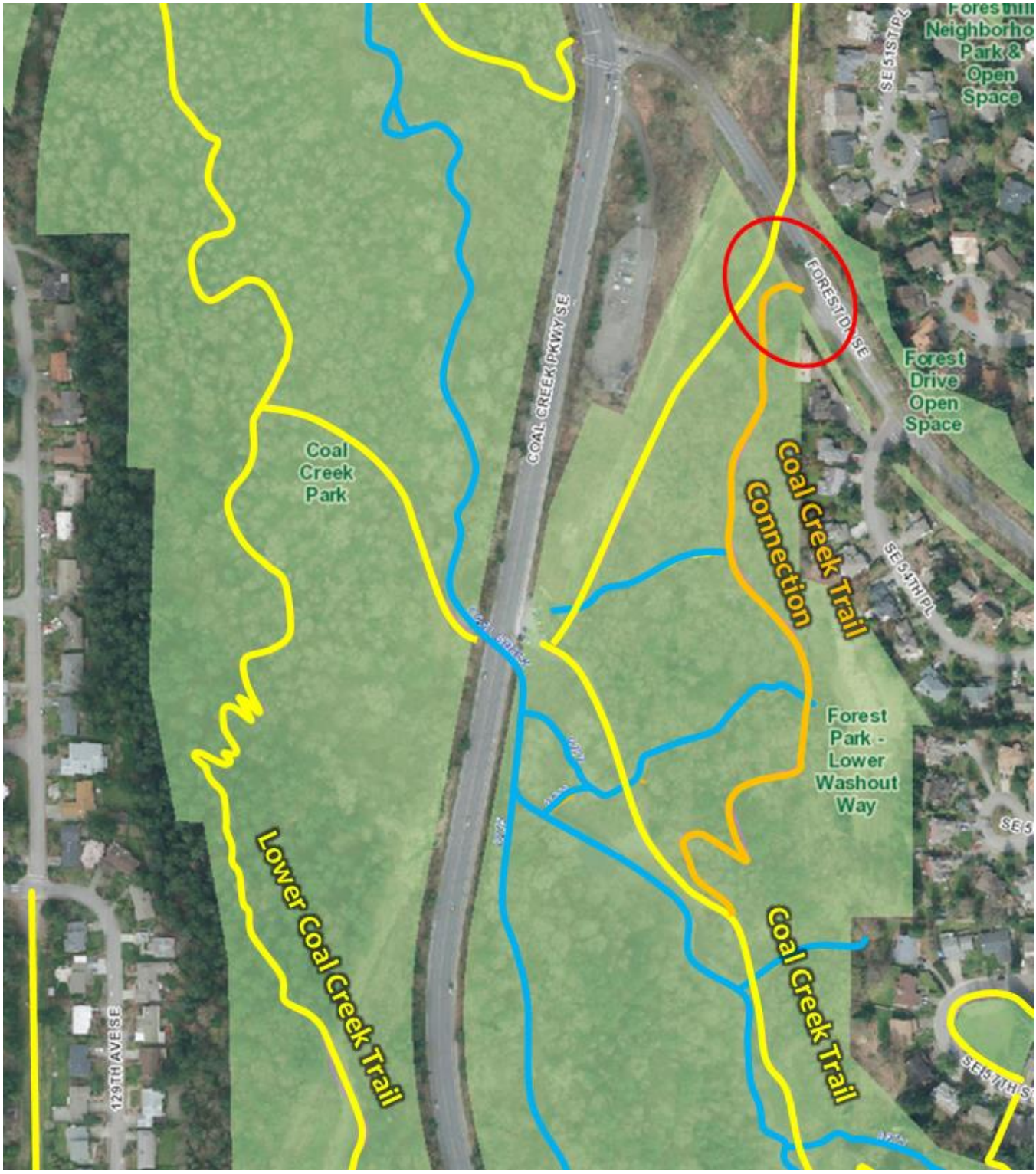




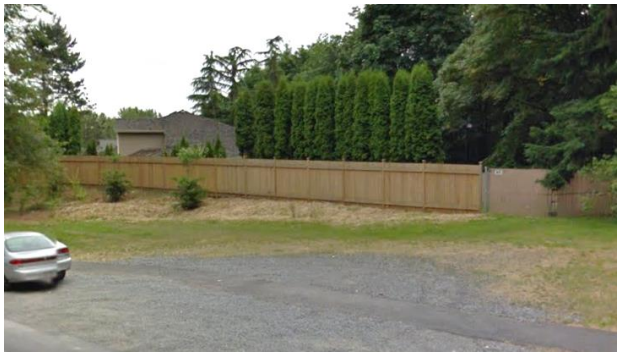
Pedestrian Trail 1,655'

This project installed a temporary trailhead and parking lot at the south side of Forest Drive, approximately 700' east of Coal Creek Pkwy SE. It also added 1,655' of a new four-foot wide soft surface pedestrian trail to connect Forest Drive to Coal Creek Trail during the closure of the Coal Creek Parkway trailhead for the Utility culvert replacement project.

Project cost: $ 40,000



Project Location

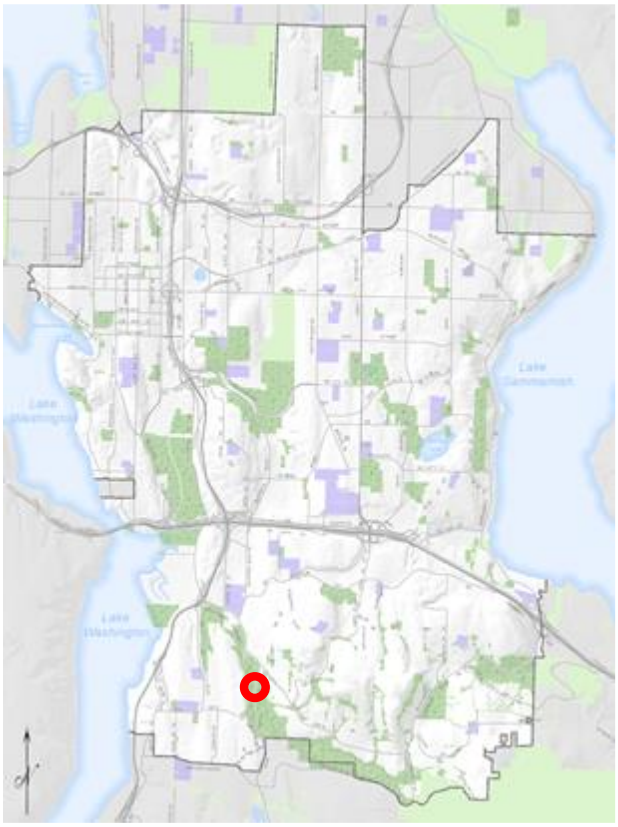


Forest Dr SE, looking southeast (before and after)

Coal Creek Trail Connection Trailhead (after)

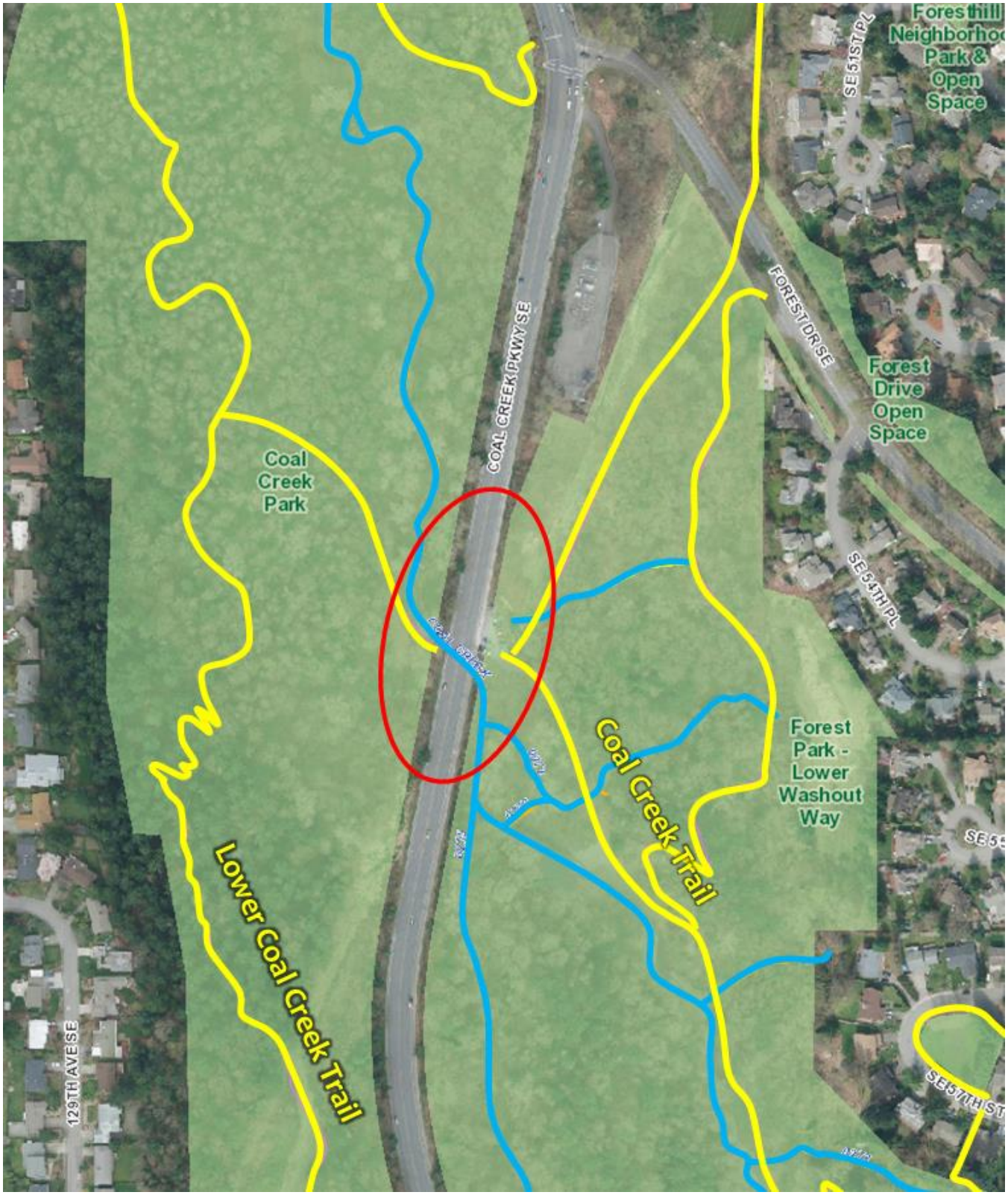
Along Coal Creek Trail Connection (after)

Coal Creek Parkway Pedestrian Underpass

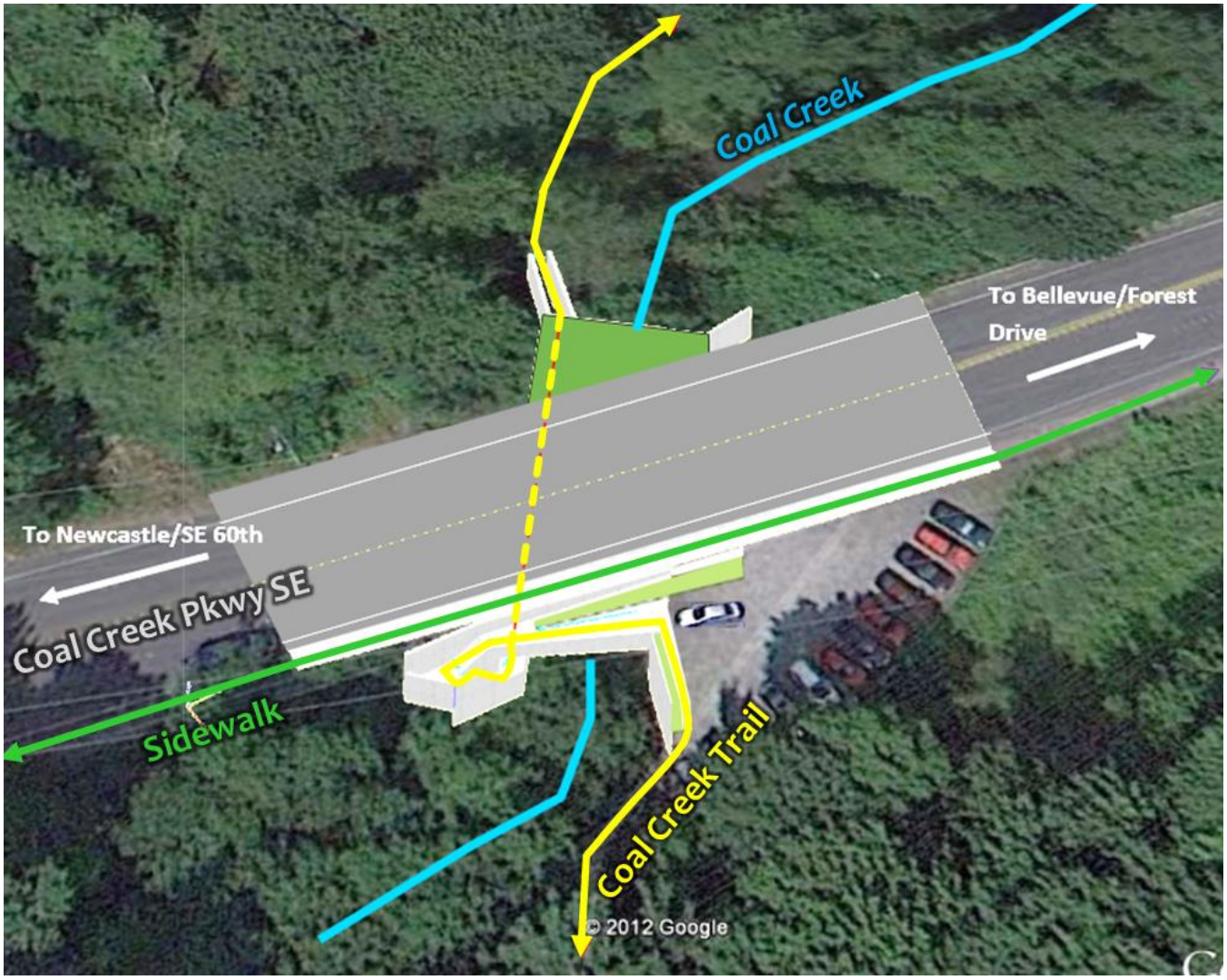


A pedestrian underpass under Coal Creek Parkway was constructed in conjunction with the Bellevue Utilities Department Coal Creek Culvert Replacement project. The underpass allows for safe pedestrian crossing of Coal Creek Parkway.

Coal Creek Parkway carries nearly 28,000 cars a day, is an important route for Bellevue and regional commuters and provides a corridor for a number of utilities. The culvert under the street near SE 60th Street -- essentially a nine-foot wide corrugated metal pipe that was a conduit for Coal Creek -- was deteriorating and at risk for failure during heavy rains. Over its lifespan, the culvert had been exposed to numerous heavy storms and had been corroded, scoured and undermined by high flows.



Project Location



Coal Creek Parkway Pedestrian Underpass Project Visualization

The project included:

- Pedestrian pathway underneath the parkway that connects to the Coal Creek Trail to improve pedestrian safety;
- Creek restoration upstream, downstream and under the new bridge to improve fish habitat; and
- Relocation of above- and below-ground utilities.

The project was constructed in two phases - the first phase, May through November 2013, and a second phase, mid-April 2014 through September 2014.

Primary funding for the Culvert Replacement comes from the City Utilities Department Capital Budget (CIP D-103); funding for the Pedestrian Underpass element comes from the Parks Levy Implementation Fund (P-AD-89).

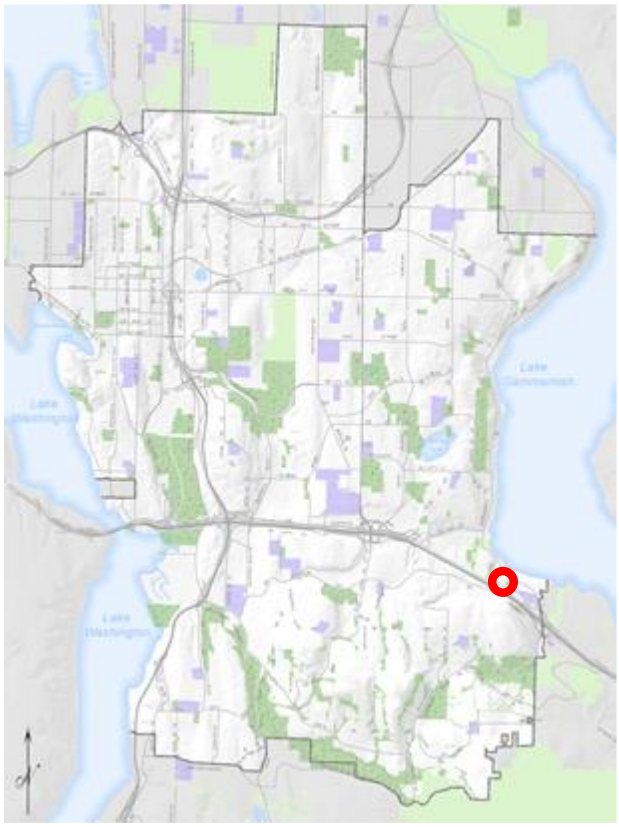
Deteriorated culvert upstream

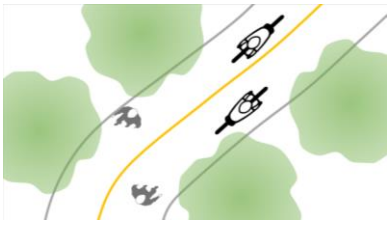
New bridge upstream

Culvert downstream

New bridge downstream

Sunrise Park Trail Phase II





Multi-Use Trail 960'

This project improved an existing trail to create a wider, multi-use trail link through Sunrise Park West Lake Sammamish Parkway multi-use trail to the current Mountains to Sound Greenway route on the north side of I-90. The trail also provides the most direct connection to the future planned Mountain to Sound Greenway trail, to be located on the south side of I-90.

Phase I of the project, Trailhead Improvements at West Lake Sammamish Parkway, was completed in 2013.

This project was funded by the Parks Levy P-AD-89.

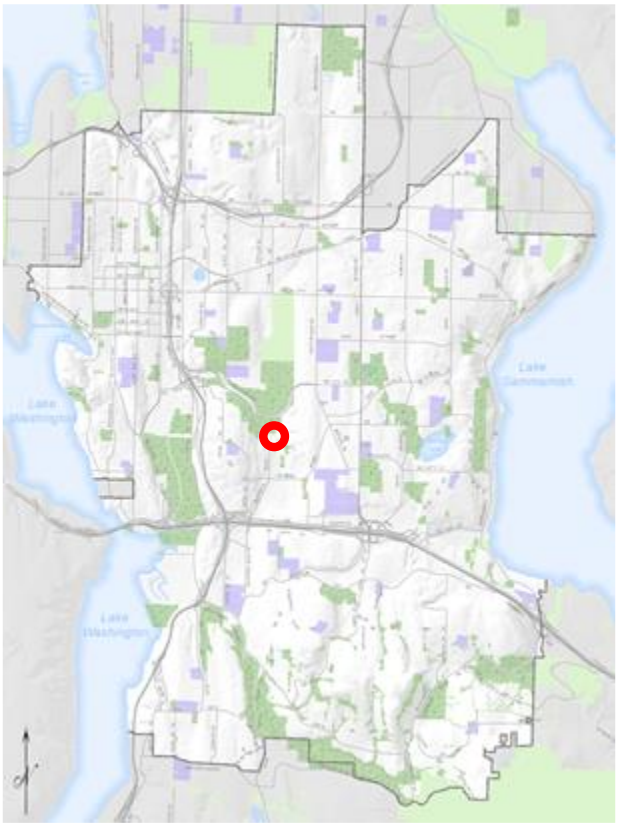
Project Cost: (Phases I and II): $ 300,000

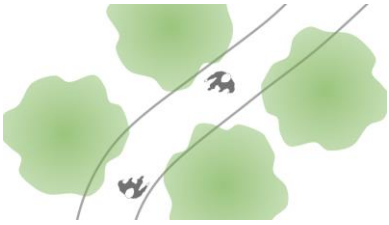
Project Location

Sunrise Trail (after; before photos not available)

Sunrise Trail Trailhead at West Lake Sammamish Pkwy (before and after)

Parkland Estates Richards Valley Trail





Pedestrian Trail 750'

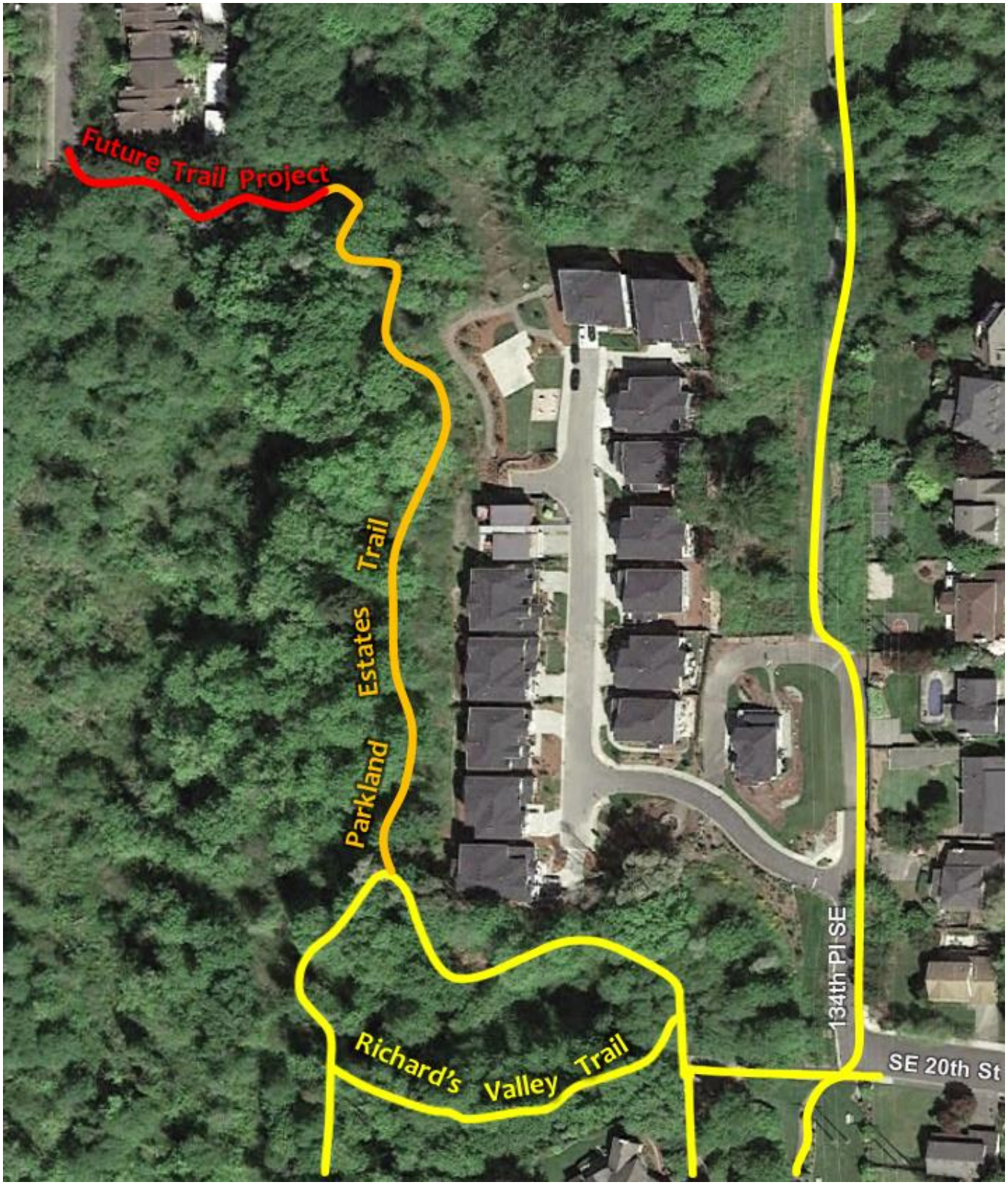
This project developed a component of the Richards Valley Trail connecting Skyridge Park to 134th Avenue SE and onto the Lake Hills Connector. The new four-foot wide soft surface pedestrian trail meanders through the Parkland Estates Native Growth Protection Area and onto 134th Avenue SE, where the existing sidewalk system carries users west to the Lake Hills Connector.

The project was funded by the Parks Levy P-AD-89.

The last segment of the connection between Skyridge Park and 134th Avenue SE will be a future project. (*See aerial photo on next page*)

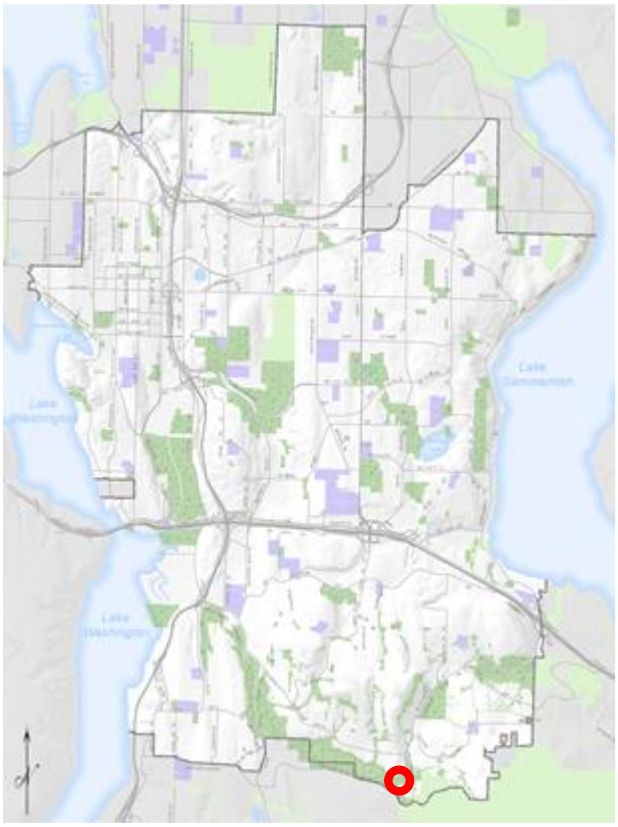
Project Cost: $ 5,000

Parkland Estates Richards Valley Trail (before and after)



Parkland Estates Richards Valley Trail Location

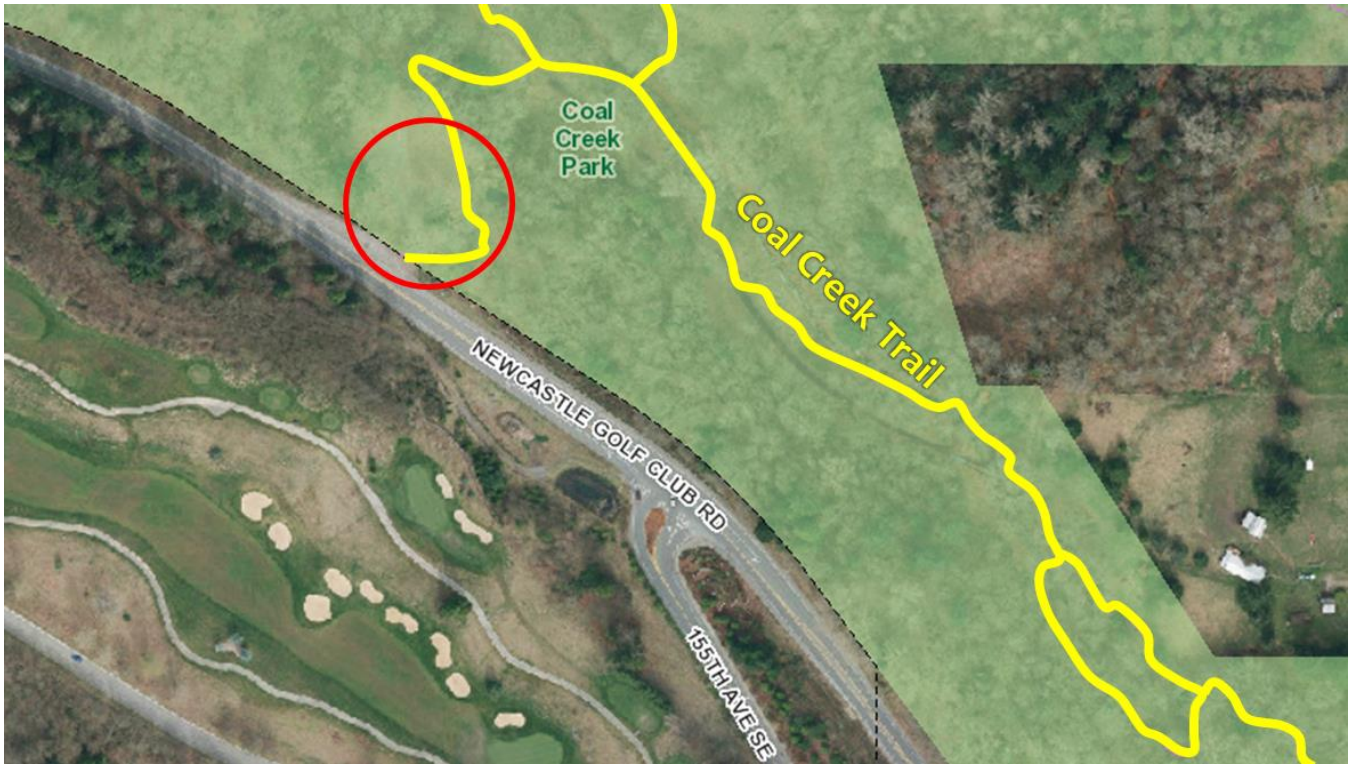
Coal Creek East Trailhead



The Coal Creek East Trailhead project upgraded the trailhead at the south-east section of Coal Creek Park, along Newcastle Golf Club Road, approximately 430' northwest of 115th Avenue SE and Newcastle Golf Club Road intersection. This trailhead provides access to the Coal Creek Park trail system. The project added an informational kiosk, native plantings and limited parking for trail users.

The project was funded through P-AD-89 Parks Levy – Trails and Natural Areas.

Project Cost: $ 300,000



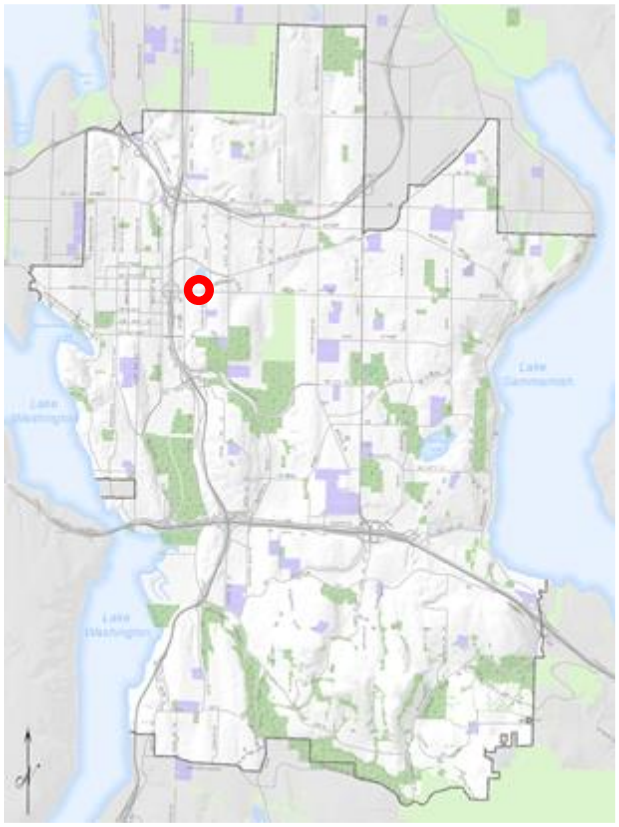
Project Location

Coal Creek East Trailhead (before and after)

Completed Development Review Projects

2014

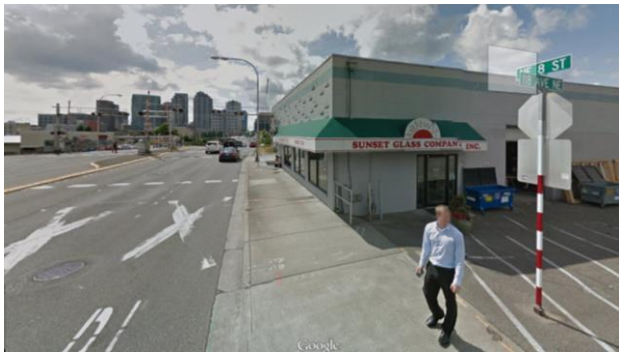
Barrier Porsche



This new development constructed 410' of six-foot wide concrete sidewalk, curb and gutter, and six-foot wide planter strip on the north side of NE 8th Street, just west of NE Bellevue-Redmond Rd. The project also replaced 135 feet of five-foot wide concrete sidewalk on 118th Avenue NE. It also constructed a crosswalk on the 118th Ave NE and installed two ADA compliant ramps.

Sidewalk
410'

Project Location (before and after)

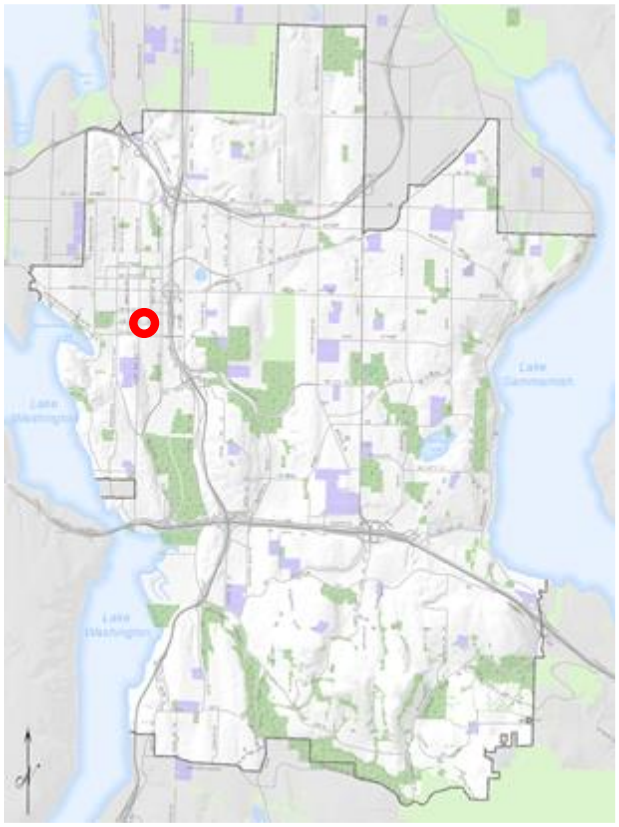


118th Ave NE at NE 8th St New Crosswalk, looking west (before and after)

NE 8th St at 118th Ave NE, looking east (before and after)

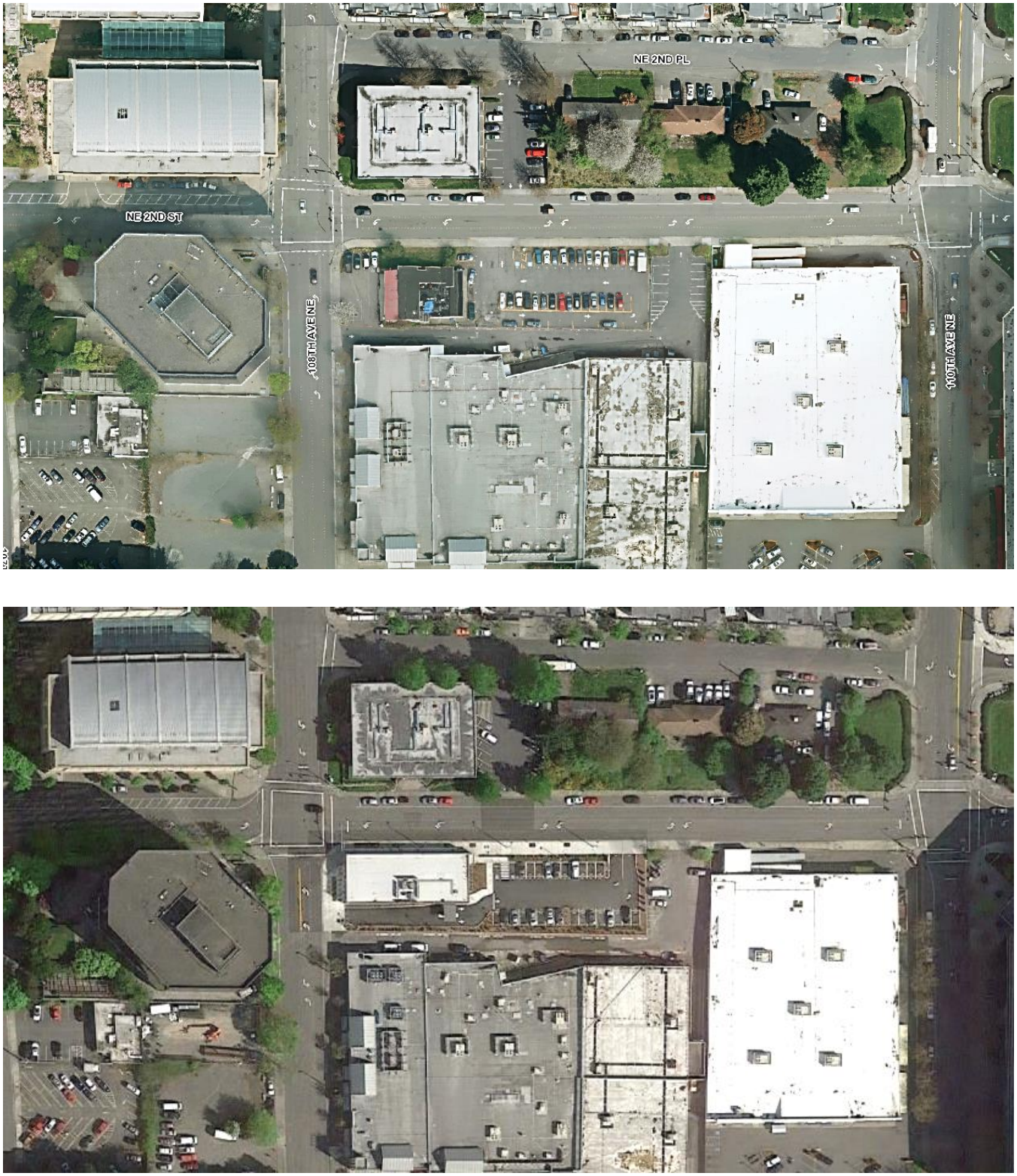
118th Ave NE north of NE 8th St, looking north (before and after)

Bank of America Interim Site

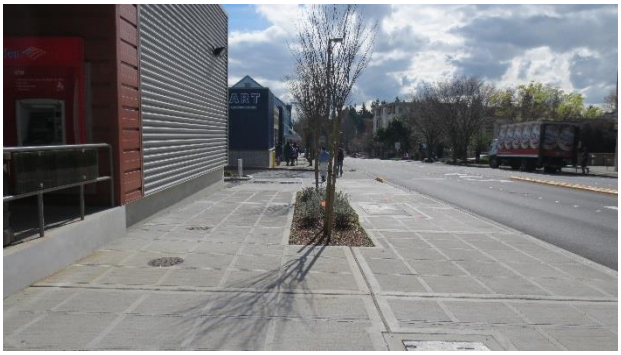


This new development project at 10833 NE 2nd St in Downtown Bellevue replaced a total of 320 feet of eight-foot wide sidewalk with 12-foot wide sidewalk, curb and gutter, and four-foot wide planter strip with street trees. 265 feet were constructed on the south side of NE 2nd St, east of 108th Ave NE. 55 feet were built on the east side of 108th Avenue NE, south of NE 2nd Street. In addition, it installed one ADA compliant ramp at the southeast corner of 108th Ave NE & NE 2nd St intersection.

Sidewalk
320'



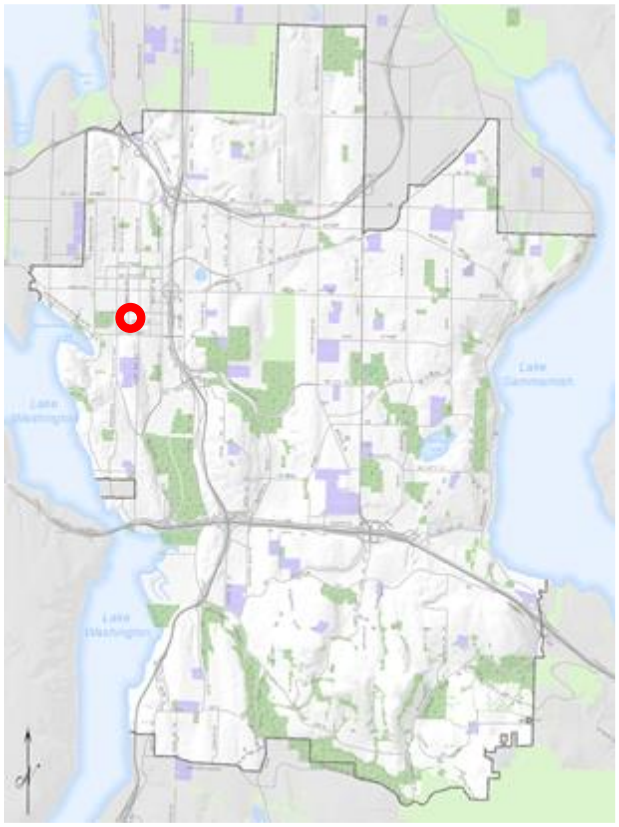
Project Location (before and after))



108th Ave NE at NE 2nd St, looking south (before and after)

NE 2nd St at 108th Ave NE, looking east (before and after)

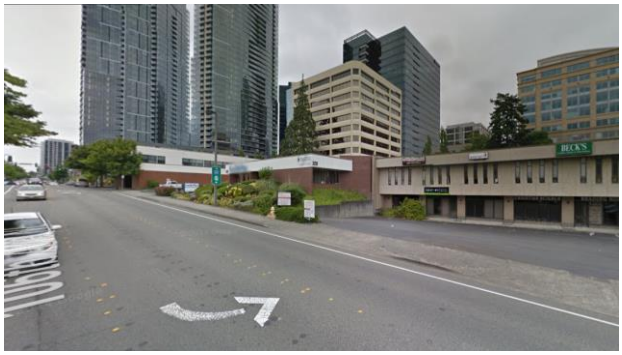
Soma North Tower

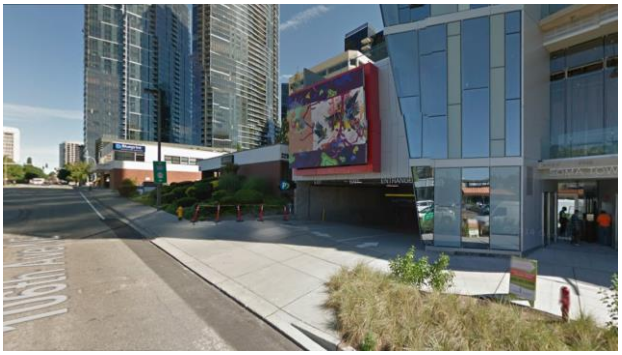


The Soma North Tower development at 288 106th Ave NE replaced 130 feet of eight-foot wide sidewalk with 12-foot wide concrete sidewalk, curb and gutter on the east side of 106th Ave NE, north of NE 2nd St.

Sidewalk
130’

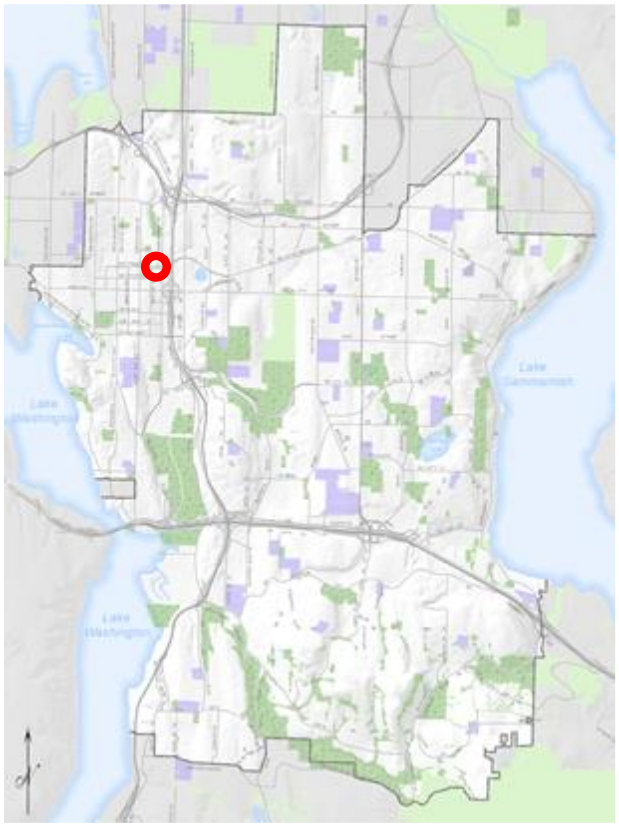
Project Location (before and after)





106th Ave NE north of NE 2nd St, looking north (before and after)

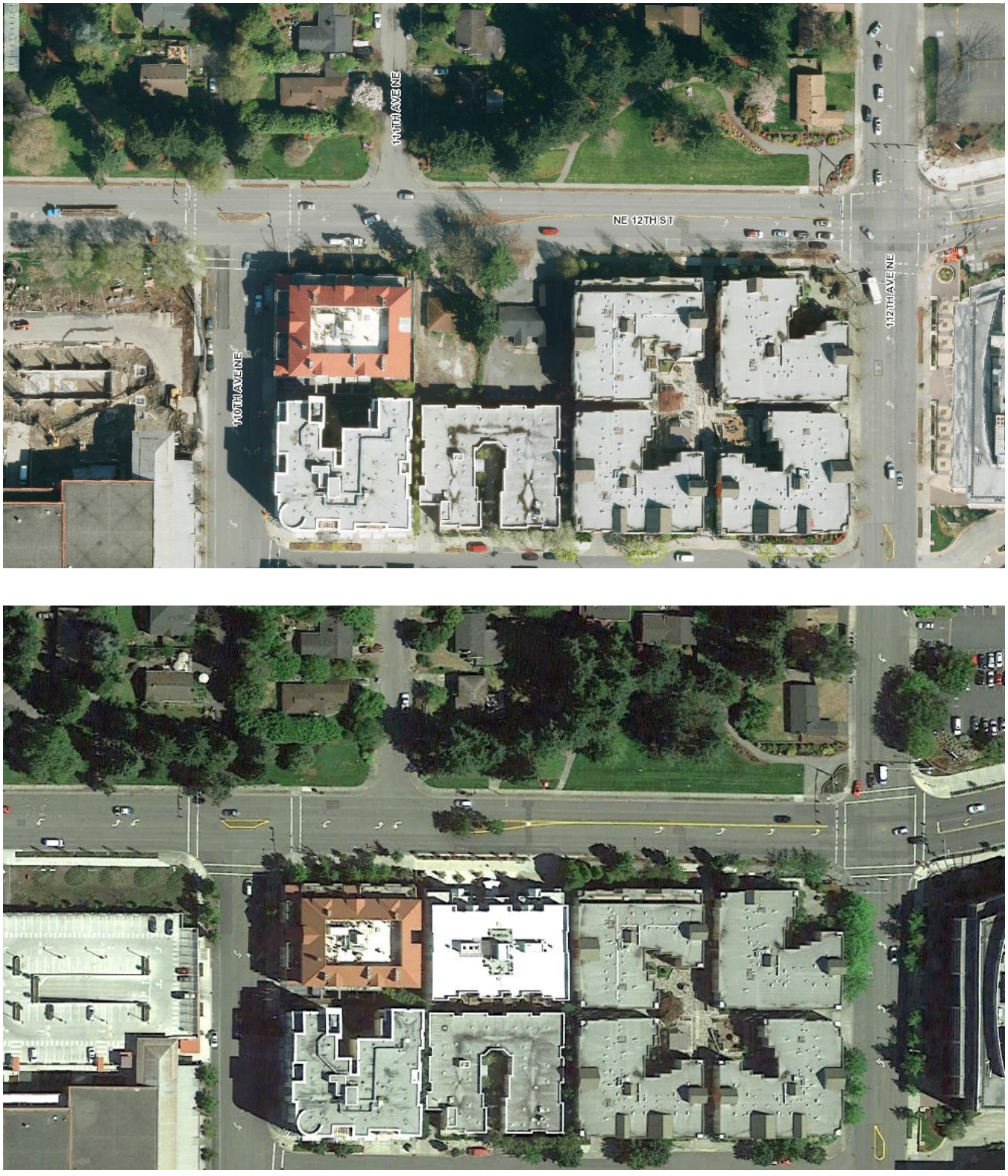
The Park Metro



The Park Metro development in Downtown Bellevue added 120 feet of 12-foot wide concrete sidewalk, curb and gutter, with four-foot wide planter strip on the south side of NE 12th Street, east of 110th Ave NE. This new sidewalk frontage on 11101 NE 12th St replaced a previously existing five-foot wide sidewalk and planter strip.

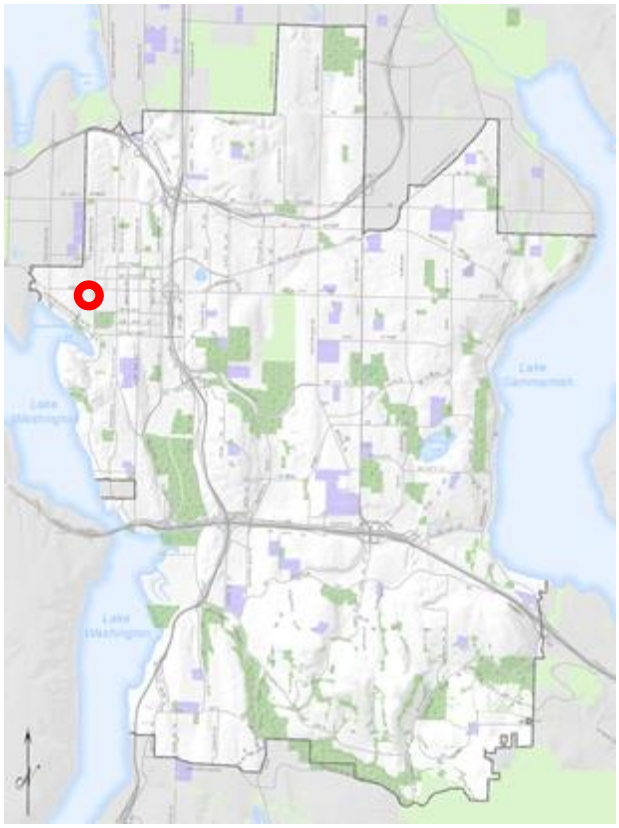
Sidewalk
120'

NE 12th St east of 110th Ave NE, looking east (before and after)



Project Location (before and after)

Kirkwood Short Plat



This private development project at 726 99th Ave NE resulted in the construction of 115 feet of five-foot wide concrete sidewalk with curb and gutter.

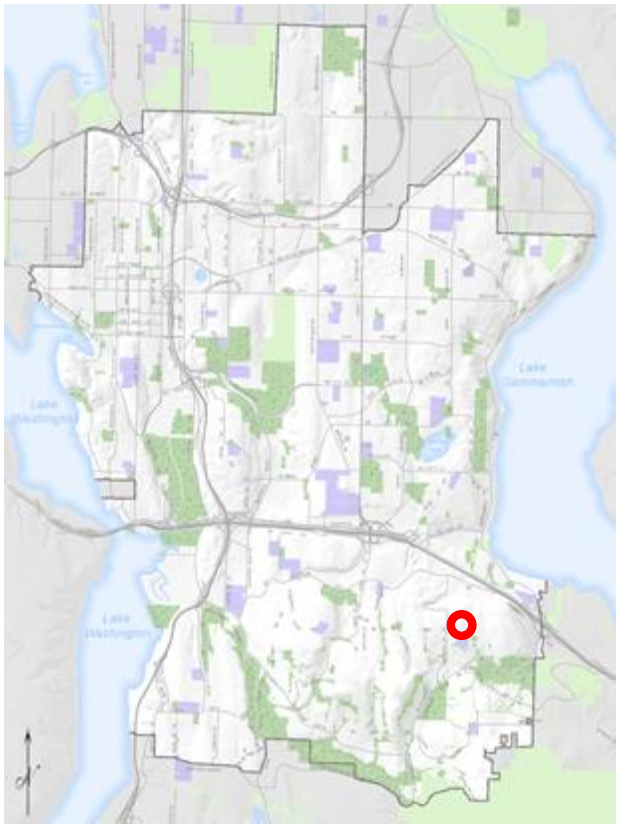
Sidewalk
115'

Project Location (before and after)

99th Ave NE at NE 8th St, looking south (before and after)

99th Ave ME at NE 8th St, looking north (before and after)

Amberton



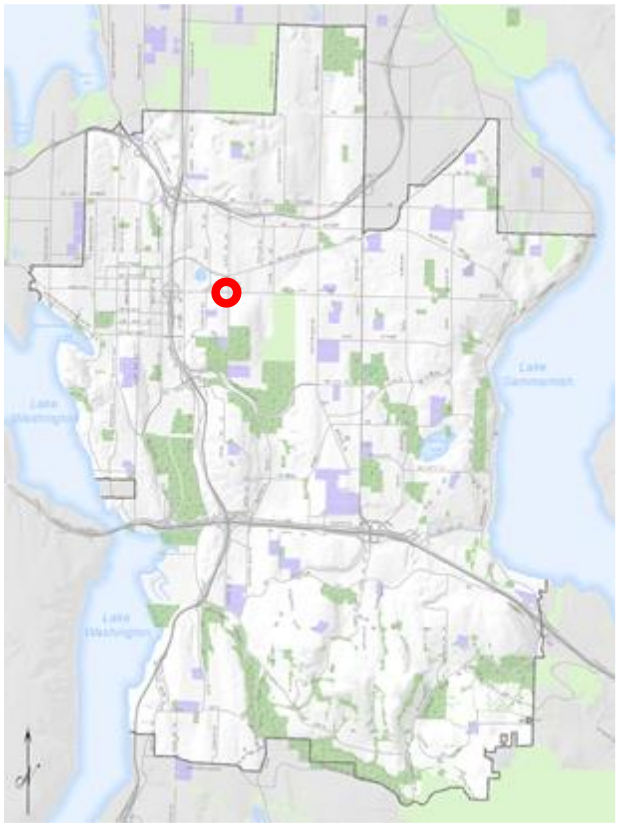
Amberton development added 800 feet of new five-foot wide concrete sidewalk, curb and gutter in a new right of way. The new street is extension of 165th Ave SE and SE 46th Court with cul-de-sac street end.

Sidewalk 800'

165th Ave SE at SE 46th St, looking north (before and after)

Project Location (before and construction; after photo not available)

Milano Townhomes



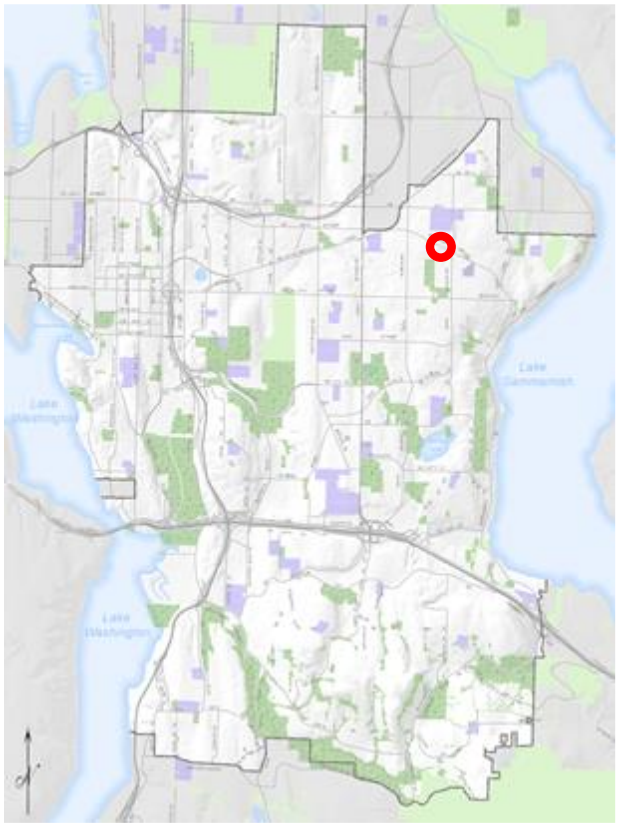
This new development at 718 123rd Ave NE added approximately 260 feet of five-foot wide concrete sidewalk on 123rd Ave NE with 10-foot wide planter strip behind the sidewalk and one ADA compliant ramp at the south end of the sidewalk. It also added a planter strip behind the existing sidewalk on 124th Avenue NE.

Sidewalk
260'

123rd Ave NE south of NE 8th St, looking north (before and after)

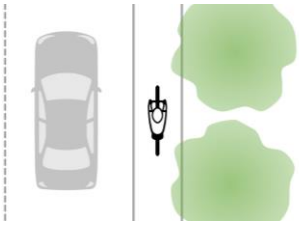
Project Location (before and after)

Eastside Torah Center



This development project replaced 175' of six-foot wide asphalt sidewalk with concrete sidewalk, curb, and gutter, and four-foot planter strip with street trees and street light on the south side of Northup Way, west of 162nd Ave NE, installing three ADA compliant ramps, one at each end of the sidewalk and one on the south west corner of the Northup Way and 161st Ave intersection.
The project also added 175' of a 5-foot wide bike shoulder that will be marked as a bike lane in the future.

Sidewalk
175'



Bike
Shoulder
175'

Project Location (before and after)

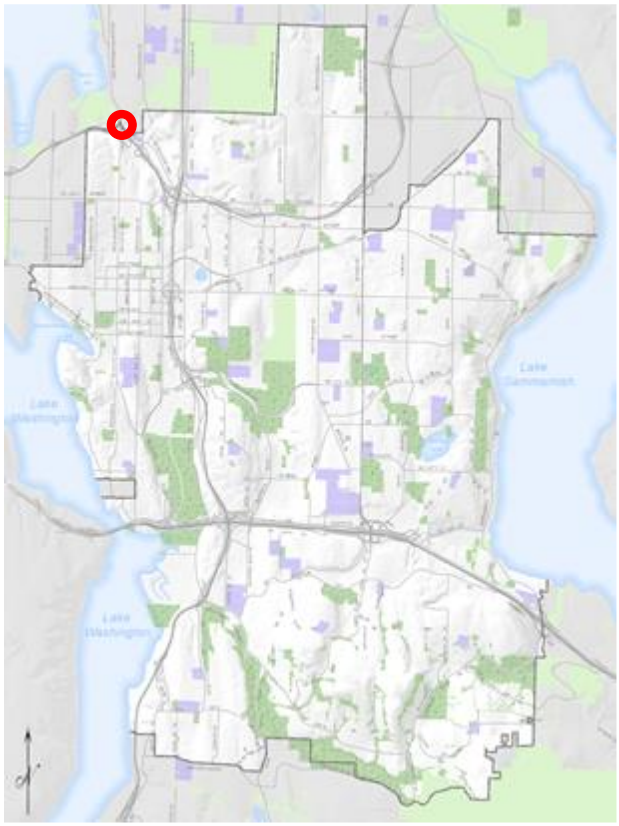
Northup Way at161st Ave NE, looking east (before and after)

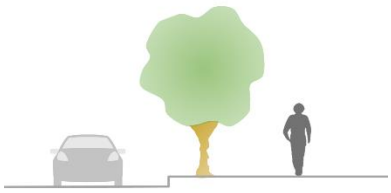
Northup Way at 162nd Ave NE, looking west (before and after)

Completed WSDOT Projects

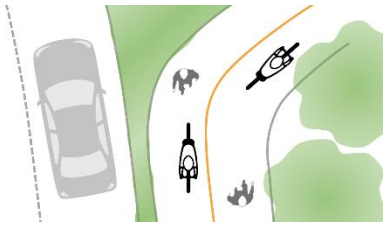
2014

SR 520 Trail

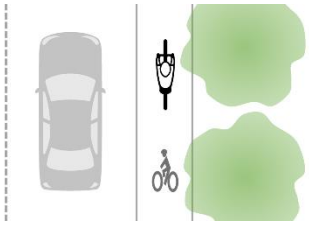




Sidewalk
150'



Multi-Use Path
5,589'



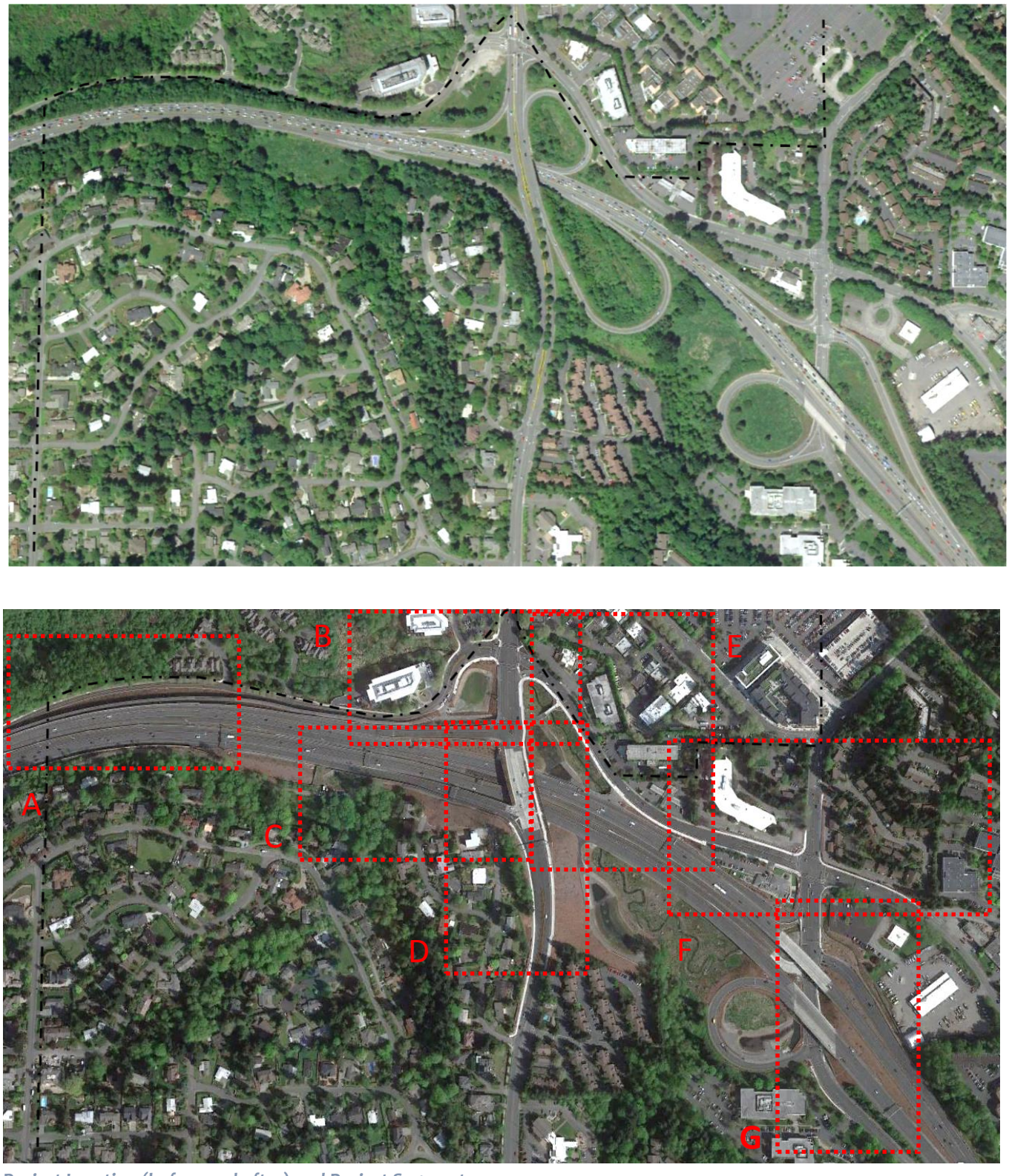
Bike Lane
5,140'

The State Route 520 Bridge Replacement and HOV Project is focused on replacing the aging Evergreen Point Floating Bridge across Lake Washington. The end result would be a new six-lane bridge with two general purpose and one HOV lane in each direction.

The project includes a number of project elements providing bicycle and pedestrian facilities, creating a continuous, seamless multi-use path connecting Seattle with East Side.

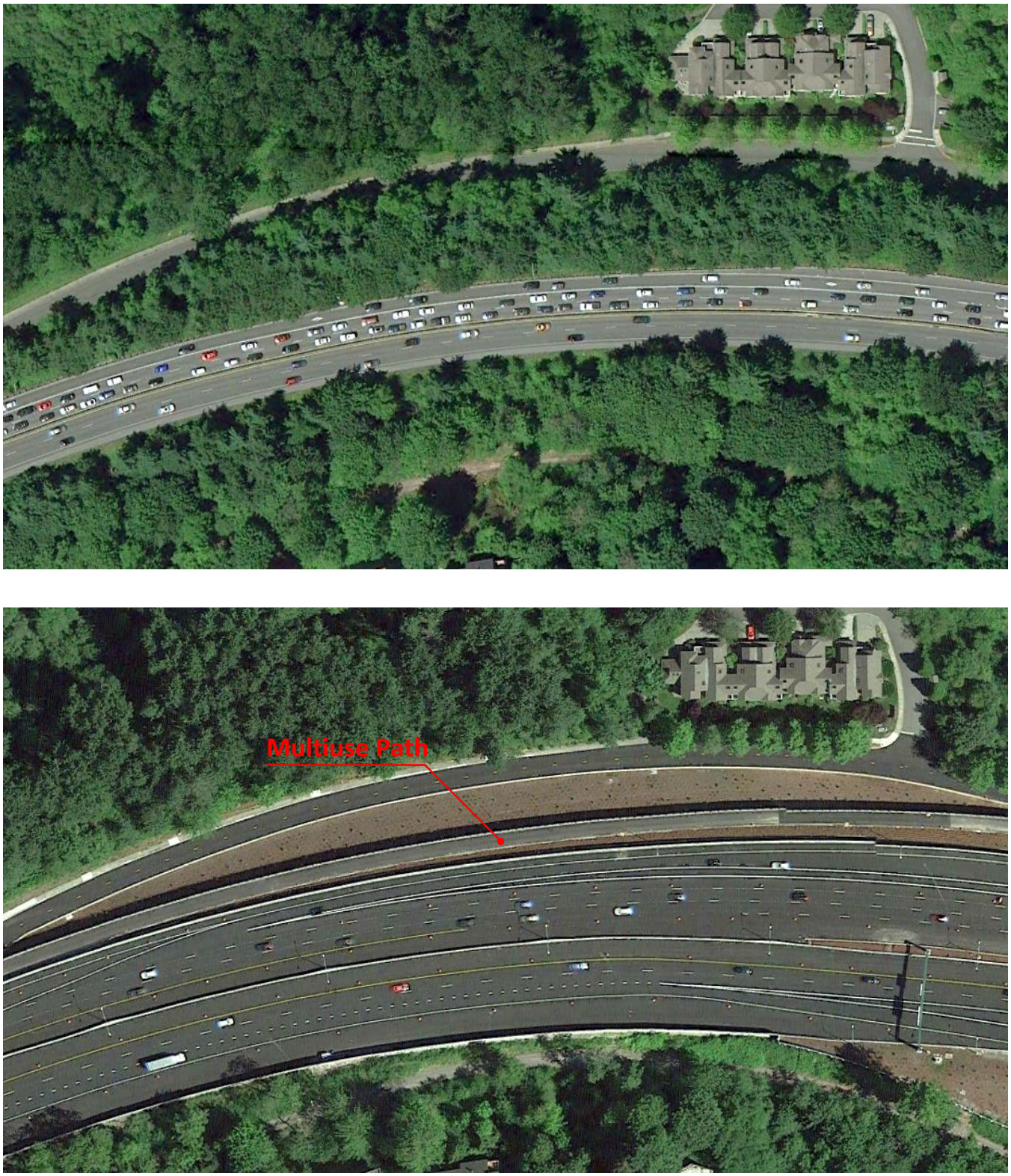
As part of the project, WSDOT constructed 5,140' of 14-foot wide multi-use path in Bellevue with access to existing local and regional trails, creating additional opportunities for commuting and recreation. The project also added 5,589' of bike lanes and 150' of new six-foot wide sidewalk.

See Segments A-G below for detailed location of all new pedestrian and bicycle facilities in Bellevue as a result of the SR 520 Project.



Project Location (before and after) and Project Segments

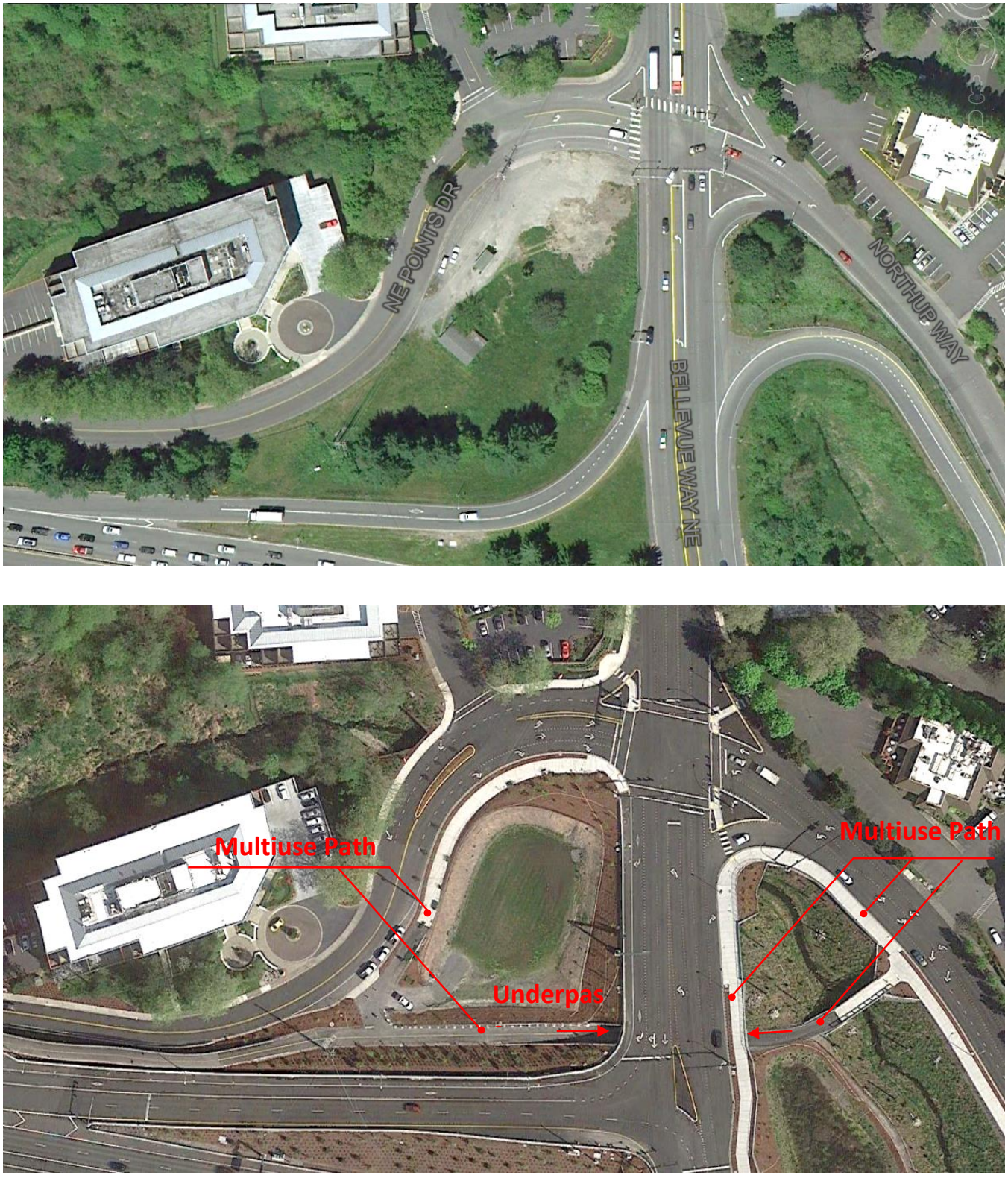
Segment A



Project Location (before and after)

SE Points Dr at 98th Ave NE alignment, looking east (before and after)

Segment B



Project Location (before and after)

SE Points Dr west of Bellevue Way, looking southeast (before and after)

SR 520 Trail, west of the Underpass, looking east (after)

SR 520 Trail west of the Underpass, looking west (after)

SE Points Dr just west of Bellevue Way, looking northeast (before and after)

Bellevue Way and Northup Way, looking east at Bellevue Way (before and after)


Bellevue Way south of Northup way, looking south (before and after)


Bellevue Way and Northup Way, looking east at Northup Way (before and after)


Northup Way east of Bellevue Way, looking west (before and after)

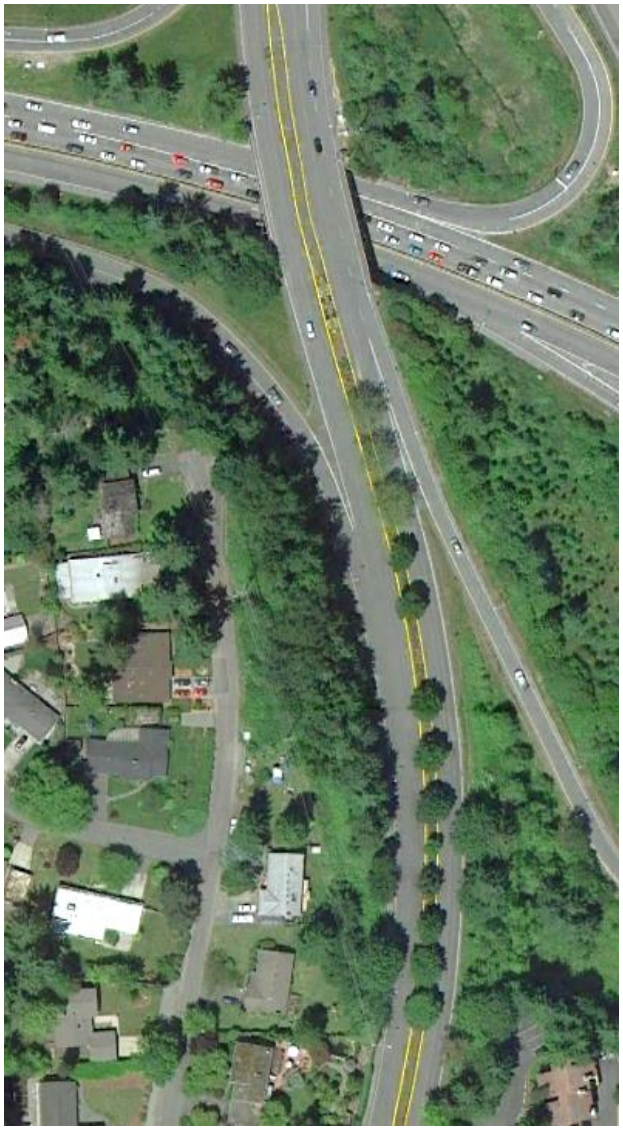
Segment C

Project Location (before and construction)

Bellevue Way, just south of SR 520, looking northwest (before and construction; in construction in 2014)

Existing Local Street Connection (closed in 2014)

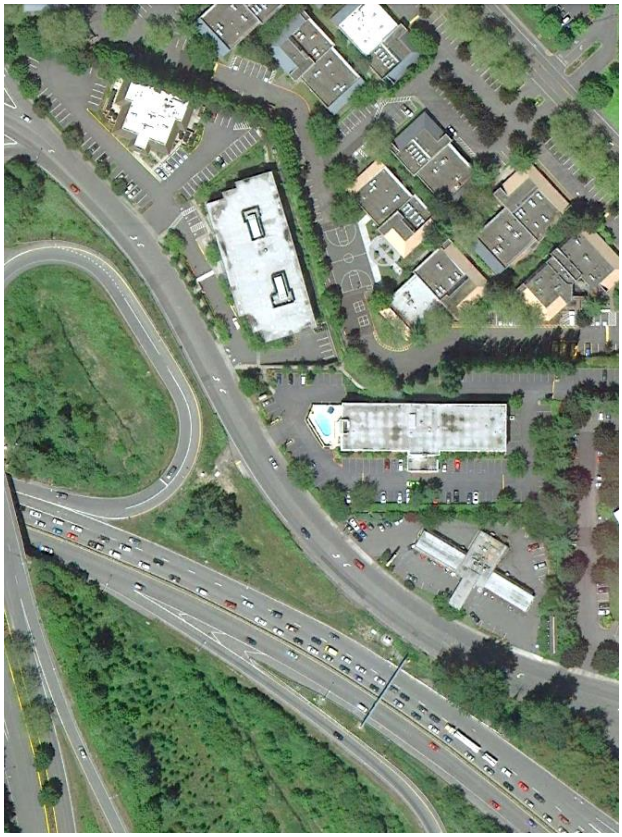
Segment D



Project Location (before and after)

Bellevue Way south of SR 520, looking south (before and after)

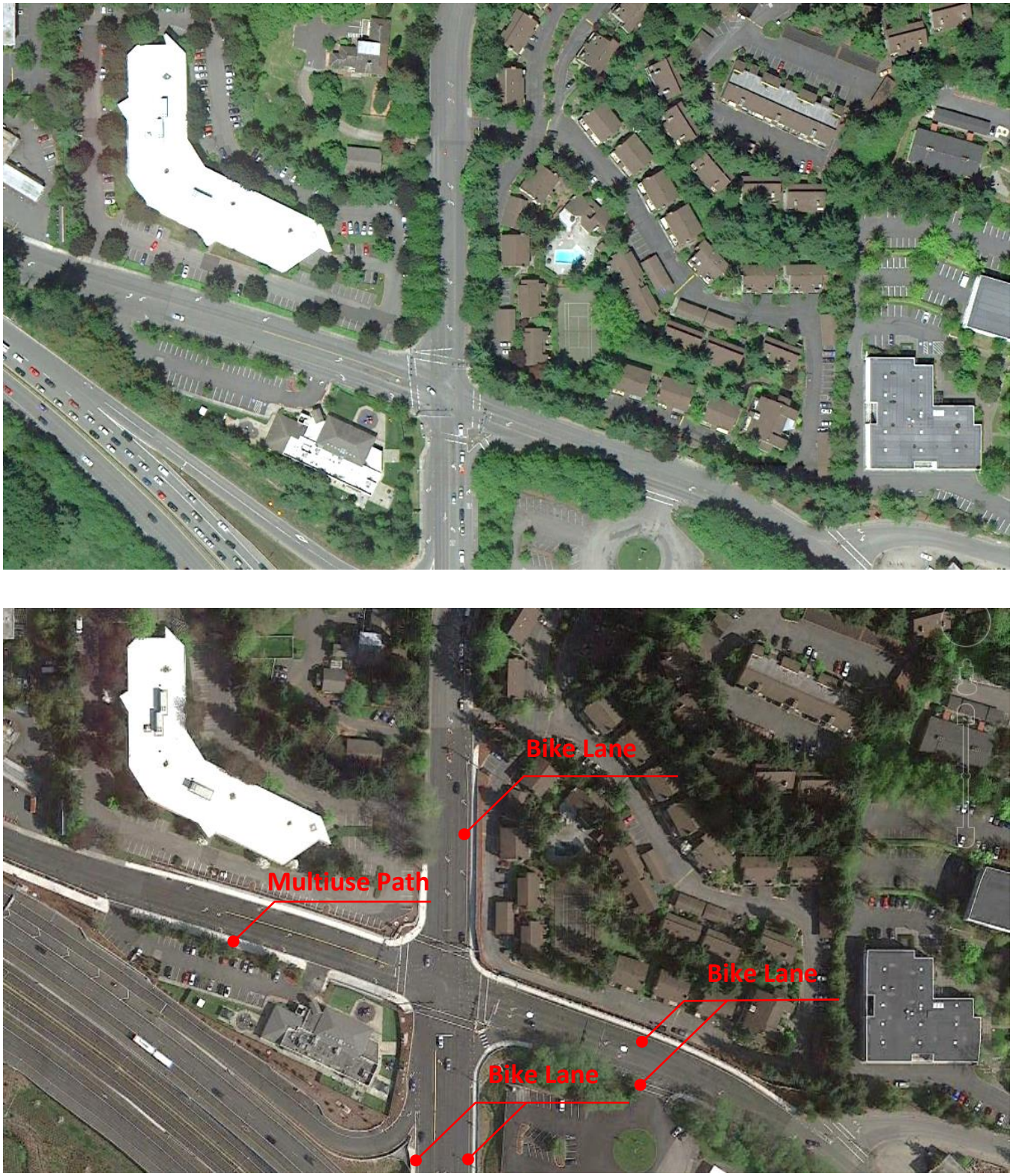
Segment E



Project Location (before and construction; after photo not available)

Northup Way west of 108th Ave NE, looking east (before and after)

Segment F



Project Location (before and after)


South side of Northup Way just west of 108th Ave and Northup Way intersection, looking west (before and after)


North side of Northup Way just west of 108th Ave and Northup Way intersection, looking west (before and after)


Northup Way west of NE 33rd Pl, looking west (before and after)


108th Ave NE and Northup Way, looking south (before and after)

Segment G

Project Location (before and after)

108th Ave NE under SR 520, looking southeast (before and after)

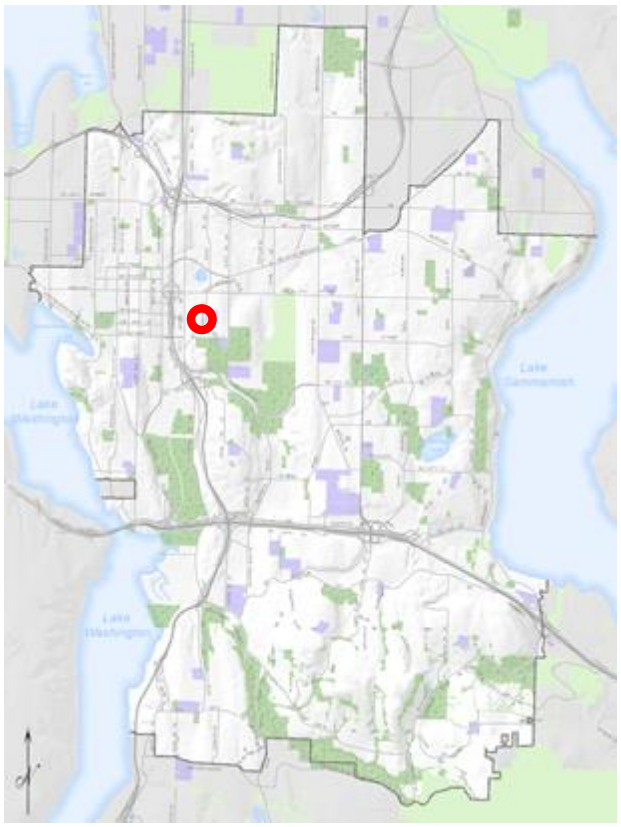
112th Ave NE just south of SR 520 Ramp, looking south (before and after)

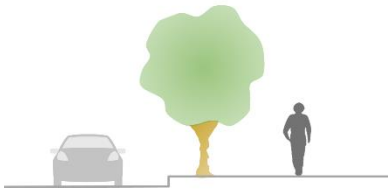
112th Ave NE south of SR 520, looking north (before and after)

112th Ave NE just south of SR 520, looking north (before and after)

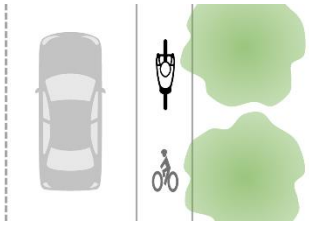
Anticipated City of Bellevue Projects
2015 – Transportation

NE 4th Street Extension Phase II





Sidewalk
1,370'



Bike Lane
1,370'

The NE 4th Street Extension project (116th Avenue NE to 120th Avenue NE) is one of a number of high priority transportation investments in the Mobility and Infrastructure Initiative (M&II). The project will support continuing growth in Downtown Bellevue and the planned growth in Bel-Red and Wilburton areas, by improving connectivity between Downtown Bellevue, the new Bel-Red transit-oriented-development, and the Overlake regional growth centers. The project will also allow a future access point to the railroad corridor.

The new route will provide an alternative to NE 8th Street relieving congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians, and bicycles.

This is a two-phase project. Phase I, from 116th Avenue NE to the Eastside Rail Corridor, was completed in 2014.

Project Location

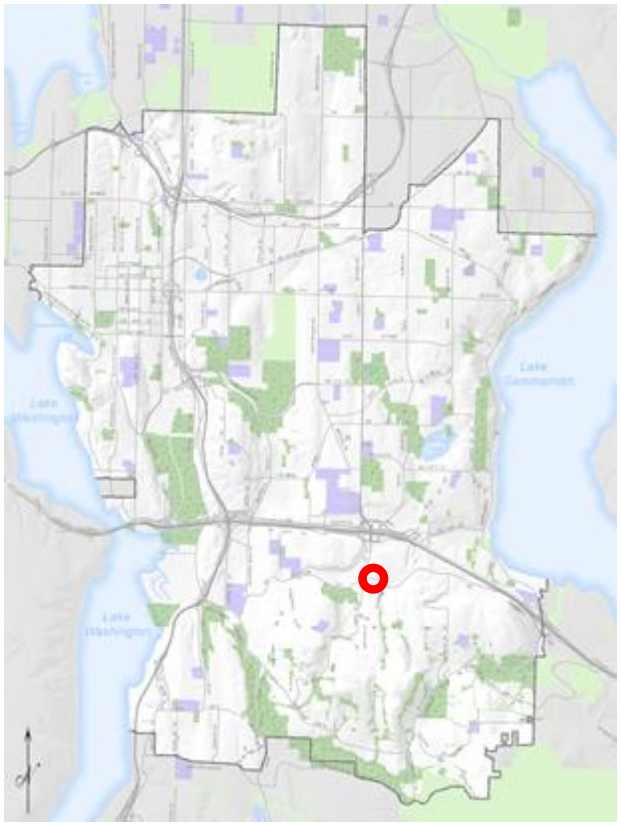
NE 4th St Alignment at 120th Ave NE, looking west (before)

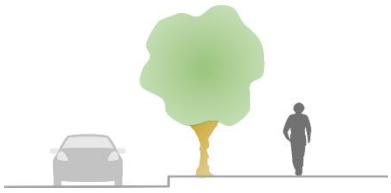
Phase II will complete the connection from the Eastside Rail Corridor to 120th Ave NE. It will add bike lanes and sidewalks on both sides of the new road from the west side of Eastside Rail Corridor (ERC), formerly known as Burlington Northern Santa Fe Railroad (BNSF), to 120th Ave NE. The project will add a signalized intersection at NE 4th Street and 120th Avenue NE.

Funds come from Federal Grants and the City Capital Budget Improved Mobility Program (PW-R-160).

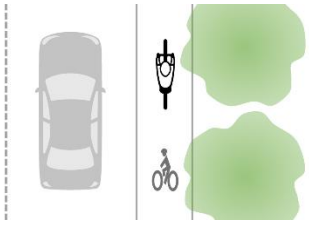
Total Cost Estimate (Phase 1 and Phase 2): $36,200,000

SE Newport Way Sidewalk and Bike Lanes





Sidewalk
1,220'



Bike Lane
2,760'

This project addresses safety concerns and responds to the request from members of the local community.

Currently, the sidewalk is missing on the south side and bicycle facilities are lacking on both sides of SE Newport Way between 150th Avenue SE and 152nd Avenue SE.

The project's main goals are to address safety issues, to improve access to Eastgate Elementary School, to provide better access to transit, and to provide east-west bicycle route connectivity.

The SE Newport Way Project will install approximately 1,220' of six-foot wide sidewalk, curb and gutter on the south side of SE Newport Way between 150 Avenue SE and 152 Avenue SE with landscaped planters where feasible. It will also install approximately 2,760' of five-foot bike lanes on both sides of SE Newport Way between 150 Avenue SE and 152 Avenue SE.

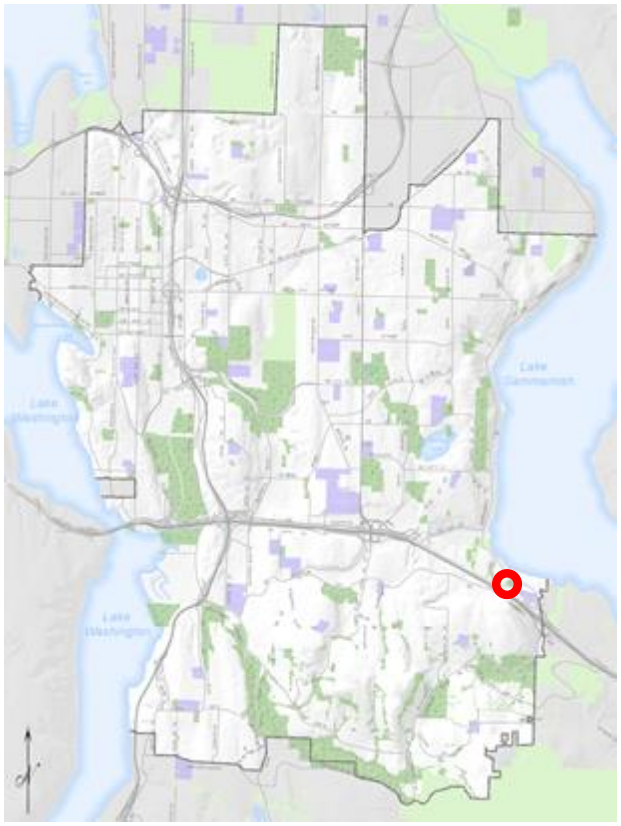
The funding will come from the Annexation Area Transportation Capital project adopted by City Council as part of the 2013 – 2019 Capital Investment Program Plan (CIP).

Cost Estimate: $1,700,000

Project Location

SE Newport Way east of 151st Ave SE, looking west (before and visualization)

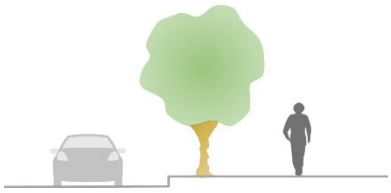
Sunset Elementary School Sidewalk



This project will construct approximately 420' of six-foot wide sidewalk along the east side of West Lake Sammamish Parkway to connect neighborhoods to the existing crosswalk serving Sunset Elementary School (Issaquah School District).

Funds will come from Safe Routes to School State Grants and the City Capital Budget Improvement Mobility Program – Neighborhood Traffic Calming (PW-M-7), Pedestrian and Bicycle Access Improvements (PW-W/B-56), and Street Overlays (M-1).

Cost Estimate: $300,000



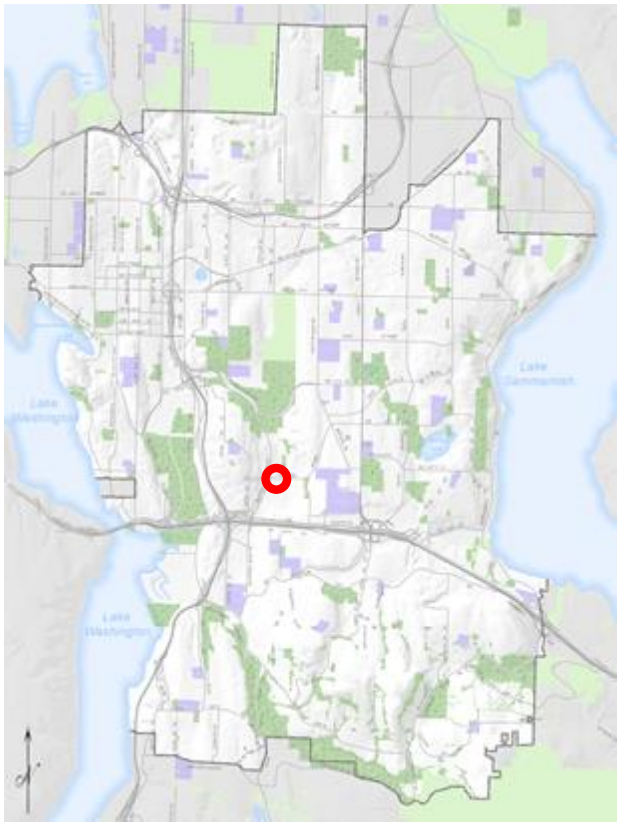
Sidewalk
420'

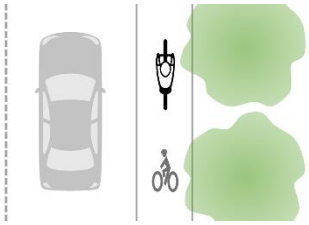
Project Location

W Lk Sammamish Pkwy SE north of 181st Ave SE, looking north

W Lk Sammamish Pkwy SE at of 181st Ave SE, looking south

Kamber Road Bike Lanes





Bike Lane
2,420'

This project will re-channelize to convert the shoulders to bike lanes in both directions on SE 26th Street from Richards Road to 136th Avenue SE.

Funds will come from the City Capital Budget Improvement Mobility Program – Major Safety Improvements (PW-R-46).

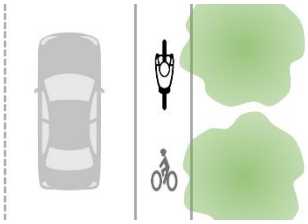
Cost Estimate: $ 25,000

Project Location

SE 26th St, west of 134th Ave SE, looking west

SE 26th St, looking east

2015 Overlay Program – 116th Avenue NE Bike Lanes



Bike Lane
8,030'

116th Avenue NE provides a key north/south link into Downtown for cyclists traveling to and from the north and northeast and is already a well-traveled cycling route. At the north end, 116th Avenue NE leads to the SR 520 Trail and connects to the soon-to-be constructed bicycle facility on Northup Way. To the south, the new NE 12th Street bridge provides a separated bicycle path over the freeway into Downtown. The Pedestrian and Bicycle Plan calls for bicycle lanes along this corridor to complete these bike routes and connections.

Adding bike lanes in the corridor produces several benefits including creating designated space for improved cyclist safety, but it also creates benefits for pedestrians and motorists. Pedestrians will find crossing 116th Ave NE safer and more convenient, as the new configuration would reduce the threat to pedestrians that can occur with crossing multiple through lanes.

Project will be funded from the City Capital Budget Improved Mobility – Street Overlays (CIP PW-M-1).

Project Location

116th Ave NE at NE 15th St alignment, looking north

The project will change the road configuration of 116th Avenue NE between NE 12th Street and Northup Way.

The corridor currently has two northbound lanes, one southbound lane and a center two-way left-turn lane. The final configuration will include one travel lane in each direction, a center two-way left-turn lane, and bike lanes on both sides of the street.

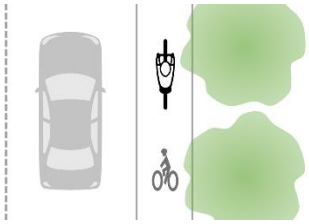
The project will be implemented in conjunction with the 2015 Overlay Program.

The restriping project is an example of strategies that will be developed through the city's Pedestrian & Bicycle Implementation Initiative. The Pedestrian & Bicycle Implementation Initiative will include development of strategies to implement the city's 2009 Pedestrian and Bicycle Transportation Plan.

The project will also add a new mid-block crosswalk near 1600 116th Avenue NE, pedestrian crossing signs, street lighting and a flashing beacon to warn oncoming traffic of pedestrians crossing the street.

Projects will be funded from the City Capital Budget Street Overlay Program (CIP PW-M-1).

2015 Overlay Program – Lakemont Boulevard Bike Lanes



Bike Lane
9,980

The 2015 Overlay Program will convert approximately 9,980' of bike shoulders on both sides of Lakemont Boulevard SE from 164th Avenue SE to Forest Drive into bike lanes. It will also add a short bike lane segment on 164th Avenue SE, just west of Lakemont Boulevard SE.

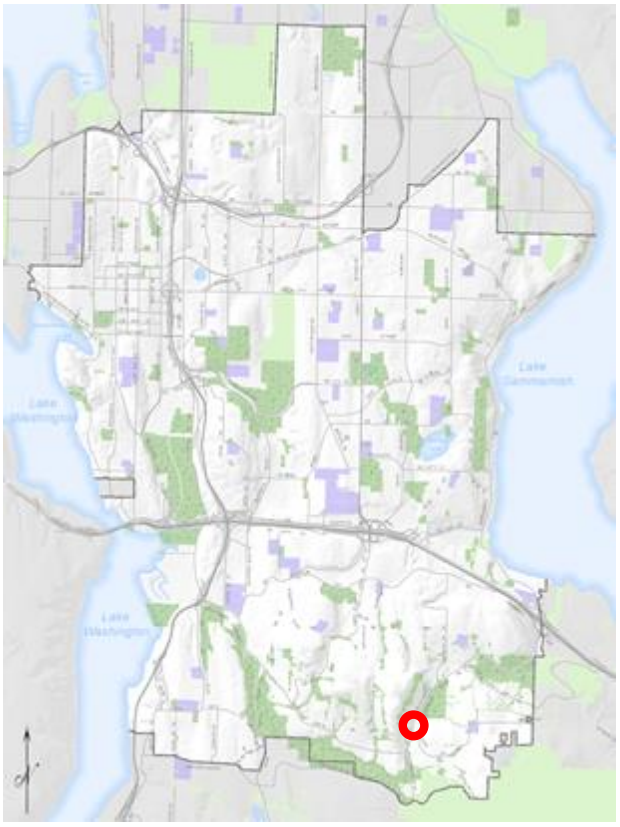
Project will be funded from the City Capital Budget Improved Mobility – Street Overlays (CIP PW-M-1).

Project Location

Lakemont Blvd north of Forest D, looking north

164th Ave SE, looking south at Lakemont Blvd

Lakemont Boulevard and Cougar Mountain Way/SE 63rd Street Intersection Improvements



This project responds to numerous citizen requests for traffic control measures at the Lakemont Boulevard and Cougar Mountain Way SE/63rd Street intersection.

This project will install a traffic signal at the Lakemont Boulevard and Cougar Mountain Way SE 63rd Street intersection, along with curb ramps which comply with Americans with Disabilities Act (ADA) standards. It will also add a new sidewalk on the east side Lakemont Blvd between Cougar Mountain Way and SE 62 Street. These intersection improvements will improve access to nearby neighborhoods, area parks, retail centers and schools. The project will also improve safety for drivers, bicyclists and pedestrians, and it will enhance the look and feel of the intersection.

The intersection is currently controlled by stop signs on Cougar Mountain Way and Southeast 63rd Street. Lakemont Boulevard serves as a major connection between Interstate 90 and the City of Newcastle and serves as the principal north-south arterial for Bellevue residents living in that area. Cougar Mountain Way and Southeast 63rd Street provide access to the neighborhoods to the east and west. Due to the high traffic volumes during peak travel times and related traffic delays on Lakemont Boulevard, improvements to the Cougar Mountain Way Southeast intersection are a priority for the city.

Project Location

In August 2013, the city held a public open house to present options for improving the Lakemont Boulevard and Cougar Mountain Way/ SE 63rd Street intersection. Four options were presented:

- Left-turn lanes on Lakemont Boulevard
- All-way stop signs
- Traffic signal
- Traffic roundabout

After reviewing the alternatives and project evaluation data, over 70% of the attendees preferred the Traffic Signal alternative.

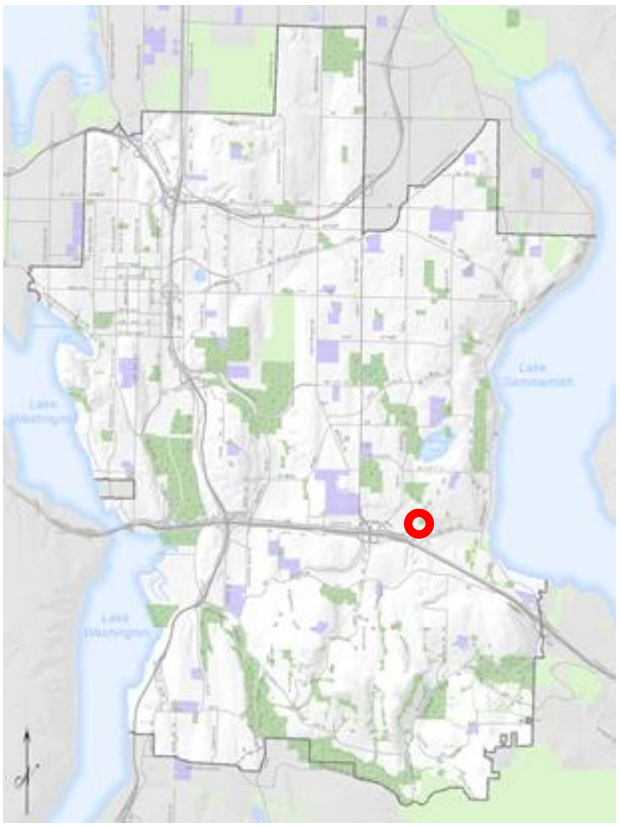
Funds will come from the City Capital Budget Improvement Mobility Program –Lakemont Boulevard and Cougar Mountain Way Improvements (PW-I-92).

Cost Estimate: $1,500,000

Lakemont Blvd SE at SE 63rd St, looking south

Lakemont Blvd SE and SE 62nd St, looking south

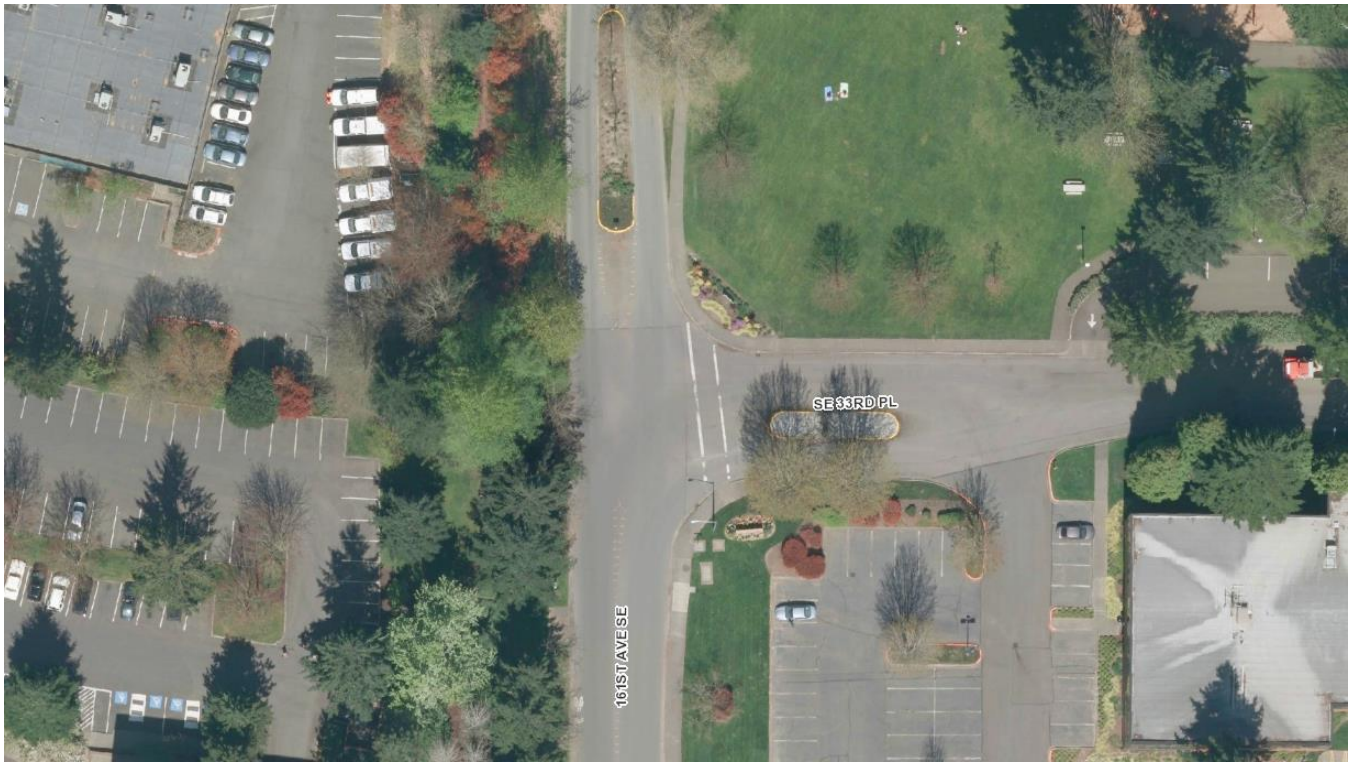
161st Avenue SE and SE 33rd Place Crosswalk



This project will install a new crosswalk across 161st Avenue SE near the Greenbelt trail and Spiritridge Neighborhood Park. With sidewalk and curb ramp improvements, lighting and flashing beacons, the crosswalk will improve pedestrian access to and from the park.

Project will be funded from the City Capital Budget Improvement Mobility Program – Neighborhood Traffic Calming Program (PW-M-7).

Cost Estimate: $120,000.

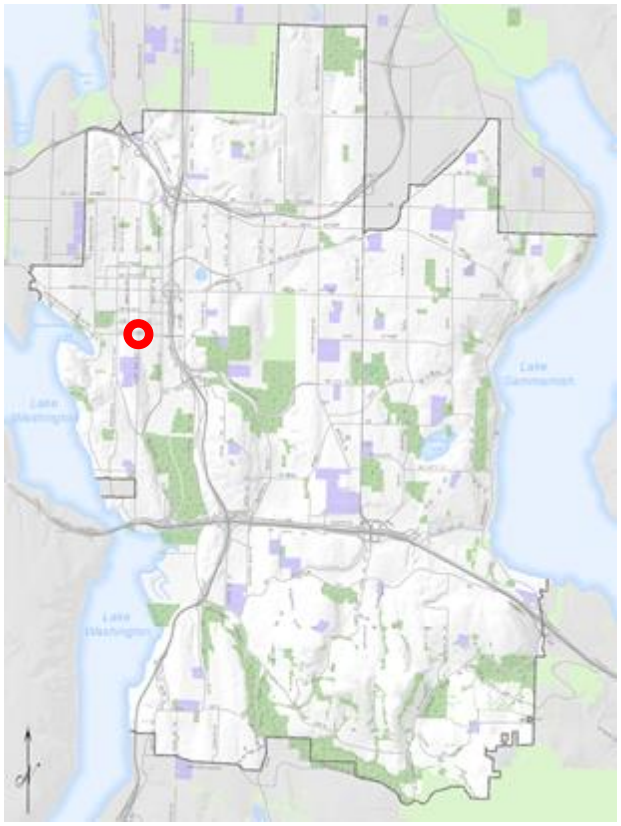


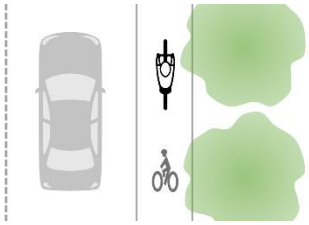
Project Location

161st Ave SE and SE 33rd Pl, looking north

SE 33rd Pl and 161st Ave SE, looking west

108th Avenue at Main Street Bicycle Facility and Medians





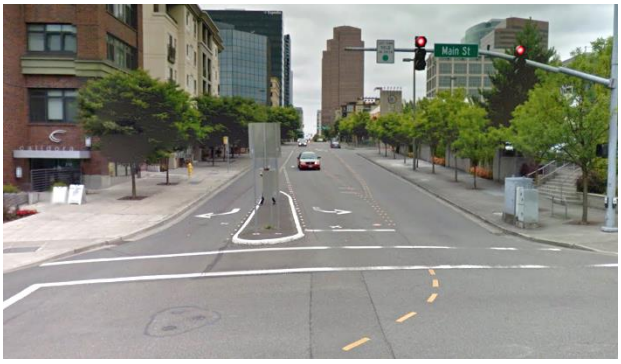
Bike Lane
30’

As part of the Downtown Signing & Channelization (2015), this project will install new islands and a short green bike lane on the north leg of the intersection of 108th Avenue and Main Street. This will be the first green bike lane in the city and will provide a queueing area for cyclists out of the way of southbound right turning vehicles.

Funds will come from the City Capital Budget Improvement Mobility Program – Early Implementation of the Downtown Transportation Plan (PW-R-176) and from the Innovative, Vibrant and Caring Community Program – Enhanced Right of Way and Urban Boulevards (CD-22).

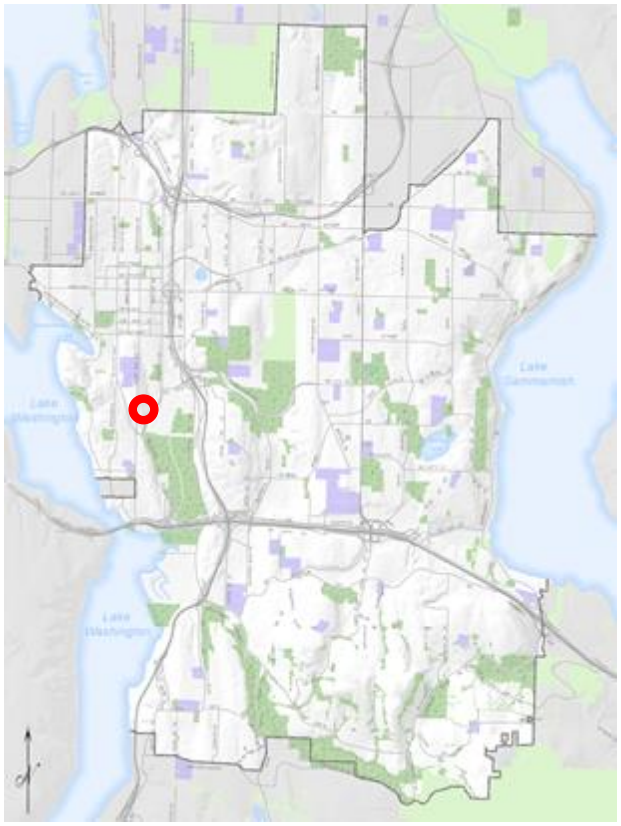
Project Location

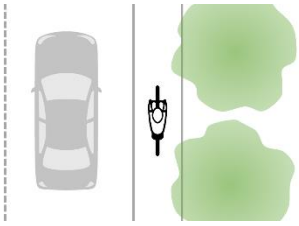
108th Ave at Main St, looking north



108th Ave NE, just north of Main St, looking south

108th Avenue SE Bike Shoulder

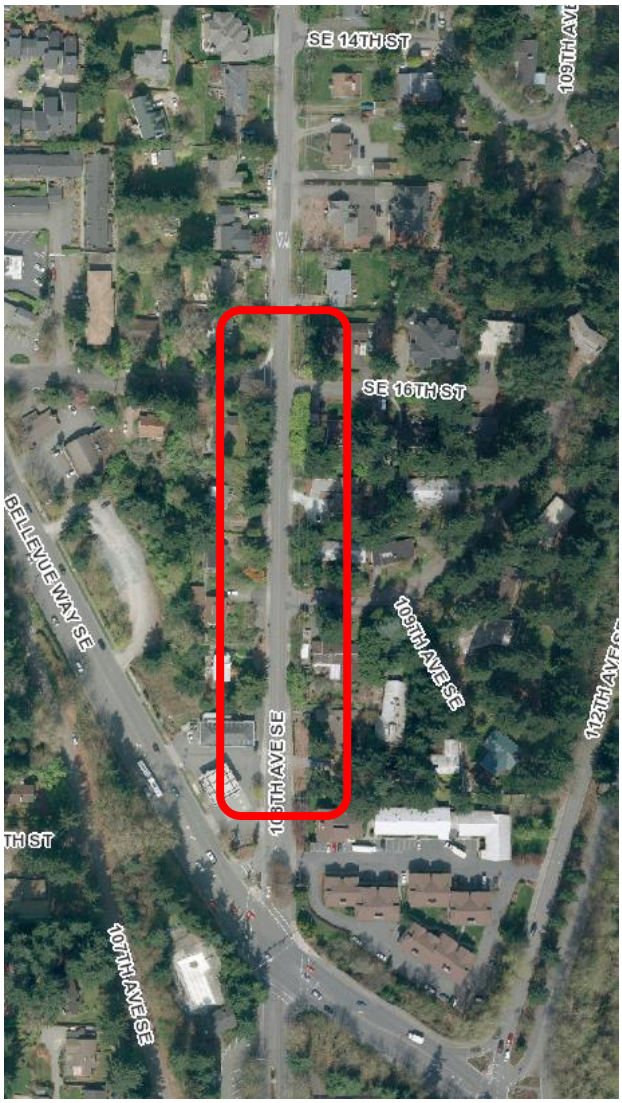




Bike Shoulder 500'

As part of the Downtown Signing & Channelization (2015), the city will convert a 14-foot wide travel lane to a 10-foot wide travel lane with a four-foot wide bike shoulder on the east side of 108th Avenue SE between Bellevue Way SE and SE 16th Street. This bike shoulder will provide space for bicyclists traveling uphill direction.

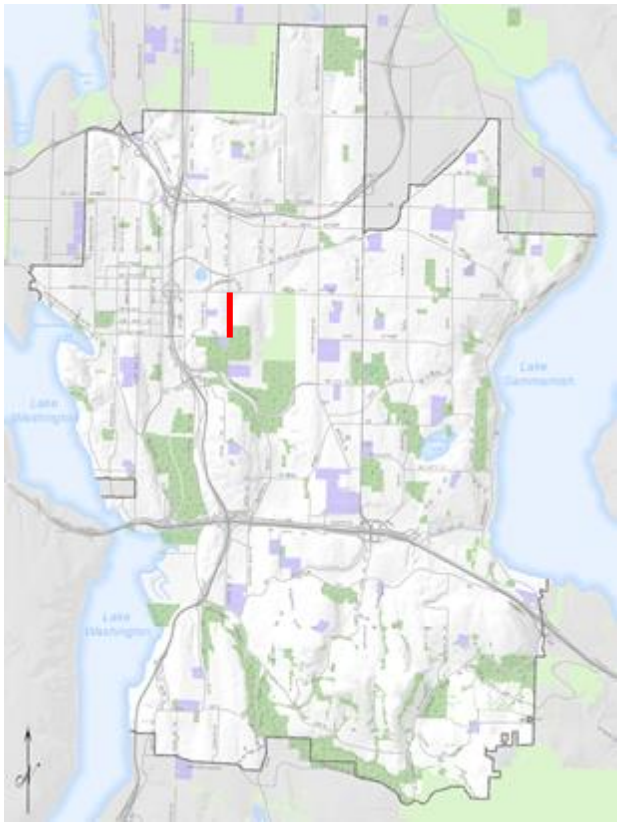
Funds will come from the City Capital Budget Improvement Mobility Program – Minor Capital - Traffic Operations (PW-M-2).

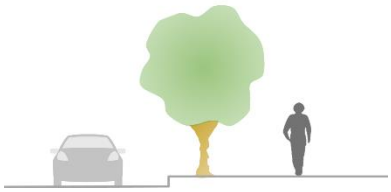


Project Location

108th Ave SE just north of Bellevue Way, looking north

124th Ave NE, Wilburton Streetscape Enhancement





Sidewalk
250’

124th Avenue Northeast Corridor Improvements project, in coordination with the extension of NE 4th Street, 120th Ave NE, the planned NE 6th Street extension, and the new NE 15th/16th Street multi-modal corridor has been associated and advanced as part of the Mobility and Infrastructure Initiative (M&II) of 2009.

The M&II was formed to address continuing growth in Downtown Bellevue and to support planned growth in Bel-Red and Wilburton areas, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

The Wilburton Streetscape Enhancements is the first stage of the 124th Avenue Northeast Corridor Improvements project. It extends from Main Street to NE 8th Street along the 124th Avenue NE corridor.
The project area includes 10 pedestrian connections and 6’ sidewalks or pathways throughout the project area. Nine of the pedestrian connections have curb ramps attached to them; one is connected to an existing pathway. There are 15 new curb ramps being constructed as part of this project, nine of which meet the ADA standards and six of them do not, but are designed to the Maximum Extent Feasible.

Project Location

The project will construct approximately 250' of six-foot wide sidewalk, curb and gutter on the west side of 124th Avenue NE, north of Main Street. It will add three traffic islands, add four new crosswalks, and will upgrade four existing crosswalks.

Additionally, a gateway sign will be placed at the intersection of Lake Hills Connector and SE 7th Place as an entry treatment to the Wilburton Neighborhood.

Project will be funded from the City Capital Budget Improvement Mobility Program – 124th Ave NE - NE 12th to NE 14th St (PW-R-169) and Street Overlays (PW-M-1). Additional funds will come from the Innovative, Vibrant and Caring Community Program – Enhanced Right of Way and Urban Boulevards (CD-22).

Cost Estimate: $1,400,000

124th Ave NE, north of Main St, looking north

124th Ave and Main St parking driveway, looking south

Anticipated City of Bellevue Projects 2015

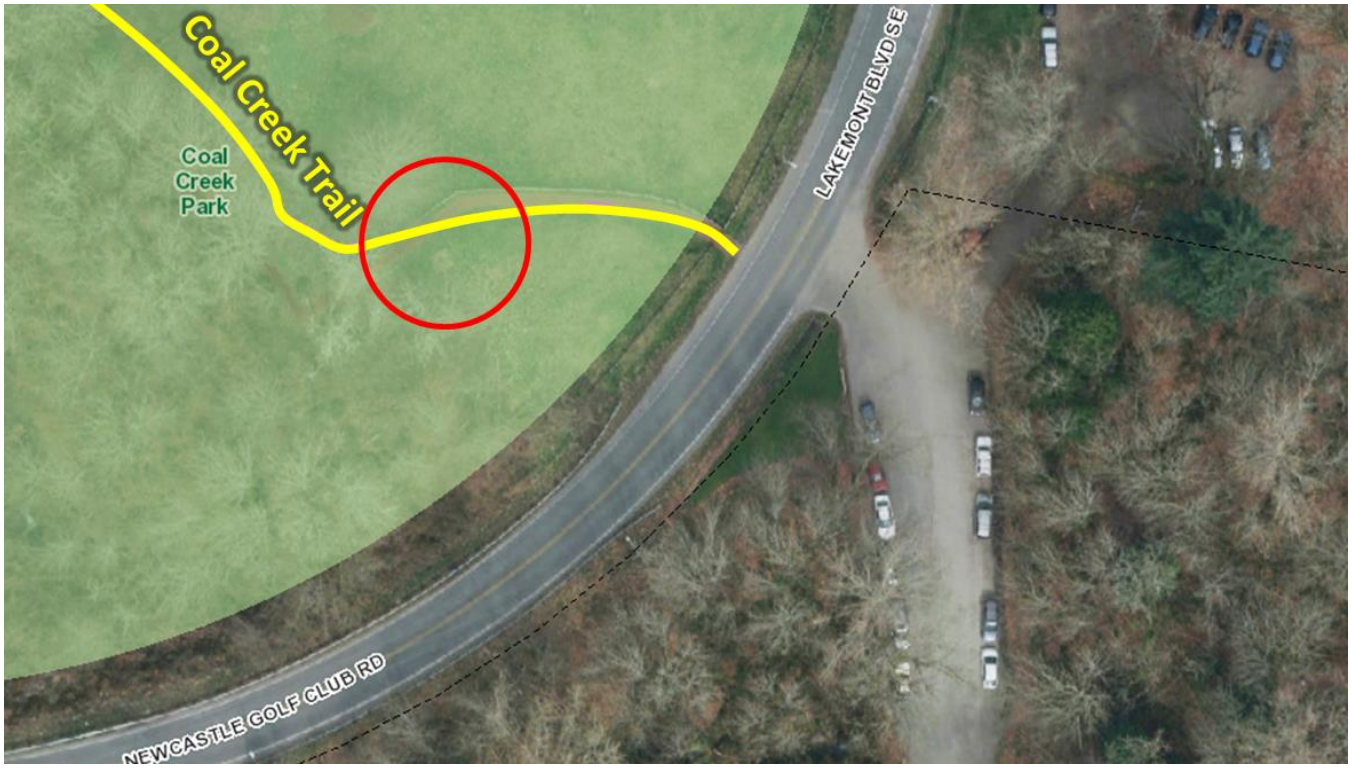
Parks

Coal Creek Red Town Trailhead

A new Red Town trailhead will be installed including kiosk, seating, landscaping, and a series of six interpretive signs that guide users on a journey through the past to the turn of the century when Red Town was a bustling coal town.

This project will be funded by the Parks Levy P-AD-89.

Cost Estimate: (N/A; part of the Coal Creek Signage Plan)



Coal Creek Red Town Trailhead Location

Coal Creek Red Town Trailhead (before and visualization)

Education, Evaluation and Encouragement Programs

Introduction

Education, evaluation, and encouragement are three important strategies for making a community bicycle and pedestrian friendly. Project P-100 in the 2009 Pedestrian and Bicycle Transportation Plan directs staff to "[d]evelop an education program to better inform users of the pedestrian, trail, and bicycle system. The program should develop an effective share the road/share the trail concept for the broader public, and include updated system maps available from the City in a variety of forms. The program should also focus on implementing signage, wayfinding, and other mechanisms to help users navigate the pedestrian and bicycle system."

Although budget constraints have not allowed the city to pursue an education program at the level indicated in the Pedestrian and Bicycle Plan, a number of education, evaluation and encouragement activities were conducted in 2014.

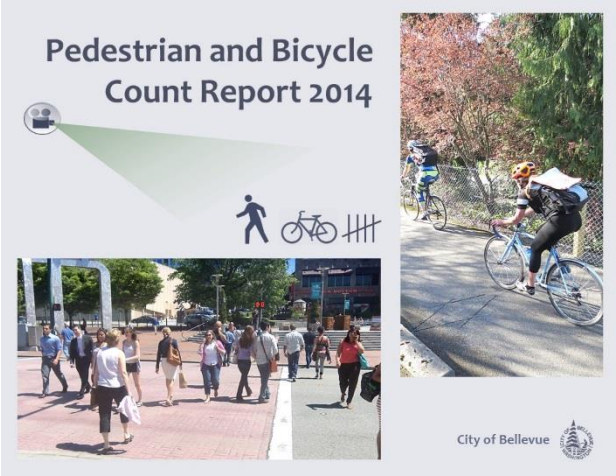
Walk Friendly Community Recognition

Pedestrians in Downtown Bellevue

The Pedestrian and Bicycle Information Center (PBIC) has designated Bellevue a Silver-level community for its excellent engineering practices, planning programs, and high mode share for transit and walking. Sponsored by the U.S. Department of Transportation Federal Highway Administration and FedEx, Walk Friendly Communities (WFC) is a national program that recognizes communities that have demonstrated a commitment to improving and sustaining walkability and pedestrian safety through comprehensive programs, plans and policies.

Bellevue is the 50th community in the U.S. to be awarded Walk Friendly status and is among three communities recognized in 2014.

Bicycle and Pedestrian Counts



2014 Pedestrian and Bicycle Count Report Cover Page

Bellevue counts pedestrians and bicyclists each year to help track its progress toward the goal of improving bicycling and walking conditions in the city. The information also contributes to a larger effort in Washington State to improve decisions about where to put transportation funds and how to improve safety.

Data from these counts are used to inform investments in bike lanes, sidewalks and educational programs statewide.

In 2014 City of Bellevue staff and volunteers conducted manual counts of bicyclists and pedestrians at five locations in the city using video capture technology. The counts were performed for two peak periods (7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM) for three consecutive days from Tuesday 9/30/2014 through Thursday 10/2/2014. This was the seventh annual count of its type, and the sixth to use video capture technology.

Transportation Demand Management Program

Summary

Bellevue's transportation system offers a range of travel options that provide people who live and work in the city with viable alternatives to the single-occupant vehicle. Strategies to balance the options for how people travel into, out of, and through the city are considered under the heading "transportation demand management" or TDM. A number of these strategies involve encouraging walking and biking.

Walking appears to be fluctuating in its prevalence as a commute mode in Bellevue. According to the U.S. Census American Community Survey three-year estimates for those who work within the City of Bellevue, walking had increased as a commute mode from 1.9% of commuters in 2005-2007 to 2.5% of commuters in 2008-2010, but has decreased to 1.6% of commuters in 2011-2013. (Biking commute mode share is small and thus information for Bellevue is not available from the U.S. Census.)

Commute Trip Reduction

Through the state Commute Trip Reduction (CTR) law, the city requires large employers to have programs in place for reduction of drive-alone commuting. As of 2015 reporting, the following subsidies and amenities were available at Bellevue CTR-affected worksites:

Bellevue CTR-Affected Worksites with Walk/Bike Subsidies/Amenities – As of January 2015

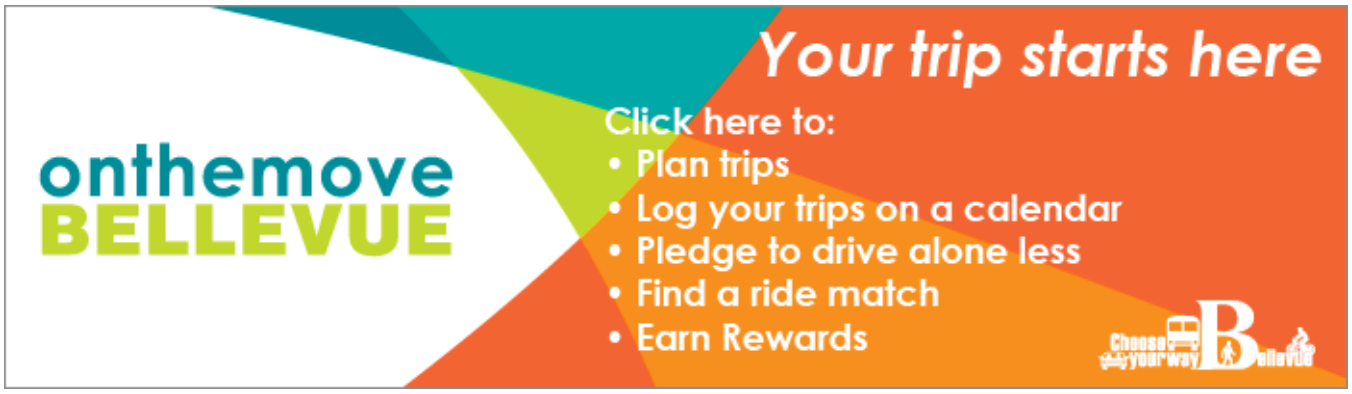
(For 52 Bellevue worksites with 32,621 employees;
data not available for five newly affected worksites with 1,545 employees)

	Walk Subsidy*	Bike Subsidy*	Bike Racks**	Lockers**	Showers**
Number of worksites	5	12	49	44	45
Number of employees at these worksites	4,199	10,737	33,390	23,910	29,524

*Monthly subsidies of $20 or more per month included; lesser subsidies not included.

**These amenities may be provided by either the employer or the property manager.

On The Move Bellevue



A trip logging/incentive program called On The Move Bellevue allowed those who live or work anywhere in Bellevue to earn rewards by online logging of trips taken by modes other than driving alone. In 2014, among 3,353 citywide workers and residents logging trips, 29,664 walking trips and 26,936 biking trips were logged into the system (out of 638,759 total trips logged).

Choose Your Way Bellevue

The city's www.ChooseYourWayBellevue.org website is a one-stop information resource for how to get around by modes other than driving alone, and includes walking and biking "how-to" information.

Other Activities

The city's TDM program also includes outreach to small employers, newsletters, events, and development of maps and other materials.

Bicycle Commute Class

Participants in the Bicycle Commute Class

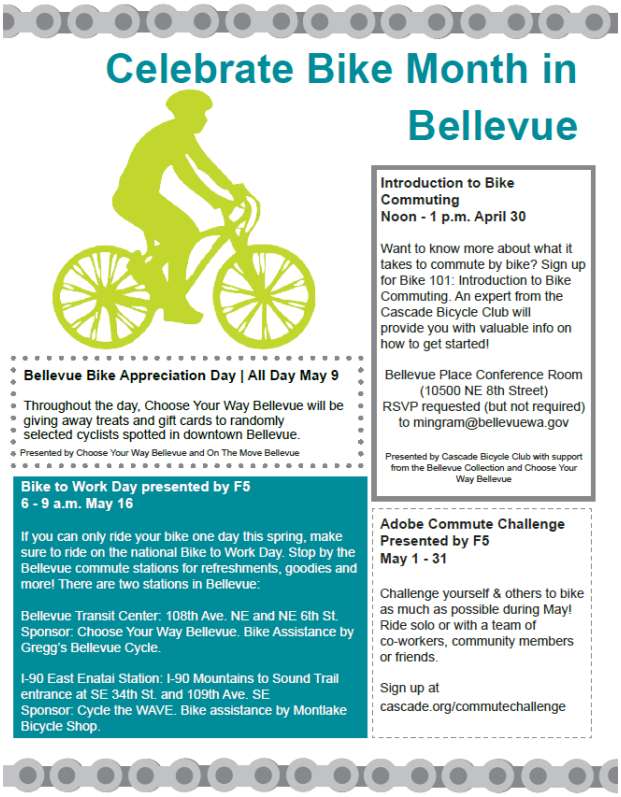
In partnership with the Cascade Bicycle Club, each spring the city offers an Introduction to Bicycle Commuting class for prospective bike commuters.

The free one-hour introductory class, held from noon to 1 pm on Wednesday, April 30, 2014, at Bellevue Place, was taught by a certified Cascade Bicycle Club instructor.

Intro to Bike Commuting offers more commuter-specific topics than Urban Cycling Techniques. Topics included:

- safe bicycle operations in traffic (traffic laws, lane positioning);
- strategies for carrying items (work clothes, books, groceries);
- foul weather and night riding;
- using bike racks on buses;
- minor bicycle repairs;
- route choice; and
- lock-up strategies

Bike Month 2014

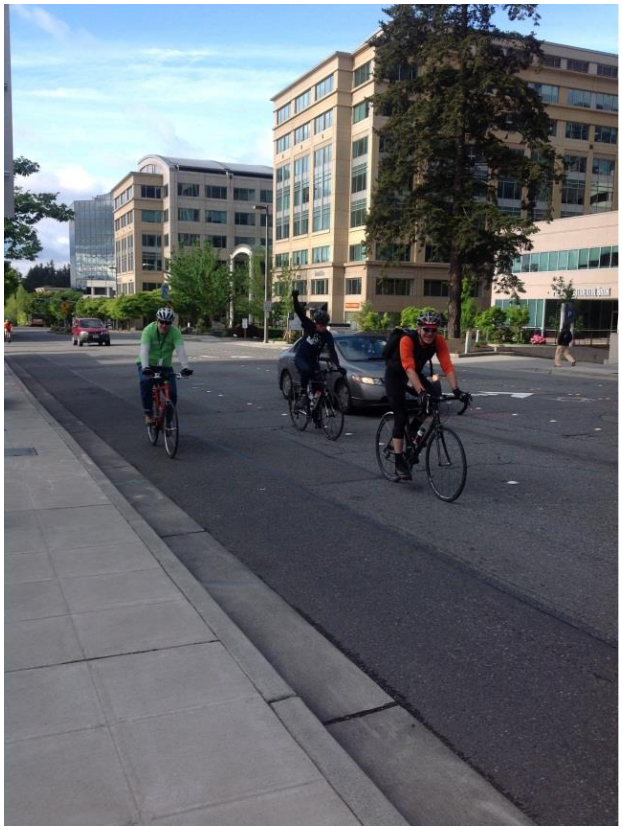


May is promoted as National Bike Month. The third week in May is Bike to Work Week; and the third Friday of May is Bike to Work Day.

National Bike Month is an opportunity to celebrate the unique power of the bicycle and the many reasons people ride - bike to work or school; to save money or time; to preserve their health or the environment; to explore the community or get to destination.

Bicycle Appreciation Day

The Bicycle Appreciation Day was on May 9 2014. Throughout the day, Choose Your Way Bellevue staff gave away treats and gift cards to randomly selected cyclists spotted in Downtown Bellevue.



Bicyclists during Bicycle Appreciation Day

Bike to Work Day 2014

Bicyclists at Bellevue Transit Center Station

Bike to Work Day Materials

Bike-to-Work Day is an annual event held on the third Friday of May across the United States and Canada that promotes the bicycle as an option for commuting to work.

There were two bike commute stations in Bellevue for the regional Bike to Work Day event on Friday, May 16th 2014. At each station volunteers handed out treats and information to bicycle commuters, helping to encourage bicycling as a transportation mode.

One station was held at the Bellevue Transit Center. It was sponsored by Choose Your Way Bellevue and On The Move Bellevue, along with Gregg's Cycles, King County Metro, Puget Sound Energy, and Sound Transit. It was staffed by TransManage. Bicycle repair assistance was provided by Gregg's bike shop representatives. The location counted 205 riders during morning peak hour between 6 am and 9 am.

Another Bike to Work Day Commuter Station was on I-90 Mountains to Sound Trail entrance at Southeast 34th Street and 109th Avenue Southeast. Sponsors were Cycle the Wave and the Mountlake Bicycle Shop. Officially counted were 425 cyclists between 6 am and 9 am, although some passed by before or after this time period.

Lake to Lake Greenway Trail Walk

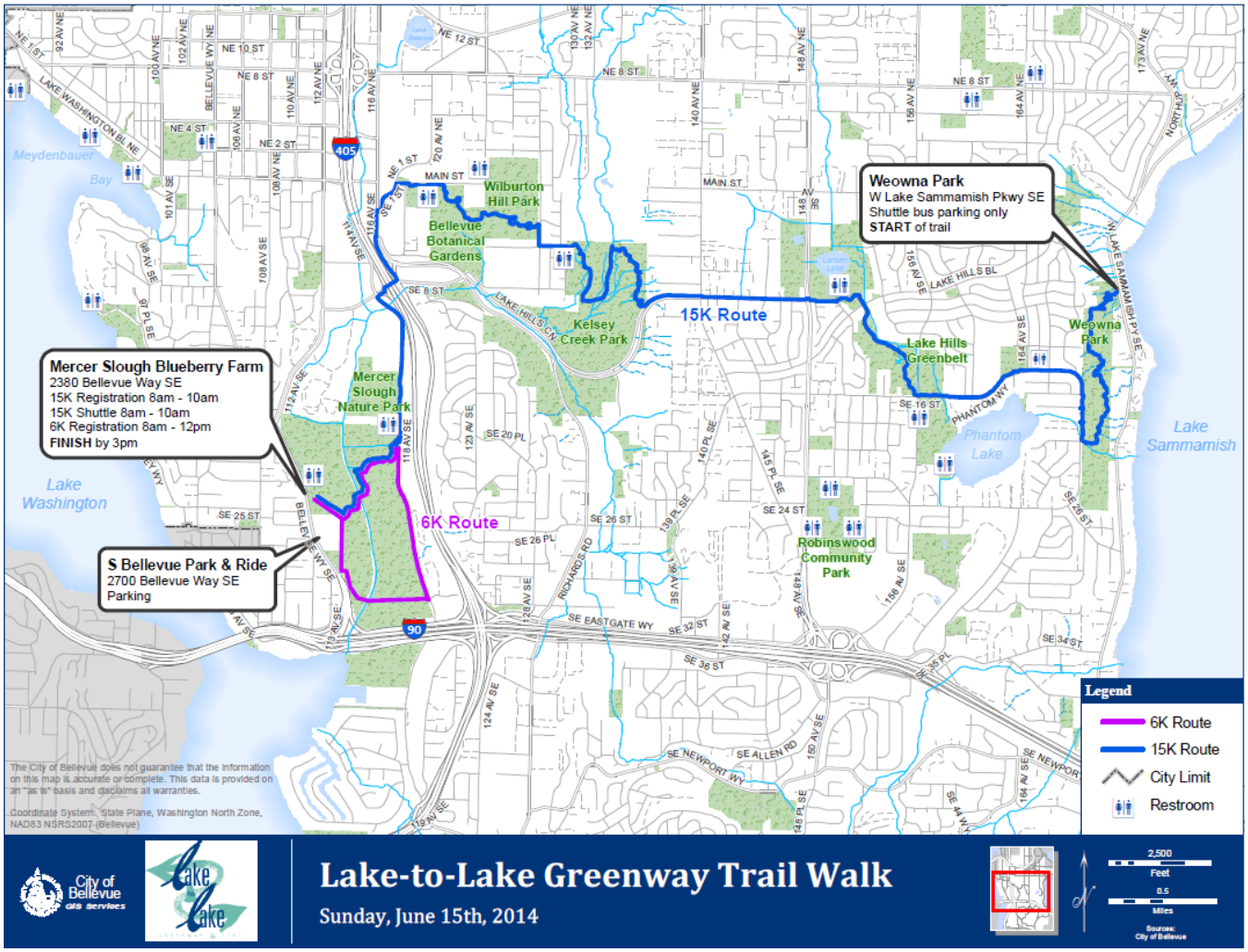
Bellevue's annual Lake to Lake Walk was held on Sunday, June 15, 2014 – Father's day. The event was sponsored by Bellevue Parks & Community Services, the American Volkssport Association and Northwest Striders and was free for the public. Shuttle busses took participants from Mercer Slough Blueberry Farm to Weowna Park and participants walked back to Mercer Slough Blueberry Farm. Along this 15K walk, walkers passed through several of Bellevue's beautiful city parks, Bellevue Botanical Garden, and the historic Kelsey Creek Farm. Shorter route, a 6K loop, was also available with no shuttle bus required.

Blueberry Farm

Mercer Slough Nature Park

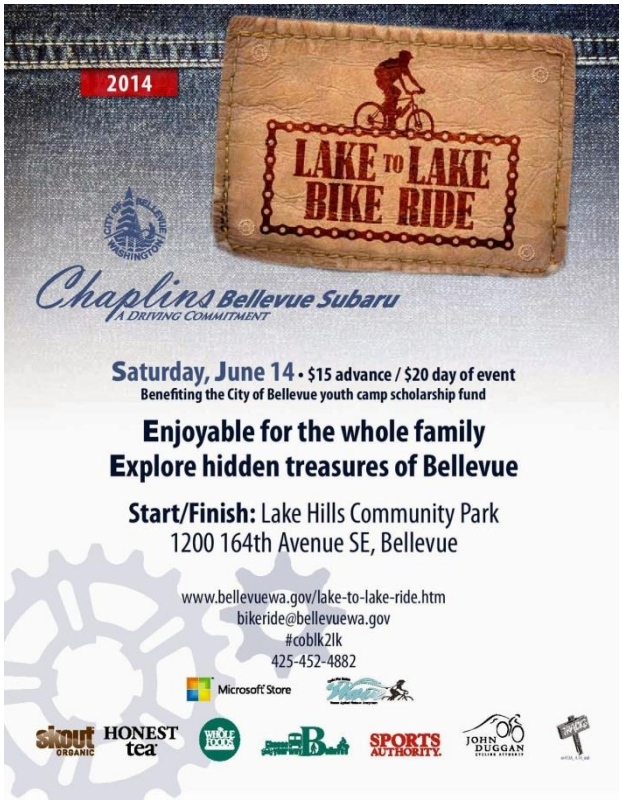
Bellevue Botanical Garden

Kelsey Creek Farm



Map of the Lake to Lake Greenway Trail Walk

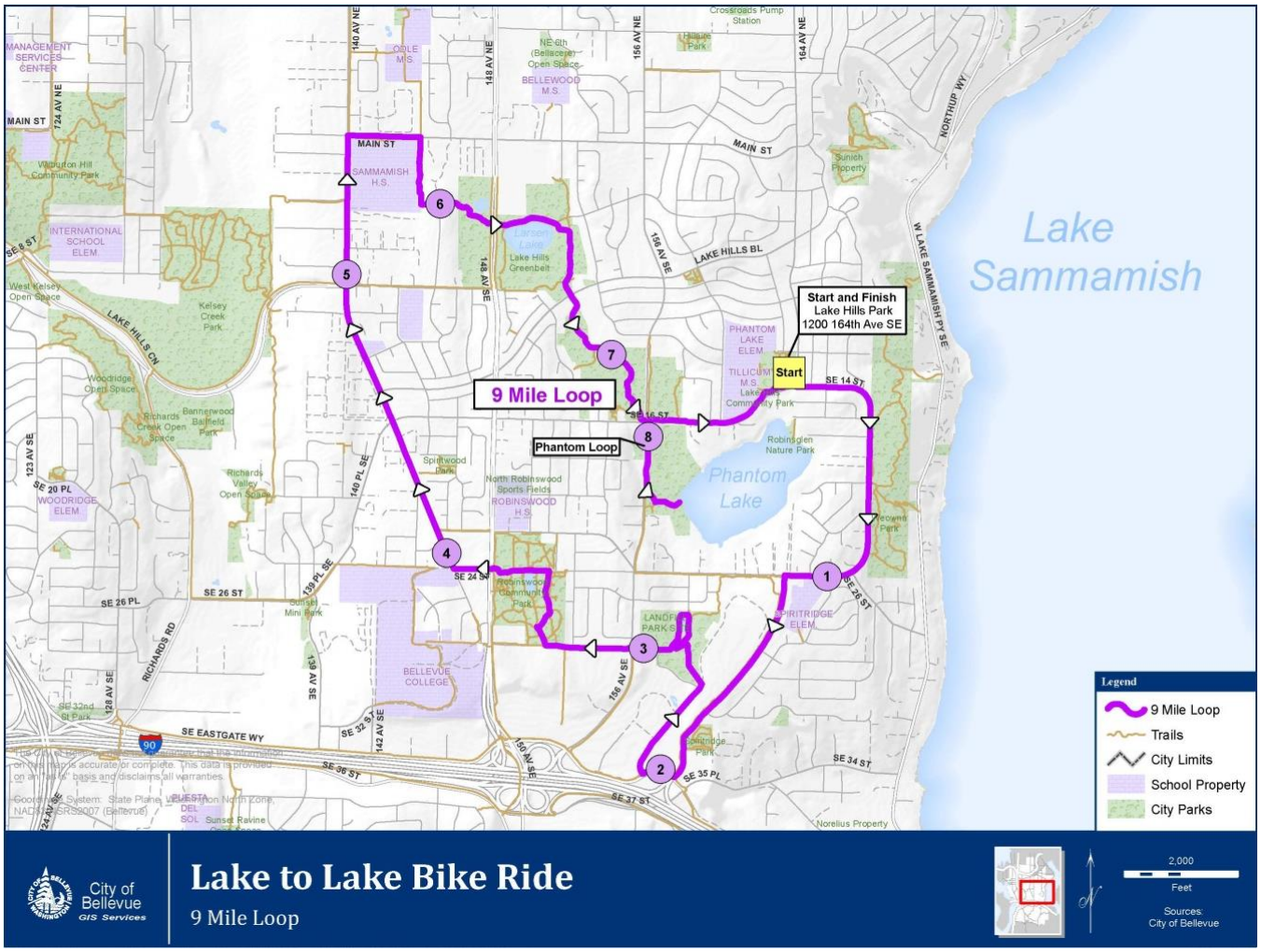
Lake to Lake Bike Ride



The Lake to Lake Bike Ride is an annual community bike ride event for all levels and abilities, organized by the City.

The Third Annual Lake to Lake Bike Ride, held on Saturday, June 14, 2014 provided riders with an opportunity to explore Bellevue by bicycle.

Riders could choose between two different routes – a mostly flat, almost nine-mile Greenbelt Loop perfect for families or less experienced cyclists, and a more challenging 22-mile Lake to Lake Loop with significant elevation gain. The Greenbelt Loop riders enjoyed Robinswood Park, Weowna Park and the Lake Hills Greenbelt trails, while the Lake to Lake Loop riders had the opportunity to additionally explore Kelsey Creek Park, Wilburton Hill Park, West Bellevue, and the eastern edges of Lake Washington. Both routes included low-traffic roads, bike lanes and gravel trails and were approximately 80 percent paved roads and 20 percent off-road gravel. The course was well-marked and supported by staff and volunteers.

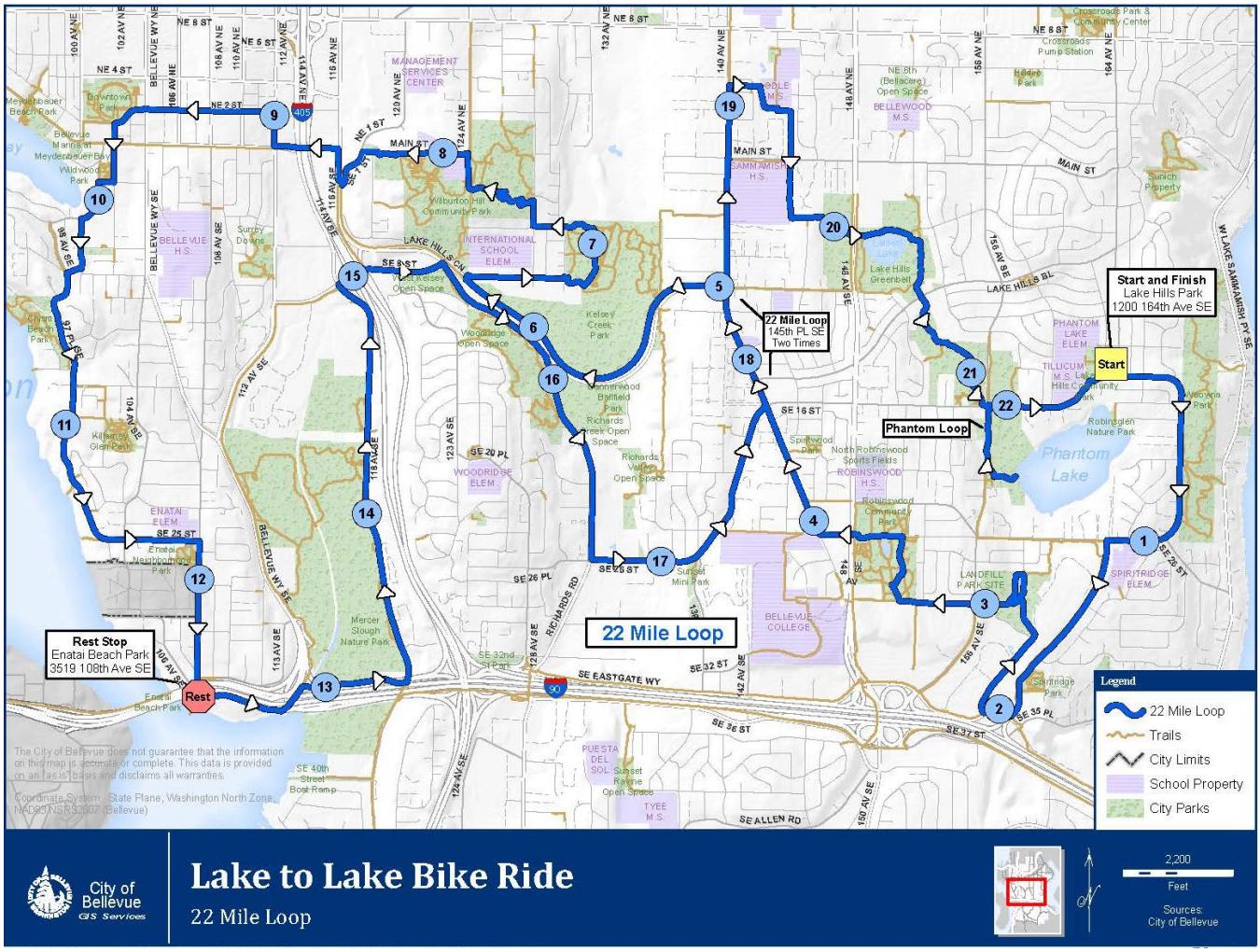


Map of the 2013 Lake-to-Lake Bike Ride 9 Mile Loop

Once again Chaplin's Bellevue Subaru was the title sponsor and Cycle the Wave was event partners. Event sponsors were Skout Nutrition, John Duggan Cycling Attorney, Honest Tea, Whole Foods, Gregg's Cycles, Starbucks, Half Pops, Pace Sportswear, KAVU Sportswear, SOS Socks, Jamba Juice, Top Pot Doughnuts, Uwajimaya, and The Microsoft Store.

Proceeds benefit the City of Bellevue Youth camp scholarship fund to help make it possible for all kids to enjoy healthy and fun recreation.

The event featured post-event prize raffles, refreshments, and freebies for all participants and live music. The first 150 registered participants received custom event socks by SOS Socks and all participants received a custom event t-shirt.



Map of the 2013 Lake-to-Lake Bike Ride 22 Mile Loop

Seventh Annual Cycle the WAVE - Women Against Violence Everywhere

Cycle the WAVE is a sponsored, all-women's, non-competitive cycling event. It is created for women of all ages and fitness levels to experience friendship, increase awareness of domestic violence through visibility and to raise funds for domestic violence programs.

The Seventh Annual Cycle the Wave bike ride was held on Sunday, September 14, 2014.
The ride began and ended at Bellevue College. Four routes were offered to accommodate all rider levels. Cyclists could choose between the 14-mile Little Sister, a shorter route for newer riders; the 30-mile Girly Girl fun ride through the rolling hills of quiet neighborhoods in and around Lake Sammamish; the 42-mile Middle Sister more scenic route with some hills, and the 60-mile Burly Girl beautiful scenery route with many challenging climbs. Route options and maps were available online and on ride day at Bellevue College. This event was co-sponsored by Bellevue Parks & Community Services' Lake-to-Lake Bike Ride. All proceeds fund domestic violence prevention programs.

Walk to School Day 2014

Walk to School Day events raise awareness of the need for safe walking routes to school, and highlight issues such as increasing physical activity among children, pedestrian safety, traffic congestion and concern for the environment.

Bellevue Elementary Schools joined schools from around the world on Wednesday, October 8, 2014 to celebrate International Walk to School Day.

Walk to School Day Poster at Ardmore Elementary School

Students from Ardmore, Cherry Crest, Enatai, Newport Heights, Phantom Lake, Sherwood Forest, Somerset and Spiritridge elementary schools walked to school Wednesday with parents and teachers. The City Council issued a proclamation recognizing International Walk to School Day in 2014.

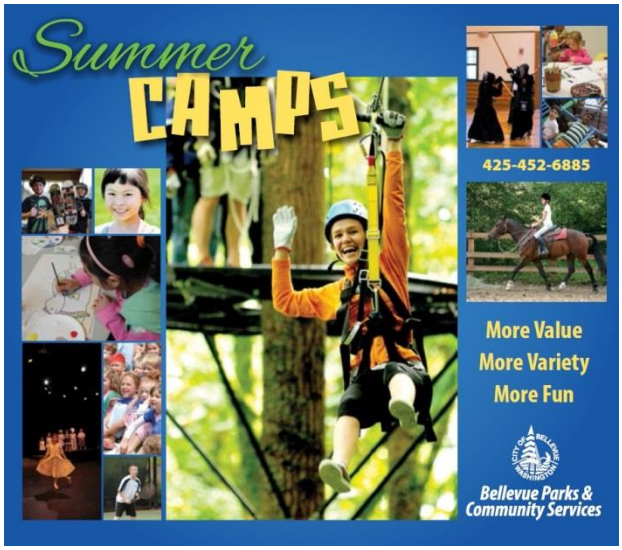
Walk to School Day 2014 at Ardmore Elementary School

School and PTA volunteers, with assistance from city staff, organized the event. Parents and students walked a prescribed route to school and pick up additional children as they go. Pedbee, the city's traffic safety mascot, handed out toys and pedestrian safety activity workbooks at two schools. The Seattle Seahawks mascot, Blitz, greeted students at Ardmore. Many schools noted a substantial decrease in congestion during the morning rush and also a decrease in the number of students tardy for school.

TRACKS Outdoor Initiative

High Adventure Summer Camp Participants

TRACKS is a Parks & Community Services initiative promoting outdoor adventure, youth leadership and environmental stewardship. TRACKS' mission is to encourage outdoor opportunities for all ages, abilities and income levels, opportunities that develop life skills and knowledge for a healthy community. TRACKS stands for Teaching, Recreation, Adventure, Competency, Knowledge, and Stewardship.



TRACKS Programs

High Adventure Summer Camps are few day to week-long camps for kids 12 to 17 that teach essential outdoor skills such as high ropes course, riding mountain bike trails, climbing, hiking and spending a night backpacking.

The Wilderness Wednesday is an organized trail hiking for kids 11 to 14 on Wednesday afternoons.

Appendix

Appendix

Table 1: All New Pedestrian Facility Construction

All new pedestrian facility construction (Linear Feet)									
	Year	5' Wide Sidewalk	6' Wide Sidewalk	8' Wide Sidewalk	12' Wide Sidewalk	5'-12' Wide Sidewalk	2-8' Wide Pedestrian Trail	10-14' Wide Multi-Use Trail	Pedestrian Facilities Total
		Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet
Annual	2009	1,779	5,829	297		7,905		303	8,208
	2010	1,532	10,929	1,210	43	13,713	578	1,200	15,490
	2011	1,311	1,341		671	3,324	2,808	2,940	9,072
	2012	492	8,272	2,208	477	11,449	306	1,486	13,240
	2013	1,565	608	852		3,024	986	5,912	9,922
	2014	1,290	3,761	2,672	759	8,482	2,324	6,860	17,666
Cumulative	2009	1,779	5,829	297		7,905		303	8,208
	2010	3,311	16,757	1,507	43	21,618	578	1,503	23,698
	2011	4,622	18,099	1,507	714	24,942	3,385	4,442	32,770
	2012	5,114	26,370	3,716	1,191	36,391	3,691	5,928	46,010
	2013	6,679	26,978	4,567	1,191	39,415	4,677	11,840	55,932
	2014	7,969	30,739	7,239	1,950	47,897	7,001	18,700	73,598

All new pedestrian facility construction (Miles)									
	Year	5' Wide Sidewalk	6' Wide Sidewalk	8' Wide Sidewalk	12' Wide Sidewalk	5'-12' Wide Sidewalk	2-8' Wide Pedestrian Trail	10-14' Wide Multi-Use Trail	Pedestrian Facilities Total
		Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
Annual	2009	0.34	1.10	0.06	0.00	1.50	0.00	0.06	1.55
	2010	0.29	2.07	0.23	0.01	2.60	0.11	0.23	2.93
	2011	0.25	0.25	0.00	0.13	0.63	0.53	0.56	1.72
	2012	0.09	1.57	0.42	0.09	2.17	0.06	0.28	2.51
	2013	0.30	0.12	0.16	0.00	0.57	0.19	1.12	1.88
	2014	0.24	0.71	0.51	0.14	1.61	0.44	1.30	3.35
Cumulative	2009	0.34	1.10	0.06	0.00	1.50	0.00	0.06	1.55
	2010	0.63	3.17	0.29	0.01	4.09	0.11	0.28	4.49
	2011	0.88	3.43	0.29	0.14	4.72	0.64	0.84	6.21
	2012	0.97	4.99	0.70	0.23	6.89	0.70	1.12	8.71
	2013	1.26	5.11	0.87	0.23	7.46	0.89	2.24	10.59
	2014	1.51	5.82	1.37	0.37	9.07	1.33	3.54	13.94

Table 2: New Pedestrian Facility Construction toward the 2009 Ped-Bike Plan

New pedestrian facility construction toward the 2009 Ped-Bike Plan (Linear Feet)					
	Year	5' - 12' Wide Sidewalk	2' - 8' Wide Pedestrian Trail	10' - 14' Wide Multi-Use Trail	Pedestrian Facilities Total
		Linear Feet	Linear Feet	Linear Feet	Linear Feet
Annual	2009	7,023		303	7,326
	2010	9,241			9,241
	2011	2,004	1,863	2,940	6,807
	2012	6,948	306	1,486	8,739
	2013	1,121	986	5,912	8,019
	2014	3,362	669	4,118	8,149
Cumulative	2009	7,023		303	7,326
	2010	16,264		303	16,567
	2011	18,268	1,863	3,243	23,374
	2012	25,216	2,169	4,729	32,113
	2013	26,337	3,154	10,641	40,132
	2014	29,699	3,823	14,759	48,281

New pedestrian facility construction toward the 2009 Ped-Bike Plan (Miles)					
	Year	5' - 12' Wide Sidewalk	2' - 8' Wide Pedestrian Trail	10' - 14' Wide Multi-Use Trail	Pedestrian Facilities Total
		Miles	Miles	Miles	Miles
Annual	2009	1.33		0.06	1.39
	2010	1.75			1.75
	2011	0.38	0.35	0.56	1.29
	2012	1.32	0.06	0.28	1.66
	2013	0.21	0.19	1.12	1.52
	2014	0.64	0.13	0.78	1.54
Cumulative	2009	1.33		0.06	1.39
	2010	3.08		0.06	3.14
	2011	3.46	0.35	0.61	4.43
	2012	4.78	0.41	0.90	6.08
	2013	4.99	0.60	2.02	7.60
	2014	5.62	0.72	2.80	9.14

Table 3: Arterial Sidewalk Construction

Arterial sidewalk construction (Linear Feet)					
Year	Ped-Bike Plan Goal	Target Pace	New Construction Annual	New Construction Cumulative	Gap
	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet
2009			5,386	5,386	
2010		13,450	6,794	12,180	1,270
2011		26,900	2,460	14,640	12,260
2012		40,350	8,893	23,533	16,817
2013		53,800	1,459	24,992	28,808
2014		67,250	4,874	29,866	37,384
2015		80,700			
2016		94,150			
2017		107,600			
2018		121,050			
2019	134,500				

Arterial sidewalk construction (Miles)					
Year	Ped-Bike Plan Goal	Target Pace	New Construction Annual	New Construction Cumulative	Gap
	Mikes	Miles	Miles	Miles	Miles
2009			1.02	1.02	
2010		2.50	1.29	2.31	0.19
2011		5.00	0.47	2.77	2.23
2012		7.50	1.68	4.46	3.04
2013		10.00	0.28	4.73	5.27
2014		12.50	0.92	5.66	6.84
2015		15.00			
2016		17.50			
2017		20.00			
2018		22.50			
2019	25.00				

Table 4: New Bicycle Facilities Construction toward the 2009 Ped-Bike Plan

New Bicycle Facilities (Linear Feet)

	Year	Off-Street Path	Bike Lane	Bike Shoulder	Shared Shoulder	Wide Outside Lane	Shared Wide Outside Lane	Sharrow	Bicycle Facility Total
		Type A	Type B	Type C	Type D	Type E	Type F	Type G	
		Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet
Annual	2009	303	1,795		1,477				3,576
	2010	1,200	21,372	9,371	490			6,646	39,079
	2011	2,940		1,864	380				5,184
	2012	1,486	5,637	3,375					10,497
	2013	5,912	10,742	300	5,912				22,867
	2014	6,860	8,099	240					15,198
Cumulative	2009	303	1,795		1,477				3,576
	2010	1,503	23,168	9,371	1,967			6,646	42,654
	2011	4,442	23,168	11,236	2,347			6,646	47,839
	2012	5,928	28,805	14,610	2,347			6,646	58,336
	2013	11,840	39,547	14,911	8,259			6,646	81,203
	2014	18,700	47,646	15,151	8,259			6,646	96,401

New Bicycle Facilities (Miles)

	Year	Off-Street Path	Bike Lane	Bike Shoulder	Shared Shoulder	Wide Outside Lane	Shared Wide Outside Lane	Sharrow	Bicycle Facility Total
		Type A	Type B	Type C	Type D	Type E	Type F	Type G	
		Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
Annual	2009	0.06	0.34		0.28				0.68
	2010	0.23	4.05	1.77	0.09			1.26	7.40
	2011	0.56	0.00	0.35	0.07				0.98
	2012	0.28	1.07	0.64	0.00				1.99
	2013	1.12	2.03	0.06	1.12				4.33
	2014	1.30	1.53	0.05					2.88
Cumulative	2009	0.06	0.34		0.28			0.00	0.68
	2010	0.28	4.39	1.77	0.37			1.26	8.08
	2011	0.84	4.39	2.13	0.44			1.26	9.06
	2012	1.12	5.46	2.77	0.44			1.26	11.05
	2013	2.24	7.49	2.82	1.56			1.26	15.38
	2014	3.54	9.02	2.87	1.56			1.26	18.26

Table 5: Bicycle Corridors Completion Status

Bicycle corridors completion status (Linear Feet)												
	Corridor	EW-1	EW-2	EW-3	EW-4	EW-5	NS-1	NS-2	NS-3	NS-4	NS-5	NS-6
Annual	2009			1,796		822						
	2010			2,923		3,679		4,837				
	2011				411		2,331					
	2012		1,486							2,818		
	2013										288	5,912
	2014	3,013						1,099				
Cumulative	Prior 2009	11,234	2,960	12,078	9,233	17,800	8,555	22,709		18,359	22,716	
	2009	11,234	2,960	13,873	9,233	18,623	8,555	22,709		18,359	22,716	
	2010	11,234	2,960	16,796	9,233	22,302	8,555	27,546		18,359	22,716	
	2011	11,234	2,960	16,796	9,644	22,302	10,886	27,546		18,359	22,716	
	2012	11,234	4,446	16,796	9,644	22,302	10,886	27,546		21,178	22,716	
	2013	11,234	4,446	16,796	9,644	22,302	10,886	27,546		21,178	23,004	5,912
	2014	14,247	4,446	16,796	9,644	22,302	10,886	28,645		21,178	23,004	5,912
Length Total		21,560	19,556	38,729	29,597	38,874	20,102	39,940	39,408	37,323	32,915	26,124
Length Remaining		7,313	15,110	21,933	19,953	16,572	9,216	11,295	39,408	16,145	9,911	20,212
Percent Remaining		33.9%	77.3%	56.6%	67.4%	42.6%	45.8%	28.3%	100.0%	43.3%	30.1%	77.4%

Bicycle corridors completion status (Miles)												
	Corridor	EW-1	EW-2	EW-3	EW-4	EW-5	NS-1	NS-2	NS-3	NS-4	NS-5	NS-6
Annual	2009			0.34		0.16						
	2010			0.55		0.70		0.92				
	2011						0.44					
	2012		0.28							0.53		
	2013										0.05	1.12
	2014	0.57	0.00					0.21				
Cumulative	Prior 2009	2.13	0.56	2.29	1.75	3.37	1.62	4.30		3.48	4.30	
	2009	2.13	0.56	2.63	1.75	3.53	1.62	4.30		3.48	4.30	
	2010	2.13	0.56	3.18	1.75	4.22	1.62	5.22		3.48	4.30	
	2011	2.13	0.56	3.18	1.83	4.22	2.06	5.22		3.48	4.30	
	2012	2.13	0.84	3.18	1.83	4.22	2.06	5.22		4.01	4.30	
	2013	2.13	0.84	3.18	1.83	4.22	2.06	5.22		4.01	4.36	1.12
	2014	2.70	0.84	3.18	1.83	4.22	2.06	5.43		4.01	4.36	1.12
Length Total		4.08	3.70	7.34	5.61	7.36	3.81	7.56	7.46	7.07	6.23	4.95
Length Remaining		1.38	2.86	4.15	3.78	3.14	1.75	2.14	7.46	3.06	1.88	3.83
Percent Remaining		33.9%	77.3%	56.6%	67.4%	42.6%	45.8%	28.3%	100.0%	43.3%	30.1%	77.4%