Pedestrian and Bicycle Progress Report 2015

City of Bellevue

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Summer 2016

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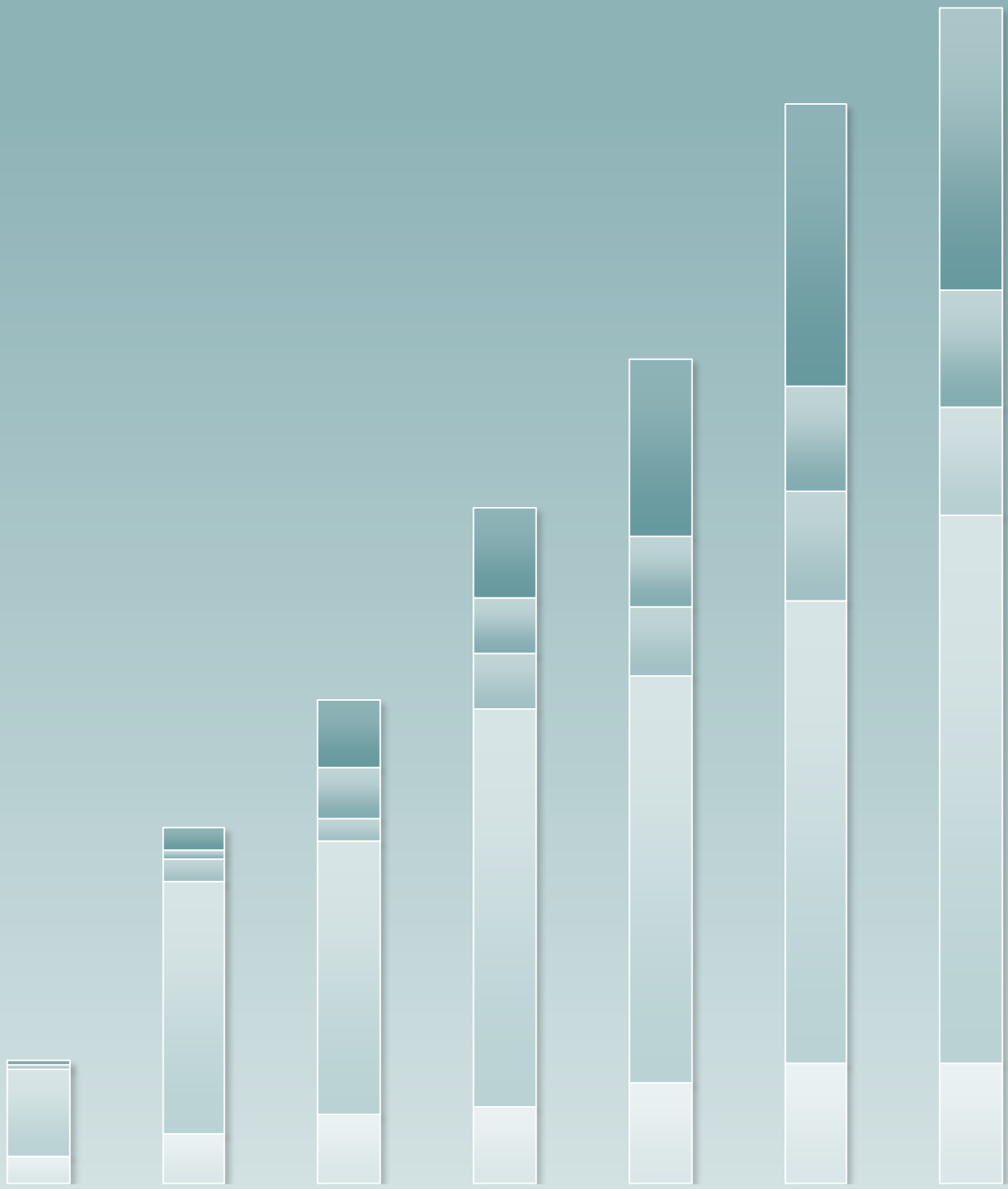


Summary

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

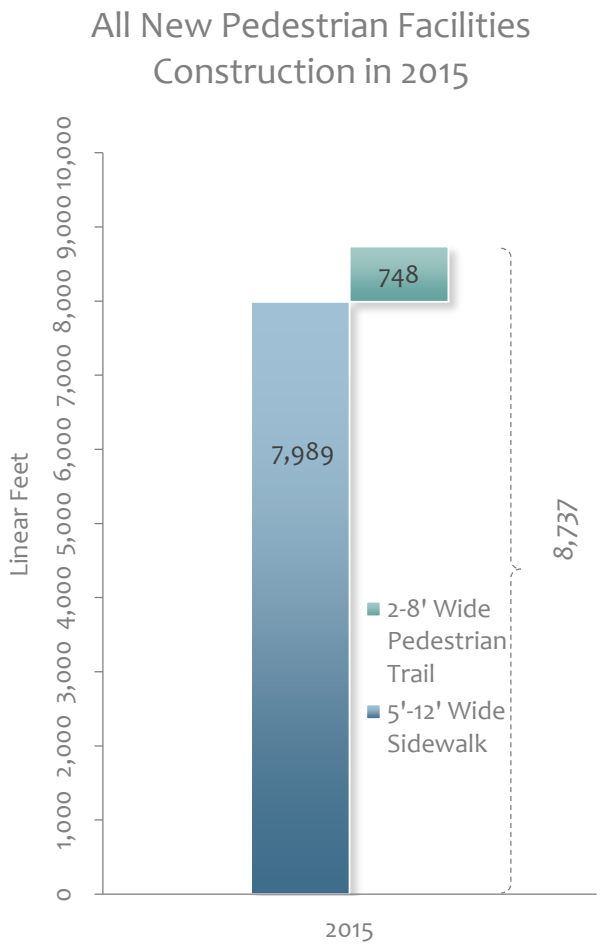


Figure 1: All New Pedestrian Facilities in Bellevue in 2015
(See Appendix, Table 1 for additional detail)

This report is a summary of the progress made in 2015 to advance Bellevue's Pedestrian and Bicycle Transportation Plan.

In 2015 there were approximately 8,737 feet of pedestrian facilities – 7,898 feet of sidewalk and 748 feet of pedestrian trail - constructed in the City of Bellevue (*see Figure 1 and Figure 2*).

Of those 1.65 miles (8,737 feet) of pedestrian facilities, 0.73 miles (3,829 feet) were built in locations targeted for improvement by the 2009 Bellevue Pedestrian and Bicycle Transportation Plan (*see Figure 3*). The remaining 0.92 miles (4,908 feet) were installed either through the development review process, or through bigger projects as sidewalk upgrades.

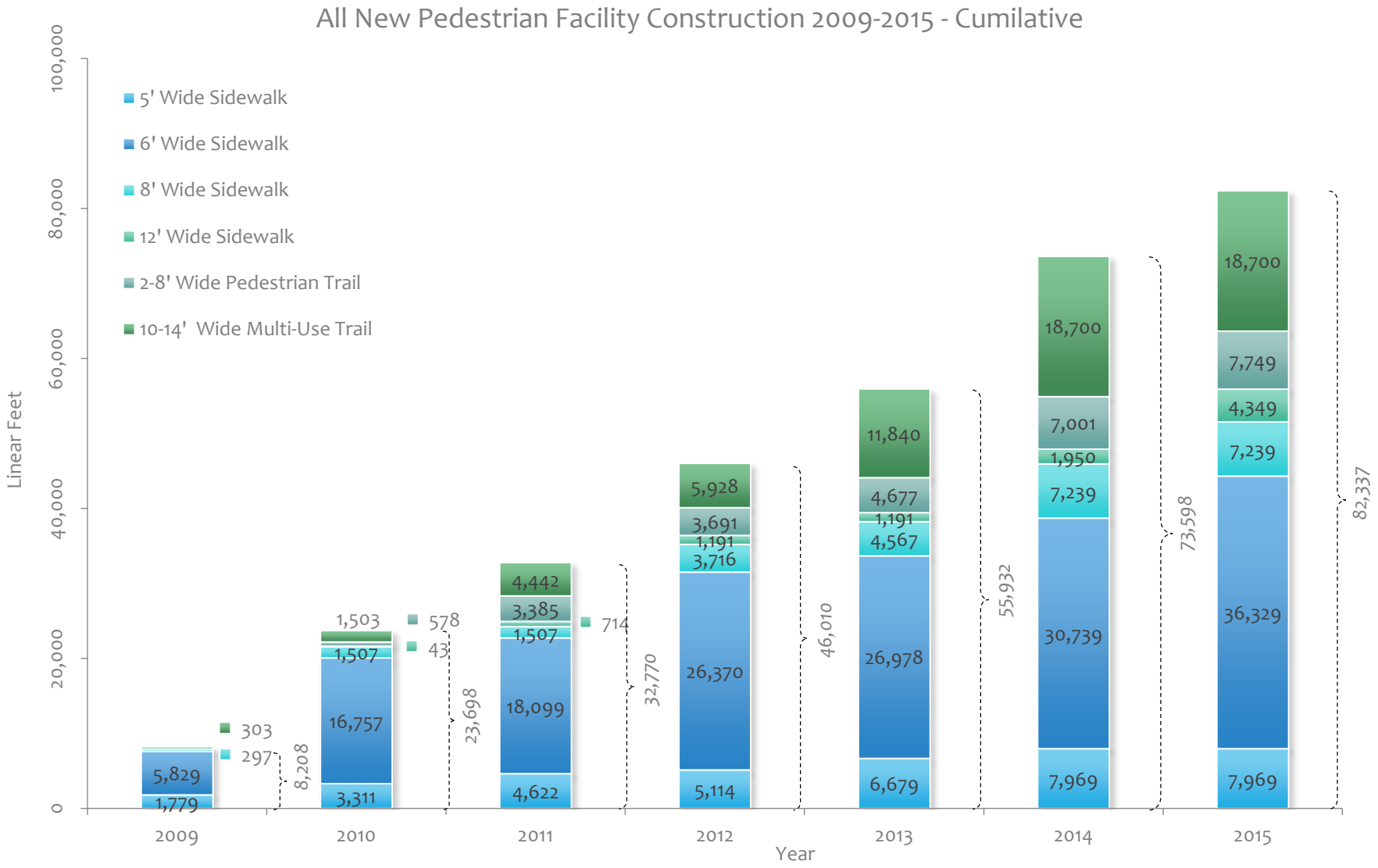


Figure 2: All New Pedestrian Facility Construction 2009-2015 – Cumulative
(*See Appendix, Table 1 for additional detail*)

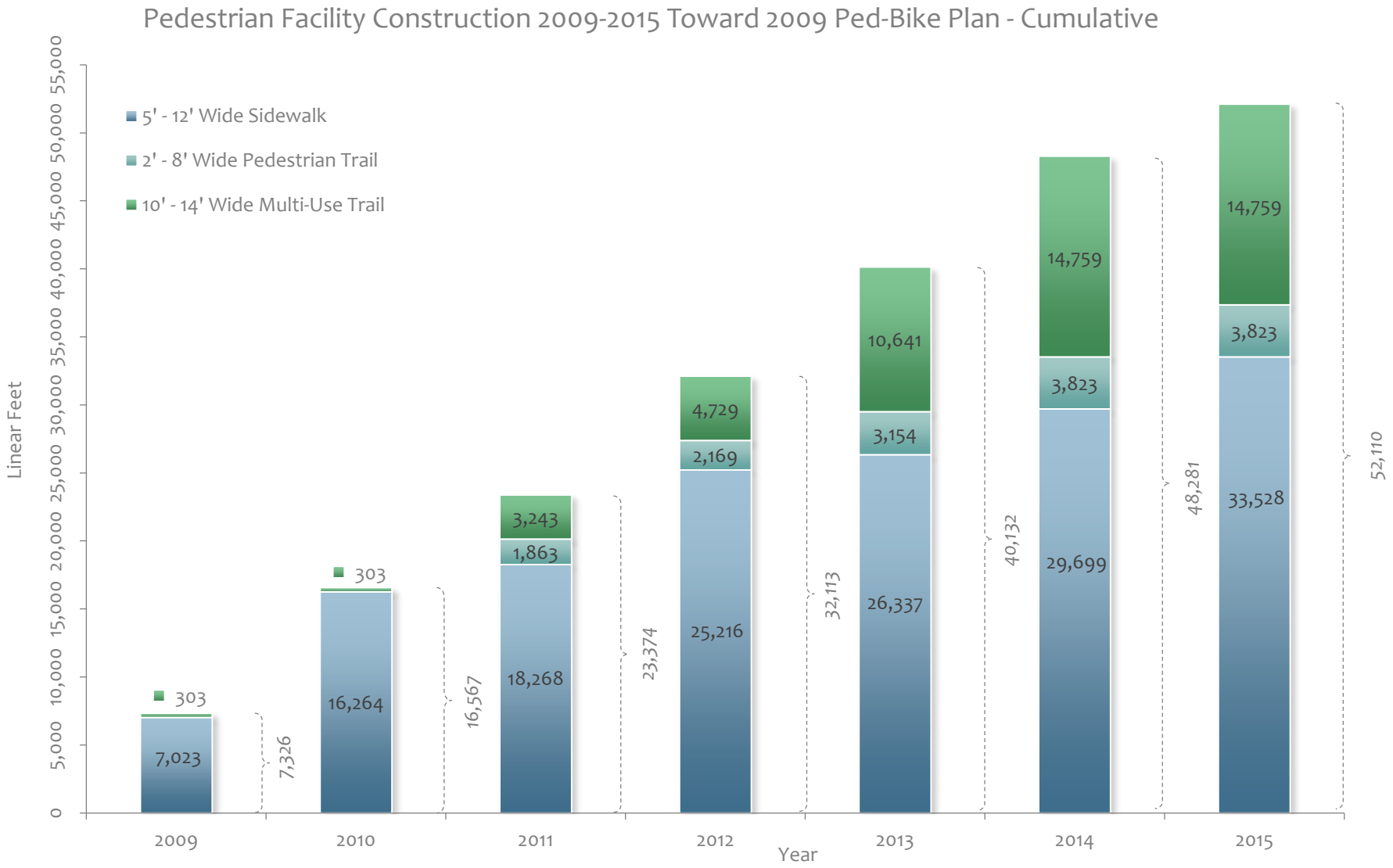


Figure 3: Pedestrian Facility Construction 2009-2015 toward the 2009 Ped-Bike Plan – Cumulative
(See Appendix, Table 2 for additional detail)

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 2015 the City of Bellevue built 1.25 miles of6.91 miles. Figure 4 shows how actual arterial sidewalk construction compares to the target pace of 2.5 miles per year. At the end of 2015 there was a gap of 8.09 miles between actual construction and the amount of mileage needed to be on-track for a 2019 completion (*see Figure 4*).

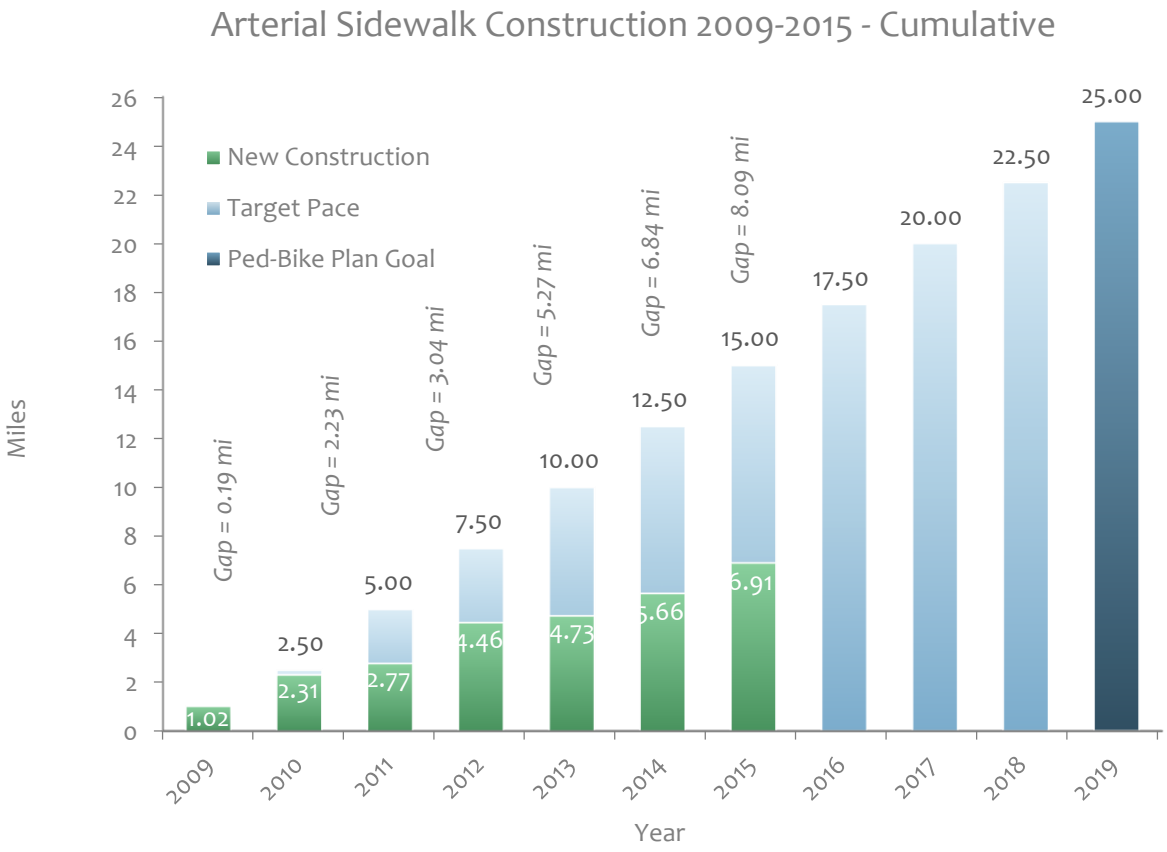


Figure 4: Arterial Sidewalk Construction 2009-2015 - Cumulative
(See Appendix, Table 3 for additional detail)

A map of the pedestrian projects completed by year from 2009 to 2015 can be found on the next page (*see Figure 5*).

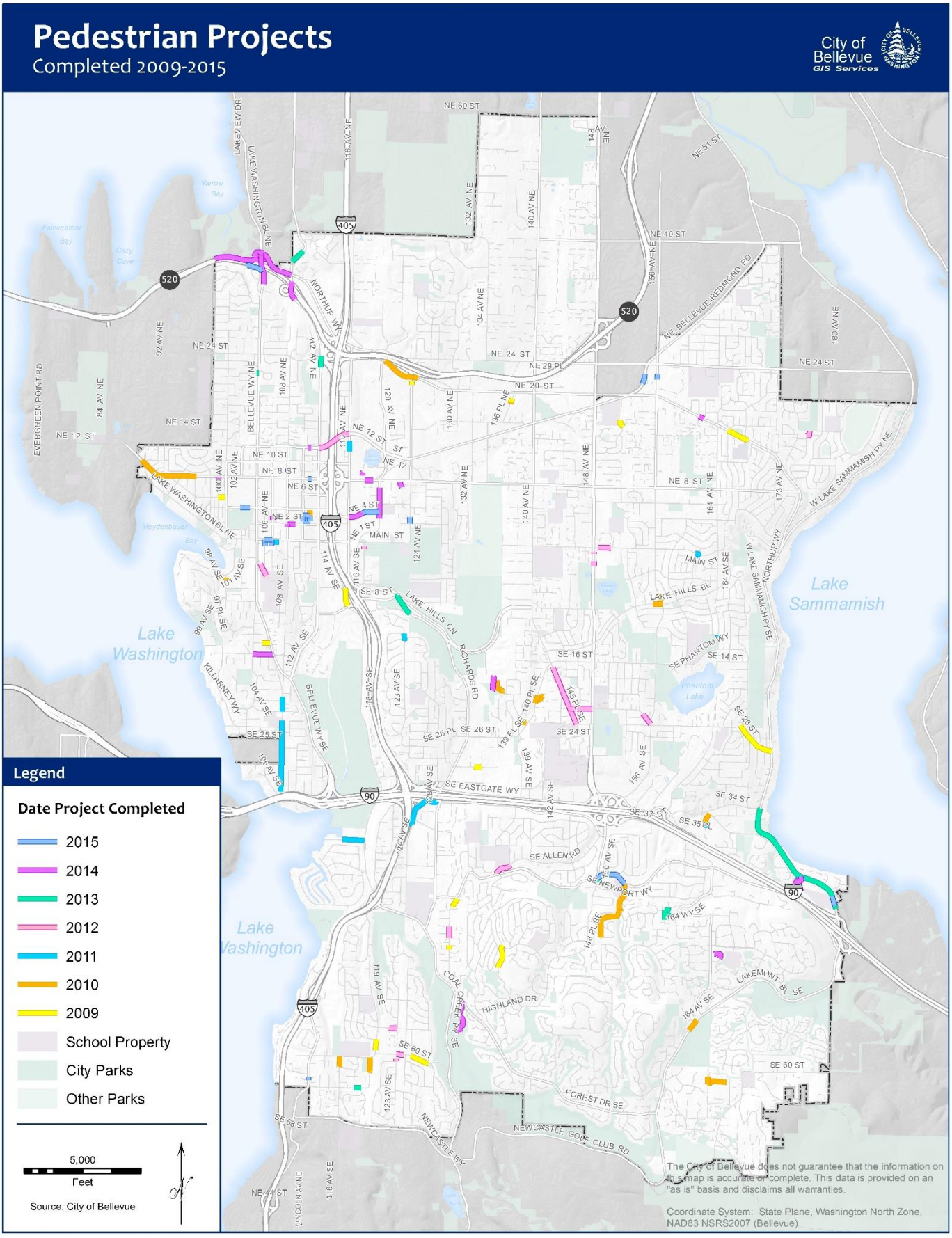
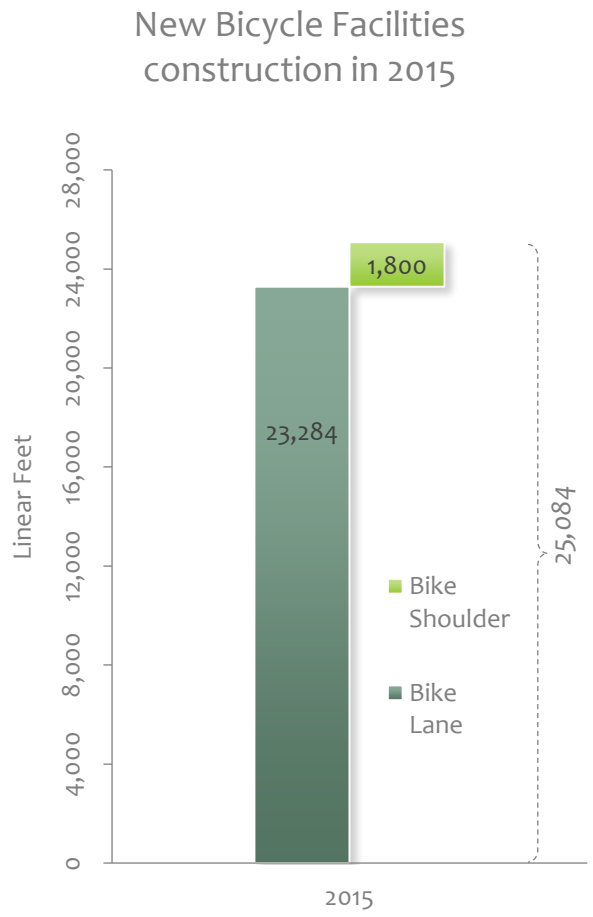


Figure 5: Map of Pedestrian Projects completed by year from 2009 to 2015

Bicycle Improvements



In 2015 there were approximately 4.75 miles (25,084 feet) of bicycle facilities built in the City of Bellevue (*see Figure 6 and Figure 7*).

Bike Lanes represented the largest proportion of the 2015 improvements, with 4.41 miles (23,284 feet) installed followed by Bike Shoulders with 0.34 miles (1,800 feet).

See Figure 8 for a Map of Bicycle Projects completed by year from 2009 to 2015.

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 2015.

Figure 6: New Bicycle Facility Construction in 2015
(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 Coal Creek-Cougar Mountain Connection is the closest to completion at 69.4%, followed by 520 Trail corridor at 33.1 %.

See Appendix, table 6 for list of Priority Bicycle Corridors.

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.

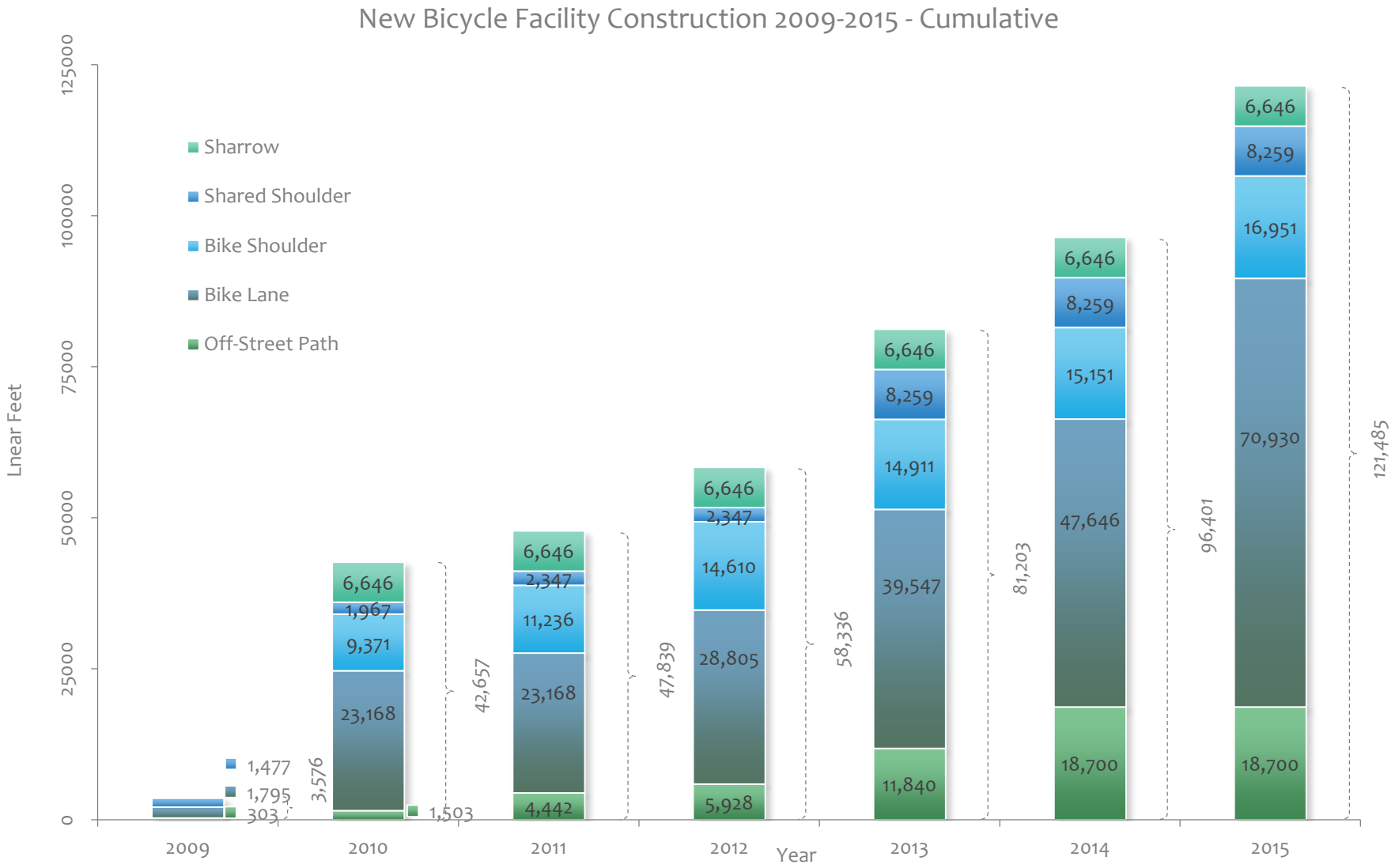


Figure 7: New Bicycle Facility Construction 2009-2015 – Cumulative
(See Appendix, Table 4 for additional detail)

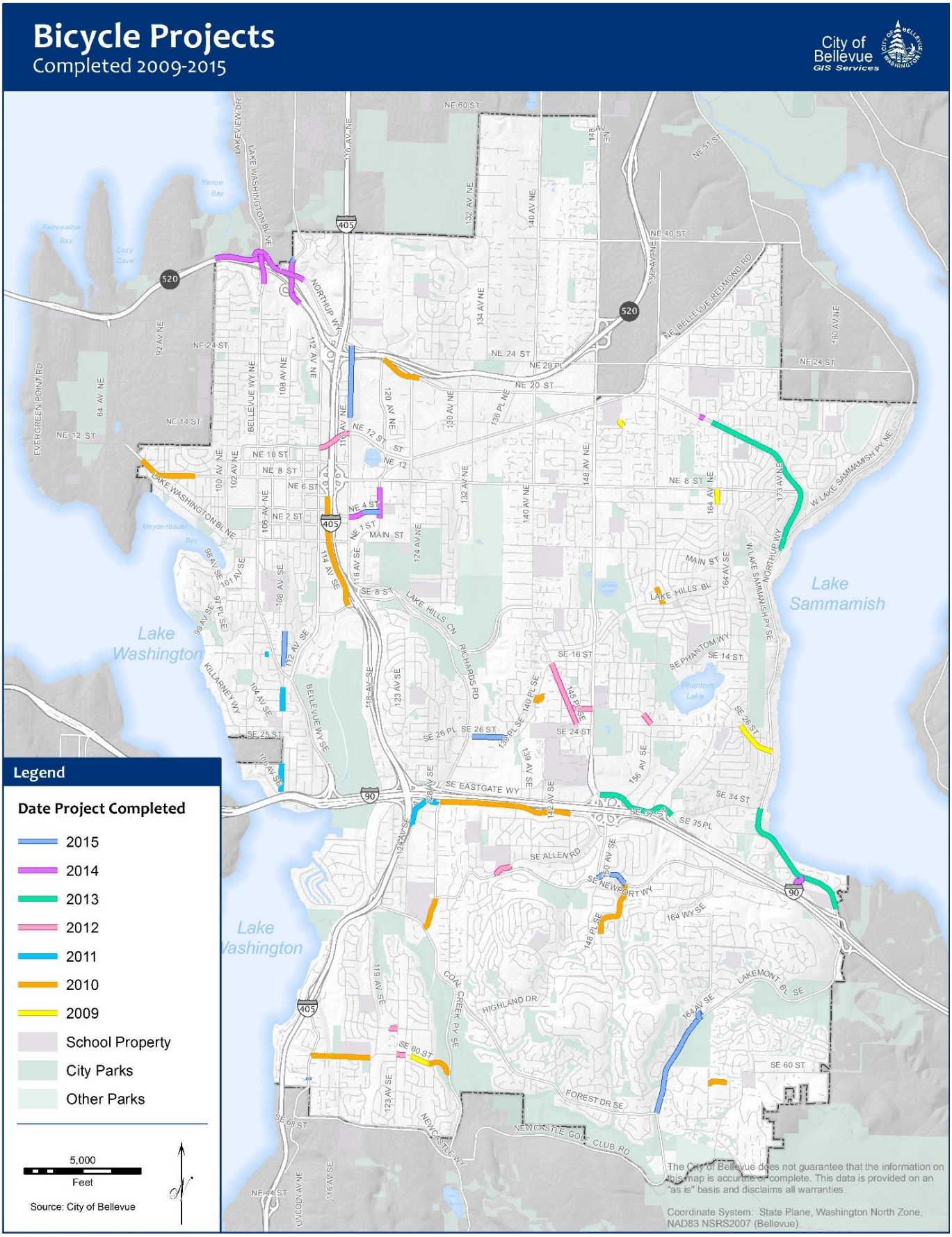


Figure 8: Map of Bicycle Projects completed by year from 2009 to 2015

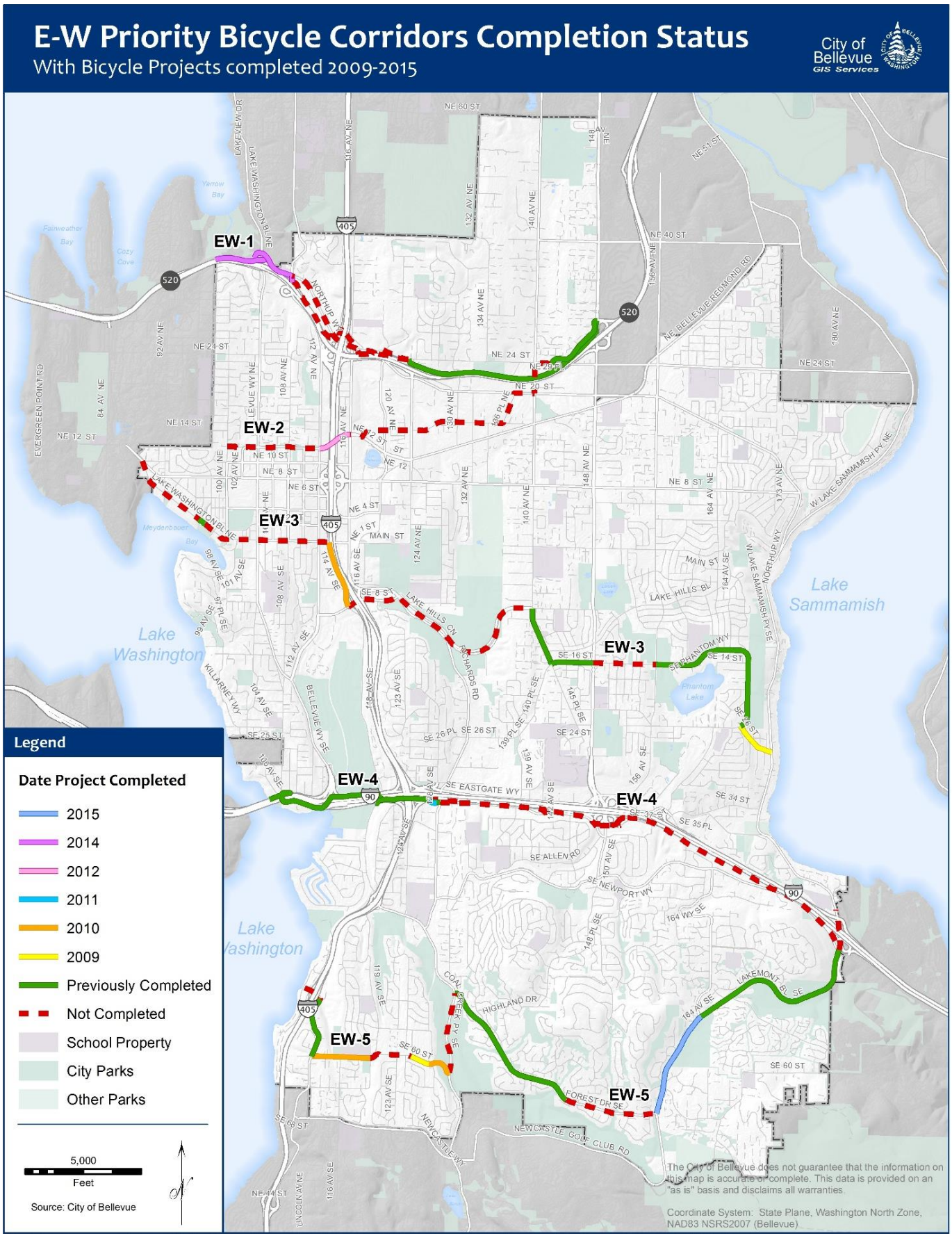


Figure 9: Map of E-W Priority Bicycle Corridors Completion status at the end of 2015

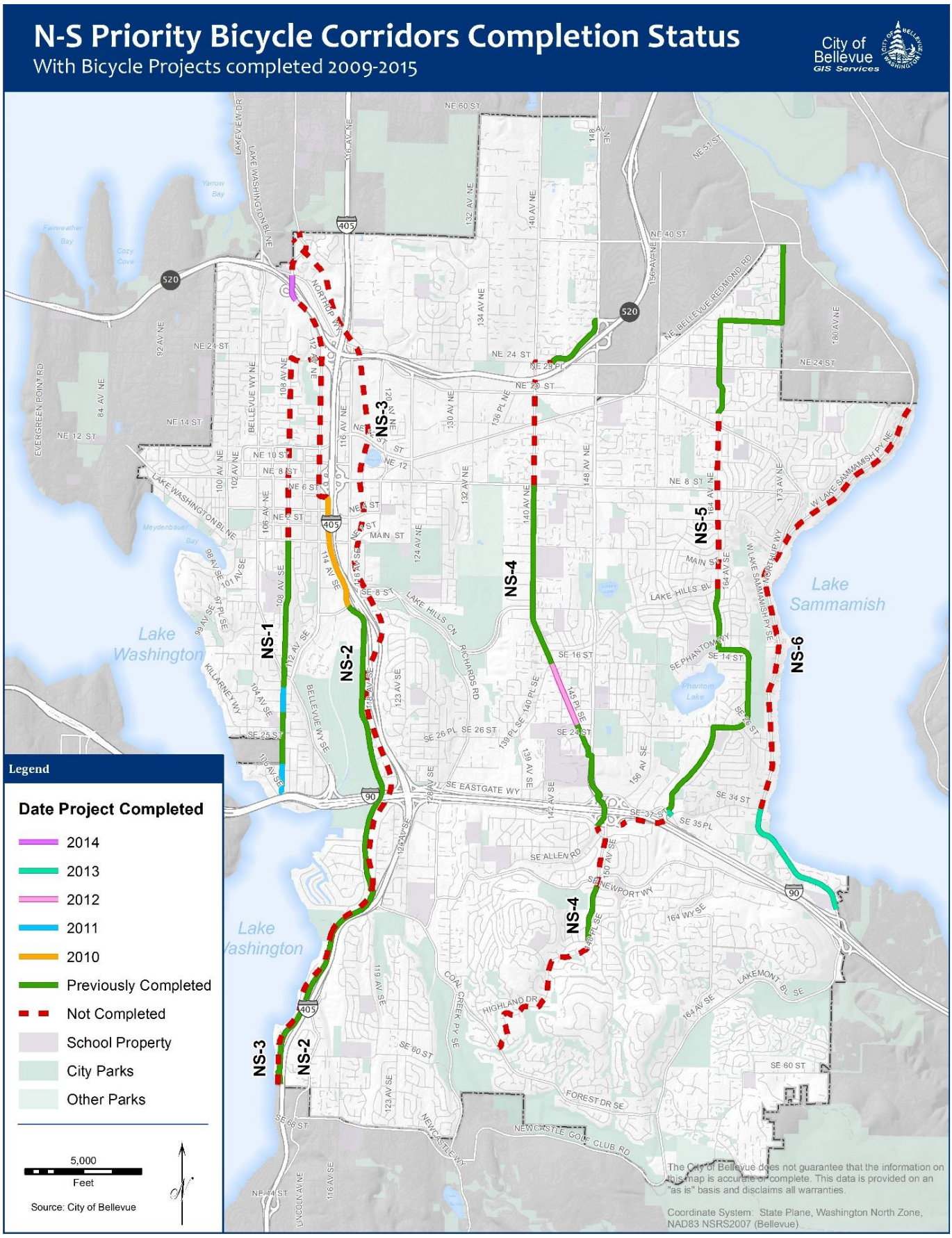
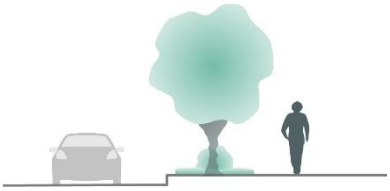


Figure 10: Map of N-S Priority Bicycle Corridors Completion status at the end of 2015

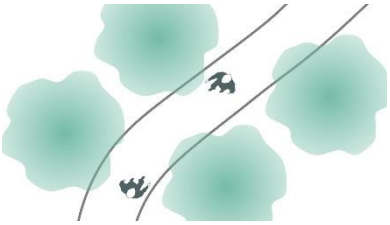
Summary of Results

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

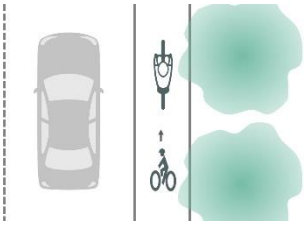


Sidewalk
7,989'

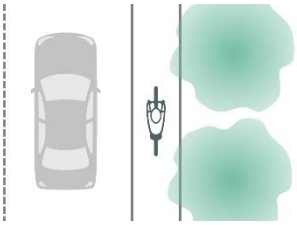


Pedestrian Trail
748'

Bicycle Facilities



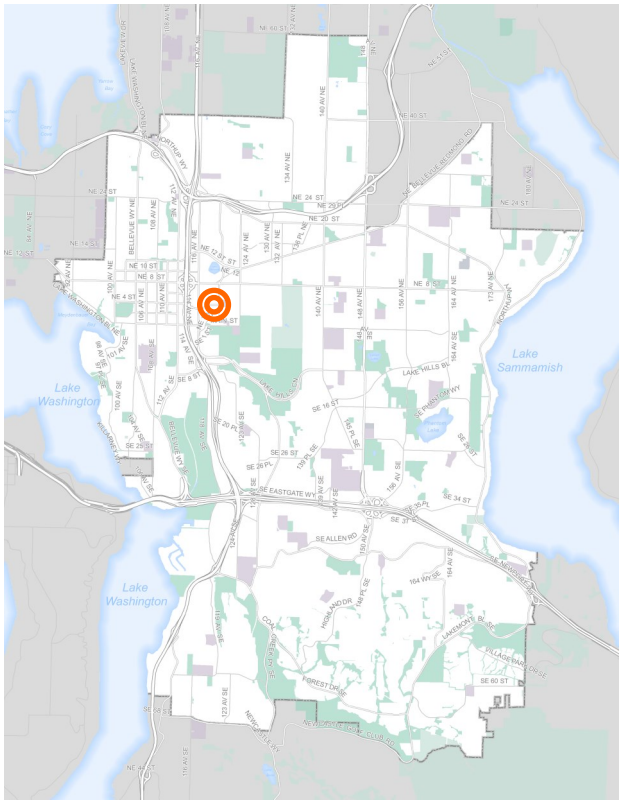
Bike Lane
23,284'

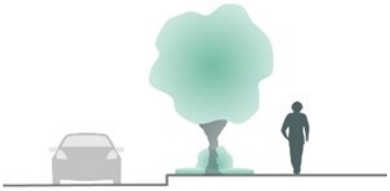


Bike Shoulder
1,800'

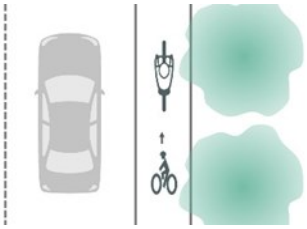
Completed City of Bellevue Projects
2015 — Transportation

NE 4th Street Extension Phase II





Sidewalk
1,370'



Bike Lane
1,370'

The NE 4th St Extension project (116th Ave NE to 120th Ave NE) is one of a number of high priority transportation investments in the Mobility and Infrastructure Initiative (M&II), which supports 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 also allows an access point to the future Eastside Railroad Corridor (ERC), formerly known as Burlington Northern Santa Fe Railroad (BNSF).

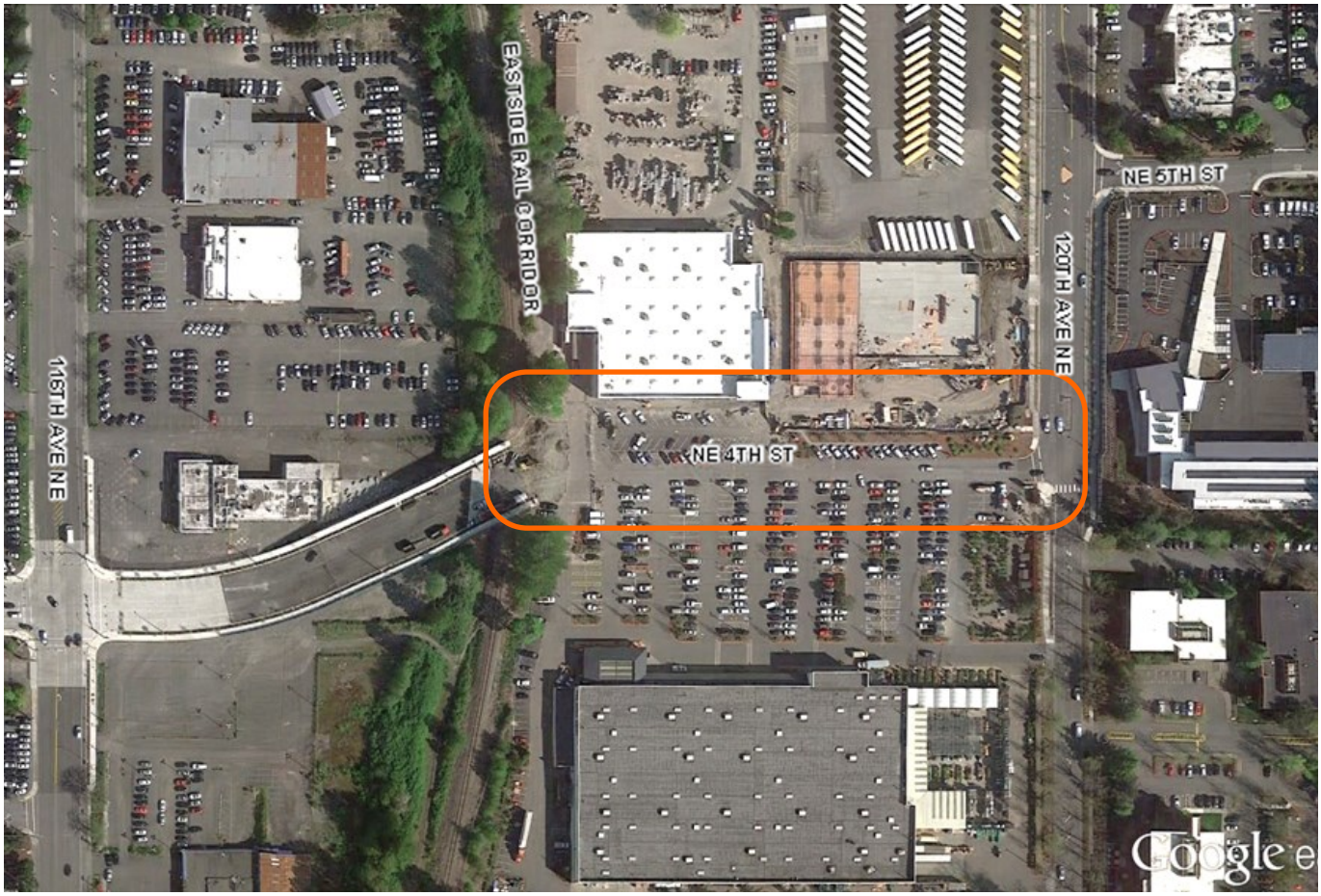
The new road provides an alternative to NE 8th St relieving congestion at key intersections including NE 8th St at 112th Ave NE and NE 8th St at 116th Ave NE. Improvements enhance travel time and mobility options for passenger cars, transit, freight, pedestrians, and bicycles.

Phase I of this two-phase project, from 116th Ave NE to the Eastside Rail Corridor, was completed in 2014.

Phase II, from Eastside Rail Corridor to 120th Ave NE, was completed in 2015. It added bike lanes and sidewalks on both sides of the new road from the west side of Eastside Rail Corridor to 120th Ave NE. The project also added a signalized intersection at NE 4th St and 120th Ave NE.

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

Project Cost: N/A (part of the NE 4th St Extension; $ 35,700,000 Phase I & II)

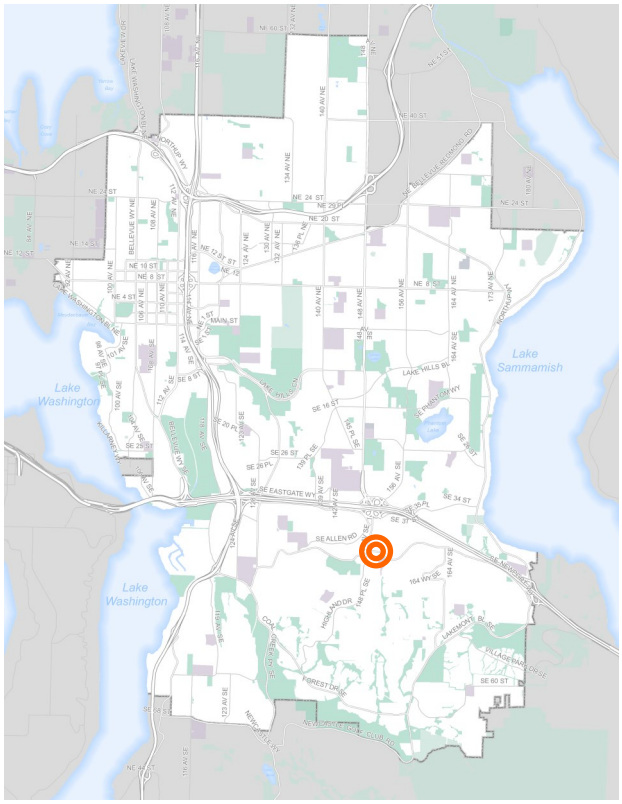


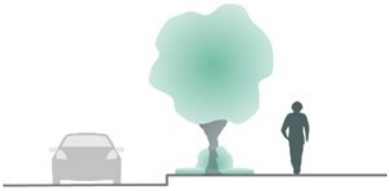
Project Location (before; after photo not available)

NE 4th St at 120th Ave NE looking west (before and after)

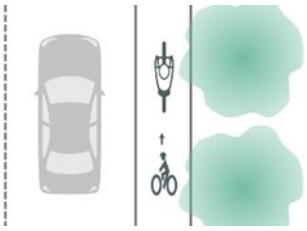
NE 4th St at 120th Ave NE looking (before and after)

SE Newport Way Sidewalk and Bike Lanes





Sidewalk
1,220'



Bike Lane
2,760'

SE Newport Way Sidewalk and Bike Lanes project's main goals were 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.

Previously, the sidewalk was missing on the south side and bicycle facilities were lacking on both sides of SE Newport Way between 150th Ave SE and 152nd Ave SE.

The SE Newport Way project installed approximately 1,220' of six-foot wide sidewalk, curb and gutter on the south side of SE Newport Way between 150th Ave SE and 152nd Ave SE with landscaped planters where feasible. It also installed approximately 2,760' of five-foot bike lanes on both sides of SE Newport Way between 150th Ave SE and 152nd Ave SE. The east bound bike lane in front of the Eastgate Elementary School received green treatment to increase the visibility of the facility and reinforce the priority of bicyclists.

Funds came from the Annexation Area Transportation Capital project adopted by the City Council as part of the 2013 -2019 Capital Investment Program Plan (PW-R-180).

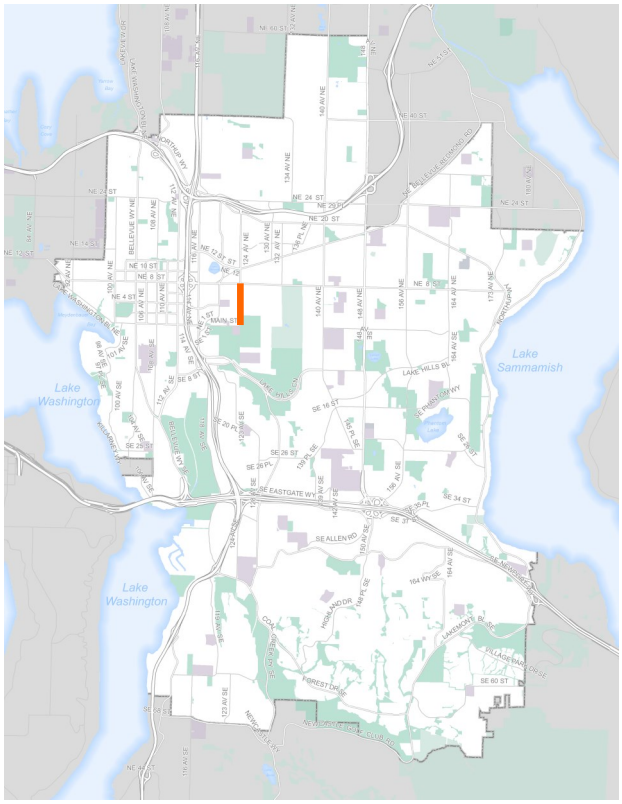
Project Cost: $2,400,000

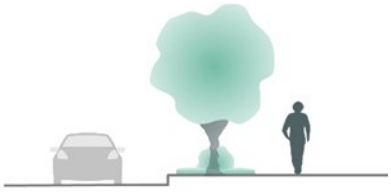
Project Location (before; after photo not available)

Just east of 151st, looking east

In front of the school, green bike lane, looking east

124th Avenue NE, Wilburton Streetscape Enhancement





Sidewalk
250’

124th Ave NE Corridor Improvements project, in coordination with the extension of NE 4th St, 120th Ave NE, the planned NE 6th St extension, and the new NE 15th/16th St multimodal 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, 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 Enhancement is the first stage of the 124th Ave NE Corridor Improvements project. It extends from Main St to NE 8th St along the 124th Ave NE corridor.

This project constructed approximately 250’ of six-foot wide sidewalk, curb and gutter on the west side of 124th Ave NE, between NE 2nd St and NE 3rd St. The project added four new and upgraded four existing crosswalks, constructing 15 new curb ramps, nine of which meet the ADA standards and six of which do not, but are designed to the maximum extent feasible.

The project was 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 came from the Innovative, Vibrant and Caring Community Program – Enhanced Right of Way and Urban Boulevards (CD-22).

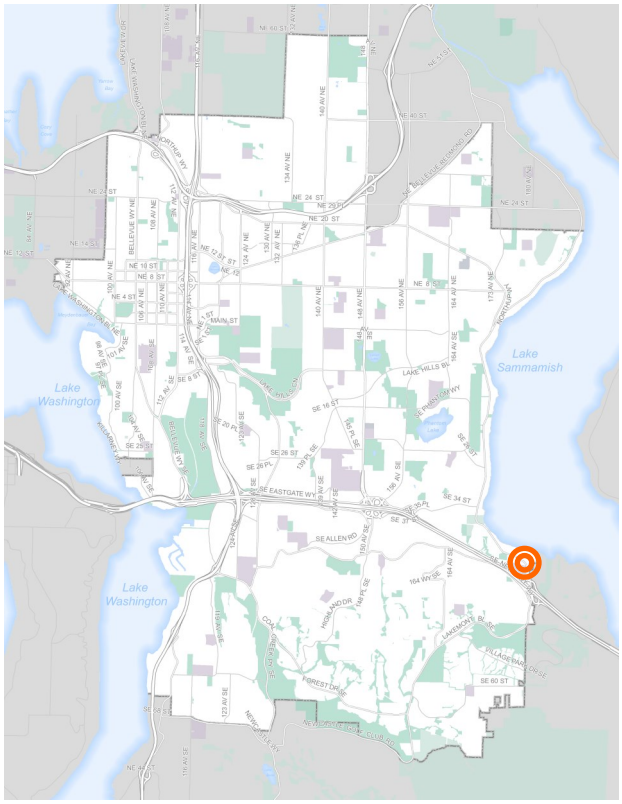
Project cost: $1,400,000

Project Location (before; after image not available)

124th Ave NE at NE 2nd St, looking north (before and after)

124th Ave and Main St parking driveway, looking south (before and after)

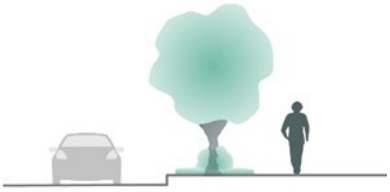
Sunset Elementary School Sidewalk



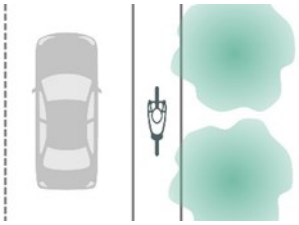
Sunset Elementary School Sidewalk project constructed approximately 420' of six-foot wide sidewalk along the east side of West Lake Sammamish Parkway to connect neighborhoods to the existing crosswalk serving Sunset Elementary School (Issaquah School District).

Funds came 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).

Project Cost: $317,500



Sidewalk
420'



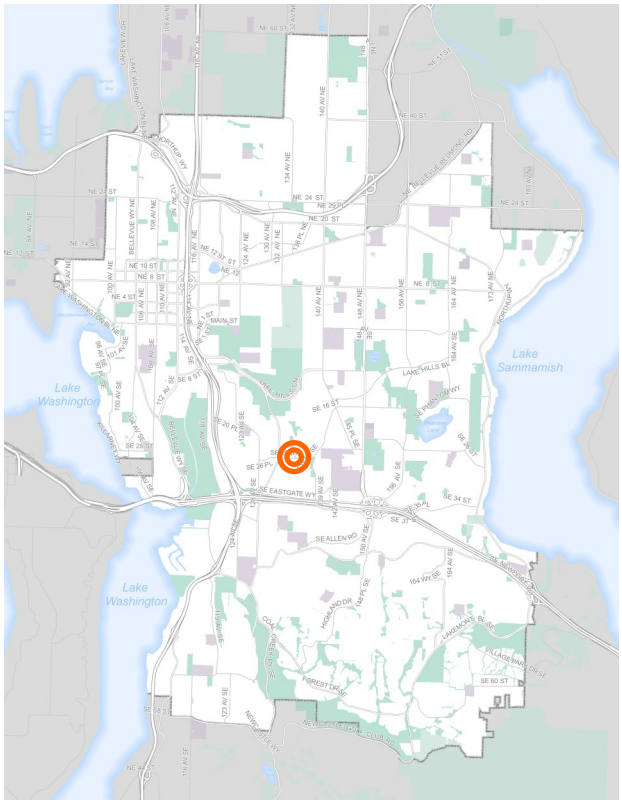
Bike
Shoulder
420'

Project Location (before and after)

West Lake Sammamish Pkwy north of roundabout, looking north (before and after)

West Lake Sammamish Pkwy south of 181st Ave SE, looking north (before and after)

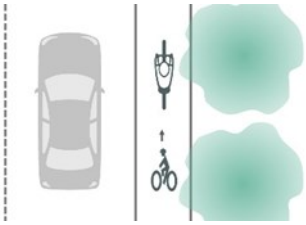
Kamber Road Bike Lanes



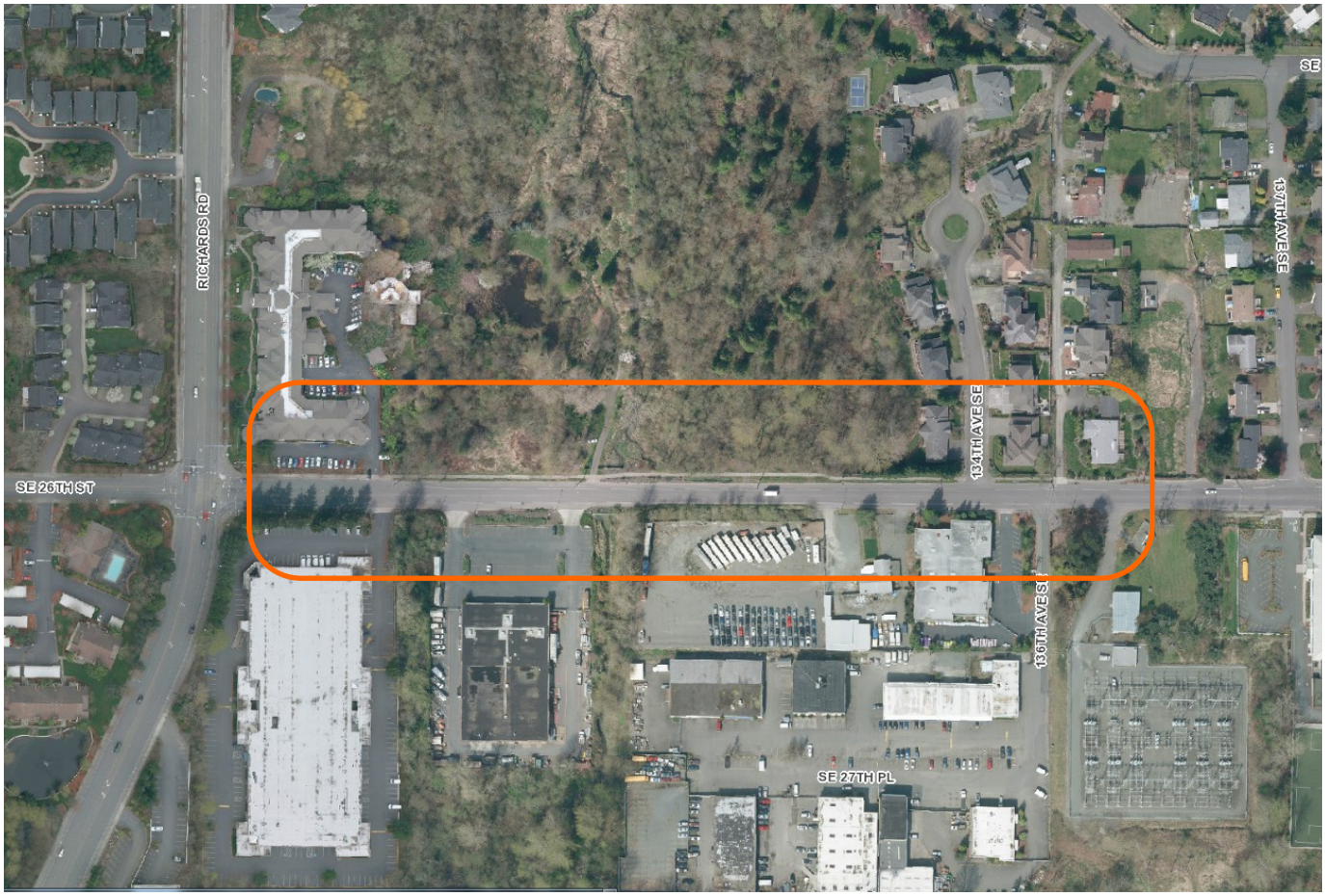
Kamber Road Bike Lanes project restriped SE 26th St from Richards Rd to 137th Ave SE to install bike lanes on both sides of SE 26th St.

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

Project Cost: $ 25,000



Bike Lane
2,420'

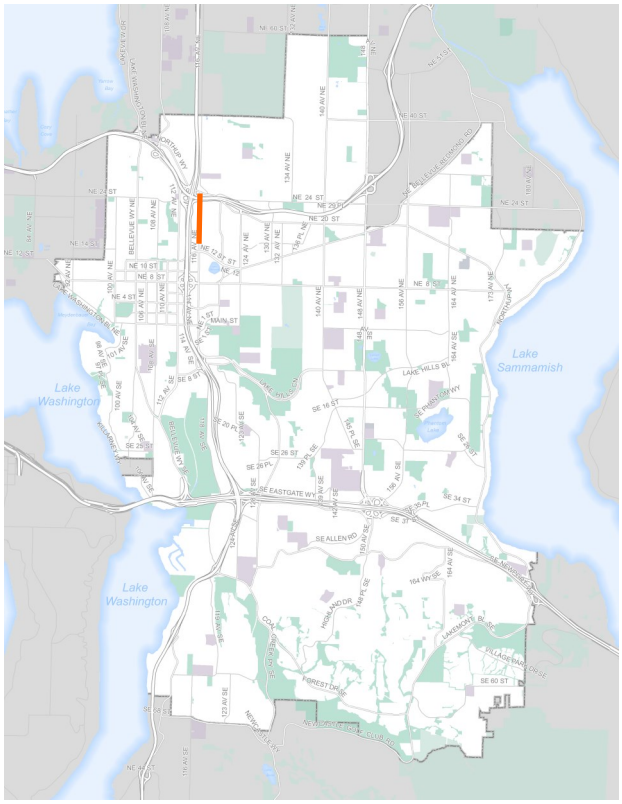


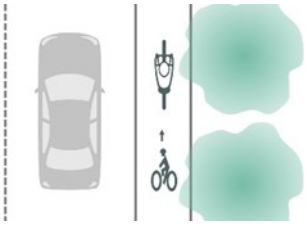
Project Location (before; after photo not available)

SE 26th St, west of 134th Ave SE, looking east (before and after)

SE 26th St, east of 134th Ave SE, looking east (before and after)

2015 Overlay Program – 116th Avenue NE Bike Lanes





Bike Lane
6,700'

116th Ave NE provides a key north-south link into Downtown for cyclists traveling to and from the north and northeast and is a well-traveled cycling route. At the north end, 116th Ave NE leads to the SR 520 Trail and connects to the soon-to-be constructed bicycle facility on Northup Way. To the south, the NE 12th St 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.

This project re-channelized the road from two northbound lanes, one southbound lane and a center two-way left-turn lane to one travel lane in each direction, a center two-way left-turn lane, and bike lanes on both sides of the street.

The project was implemented in conjunction with the 2015 Overlay Program and funded from the City Capital Budget Improved Mobility – Street Overlays (CIP PW-M-1).

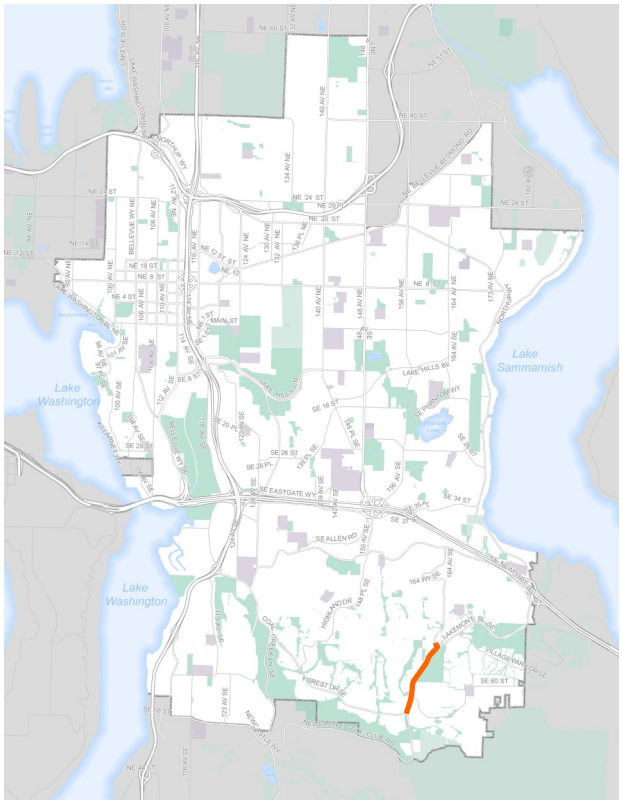
Project Cost: N/A (part of the 2015 Overlay Program)

Project Location (before; after photo not available)

116th Ave NE about 650' north of NE 12th St, looking north (before and after)

116th Ave NE south of Northup Way, looking north (before and after)

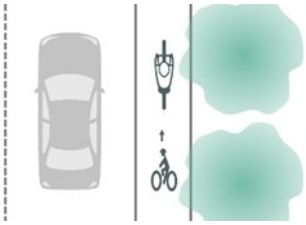
2015 Overlay Program – Lakemont Boulevard Bike Lanes



The 2015 Overlay Program converted approximately 9,980' of bike shoulders on both sides of Lakemont Boulevard SE from 164th Ave SE to Forest Drive into bike lanes. It also added two short southbound bike lane segments on 164th Ave SE, just west of Lakemont Blvd SE.

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

Project Cost: N/A (part of the 2015 Overlay Program)



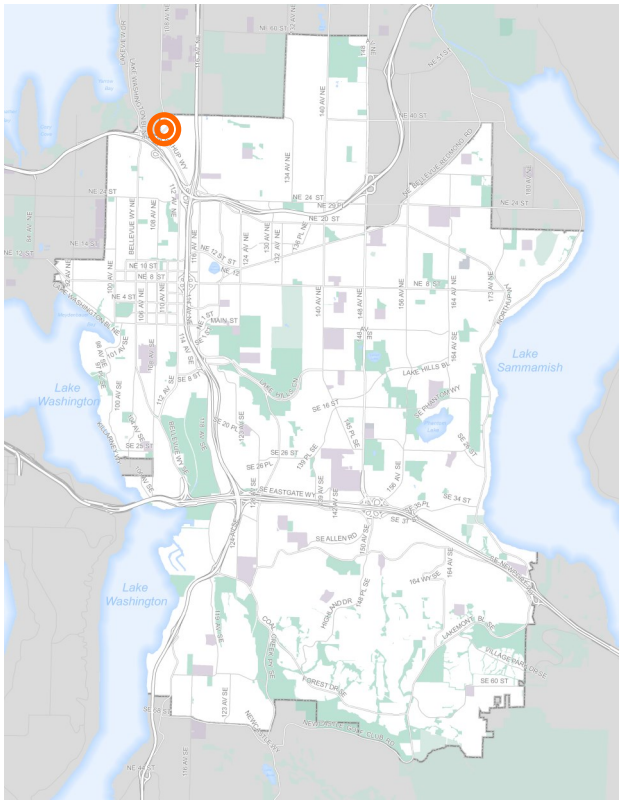
Bike Lane
9,980'

Project Location (before; after photo not available)

Lakemont Blvd SE, north of SE 63rd St, looking south (before and after)

Lakemont Blvd SE, south of 164th Ave SE, looking north (before and after)

2015 Overlay Program – 108th Ave NE Bike Shoulder

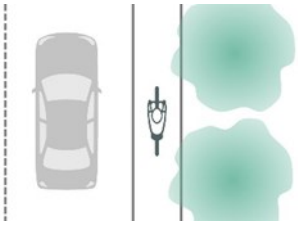


As part of the Overlay Program, the city converted a 15-foot wide travel lane to a 11-foot wide travel lane with a four-foot wide bike shoulder on the east side of 108th Ave NE between NE 38th Pl and NE 39th Ct, the entrance of South Kirkland Park & Ride.

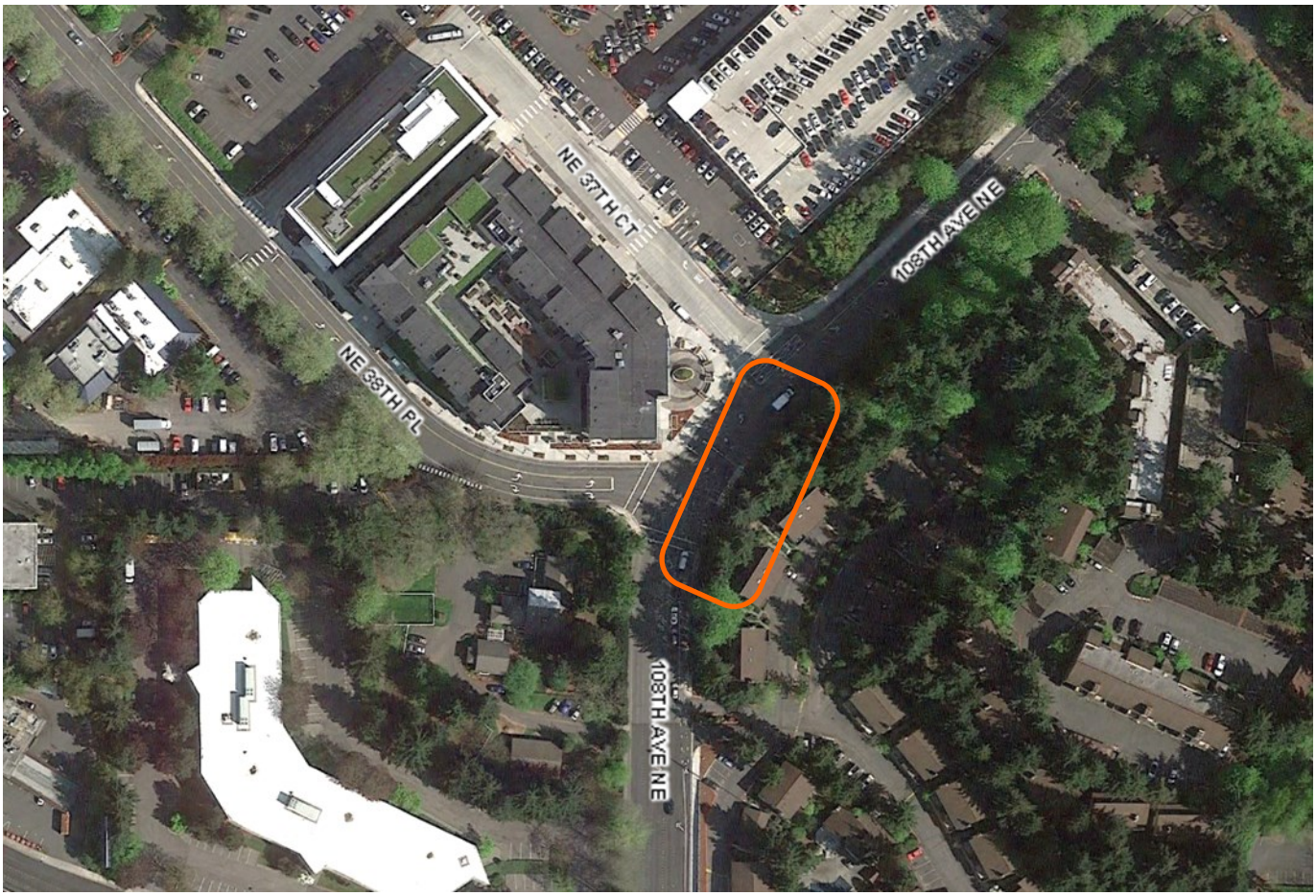
This bike shoulder provides space for bicyclists traveling in the uphill direction. Previously a northbound uphill bike lane on the east side of 108th Ave NE ended at the intersection with NE 38th Pl.

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

Project Cost: N/A (part of the 2015 Overlay Program)



Bike Shoulder 150’

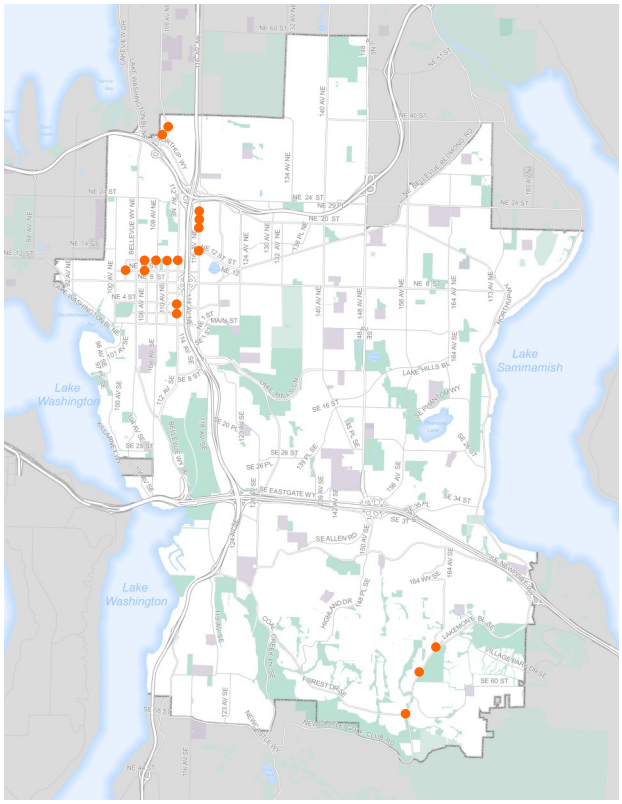


Project Location (before; after photo not available)

108th Ave NE south of NE 38th pL, looking north (before and after)

108th Ave NE at NE 38th pL, looking north (before and after)

2015 Overlay Program – ADA Ramps



Overlay 2015 either replaced existing or added new curb ramps, all compliant with the Americans with Disabilities Act (ADA).

At two locations, 108th Ave NE& ERC crossing and Lakemont Blvd & 164th Ave NE, ADA ramps were installed in preparation for future Rectangular Rapid Flashing Beacons (RRFBs).

Additionally, the traffic median along 108th Ave NE was extended to provide a median refuge island for the crossing.

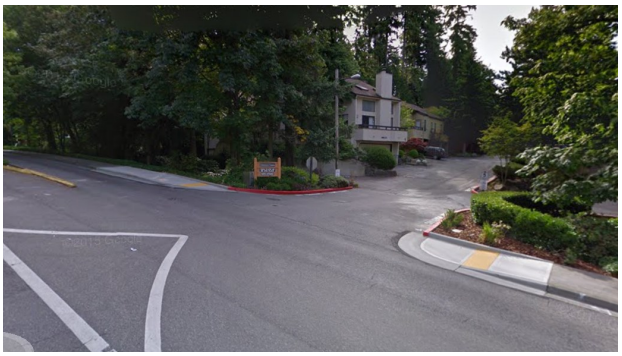
A separate project installed the RRBFs.

Some of the ramps the Overlay 2015 constructed are shown on the next page.

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

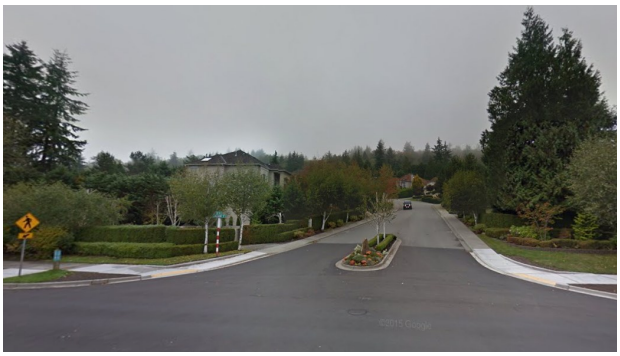
Project Cost: 908,000

108th Ave NE at the Eastside Rail Corridor (ERC) crossing, looking northeast (before and after)



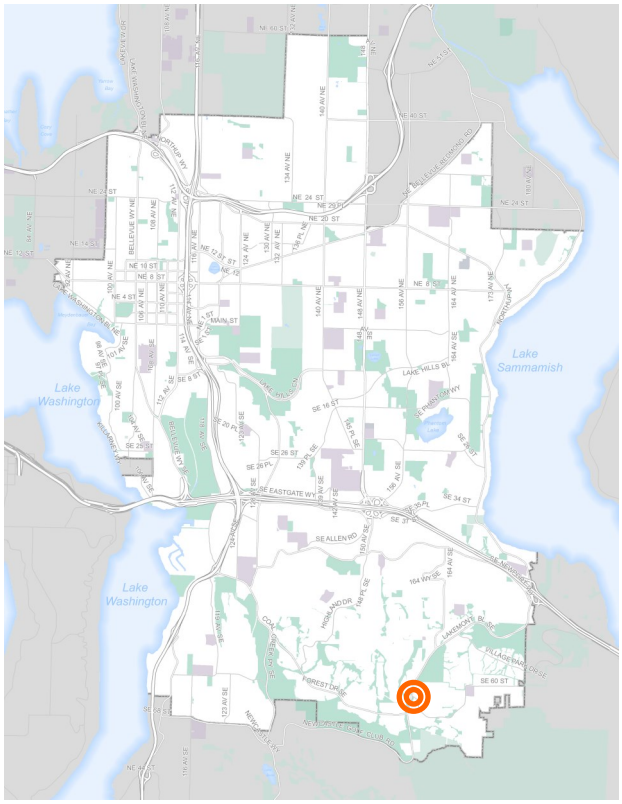
108th Ave NE at NE 37th Pl, looking east (before and after)

Lakemont Blvd SE south of 164th Ave SE looking north (before and after)



Lakemont Blvd SE, looking west at SE 58th St (before and after)

Lakemont Boulevard and Cougar Mountain Way/63rd St Intersection Improvements



This project responded to numerous citizen requests for traffic control measures at the Lakemont Blvd and Cougar Mountain Way SE/63rd St intersection.

Lakemont Blvd serves as a major connection between I-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 SE 63rd St provide access to the neighborhoods to the east and west.

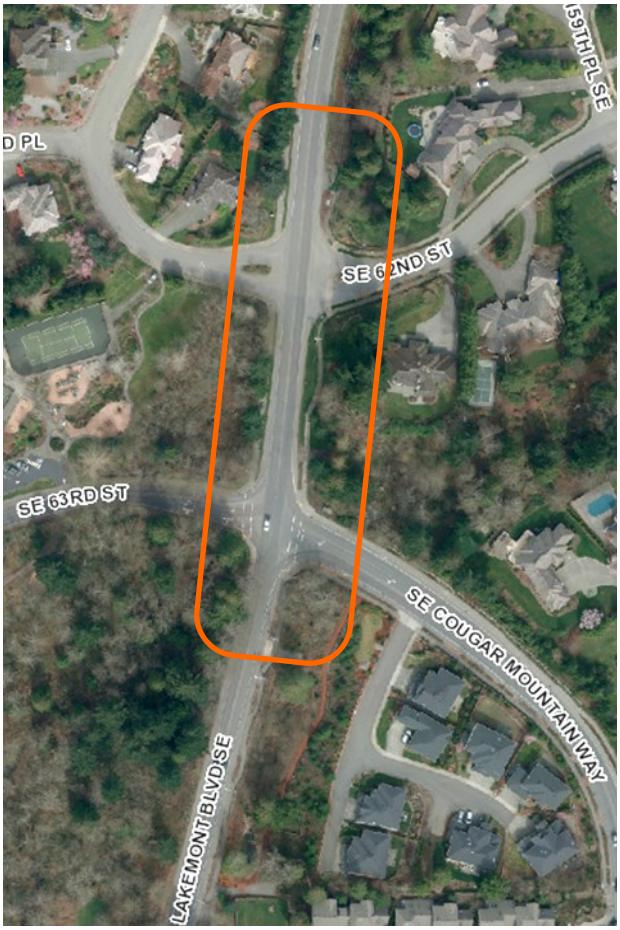
This project installed a traffic signal at the Lakemont Blvd and Cougar Mountain Way SE/ 63rd St intersection, along with ADA ramps.

It also reconstructed the sidewalk on the east side of Lakemont Blvd between Cougar Mountain Way and SE 62 St.

These intersection improvements improve access to nearby neighborhoods, area parks, retail centers and schools. The project also improves safety for drivers, bicyclists and pedestrians, and it enhances the look and feel of the intersection.

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

Project Cost: $1,350,000

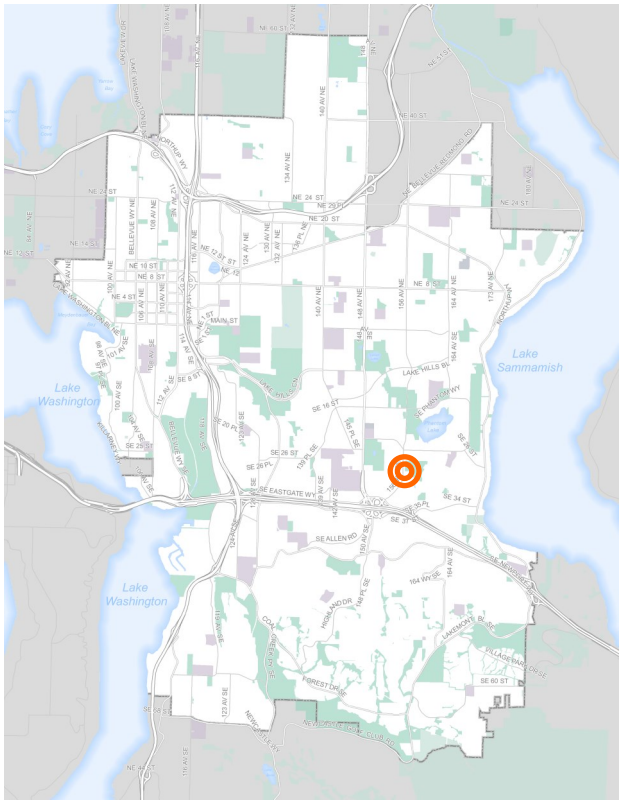


Project Location (before and after)

Lakemont Blvd SE, north of SE 63rd St, looking south (before and after)

Lakemont Blvd SE, north of SE 62nd St, looking south (before and after)

161st Avenue SE and SE 33rd Place Crosswalk

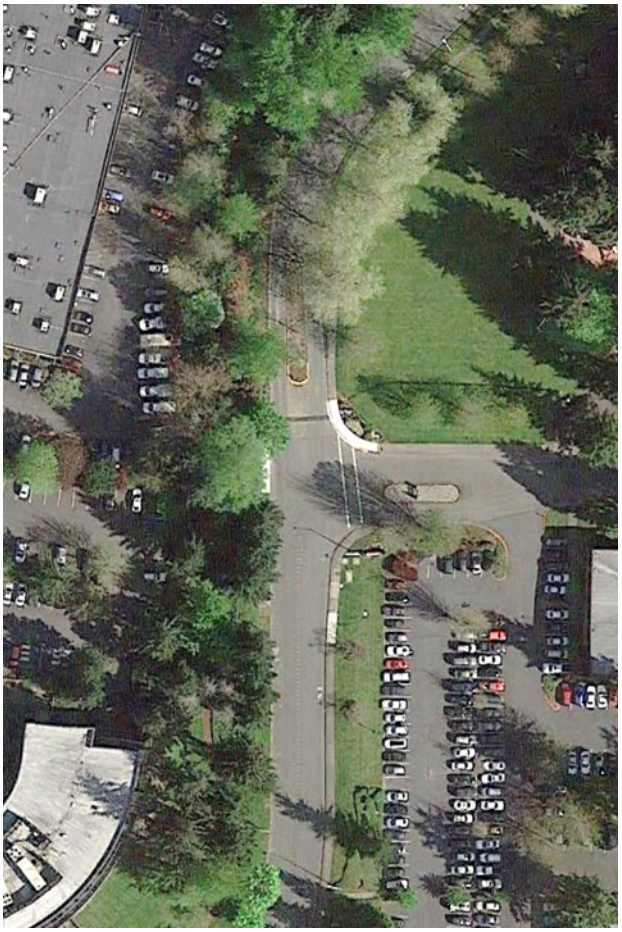


This project installed a new crosswalk across 161st Ave SE on the north leg of the intersection with SE 33rd Pl. A short segment of new five-foot wide sidewalk was built on the west side of 161st Ave SE to better link the crossing to the greenbelt trail along the west side of 161st Ave SE. The project also rebuilt the curb ramps on the east side of the road in order to comply with the Americans with Disabilities Act. It also installed Rectangular Rapid Flashing Beacons (RRFBs), which feature LED lights that flash when a pedestrian pushes a button to alert motorists that they want to cross the street.

This project provides an important crossing linkage between Spiritridge Park on the east side of 161st Ave SE and the greenbelt trail on the west side serving the many businesses in the area. This neighborhood park is surrounded by office, residential, and other mixed land uses that highly encourage walking.

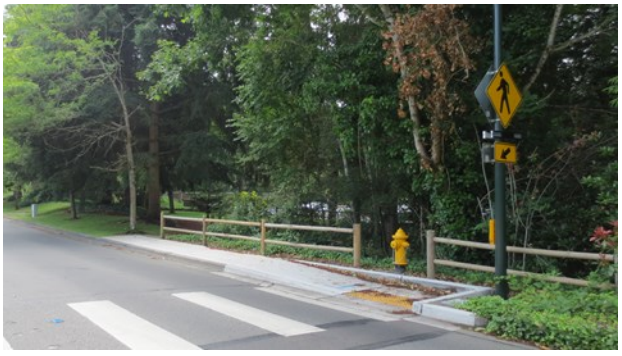
Project was funded from the City Capital Budget Improvement Mobility Program – Neighborhood Traffic Calming Program (PW-M-7).

Project Cost: $85,000



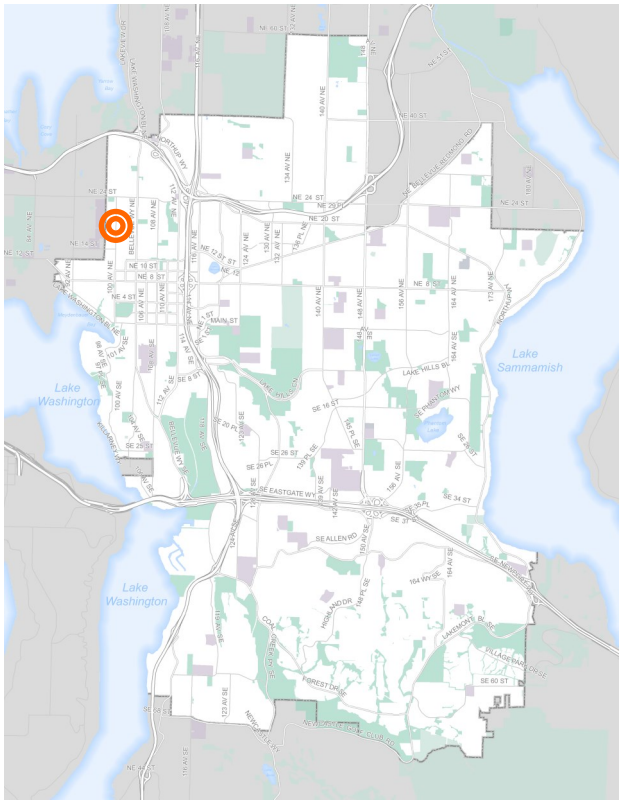
Project Location (before and after)

161st Ave SE at SE 33rd Pl, looking north (before and after)



Connection to the Pedestrian Trail along the west side of 161st Ave SE, looking west from SE 33rd St, (before and after)

2015 Pedestrian Facilities Compliance Program



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 2015 the Pedestrian Facility Compliance Program installed four ADA-compliant ramps along 100th Ave NE from NE 17th to NE 21st St. One ADA-compliant ramp was installed on the northeast corner of the intersection with NE 17th St, one on the northwest corner of the intersection with NE 18th St and two on the northwest and southwest corners of the intersection with NE 21st St.

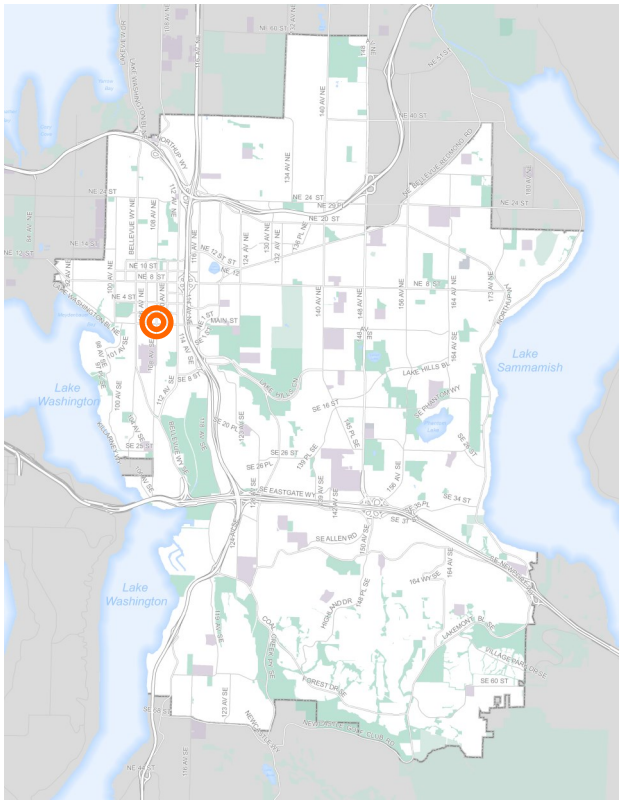
Project Cost: $ 56,500

Project Location (before; after photo not avbailable)

100 Ave NE and NE 17th St, northeast corner (before and after)

100 Ave NE and NE 21st St, northwest corner (before and after)

108th Avenue at Main Street Bike Facility and Medians

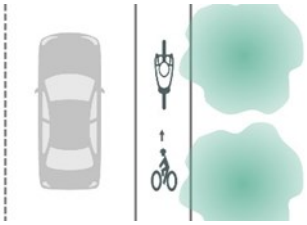


This project installed new islands and a short green bike lane on the north leg of the intersection of 108th Ave and Main St.

This is the first green bike lane in the city and provides a queueing area for cyclists out of the way of southbound right turning vehicles.

Funds came from the City Capital Budget—Downtown Transportation Plan Implementation Program (PW-R-176) and Vibrant and Caring Community Program – Enhanced Right of Way and Urban Boulevards (CD-22).

Project cost: $ 107,200



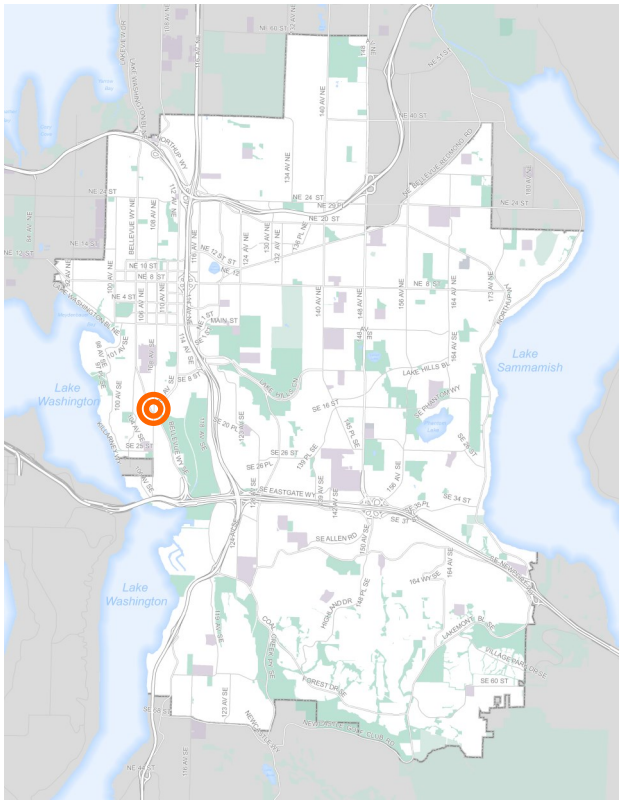
Bike Lane
30’

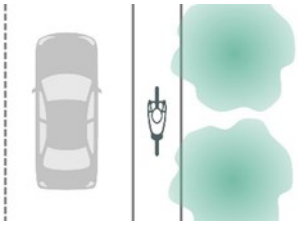
Project Location (before and construction; after image not available)

108th Ave NE at Main St, looking north, (before and after)

108th Ave NE north of Main St, looking south, (before and after)

108th Avenue SE Bike Shoulder





Bike Shoulder 500’

The city converted 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 Ave SE between Bellevue Way SE and SE 16th St to provide space for bicyclists traveling in the uphill direction.

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

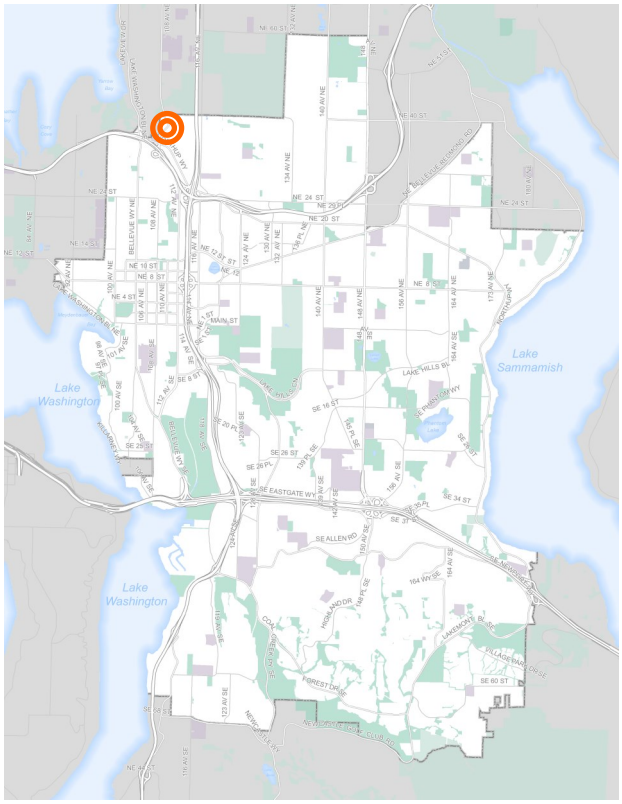
Project cost: $ 500

Project Location (before; after photo not available)

108th Ave SE just north of Bellevue Way, looking north (before and after)

108th Ave NE south of SE 17th St, looking north (before and after)

108th Avenue NE at Eastside Rail Corridor (ERC) RRFB Crosswalk



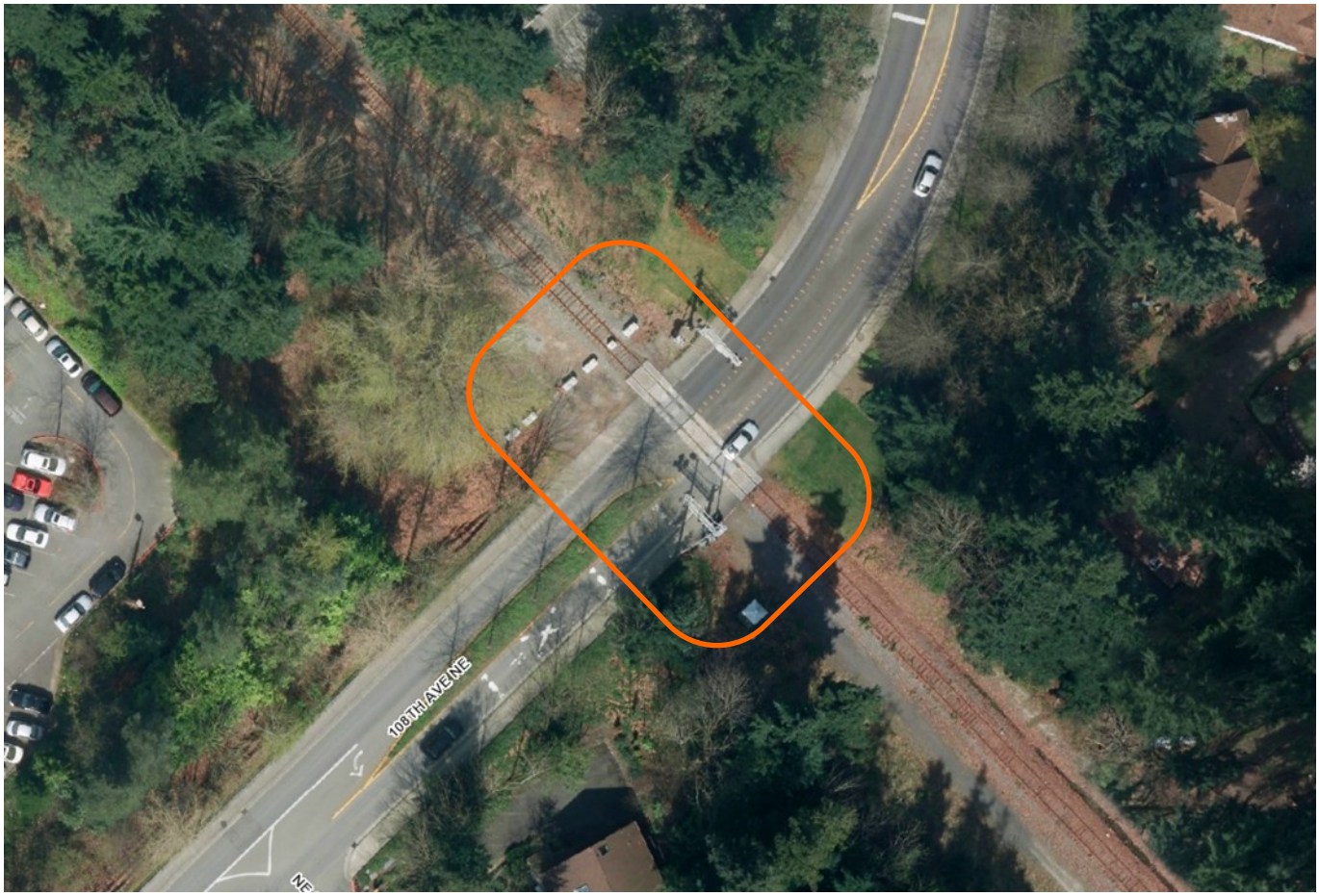
This project installed a new crosswalk on 108th Ave NE at the Eastside Rail Corridor (ERC) Crossing, previously known as the Burlington Northern Santa Fe (BNSF) Railroad corridor. It also added pedestrian crossing signs, street lighting, and rectangular rapid flashing beacons (RRFBs).

RRFB signals feature LED lights that flash when a pedestrian pushes a button to alert motorists that they want to cross the street.

The project followed the city's Overlay program which had already installed the infrastructure for this project.

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

Project Cost: $ 17,200

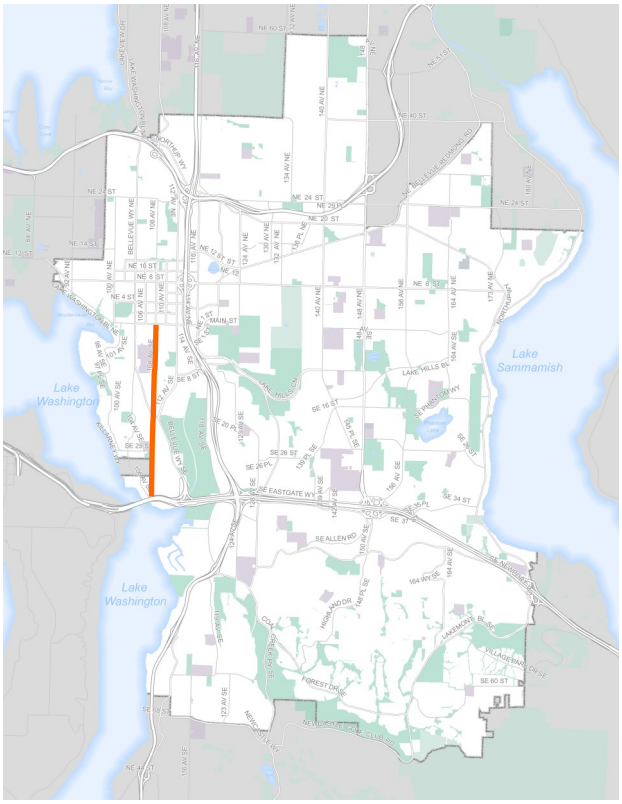


Project Location (before; after photo not available)

108th Ave NE south at Eastside Rail Corridor, looking northeast (before and after the Overlay)

108th Ave NE south at Eastside Rail Corridor, looking northeast (before and after the RRFB Project)

Bicycle Wayfinding

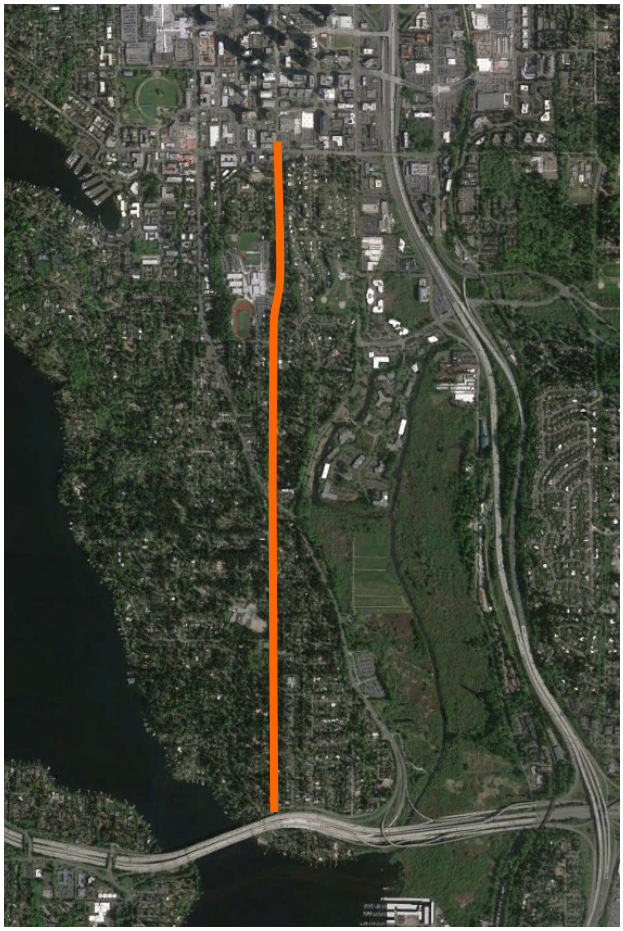


This project implemented bicycle wayfinding at decision-making locations along the Priority Bicycle Corridor N-S 1: Enatai-Northtown Connection between Main St and I-90 Trail in Enatai.

The Bellevue Bicycle Wayfinding Program was developed in coordination with the cities Bothell, Kirkland, Redmond, and Issaquah to ensure the consistency of Wayfinding signs providing destination and direction information for bicyclists along corridors serving the greater East King County area. The design standard for the Wayfinding signs is also consistent with that used by Seattle and King County.

The project was funded by a federal grant and the City Capital Budget—Pedestrian and Bicycle Access Improvements (PW -W/B - 56).

Project cost: $ 8,700

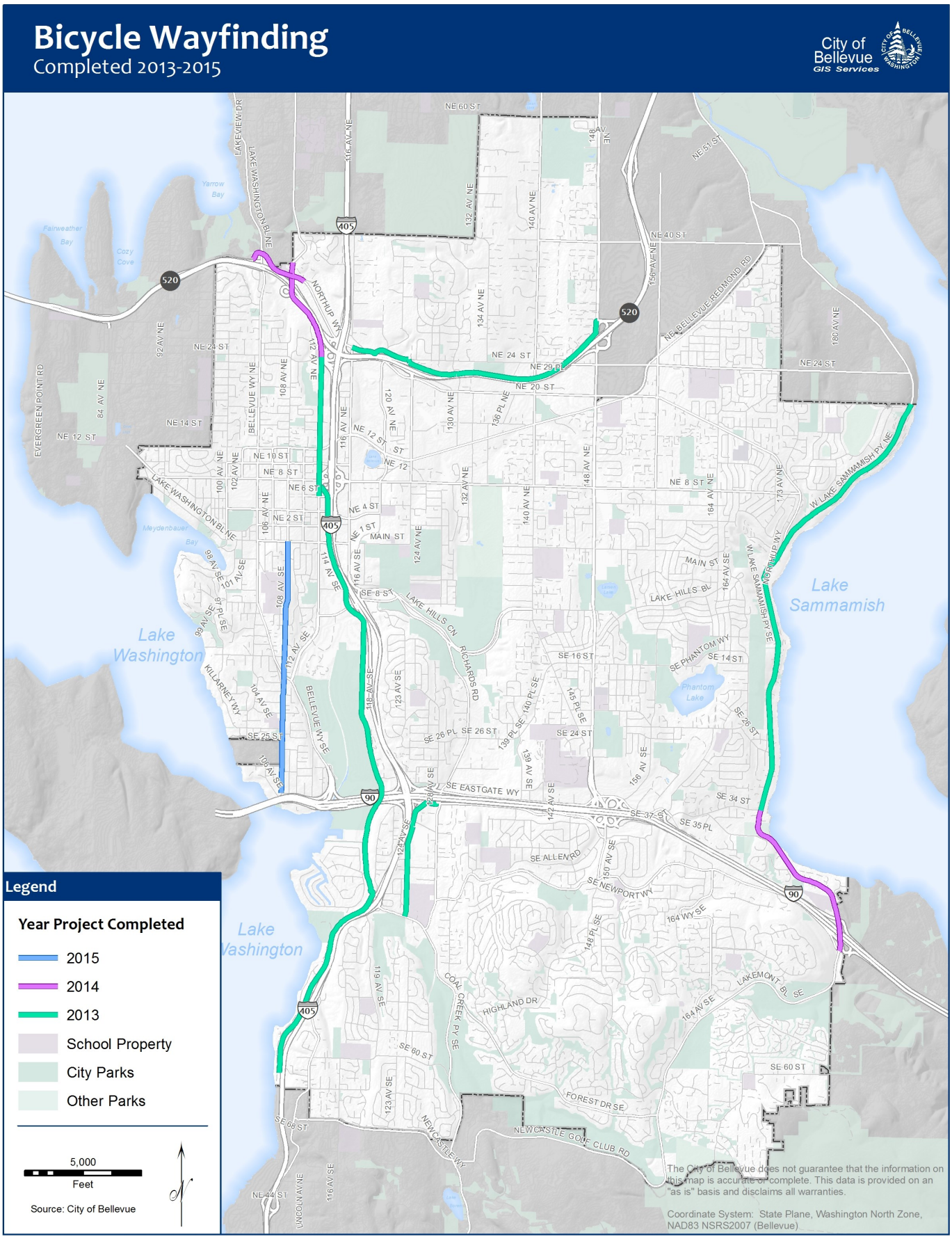


Project Location

Bicycle Wayfinding at 108th Ave SE south of Main St, looking south

Bicycle Wayfinding at 108th Ave SE north of Main St looking north

Detailed map showing the Bicycle Wayfinding locations



Bicycle Wayfinding Map 2013-2015

Bicycle Parking

Bike rack on the east side of 106th Ave NE south of NE 10th St, installed in 2015

Bike rack on the west side of Bellevue way north of NE 6th St, installed in 2015

Bike rack on the north side of Main St east of 100th Ave NE

Bike rack on the west side of Bellevue Way south of NE 6th St

As part of the Pedestrian and Bicycle Access Improvements Program (CIP-PW-W/B-56), the Transportation Department installs and maintains bicycle racks in the public right-of-way to meet the short-term parking needs of people bicycling in Downtown. Bike racks are installed along sidewalks adjacent to the street near entrances to short-term destinations like civic services, retail businesses, cafes, and residential buildings. Racks are sited to align with other sidewalk features (e.g. benches, trees, lamp posts) without interfering with pedestrian circulation.

In 2014, the Transportation Department signed a contract with a new vendor, Urban Racks, for the manufacture, installation, and maintenance of bicycle racks through 2017. Twenty racks were ordered in March 2015, and nineteen were installed at locations throughout Downtown in June. The twentieth was stored for future installation or maintenance needs. Some of the locations with new bike racks installed in 2015 include Red Robin and Cheesecake Factory in Bellevue Square Shopping Center, H Mart in Main Street Market Place, Potbelly Sandwich Works in Bellevue Towers, the Columbia West Building, Bank of America on 108th Ave NE, Ashton Bellevue Apartments, City Square Apartments, and Belcarra Apartments, among others.

The new custom Inverted U style bike rack offers a compact and identifiable design, the accommodation of multiple locked bicycles simultaneously, appealing aesthetics, and—

Bike Corral at Lincoln Center located at 116th Ave SE, installed in 2015

for the first time—the incorporation of local branding into the rack element. Additional racks are expected to be installed in 2016 as buildings under construction are completed.

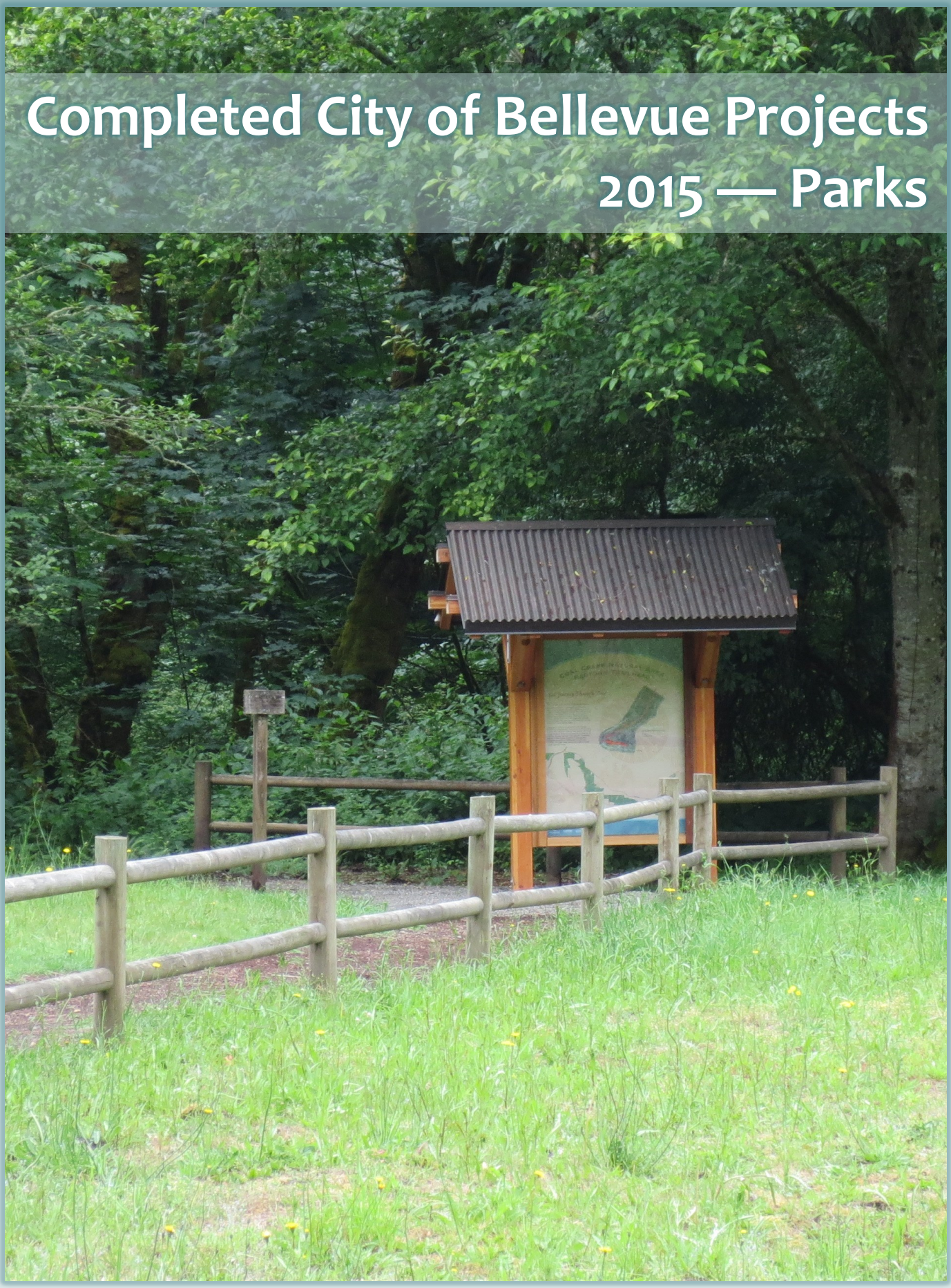
In June 2015, Impact HUB contacted the City of Bellevue with a request for several bicycle racks for use by its staff and members who wish to reach the startup incubator by bike. Impact HUB is located in the Lincoln Center property, which is owned by the city and managed by Azose Commercial Properties. Because the property did not have any bicycle parking accommodations, those who chose to ride had to lock their bikes to sign posts and staircase railings; others who expressed wanting to ride elected to drive instead.

Transportation Department staff coordinated with Azose and Impact HUB to identify suitable locations that would serve Impact HUB's needs without affecting circulation for other building tenants. Two bicycle corrals, each made up of three connected Inverted U-style bike racks, were ordered in July and installed in early September.

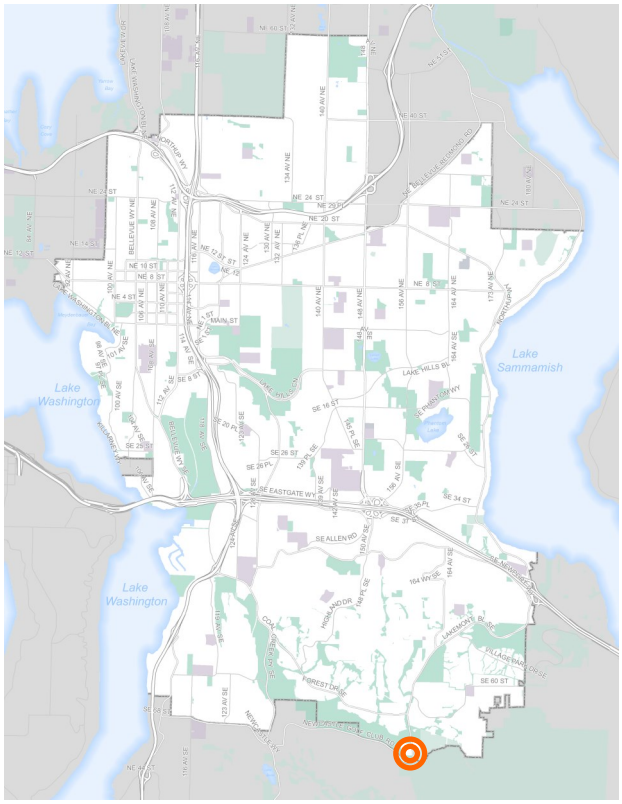
The racks were paid for by the Pedestrian and Bicycle Access Improvements Program (CIP PW-W/B-56), which also maintains the Downtown Bicycle Parking Program. When the Lincoln Center property is demolished to make way for construction of Sound Transit's East Link light rail, these bicycle corrals will be relocated to high-demand locations in Downtown.

Project cost: $ 7,800

Completed City of Bellevue Projects
2015 — Parks



Coal Creek Red Town Trailhead



A new Red Town trailhead was installed including a 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 was funded by the Parks Levy P-AD-89.

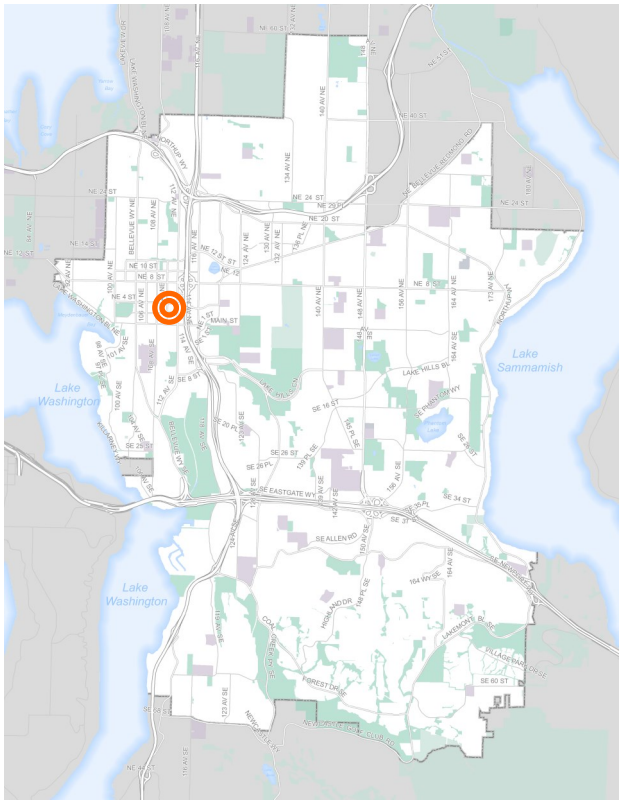
Project Cost: $ 32,000 (including $ 10,000 for interpretive signs)

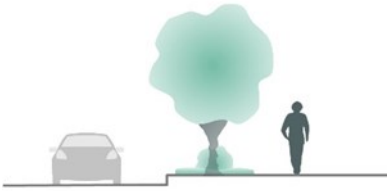
Project Location

Coal Creek Red Town Trailhead (before and after)

Completed City of Bellevue Projects 2015 — Development Review

Marriott Bellevue Tower





Sidewalk
880‘

The Marriott Bellevue Tower development project at 200 110 Ave NE resulted in 880’ of 12-foot wide concrete sidewalk, curb and gutter, and either four-foot wide planter strip, street trees, or a combination of both planter strip and street trees.

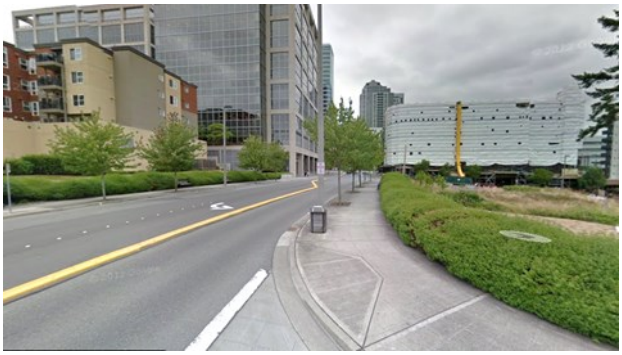
170’ of these 880’ upgraded the previously existing eight-foot wide sidewalk with street trees to 12-foot wide sidewalk with street threes on the east side of 110th Ave NE between NE 2nd Pl and NE 3rd Pl.

The development added 170’ of 12-foot wide sidewalk with curb and gutter and street trees on the west side of 111th Ave NE between NE 2nd Pl and NE 3rd Pl.

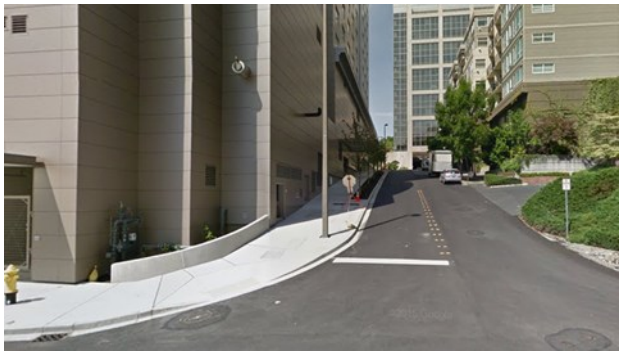
It also added 280’ of 12-foot wide sidewalk along the north side of NE 2nd Pl between 110th Ave NE and 111th Ave NE and 260’ of 12-foot wide sidewalk along the south side of NE 3rd Pl between 110th Ave NE and 111th Ave NE; both with curb and gutter, four-foot wide plater strip and street trees.

The project also constructed four ADA-compliant ramps, one at each corner of the development.

Project Location (before and after)

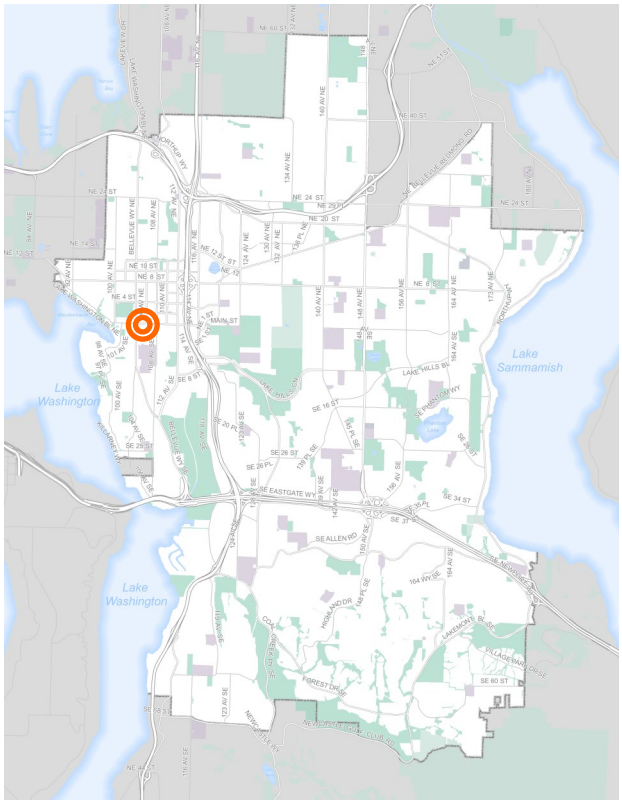


110th Ave NE at NE 2nd St, looking north (before and after)



111th Ave NE and NE 3rd St, looking northwest (before and after)

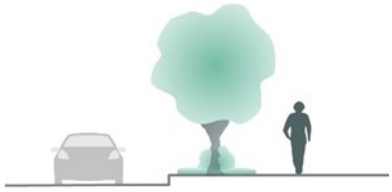
Alamo Manhattan



The Alamo Manhattan development project at 10505 Main St upgraded 270' of six-foot wide sidewalk on the south side of Main St between 105th Ave SE and 106th Ave SE to 12 -foot wide concrete sidewalk, curb and gutter, and four-foot wide planter strip.

The development also added 240' of 12-foot wide concrete sidewalk, curb and gutter, and four-foot wide planter strip on the east side of 105th Ave SE, and 200' of six-foot wide sidewalk, curb and gutter on the west side of 106th Ave SE.

In addition the project constructed three ADA-compliant ramps, one at the intersection with 105th Ave SE and two at the intersection with 106th Ave SE.



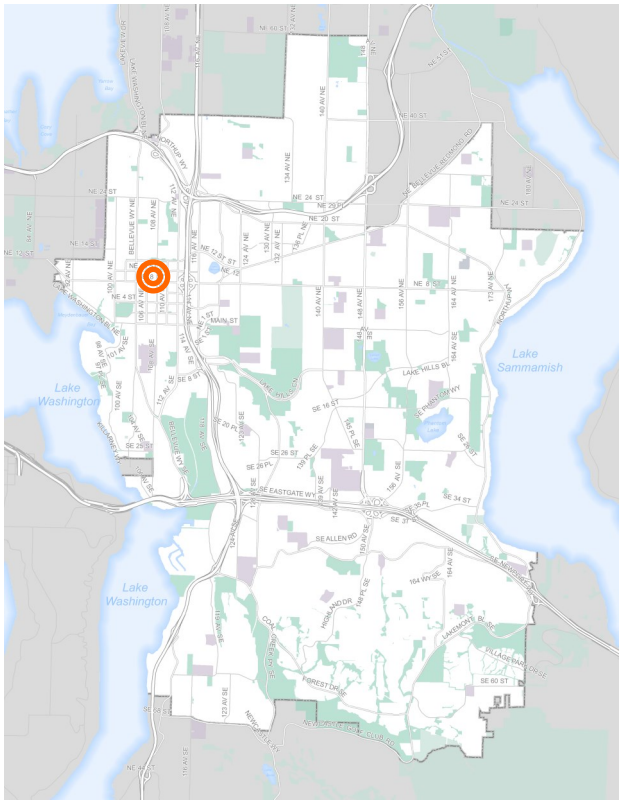
Sidewalk
710'

Project Location (before and after)

Main St at 105th Ave SE, looking east (before and after)

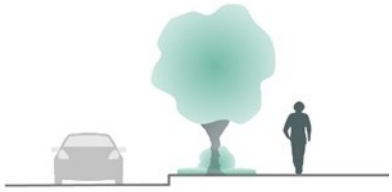
105th Ave SE at Main St, looking south (before and after)

929 Office Tower



The 929 Office Tower new development project at 833 108th Ave NE upgraded 180' of five-foot wide sidewalk on the west side of 108th Ave NE north of NE 9th Pl to 12-foot wide concrete sidewalk with curb and gutter and four-foot wide planter strip with street trees.

The project also constructed two ADA-compliant ramps and widened the pavement for a future bike lane.



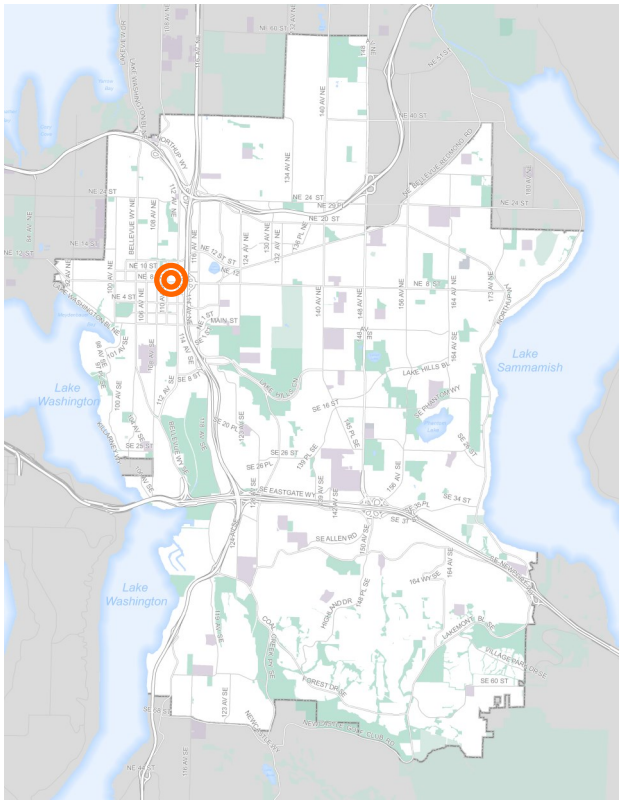
Sidewalk
180'

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

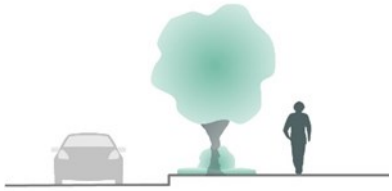
108th Ave NE south of NE 10th St, looking southwest (before and after)

108th Ave NE south of NE 10th St, looking south (before and after)

Alley 111

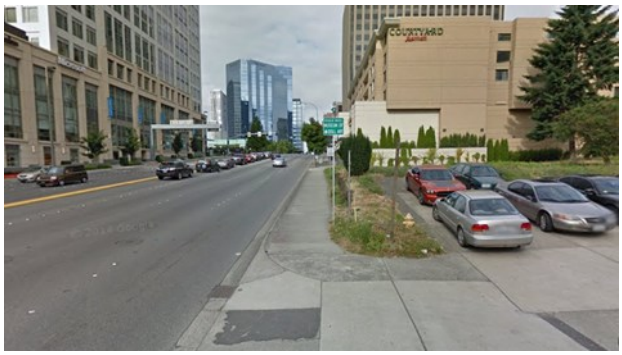


The Alley 111 new development project at 11011 NE 9th St upgraded 120' of eight-foot wide sidewalk to 12-foot wide concrete sidewalk, curb and gutter and four-foot wide planter strip with street trees on the north side of NE 8th St west of 111th Ave NE.



Sidewalk
120'

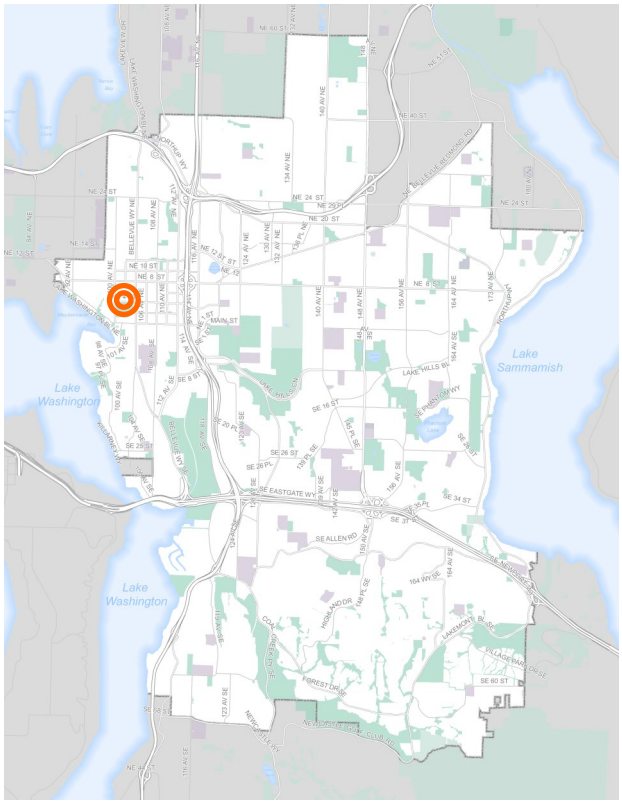
Project Location (before and construction; after photo not available)



NE 8th St west of 112th Ave NE, looking west (before and after)

NE 8th St east of 110th Ave NE, looking east (before and after)

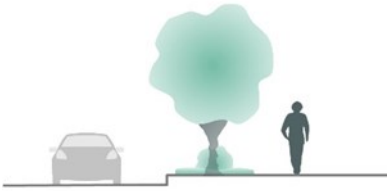
South Bellevue Commons



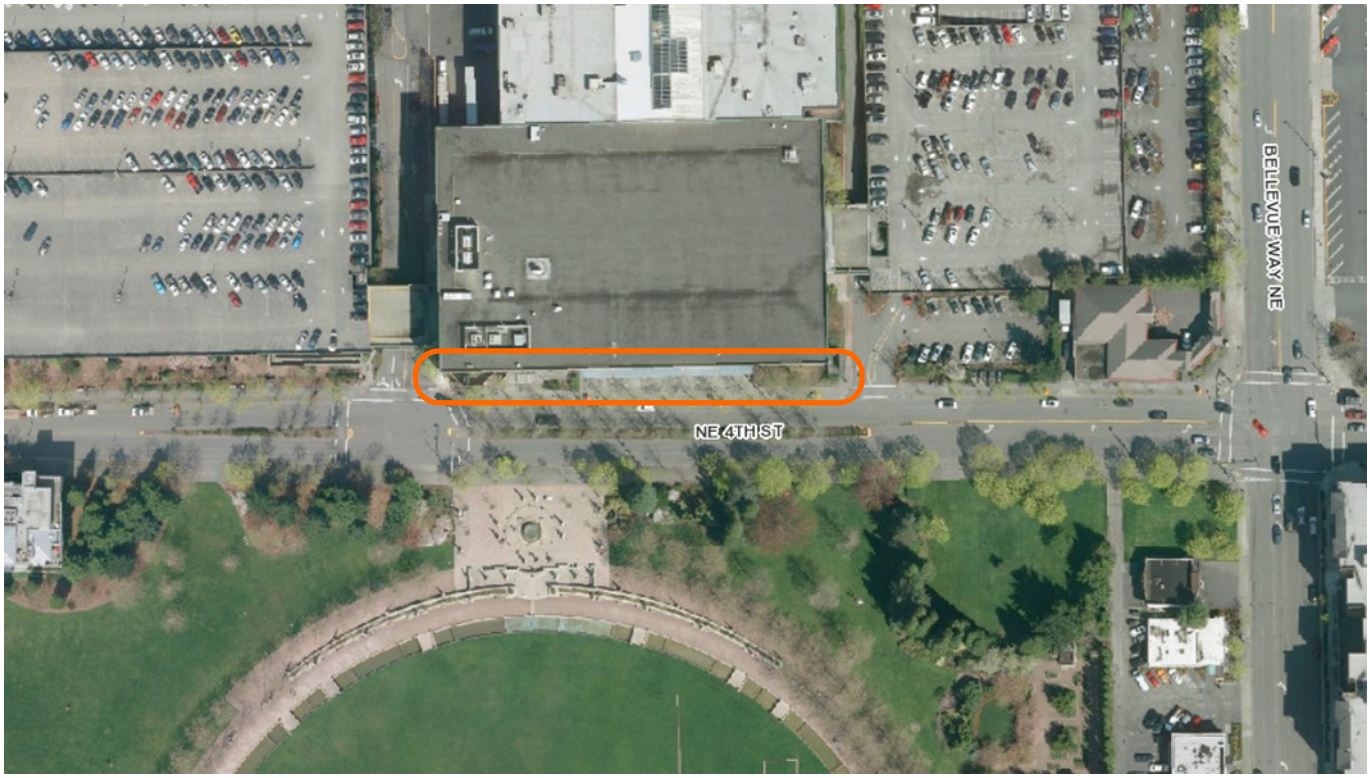
The South Bellevue Commons redevelopment at 300 Bellevue Square replaced 385' of sidewalk on the north side of NE 4th St with 16-foot wide concrete sidewalk, curb and gutter, four-foot wide planter strip and street trees.

The project added pattering and banding to the sidewalk and a raised sitting area to enhance the pedestrian experience and to provide a connection and views to Bellevue Downtown Park.

It also constructed five ADA-compliant ramps.



Sidewalk
385'

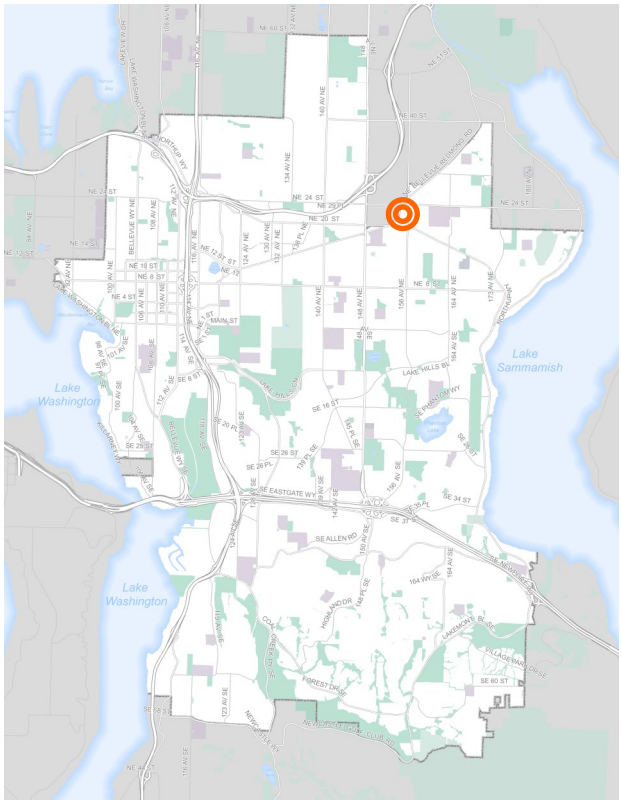


Project Location (before; after photo not available)

NE 4th St west of Bellevue Way NE, looking west (before and after)

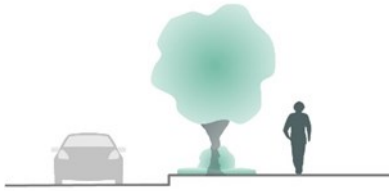
NE 4th St west of Bellevue Way NE, looking east (before and after)

GRE Bellevue



This new development project at 2070 NE Bellevue-Redmond Rd replaced 655' of six-foot wide sidewalk with six-foot wide concrete sidewalk, curb and gutter and five-foot wide planter strip with street trees.

Of those 655', 420' were replaced on the east side of Bellevue-Redmond Rd approximately from NE 21st St to just north of NE 22nd Pl, and 235' were replaced on the west side of 156th Ave NE north of NE 22nd Pl.



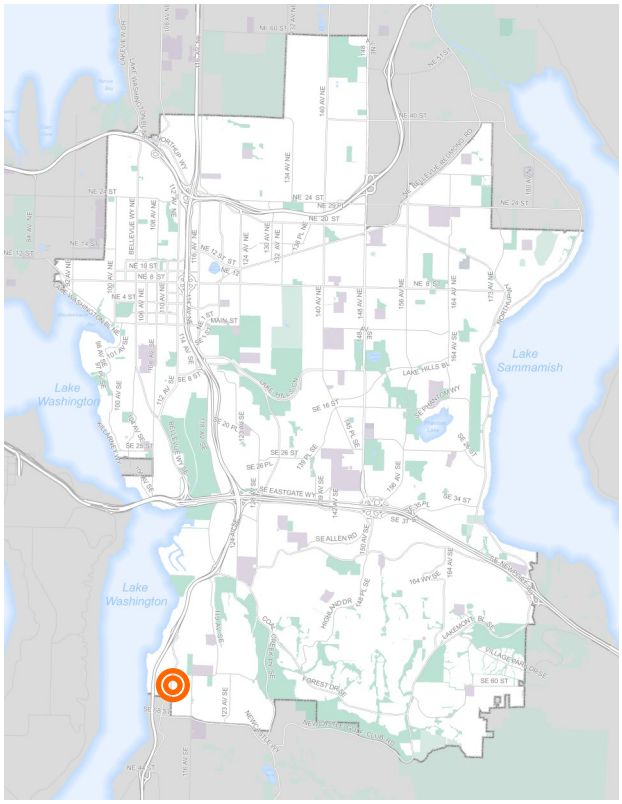
Sidewalk
655'

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

Bel-Red Rd south of NE 24th St, looking south (before and after)

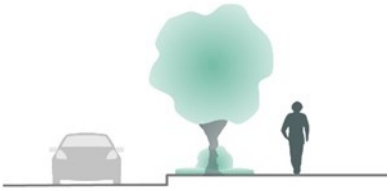
156th Ave NE south of NE 24th St, looking north (before and after)

Unique Greenhomes

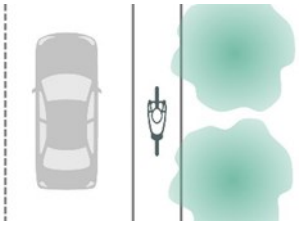


This private development at 6220 Lake Washington Blvd SE upgraded 115' of the previously existing five-foot wide sidewalk with six-foot wide sidewalk, curb and gutter with bioswale instead of planter strip.

The project also widened the street to add a five-foot wide bike shoulder for a future bike lane.



Sidewalk
115'



Bike Shoulder
115'

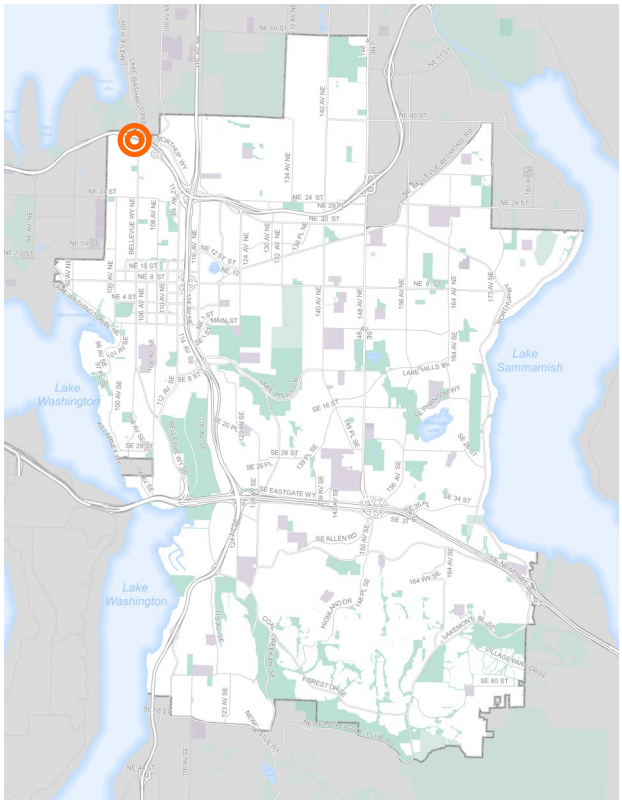
Project Location (before; after photo not available)

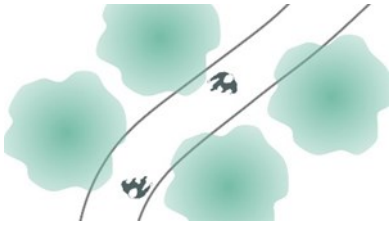
Lake Washington Blvd SE south at SE 62 Ct, looking south (before and after)

Lake Washington Blvd SE south of SE 62 Ct, looking north (before and after)

Completed WSDOT Projects 2015

SR 520 Trail Project Pedestrian Path — Bellevue Way to NE 35th St





Pedestrian Path

750’

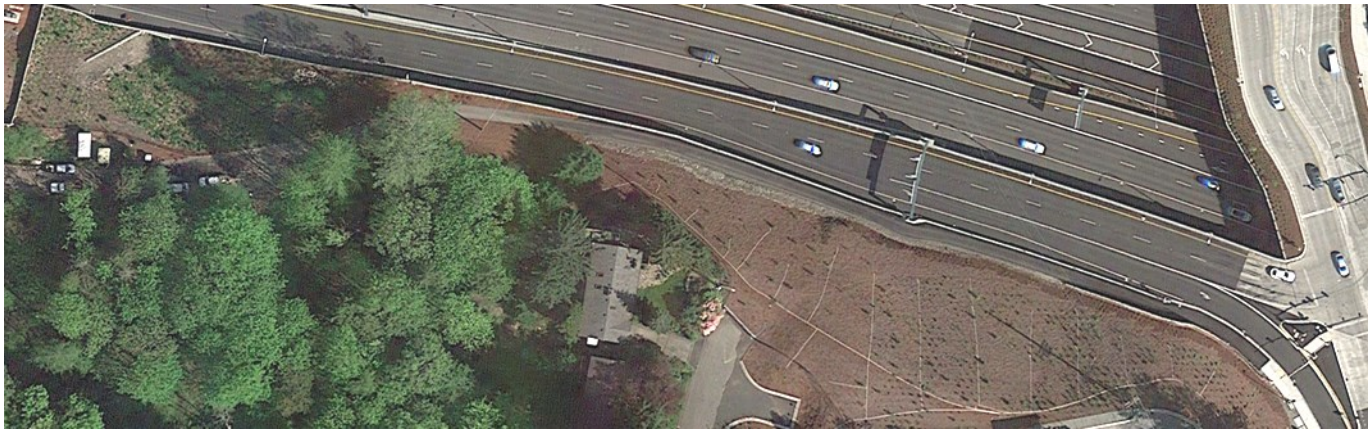
The State Route 520 Bridge Replacement and HOV Project replaced and upgraded the aging Evergreen Point Floating Bridge across Lake Washington.

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

In 2014 as part of the project, WSDOT constructed a 14-foot wide multi-use path in Bellevue north of SR 520, with access to existing local and regional trails, creating additional opportunities for commuting and recreation. The project also added bike lanes and new sidewalks.

The last project element providing non-motorized improvements associated with the SE 520 Bridge Replacement Project, a pedestrian path from Bellevue Way west to NE 35th St, opened for public in 2015. The eastern portion of the path consists of an eight-foot wide asphalt trail, which joins the previously existing 18-foot wide old street about 750’ west of Bellevue Way. The segment is not open for motorized users.

Project Location (before)



Project Location (after)

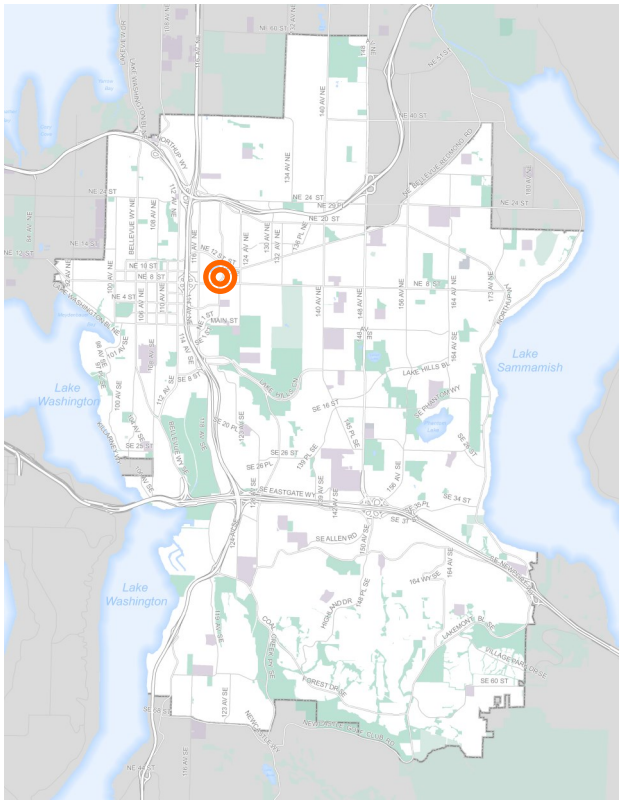
Pedestrian trail trailhead at Bellevue Way, just south of SR 520, looking northwest (before and after)

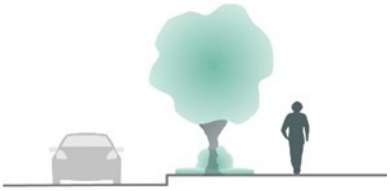
Bridge at the western end of the pedestrian trail, looking west (after)

Pedestrian trail, looking east after)

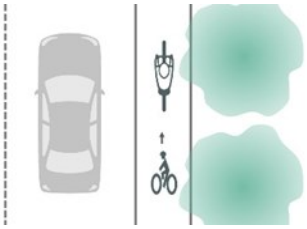
Anticipated City of Bellevue Projects 2016 — Transportation

120th Ave NE Widening Stage II





Sidewalk
3,230'



Bike Lane
3,230'

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

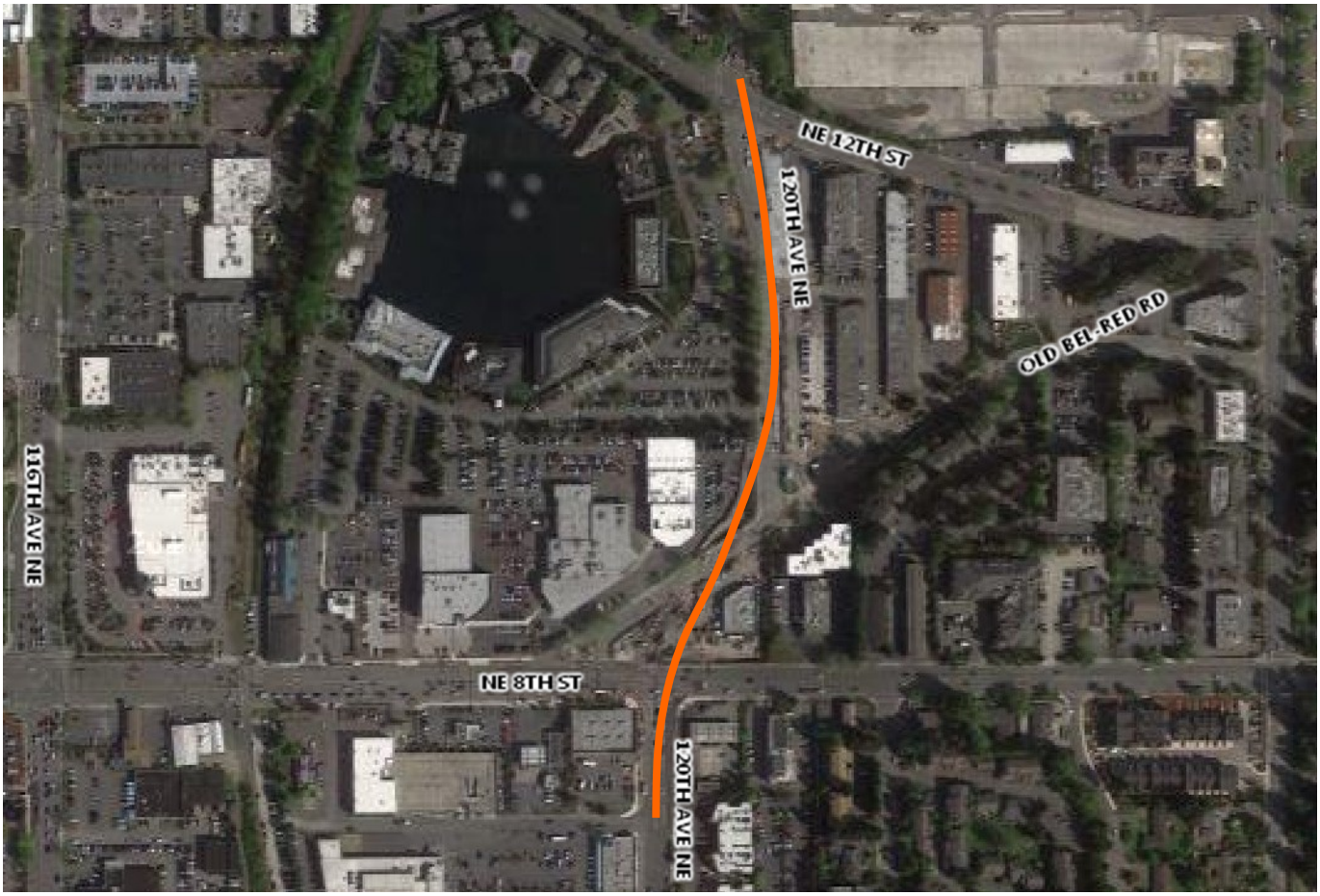
The M&II was formed to address continuing growth in Downtown Bellevue and to support planned growth in Bel-Red and Wilburton areas, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

This is Stage II of a four-stage project. Stage I, from NE 4th St to NE 7th St, was completed in 2014.

Stage II will realign and widen the roadway to five lanes (two travel lanes in each direction with a left-turn lane where necessary), from NE 7th St to NE 12th St. It will reconstruct and improve the intersections at NE 8th St, Old Bel-Red Rd, and NE 12th St, adding a new signal at Old Bel-Red Road/Lake Bellevue Drive. The project will also add five-foot wide bike lanes and six-foot wide sidewalks with four-foot wide planting strip on both sides of the street.

Funds came from State and Federal Grants, and the City Capital Budget Improved Mobility Program (PW-R-164).

Cost Estimate :N/A (part of 120th Ave NE Widening Stage II; $ 14,000,000)



Project Location

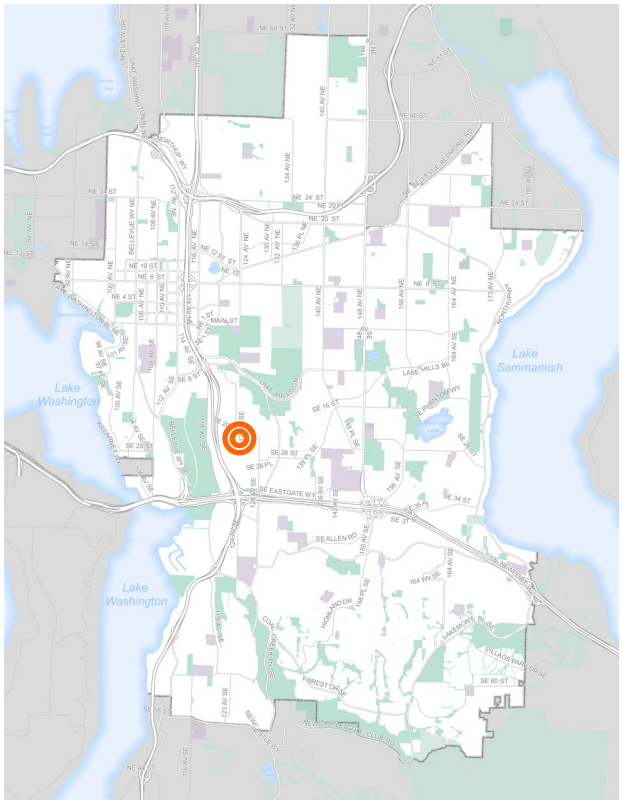
120th Ave NE at NE 8th St, looking north (before)

120th Ave NE at NE 12th St, looking south (before)

120th Ave NE south of Bel-Red Rd, looking north (before)

120th Ave NE north of Bel-Red Rd, looking north (before)

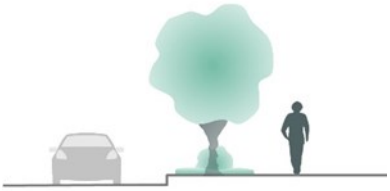
123rd Avenue SE Sidewalk — SE 20th Place to SE 26th Street



This project will construct curb, gutter and a five-foot wide sidewalk on the east side of 123rd Ave SE. In addition, the City will add a traffic circle at 123rd Ave SE and SE 21st St, and a series of medians and curb extensions between SE 20th Pl to SE 26th St.

Funds will come from the City Capital Budget Neighborhood Sidewalks Program (PW-W/B-76). Additional funds will come from the Overlay Program (PW-M-1) and the Neighborhood Traffic Safety Program (PW-M-7).

Cost Estimate: $ 1,700,000



Sidewalk
2,000'

Project Location

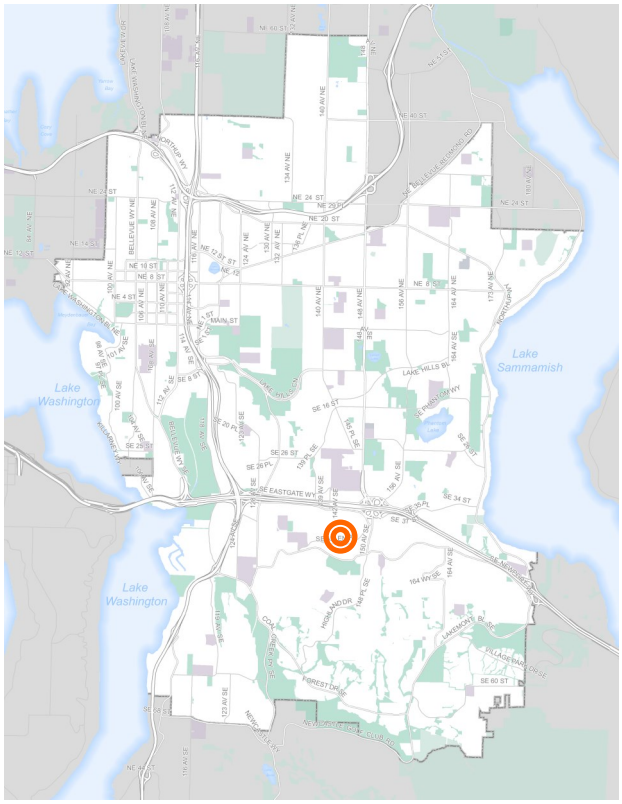
123rd Ave SE north of 122nd Ave SE, looking north (before)

123rd Ave SE south of SE 25th St, looking north (before)

123rd Ave SE at 123rd Pl SE, looking north (before)

123rd Ave SE south of SE 21st St (future traffic circle), looking north (before)

Overlay 2016 — Allen Rd Pedestrian Path and Bike Lanes



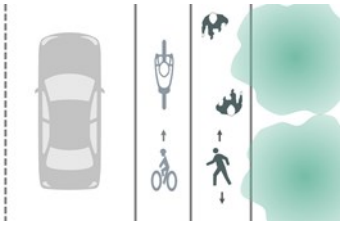
The Overlay 2016 will add bike lanes on both sides of Allen Rd from 138th Ave SE to 140th Ave NE.

The section of the road between 140th Ave SE and to west of SE 38th St lacks pedestrian facilities. Since there is not a sufficient width to provide pedestrian facility and bicycle lanes on both sides of the road, the east-bound direction will receive an uphill bike lane and a pedestrian path and the west-bound direction will receive sharrows.

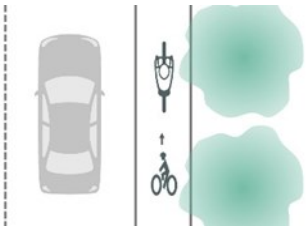
The pedestrian path will run adjacent to the bike lane from 139th Pl SE to approximately 310' before the intersection with SE 38th St where a sidewalk is in place.

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

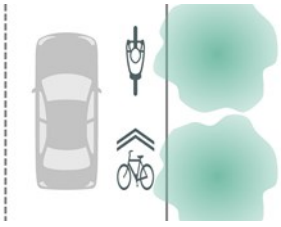
Cost Estimate: N/A (part of the 2016 Overlay Program)



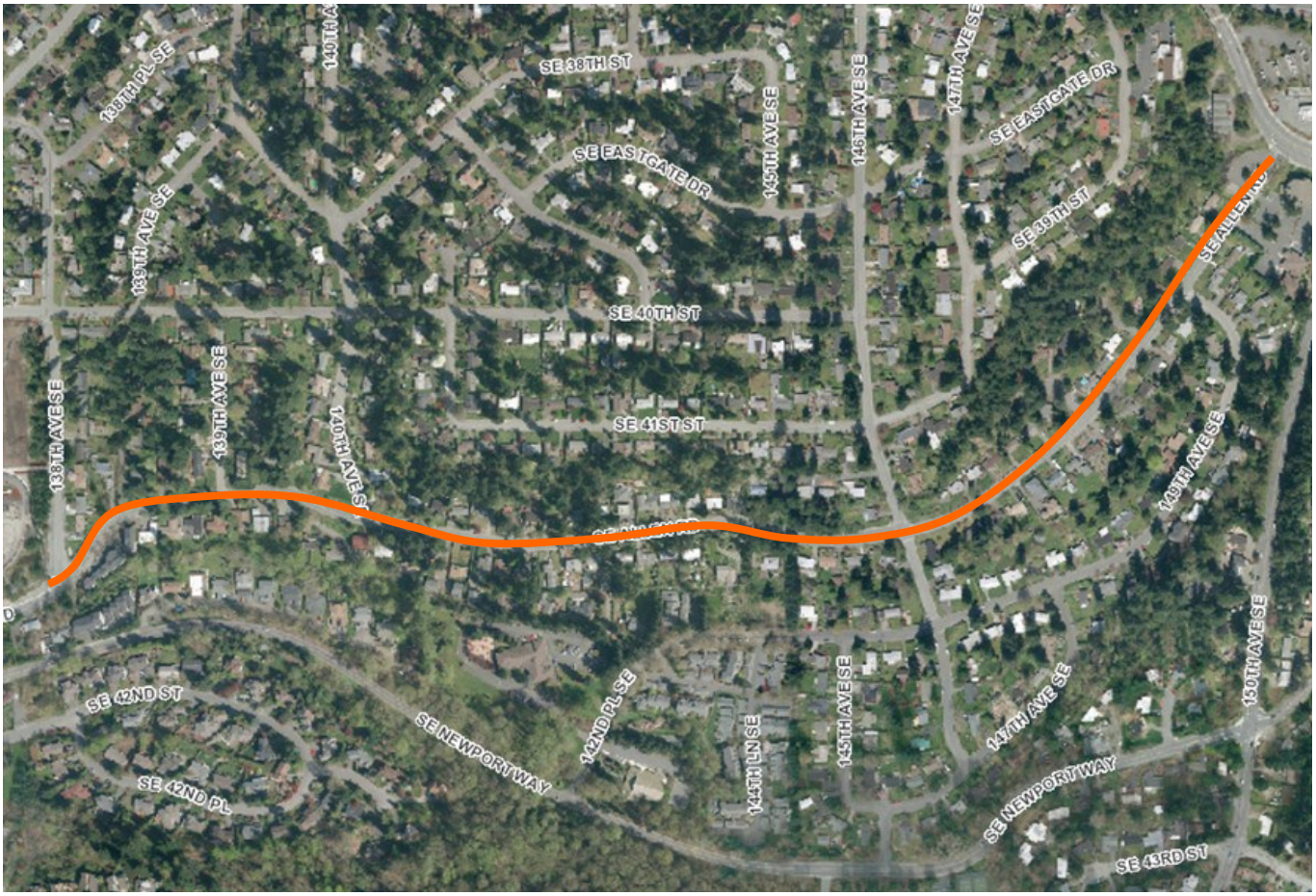
Pedestrian Path 3,930'



Bike Lane 5,580'



Sharrow 3,420'

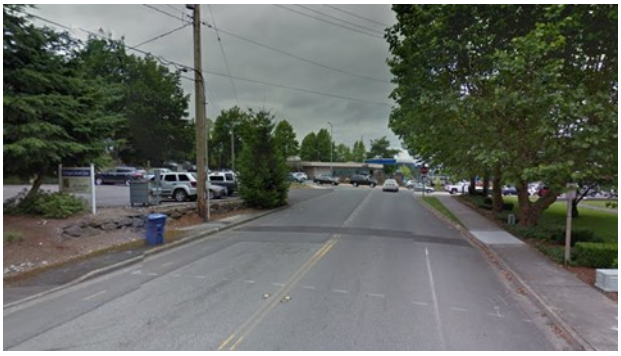


Project Location

SE Allen Rd east of 138th Pl SE, looking east (before)

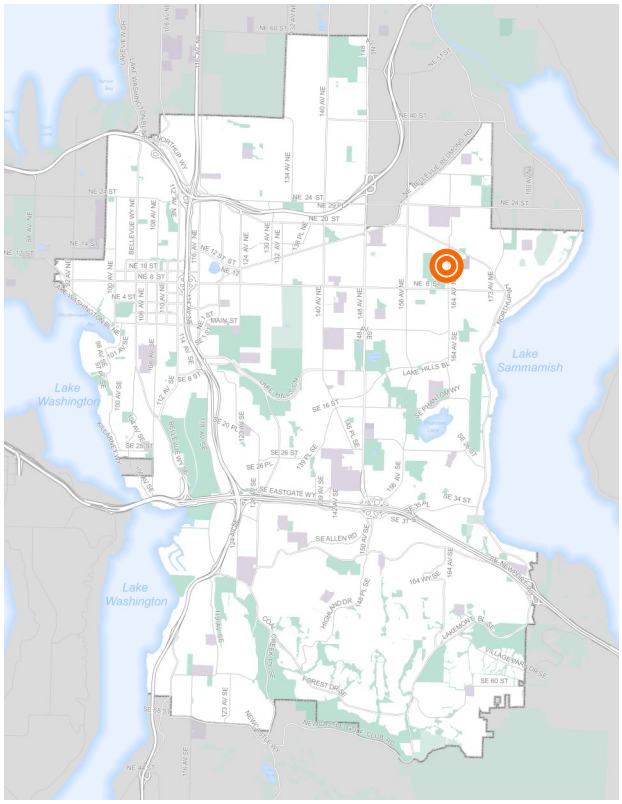
SE Allen Rd west of 140th Ave SE, looking east (before)

SE Allen Rd east of 143rd Ave Se, looking east (before)



SE Allen Rd west of SE 38th St, looking east (before)

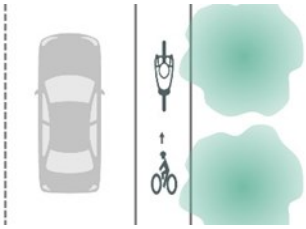
Overlay 2016 — 164th Ave NE Bike Lanes



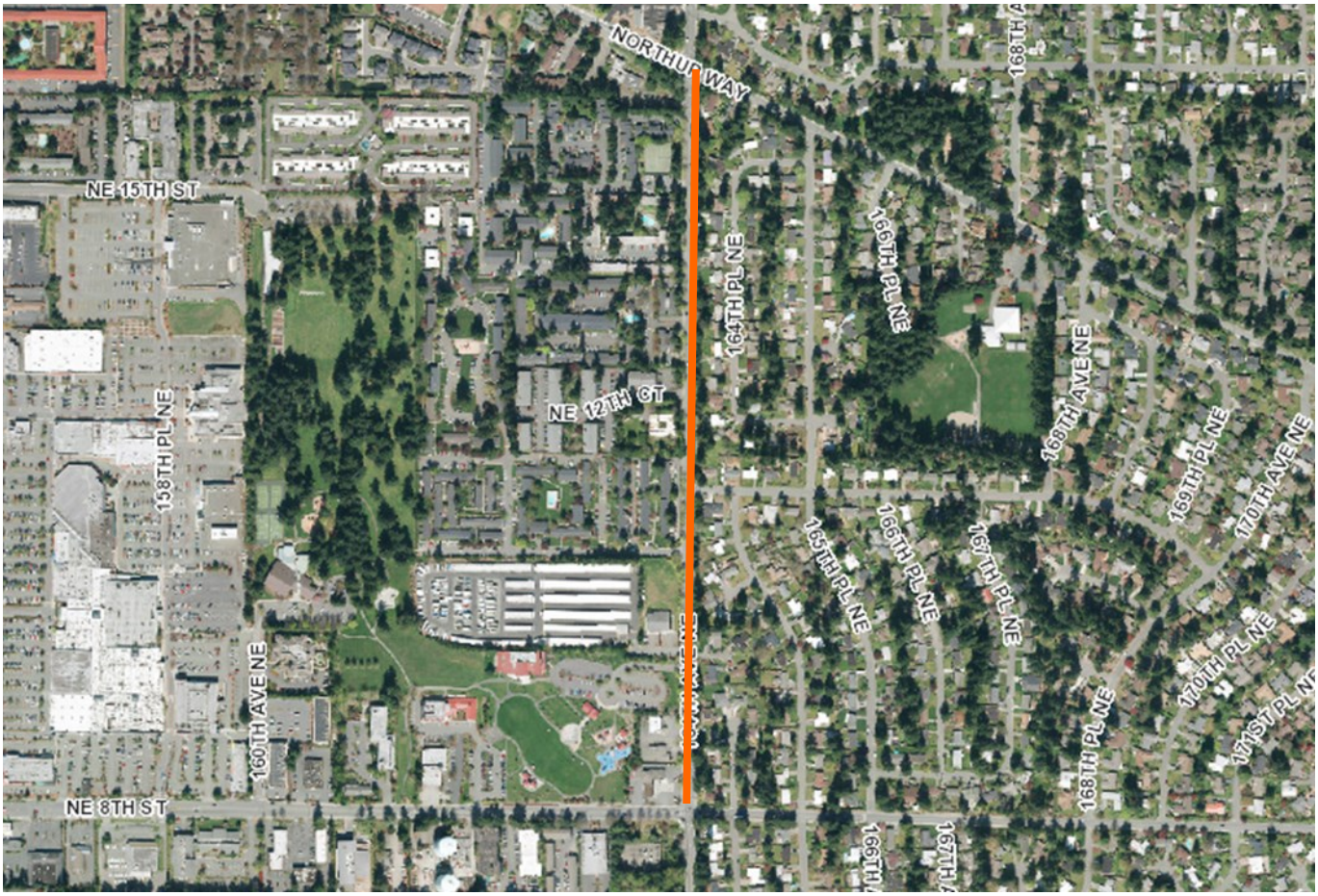
The Overlay 2016 will convert the existing bike shoulders on both sides of 164th Ave NE from NE 8th St to Northup Way to wide bike lanes.

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

Cost Estimate: N/A (part of the 2016 Overlay Program)



Bike Lane
5,200'



Project Location

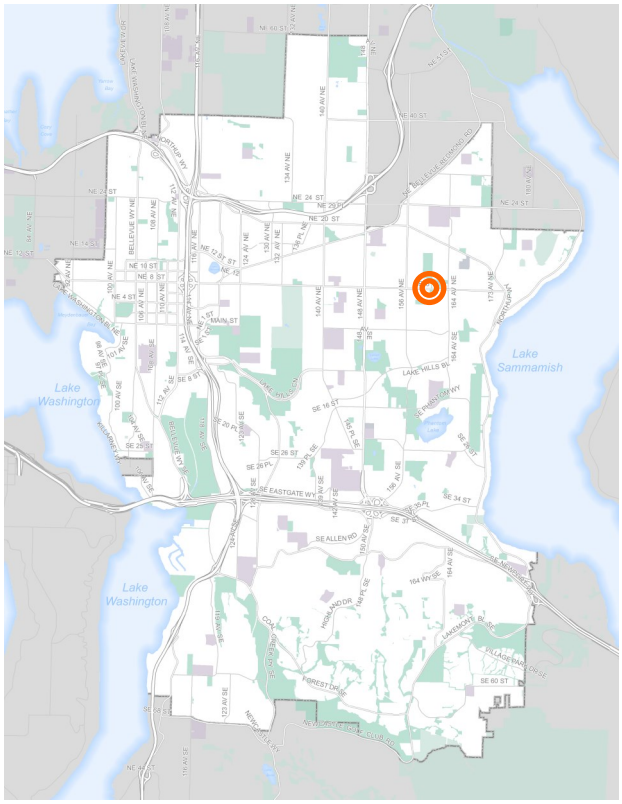
164th Ave NE, south of NE 11th St, looking north (before)

164th Ave NE north of NE 12th St, looking north (before)

164th Ave NE north of NE 14th St, looking north (before)

164th Ave NE south of Northup Way, looking south (before)

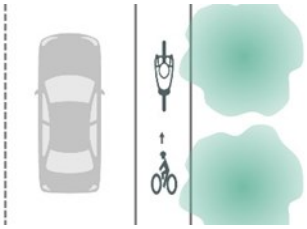
Overlay 2016 — NE 24th St Bike Lanes



The Overlay 2016 will add an eastbound bike lane on NE 24th St between 162nd Ave NE and 166th Ave NE.

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

Cost Estimate: N/A (part of the 2016 Overlay Program)



Bike Lane

1,200'

Project Location

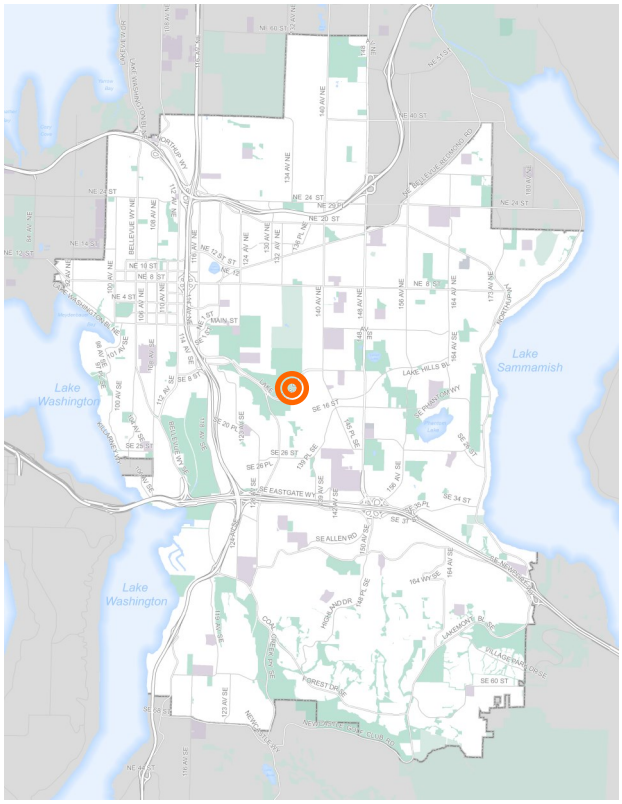
NE 24th St east of 162nd Ave NE, looking east (before)

NE 24th St east of 164th Ave NE, looking east (before)

NE 24th St west of 164th Ave NE, looking east (before)

NE 24th St north of 166th Ave NE, looking south (before)

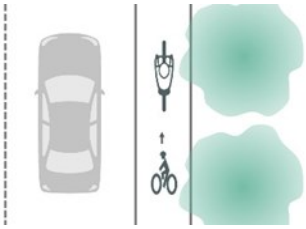
Overlay 2016 — Lake Hills Connector Bike Lane



The Overlay 2016 will widen the eastbound uphill bike shoulder on Lake Hills Connector from Richards Rd to approximately 500' west of the intersection with 140th Ave SE to implement a bike lane.

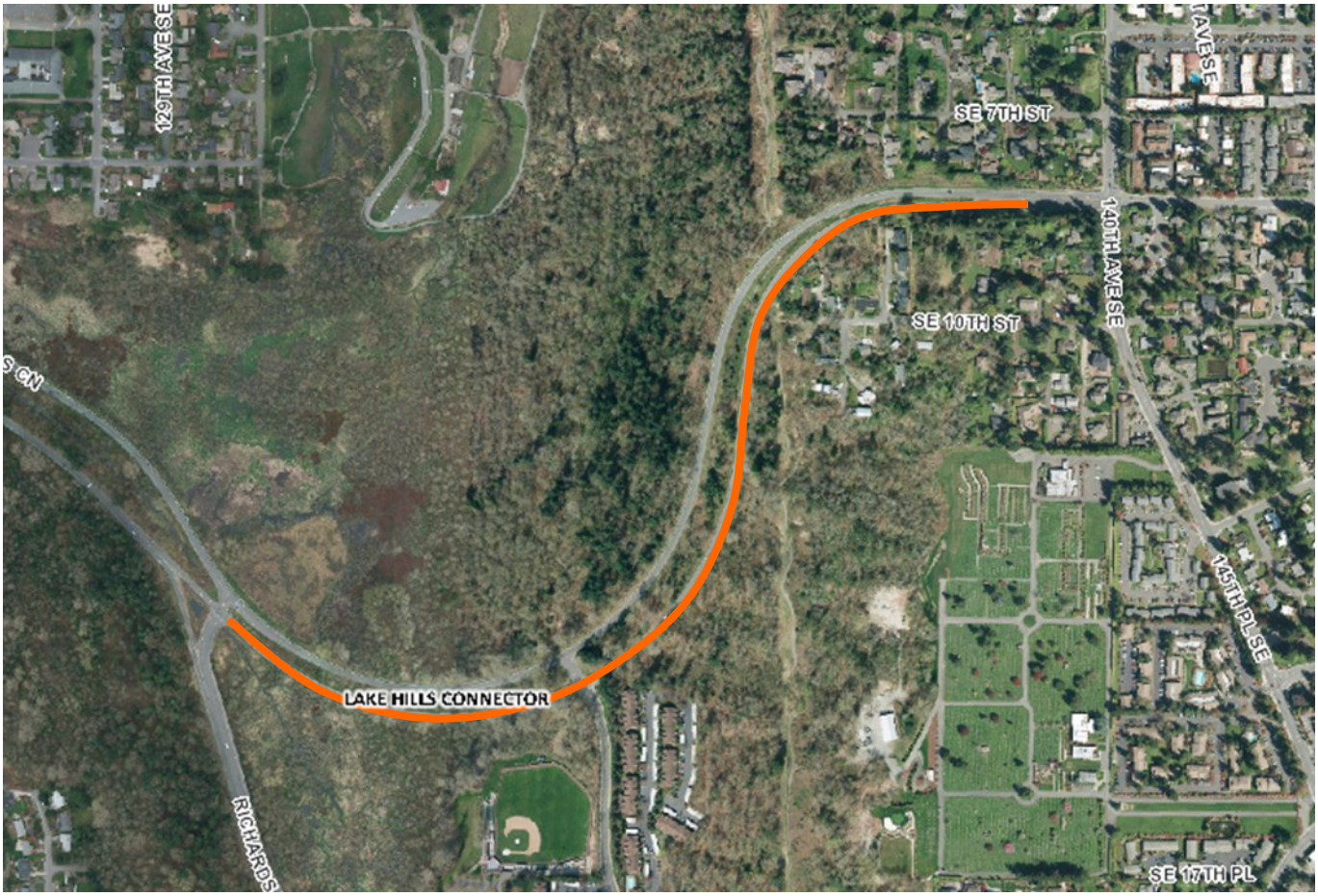
The project will be funded from the City Capital Budget Improved Mobility – Street Overlays (CIP PW-M-1).

Cost Estimate: N/A (part of the 2016 Overlay Program)



Bike Lane

4,240'



Project Location

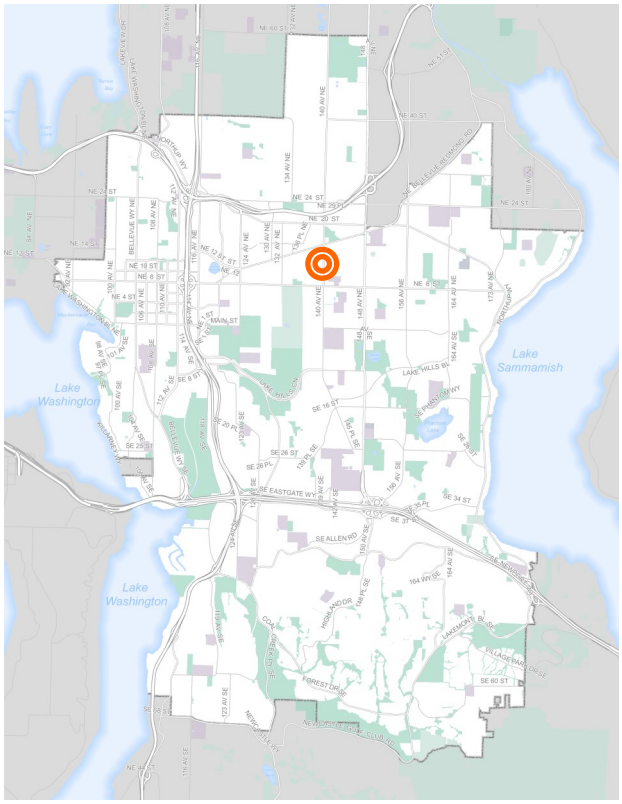
Lake Hills Connector east of Richards Rd, looking east (before)

Lake Hills Connector from Richards Rd to 134th Ave SE, looking east (before)

Lake Hills Connector at Kelsey Creek Connector Trail, looking east (before)

Lake Hills Connector west of 140th Ave SE, looking east (before)

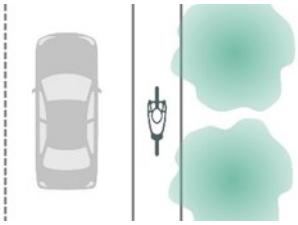
Overlay 2016 — 140th Ave NE Bike Shoulders



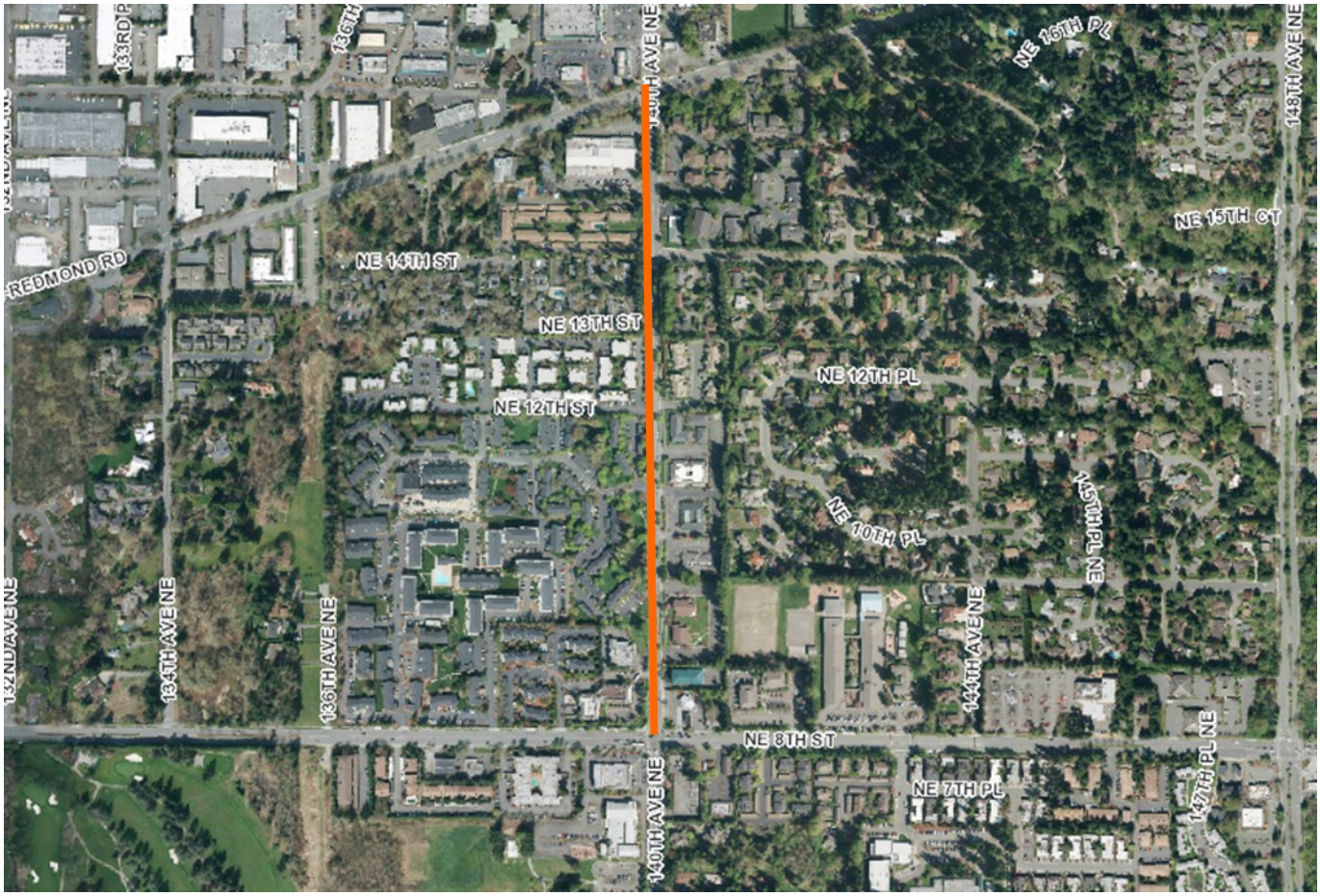
The Overlay 2016 will reconfigure the road to add four-foot wide bike shoulders on both sides of 140th Ave NE from NE 8th St to Bel-Red Rd.

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

Cost Estimate: N/A (part of the 2016 Overlay Program)



Bike Shoulder 4,750'



Project Location

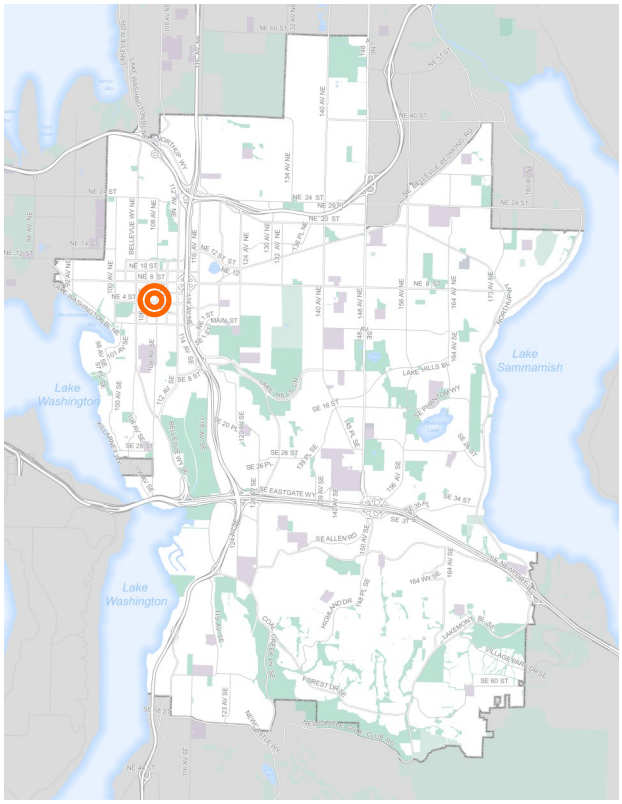
140th Ave NE north of NE 8th St, looking north (before)

140th Ave at NE 11th St, looking north (before)

140th Ave NE south of NE 14th St, looking north (before)

140th Ave NE south of Bel-Red Rd, looking north (before)

108th NE & NE 4th Intersection Improvements



The intersection of 108th Ave NE and NE 4th St is one of the highest volume pedestrian crossings in Downtown. The Downtown Transportation Plan identifies this as an "Enhanced" intersection that merits improvements for pedestrian safety and to better accommodate the existing and anticipated number of pedestrians.

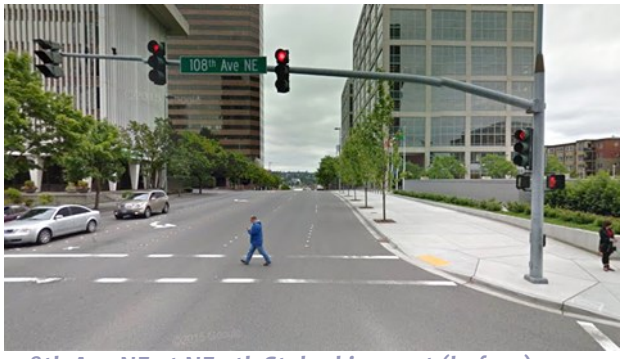
Enhancements planned for 2016 include wider crosswalks with an inlayed decorative pattern, wider curb ramps, curb bump-outs and landscaping

The project will be funded from the City Capital Budget — Downtown Transportation Plan Implementation (PW-R-176).

Cost Estimate: $ 600,000

Project Location

108th Ave NE south of NE 4th St, looking north (before)

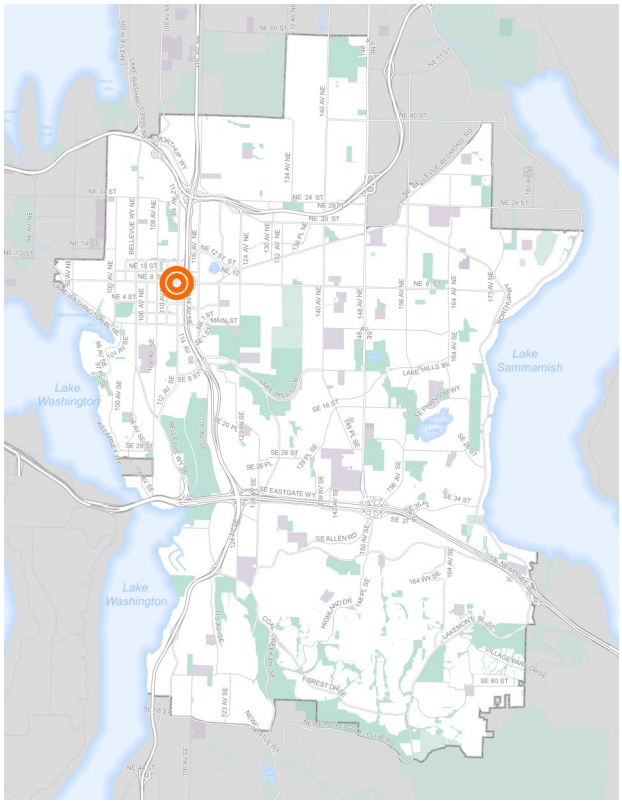


108th Ave NE at NE 4th St, looking east (before)

108th Ave NE at NE 4th St, looking north (before)

108th Ave NE north of Bel-Red Rd, looking north (before)

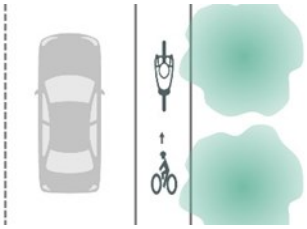
112th Ave NE at NE 8th St Bike Lane



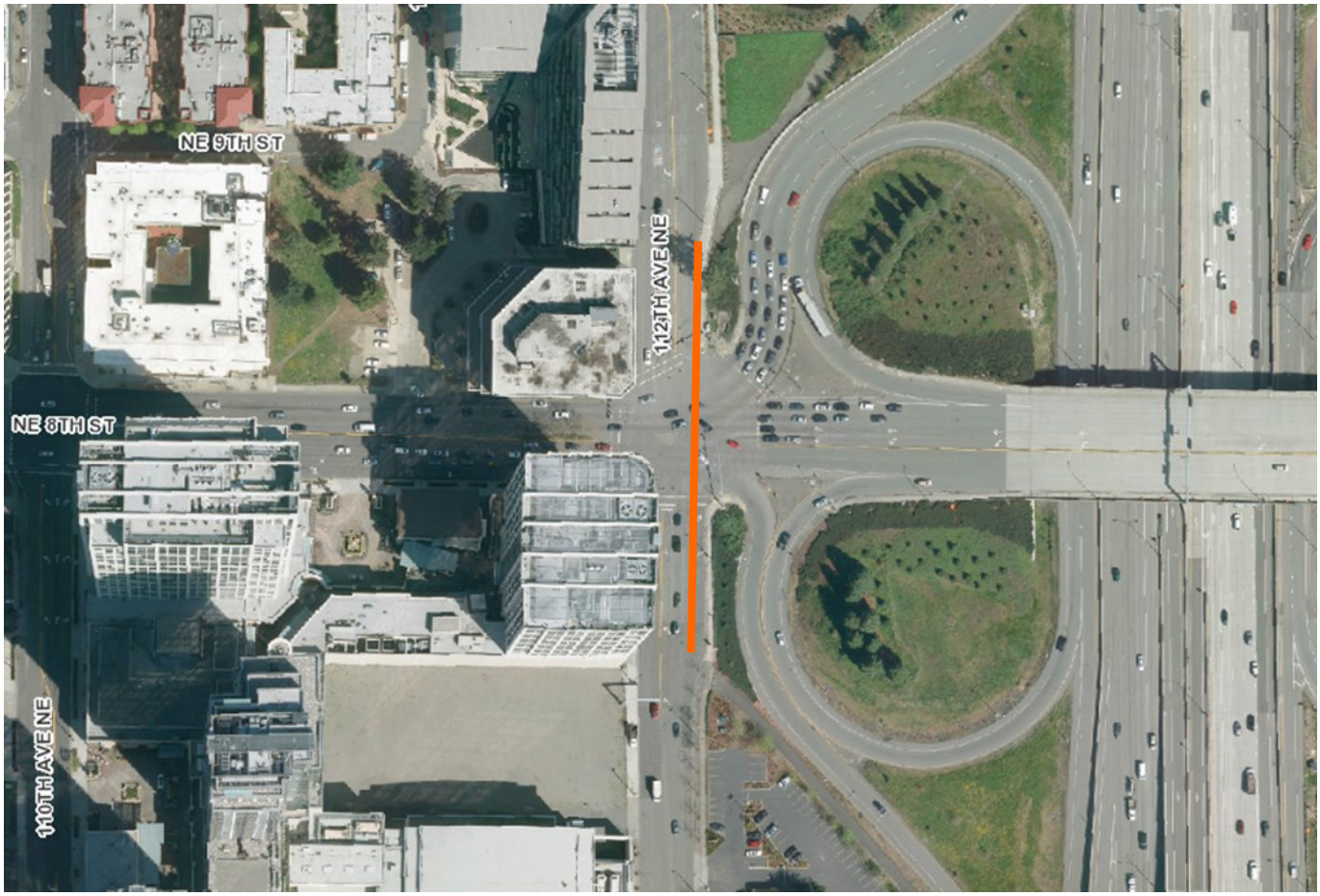
This project will implement a bike lane on 112th Ave NE to provide a safer intersection crossing of NE 8th St for northbound bikers and to connect the multi-purpose path (between 112th Ave NE and 114th Ave NE) with 112th Ave NE.

The project will be funded from the City Capital Budget — Downtown Transportation Plan Implementation (PW-R-176).

Cost Estimate: $116,720



Bike Lane
450'



Project Location

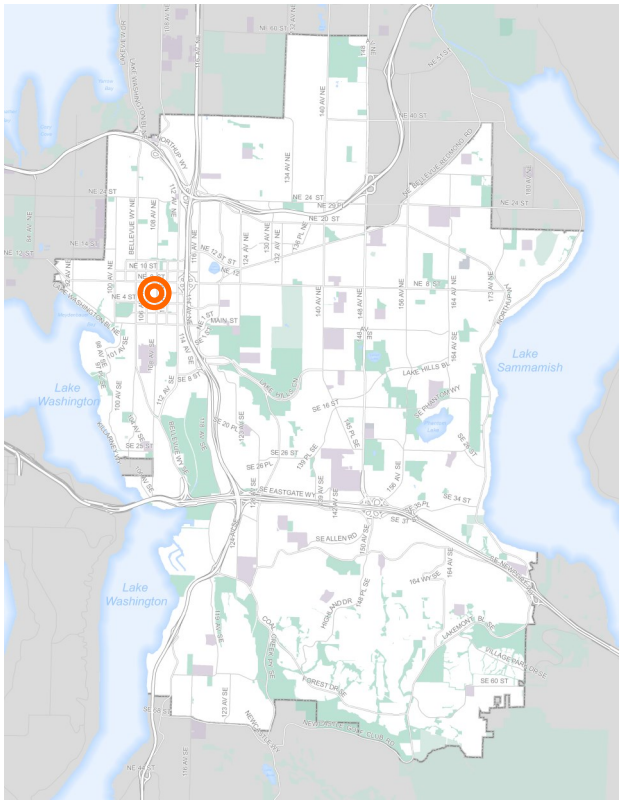
112th Ave NE south of NE 8th St at the trail connecting to 114th Ave NE, looking north (before)

112th Ave NE south of NE 8th St, looking north (before)

112th Ave NE at NE 8th St, looking north (before)

112th Ave NE north of NE 8th St, looking north (before)

Downtown Pedestrian Corridor



This project will widen and lengthen the steep, narrow ramp just west of 108th Ave NE. It will include lighting improvements integrated into a decorative railing and the replacement of street lamps with energy-efficient LEDs.

The project will be funded from the City Capital Budget — Downtown Transportation Plan Implementation (PW-R-176).

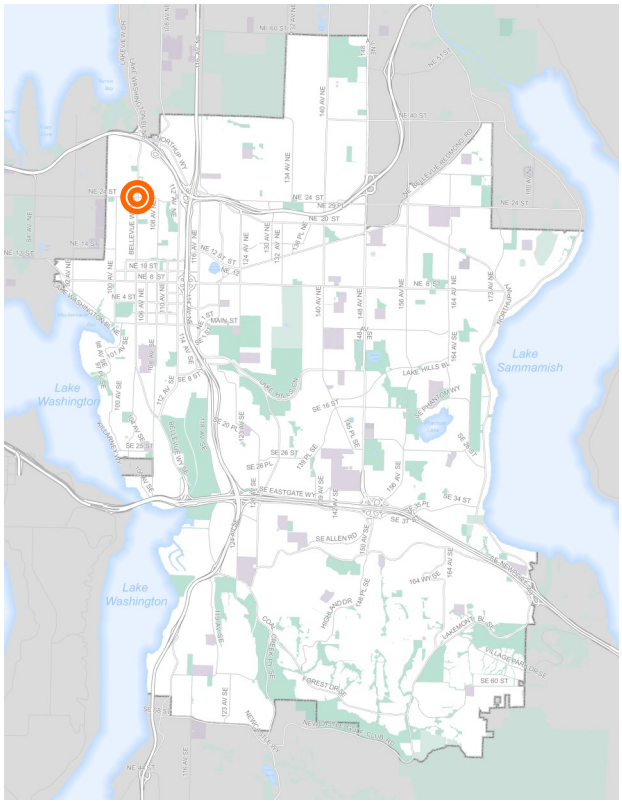
Cost Estimate: $ 333,050

Project Location

NE 6th St Pedestrian Corridor west of 108th Ave NE, looking east (before)

NE 6th St Pedestrian Corridor west of 108th Ave NE, looking west (before)

NE 24 and Bellevue Way NE Sidewalk

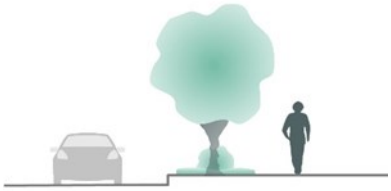


This project will install a six-foot wide sidewalk on the south side of NE 24th St from 103rd Ave NE to Bellevue Way.

The project will remove the existing sidewalk on the west side of Bellevue Way NE, south of NE 24th St, where the sidewalk does not have a landscape buffer. A retaining wall will be constructed near the right-of-way line and a six-foot sidewalk with a four-foot planting strip and a fence will be constructed.

The project will be funded from the City Capital Budget — Pedestrian and Bicycle Access Improvements (PW-W/B-56) and the Major Maintenance Program (M-19).

Cost Estimate: $205,500



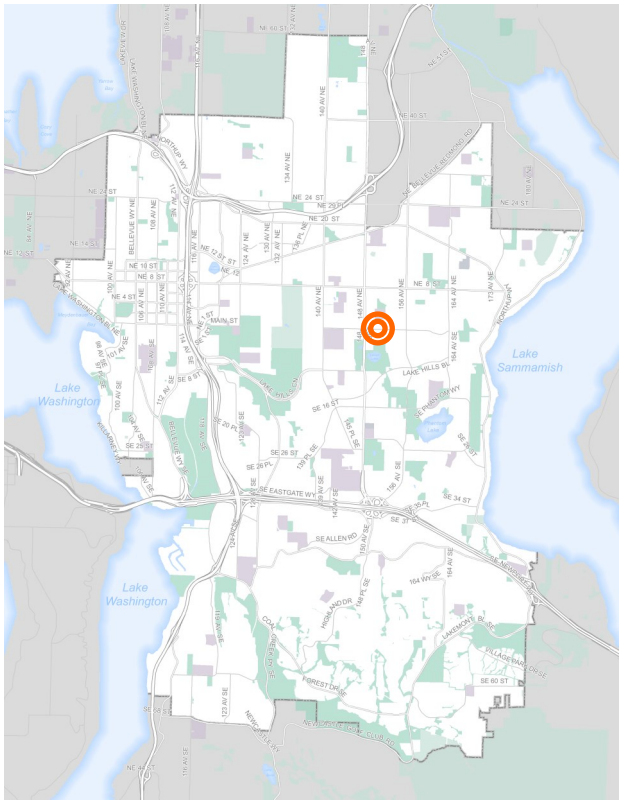
Sidewalk
360’

Project Location

NE 24th St east of 103rd Ave NE, looking east (before)

Bellevue Way NE south of NE 24th St, looking north (before)

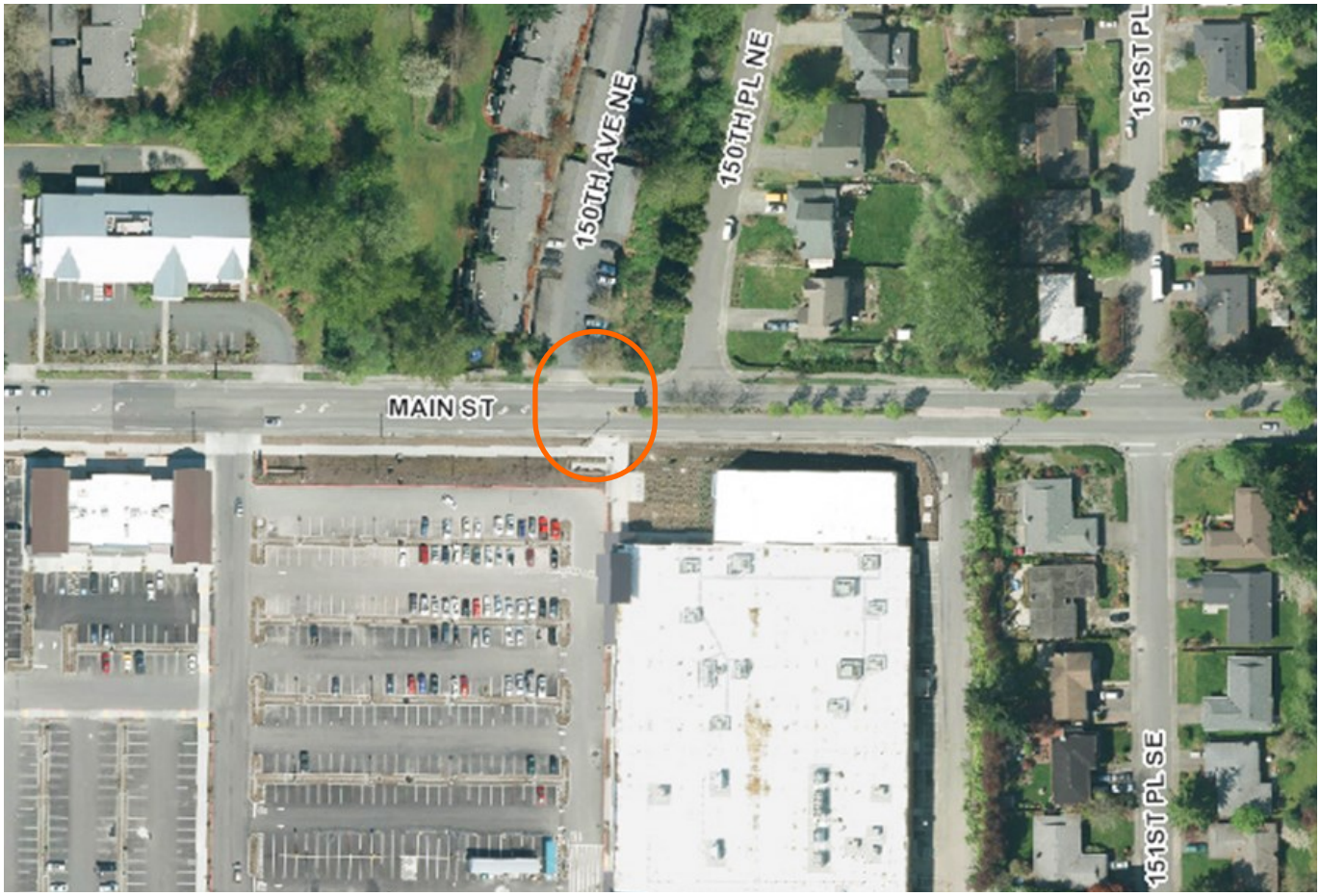
Main Street & 150th Place NE Crosswalk



This project will add a pedestrian crossing across Main St between the Kelsey Creek Center driveway and 150th Ave NE. It will add new ADA-compliant ramps on both sides of the street and a pass through the existing median. The project will also include a new flashing crosswalk system.

Project funds will come from the City Capital Budget — Pedestrian and Bicycle Access Improvements (PW-W/B-56).

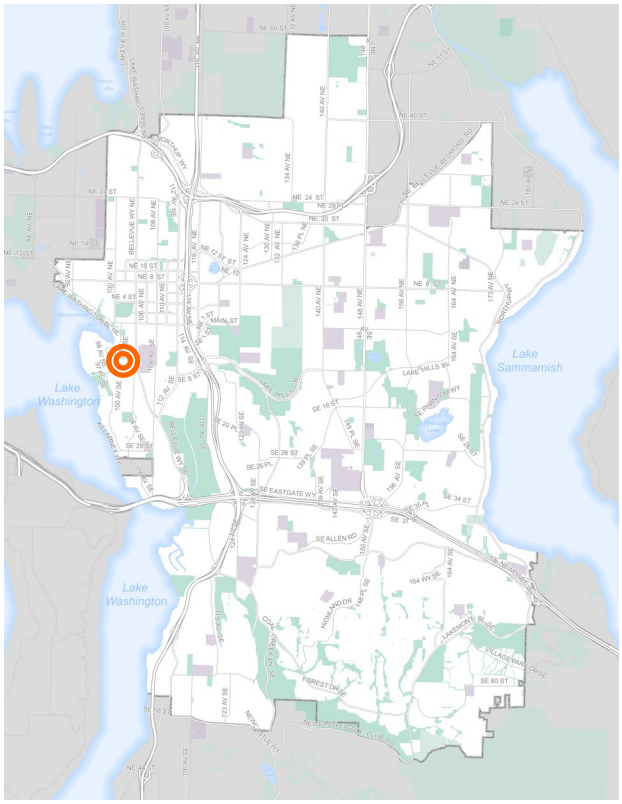
Cost Estimate: $141,828.50



Project Location

112th Main St west of 150th Pl NE, looking east (before)

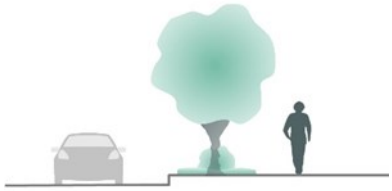
SE 6th St 100th Ave SE Sidewalk



This project will add a sidewalk on the north-east corner of the SE 6th St and 100th Ave SE intersection, extending the sidewalk west on SE 6th St to the nearest on-street parking.

Project funds will come from the City Capital Budget — Pedestrian and Bicycle Access Improvements (PW-W/B-56).

Cost Estimate: $ $68,000

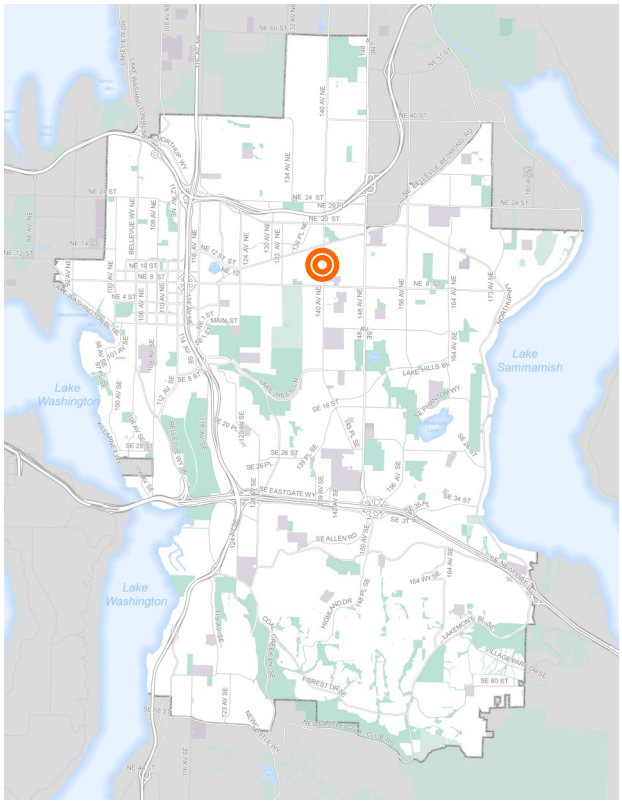


Sidewalk
80’

Project Location

100th Ave at NE 6th St, looking northeast (before)

140th Avenue NE Mid-Block Crossings



This project will construct two pedestrian crossings on 140th Ave NE in the vicinity of NE 9th St and NE 12th St.

They will include new crosswalks, ADA-compliant curb ramps, Rapid Rectangular Flashing Beacons (RRFB), new street lighting, and traffic islands reconstruction.

Funds will come from State grants and the City Capital Budget — Minor Capital - Traffic Operations (PW-M-2).

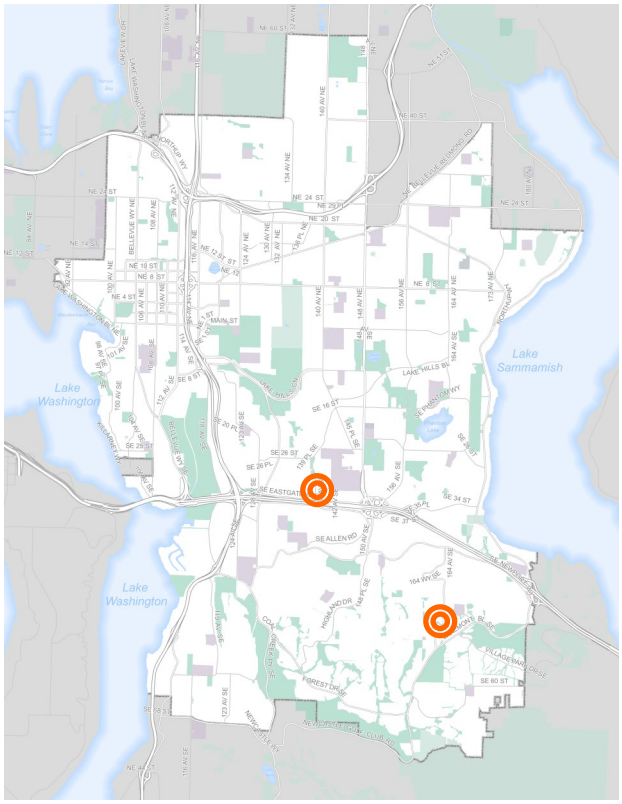
Cost Estimate: $ 276,000

Project Location

140th Ave NE the vicinity of NE 8th St, looking north (before)

140th Ave NE the vicinity of NE 12th St, looking north (before)

2016 Pedestrian Accessibility Improvements



This project will add crosswalks at two locations, SE 32nd St east of 140th Ave SE and 164th Ave SE north of SE 49th St, to improve pedestrian safety.

Funds will come from the City Capital Budget — Minor Capital - Traffic Operations (PW-M-2).

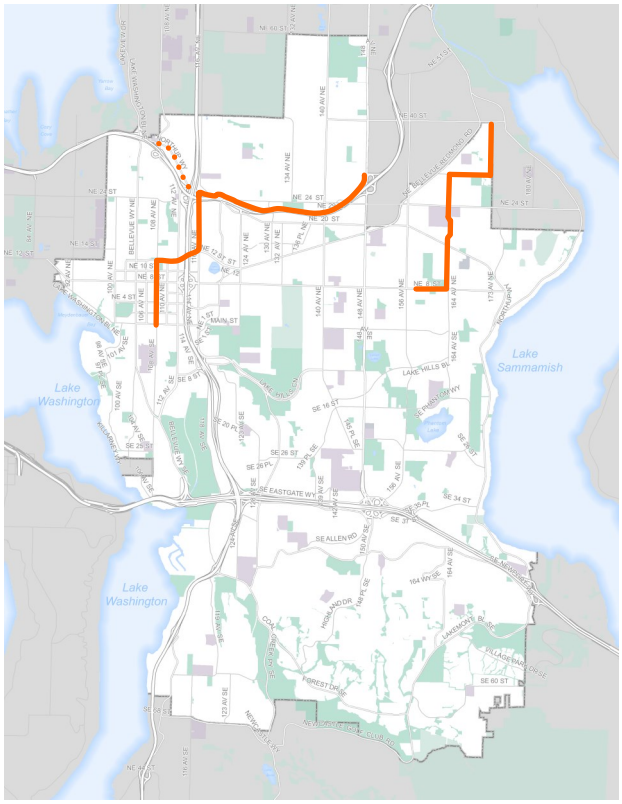
Cost Estimate: $ 67,500

Project Locations

SE 32nd St at 140th Ave SE, looking east (before)

164th Ave SE at SE 49th St, looking north (before)

Bicycle Wayfinding



In coordination with the city of Redmond and the Washington State Department of Transportation, bicycle wayfinding will be installed along two corridors in 2016.

One corridor will run between Downtown Bellevue and Downtown Redmond, and will create a continuously signed route from the I-90 Trail, via 108th through Downtown, NE 12th St, 116th Ave NE, short segments of Northup Way and NE 24th St and 520 Trail to the city limits at 148th Ave NE.

The other segment will run between Crossroads and Marymoor Park via NE 8th St, 164th Ave NE, NE 30th St, 172nd Ave NE to the city limits at NE 40th St.

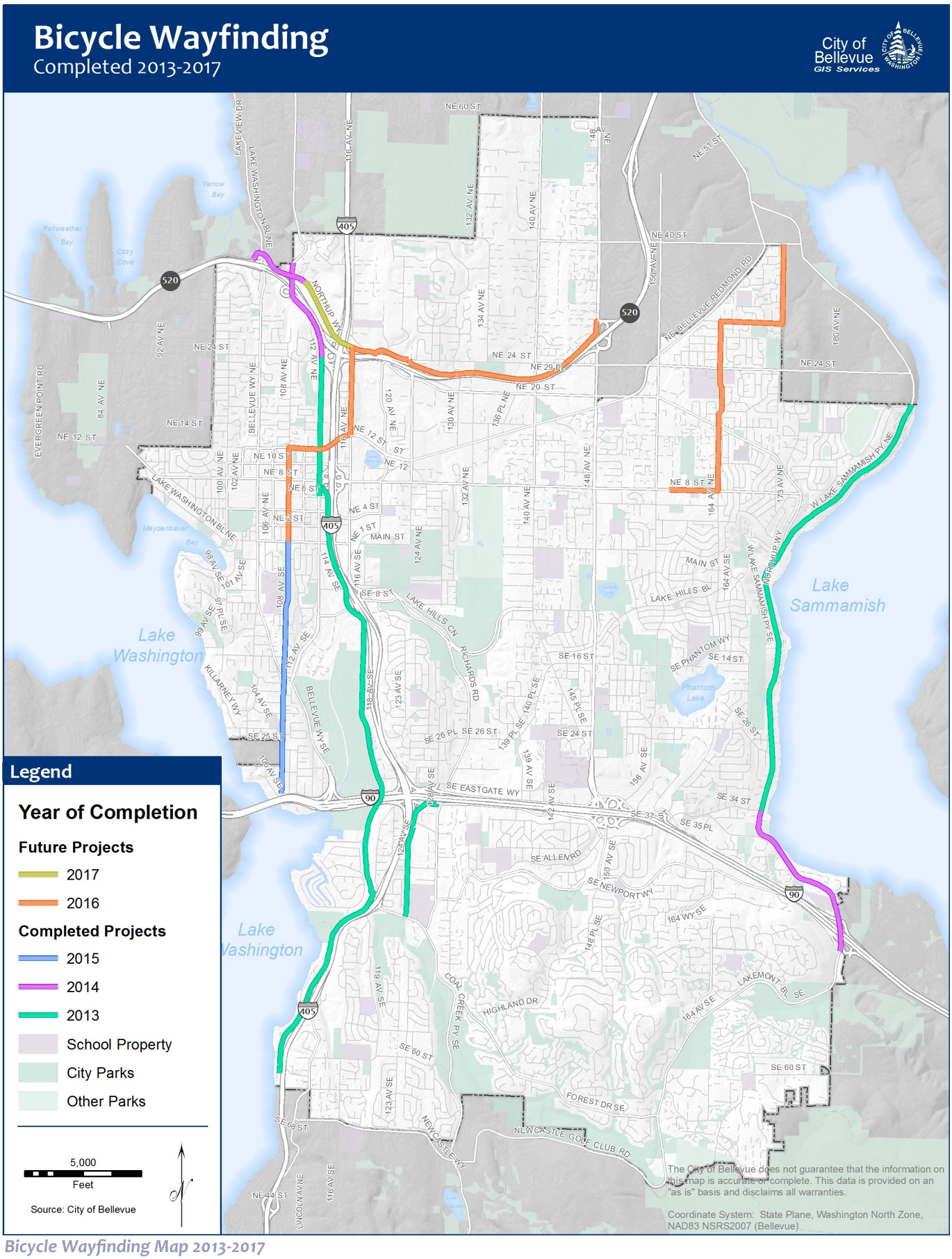
Redmond will be signing both corridors north from Bellevue city limits.

The project will be funded by a federal grant and the City Capital Budget—Pedestrian and Bicycle Access Improvements (PW -W/B - 56).

Cost Estimate: $ 21,930

Bicycle Wayfinding along the segment shown in dashed line will be installed in conjunction with the Northup Way project in 2017.

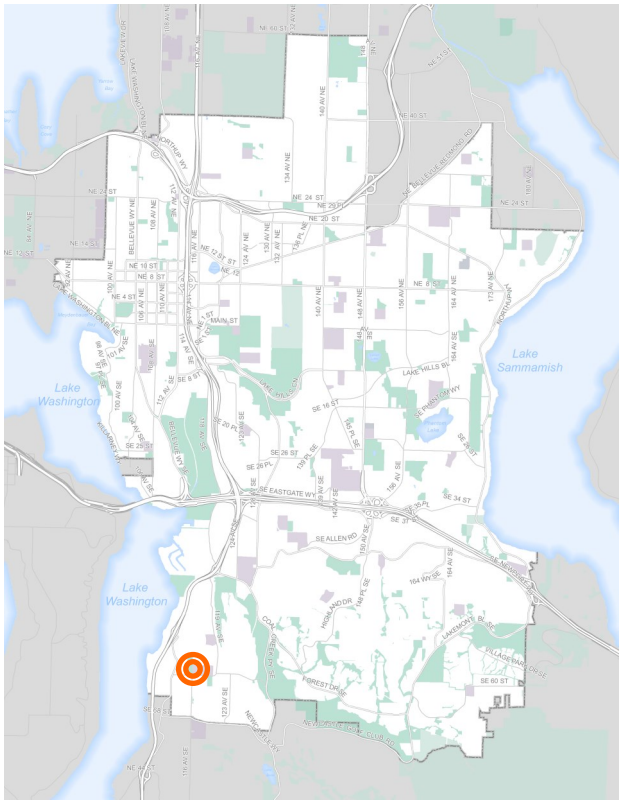
Project Location



Bicycle Wayfinding Map 2013-2017

Anticipated City of Bellevue Projects
2016 — Parks

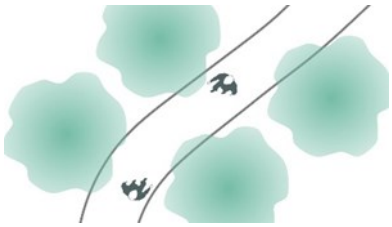
Patterson Property Trail



Patterson Property Trail consists of a 1,840' long four-foot wide soft surface pedestrian loop trail. This trail will allow park users an opportunity to enjoy the forested open space found on the property. Proposal includes invasive species removal and native species enhancement plantings.

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

Cost Estimate: $35,000



Pedestrian Trail 1,840'

Project Location

Patterson Property Trail (before)

Patterson Property Trail (before)

Education, Encouragement, Enforcement and Evaluation 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 2015.

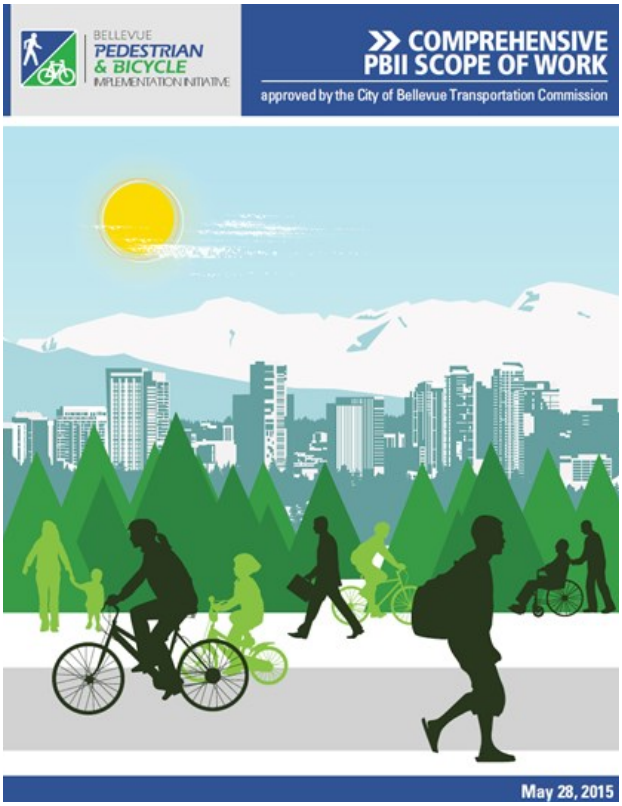
Pedestrian and Bicycle Implementation Initiative

The 2009 Pedestrian and Bicycle Transportation Plan articulates a shared vision of a desirable future that remains relevant today. The Pedestrian and Bicycle Implementation Initiative is a complement of action-oriented efforts that will advance project designs and programs identified in the 2009 Ped-Bike Plan to make Bellevue a great place to walk and bike.

In February 2015 the City Council initiated the initiative, which is guided by ten Program Principles.

1. Continue to aspire to the vision established by the 2009 Pedestrian and Bicycle Transportation Plan, pursue its goals, which should not be diluted, and monitor its established measures of effectiveness.
2. Undertake an action oriented initiative that advances projects and programs to help realize the City's vision.
3. Provide a safe pedestrian and bicycle environment, which is a prerequisite to making non-motorized travel a viable, attractive option in Bellevue.
4. Advance the implementation of Bellevue's planned Bicycle Priority Corridors to facilitate continuous bicycle travel along a connected grid of safe facilities throughout the city and the region.
5. Research pedestrian and bicycle count technologies to improve the City's data driven decision-making.
6. Determine where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system.
7. Coordinate with other efforts underway in Bellevue related to pedestrian and bicycle issues.
8. Identify partnership opportunities to advance the implementation of non-motorized projects and programs.

9. Engage community stakeholders in setting the priorities for investment in non-motorized facilities.
10. Refine existing metrics to track plan progress and engage other departments as needed to foster a One City commitment to active transportation.



In May 2015 the Transportation Commission approved a detailed scope of work, which identifies seven primary tasks and associated sub-tasks:

TASK 1: Pedestrian and Bicycle Safety Assessment and Awareness Report

TASK 2: Bicycle Priority Corridor Design Report

TASK 3: Transit Master Plan and Pedestrian and Bicycle Integration Report

TASK 4: Pedestrian and Bicycle Implementation Strategy Report

TASK 5: Pedestrian and Bicycle Count Assessment Report

TASK 6: Bike Share Feasibility Analysis and Implementation Strategy

TASK 7: Progress Measurement and Management Report

Staff from various departments will work collaboratively to promote solutions in engineering, education, encouragement, evaluation and enforcement.

Bicycle Friendly Community Recognition

In 2015 Bellevue received a Bronze Bicycle Friendly Community award from the League of American Bicyclists for its excellent engineering practices, planning programs, and encouragement programs.

Founded in 1880, the League of American Bicyclists is one of the largest membership organizations of cyclists in the United States. It promotes cycling for fun, fitness and transportation through advocacy and education.

Pedestrian and Bicycle Counts

Pedestrians crossing 108th Ave NE at NE 4th St

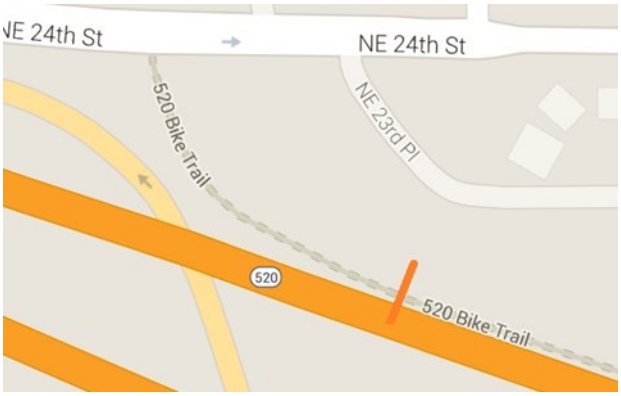
Bicyclists crossing Factoria Blvd at SE 36th St

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.

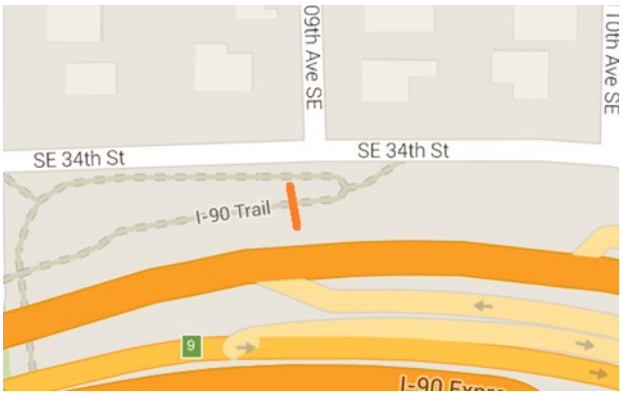
In 2015 City of Bellevue staff and volunteers conducted manual counts of bicyclists and pedestrians at five locations in the city using video capture technology. The counts were performed for two peak periods (7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM) for three consecutive days from Tuesday 9/29/2015 through Thursday 10/1/2015. This was the seventh annual count of its type, and the sixth to use video capture technology.

Eco Counters



Location of SR-520 Trail Counter

Installation of SR-520 Trail Counter



Location of I-90 Trail Counter

Installation of I-90 Trail Counter

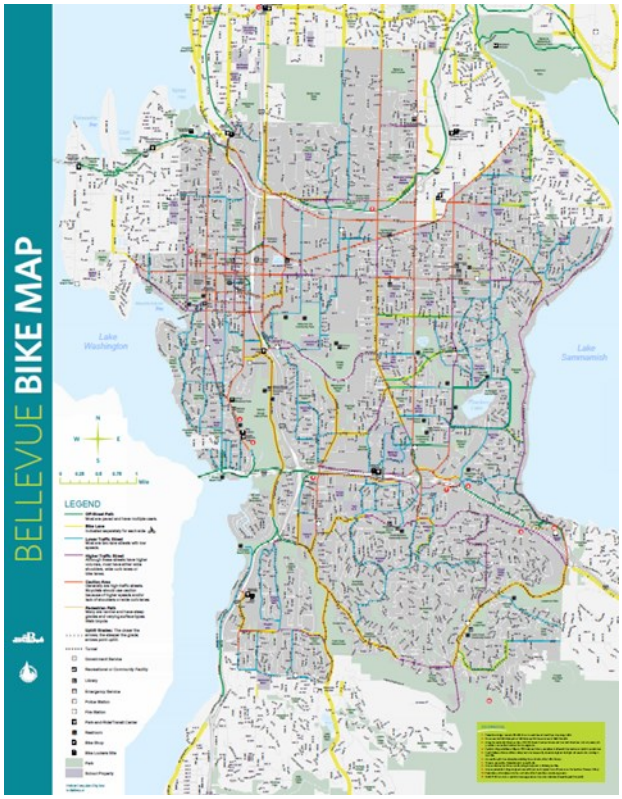
In March 2015 the Washington State Department of Transportation and the city installed automatic count systems on two multi-use trails, I-90 Trail at SE 34th St and SR-520 Trail at NE 24th St. The count system for the SR-520 location tracks the direction pedestrians and cyclists are going, and cost $4,500. The system for I-90 only counts pedestrians and cyclists, not recording their direction of travel. It cost $3,900. WSDOT paid for both systems. This project leverages emerging technologies (inductive loops and infrared systems) to gather and analyze data.

The count systems were installed as part of a pilot project to assess various count technologies for non-motorized travel. Having daily and hourly data gives a much more clear insight into actual pedestrian and bike use.

Bellevue's Comprehensive Plan instructs city staff to develop procedures to monitor pedestrian and bicycle usage on an ongoing basis. The data collected through this project will help track Bellevue's progress toward its goal of improving bicycling and walking conditions in the city.

The information also contributes to a larger effort statewide to improve decisions about where to invest transportation funds and how to improve safety. Data from these counts will be used to inform investments in bicycle and pedestrian facilities as well as educational programs statewide.

Bellevue Bike Map Update



Bellevue Bike Map p. 1

Bellevue Bike Map p.2

In 2015 the city's Transportation Department updated its Bellevue Bike Map which is available online and in print versions.

It was the first Bike Bellevue Map update since 2009. The map shows color-coded routes for off-street paths, bike lanes, lower- and higher-traffic volume streets, caution areas and uphill grades. Other features include safety tips, a frequent transit service map, information on bike helmets, a list of state bike laws and other resources.

National Bike Month

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 a destination.

In 2015 Bellevue workers and residents who cycle had a variety of opportunities to connect with each other through the "Bike Month in Bellevue" events. These events were sponsored by the City of Bellevue, King County Metro, Sound Transit, the Cascade Bicycle Club and the Bellevue Downtown Association.

Intro to Urban Cycling Class

Intro to Urban Cycling Class, April 29, 2015

Intro to Urban Cycling Class, April 29, 2015

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 29, 2015 at Bellevue City Hall, was taught by a certified Cascade Bicycle Club instructor. Pizza was provided for the participants.

Intro to Bike Commuting offers more commuter-specific topics such as:

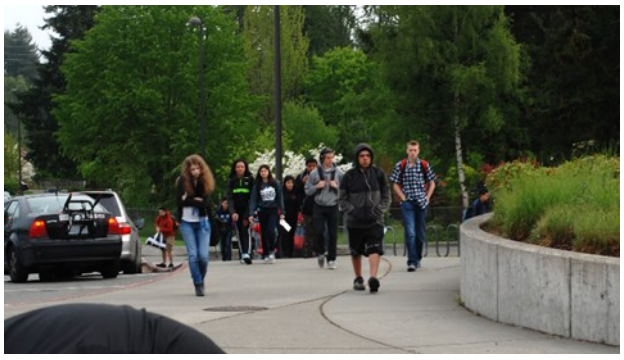
- safe bicycle operations in traffic (traffic laws, lane positioning);
- strategies for carrying items (work clothes, books, groceries);
- foul weather and night riding;
- using bike racks on buses;
- minor bicycle repairs;
- route choice; and
- lock-up strategies.

Bike to School Day

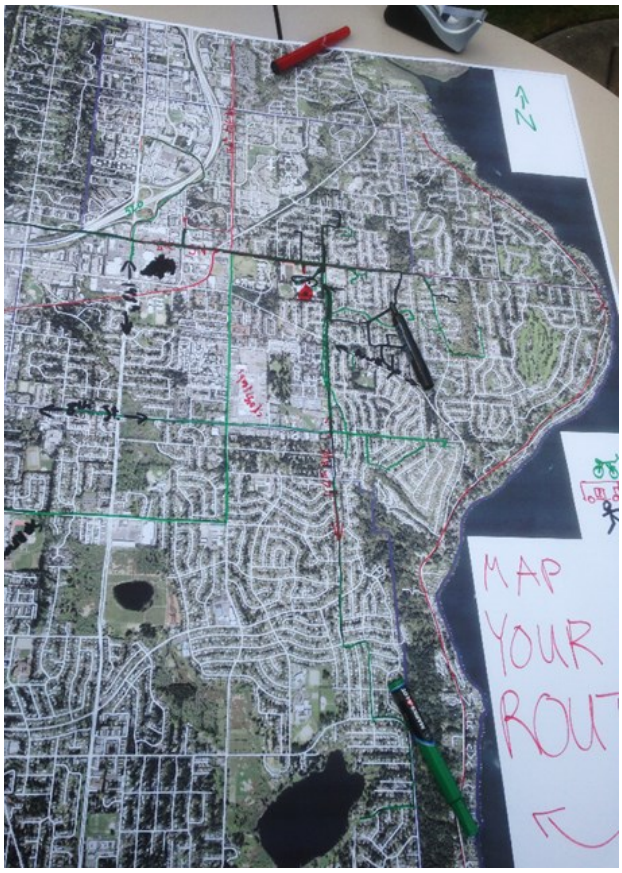
The Bike to School Day event was held on Wednesday May 6.

Student groups organized Bike to School Day events at Interlake High School and Newport High School. Refreshments, bike swags, tune -ups, and a chance to win prizes were offered for those arriving by bike.

Refreshments for students arriving to school walking or biking



Students arriving to school walking



Students map their routes to school

Bicycle parking for students who arrived to school cycling

National Bike to Work Day

Participants in the Bike to Work Day at the Bellevue Transit Center Station

Participants in the Bike to Work Day at the I-90/Enatai Station

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 15 2015. 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 and was staffed by TransManage. Bicycle repair assistance was provided by Gregg's bike shop representatives. Starbucks and Whole Foods provided light breakfast refreshments. There was also a photo booth for those who wanted to document the event. The location counted 239 riders during the morning peak hour between 6 am and 9 am.

Another Bike to Work Day Commuter Station was on the 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 429 cyclists between 6 am and 9 am, although some passed by before or after this time period.

Bike to Your Vanpool Day

Bike to Vanpool Day winner

The Bike to Your Vanpool Day was on Friday, May 8.

People who used vanpool and biking to get to work had the chance to post pictures at ChooseYourWayBellevue website to be entered to win one of two $50 Gregg's Cycles gift cards.

Bike to Farmers Market Day

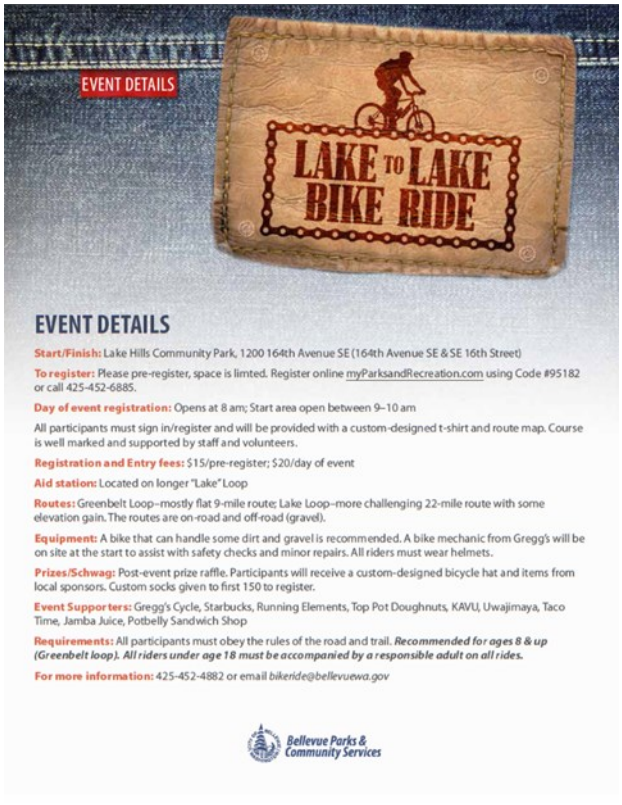
Bicycles parked at Bellevue Farmers Market during the Bike to Farmers Market Day

The Bike to the Bellevue Farmers Market Day was on May 14. The event was held on the first day of the season for the Bellevue Farmers Market at Bellevue Presbyterian Church, 1717 Bellevue Way NE.

Choose Your Way Bellevue provided a water station, bike racks and free tote bags for people who chose to bike to the Farmers Market on this day.

Lake to Lake Bike Ride

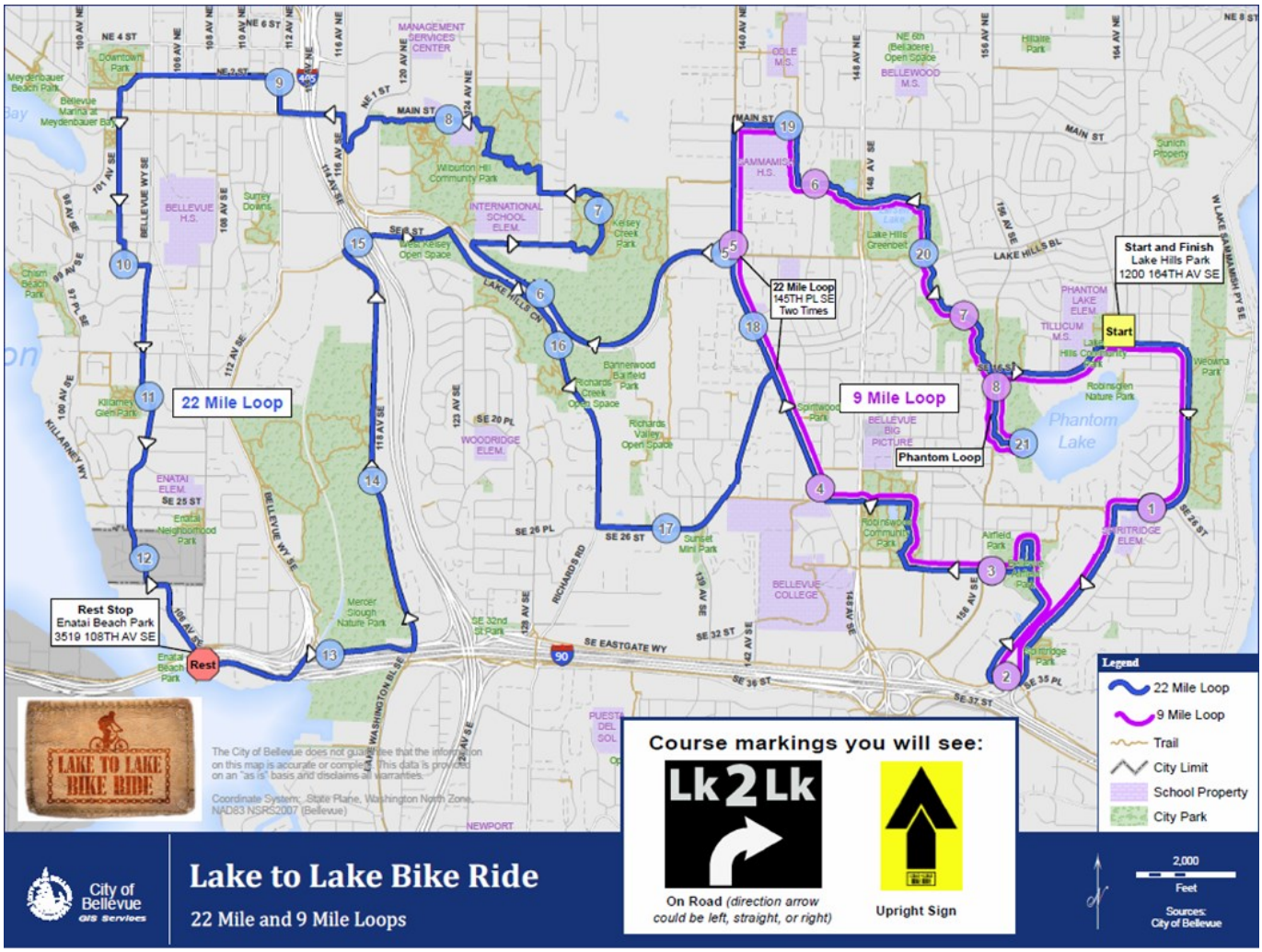
The Fourth Annual Lake to Lake Bike Ride, held on Saturday, June 13, 2015 provided riders with an opportunity to explore Bellevue by bicycle.



Participants in the Lake to Lake Bike Ride

Participants in the Lake to Lake Bike Ride

The 314 riders who participated in the event 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 2015 Lake-to-Lake Bike Ride 9-mile and 22-mile loops

Map of the 2015 Lake-to-Lake Bike Ride Volunteer Stations

Chaplin's Bellevue Subaru was once again the title sponsor, and Cycle the Wave and the Bellevue Downtown Association were again event partners. Event sponsors were Escape Outdoors, Skout Nutrition, Tutta Bella, John Duggan Cycling Attorney, Honest Tea, Golazo Sports Drink, Whole Foods, Gregg's Cycles, Starbucks, Half Pops, Casual Industries, Pace Sportswear, KAVU Sportswear, Sports Authority, Elite Sports and Spine, SOS Socks, Jamba Juice, Top Pot Doughnuts, Uwajimaya, and Choose Your Way Bellevue. After the ride, there was a prize giveaway and the Emily McIntosh Trio provided musical entertainment.

Proceeds benefited 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. All Participants received a t-shirt and the first 150 registrants received custom socks.

Eighth Annual Cycle the WAVE (Women Against Violence Everywhere) RIDE LIKE A GIRL

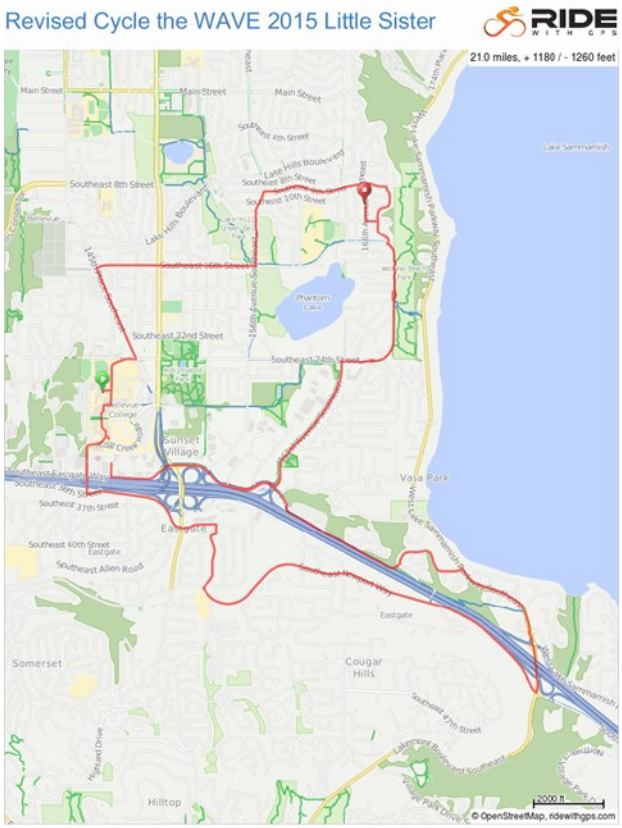
Participants in the Cycle the Wave event

Participants in the Cycle the Wave event

Cycle the WAVE (Women Against Violence Everywhere) is a sponsored, all-women's, non-competitive cycling event hosted by the WAVE Foundation and Lakemont Ladies Cycling Club. The ride 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 Eighth (2015) Annual Cycle the Wave bike ride was held on Sunday, September 20th, 2015. The ride began and ended at Bellevue College.

This event was co-sponsored by Bellevue Parks & Community Services' Lake-to-Lake Bike Ride.



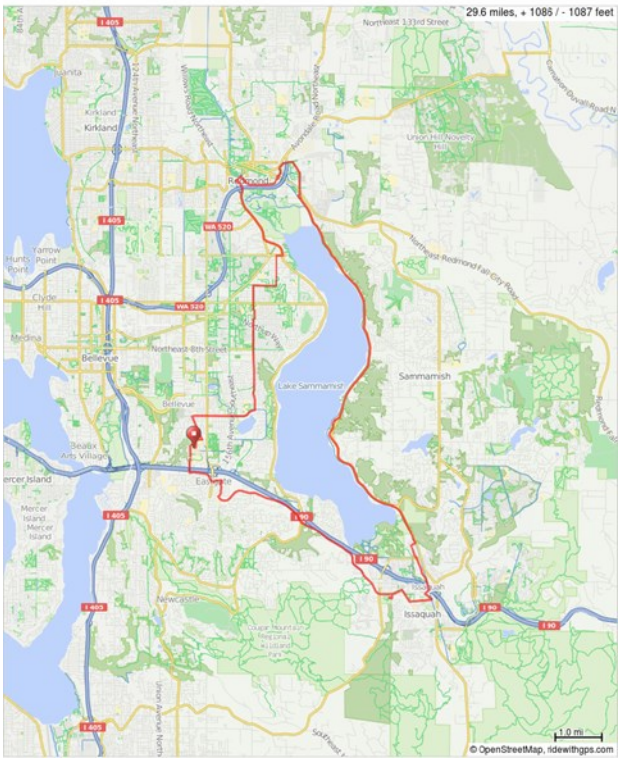
Route Option 1—Little Sister

Route options and maps were available online and on the day of the ride at Bellevue College.

Five routes were offered to accommodate all rider levels. All routes included a variety of terrains - roads, trails, climbs and descents.

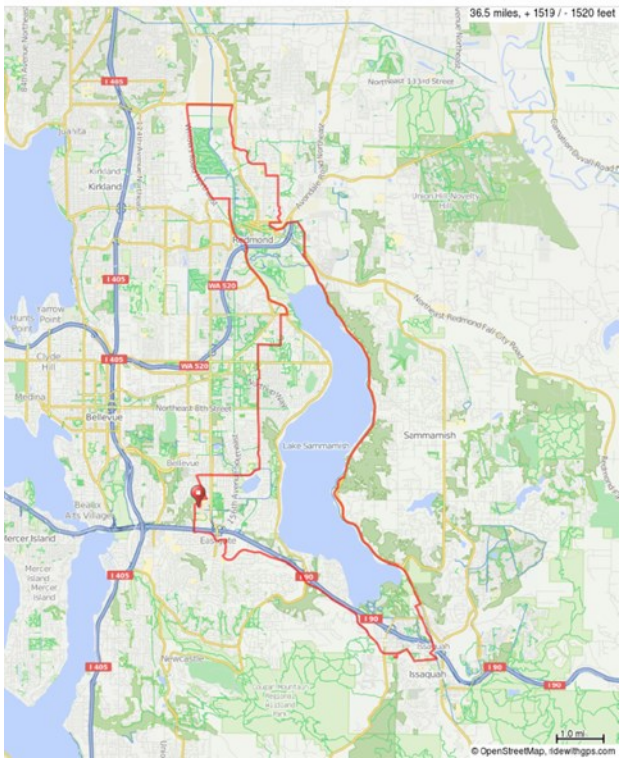
- The 21-mile Little Sister – great route for new cyclists and cyclists looking for a short, but fun option;
- The 29.7-mile Girly Girl – for those riders who are looking for a slightly bigger challenge than the Little Sister;
- The 37.3-mile Middle Sister – a longer and more scenic route;
- The 45.9-mile Middle Sister with added hilly loop – for experienced riders with some hills; and
- The 61.6-mile Burly Girl – a beautiful scenery route with many challenging climbs.

02- Cycle the WAVE 2015 Girly Girl - 29.5 Miles



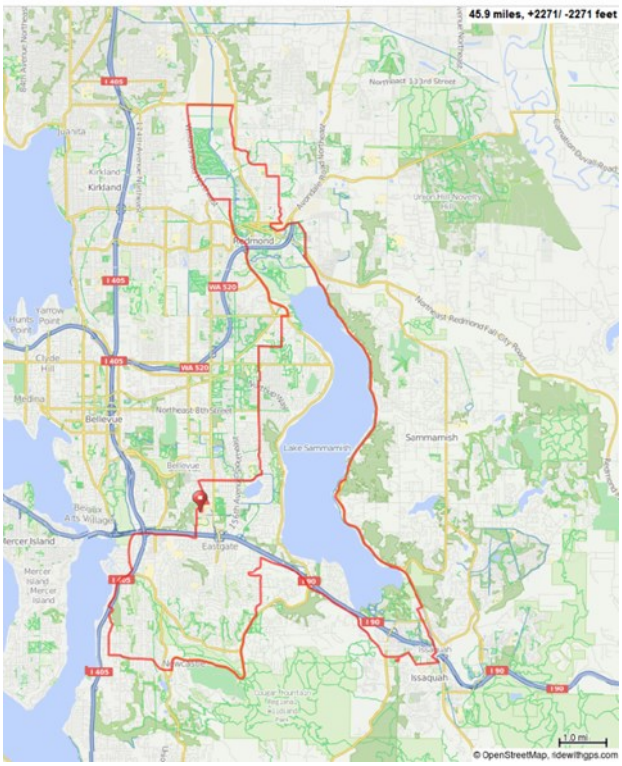
Route Option 2—Girly Girl

03- Cycle the WAVE 2015 Middle Sister - 37 Miles



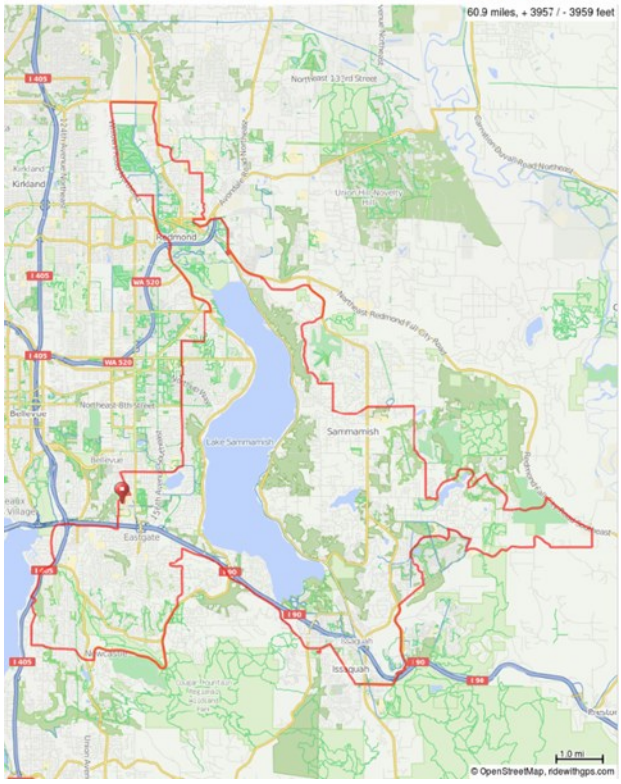
Route Option 3—Middle Sister

04- Cycle the WAVE 2015 Middle Sister with Add On Option - 46 Miles



Route Option 4—Middle Sister with a loop

05- Cycle the WAVE 2015 Burly Girl - 61 Miles

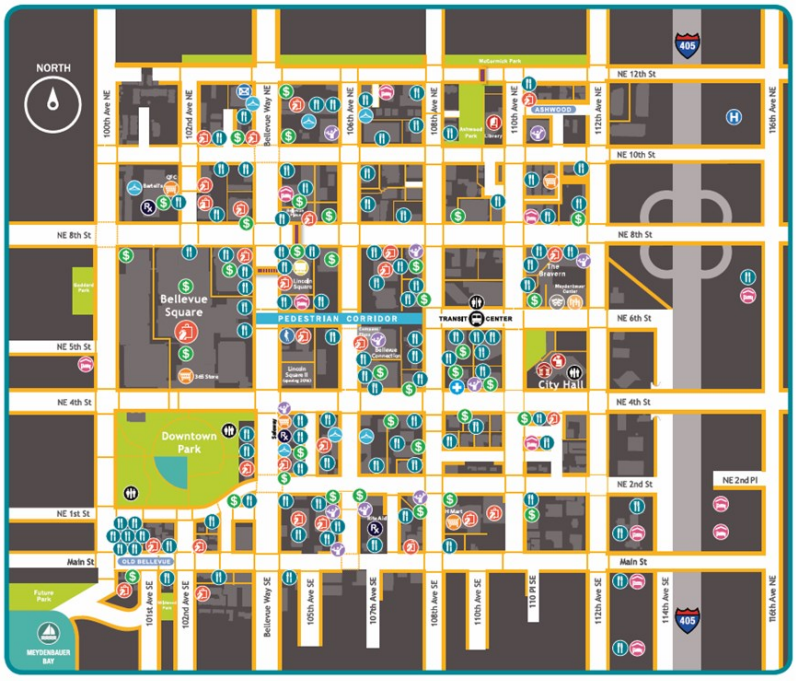


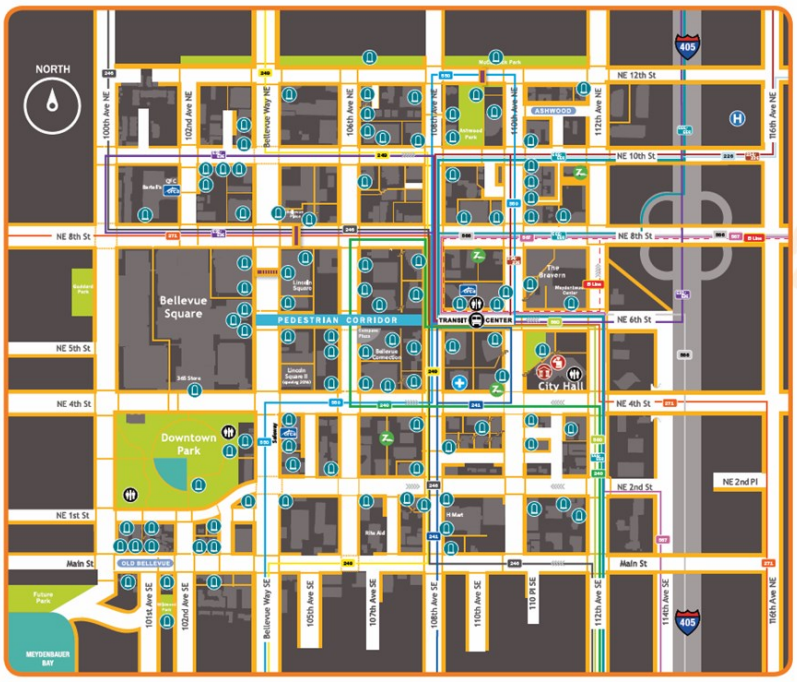
Route Option 1—Burly Girl

Downtown Bellevue Pedestrian Guide Update

The city's Transportation Department updated its Downtown Bellevue Pedestrian Guide which is available online and in print versions.

The Downtown Pedestrian Guide is a sturdy, pocket-sized street map that lists numerous, walkable destinations for dining, entertainment and shopping. It also includes information about major transit routes and the locations of various services.





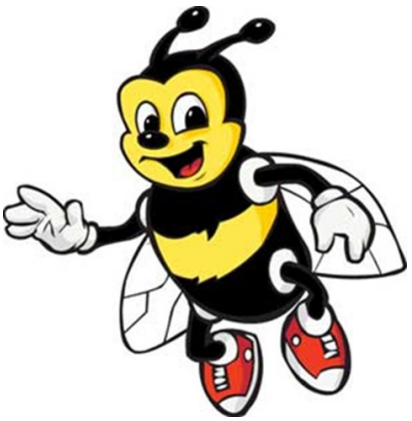
Traffic safety campaign

Walking to Sunset Elementary School is safer for people walking now with the construction of a new sidewalk across from the school along busy West Lake Sammamish Parkway and the implementation of a traffic safety campaign that provided tools to educate and encourage safe walking practices to a wider population, outside the school children of Sunset Elementary.

Students walk and play on a traffic safety play ground

Walking School bus at the Walking Wednesday event

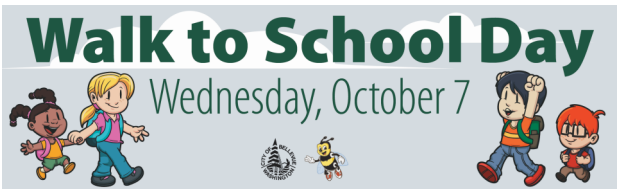
PedBee greets children as they arrive at school



The traffic safety campaign involved designing the first traffic safety playground surface that kids can walk and play on, which contains roadway elements such as intersections, traffic signals, a roundabout, crosswalks and sidewalks, along with key safety messages. As much as the graphic playground surface provides an opportunity for children to adapt and create their own game play around traffic safety, it can also be used as a game board for safety playing cards that were developed and distributed to each Sunset student. The playing cards teach traffic safety Do's and Don'ts, using colorful graphics, and can be used in various game play.

This project built on a long history of innovation and success in delivering school safety awareness programs by featuring the City of Bellevue's pedestrian safety mascot, PedBee, in the design of the playground and the playing cards. The traffic safety campaign involved a school traffic safety assembly showcasing PedBee traffic safety education games and a 'Walking Wednesday' event that invited children to participate in walking school buses led by city staff and police from the Cities of Bellevue and Issaquah. PedBee greeted all the children as they arrived to school.

Walk to School Day



Multiple yard signs were provided to each participating school to help publicize Walk to School Day

Students walking to Clyde Hill Elementary meet Bellevue firefighters

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 7, 2015 to celebrate International Walk to School Day.

Students from Ardmore, Clyde Hill, Medina, Newport Heights, Phantom Lake, Somerset, Spiritridge, and Woodridge elementary schools walked to school Wednesday with parents and teachers. The City Council issued a proclamation recognizing International Walk to School Day in 2015.

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 four schools this year. The Seattle Seahawks mascot, Blitz, greeted students at Ardmore and Clyde Hill. Many schools noted a substantial decrease in congestion during the morning rush and also a decrease in the number of students tardy for school.

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 2015

(For 53 Bellevue worksites with 36,202 employees;
data not available for four newly affected worksites with 1,610 employees)

	Walk Subsidy*	Bike Subsidy*	Bike Racks**	Lockers**	Showers**
Number of worksites	7	14	51	44	46
Number of employees at these worksites	6,149	12,776	35,939	34,501	34,180

*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 2015, among 4,030 citywide workers and residents logging trips, 25,881 walking trips and 35,368 biking trips were logged into the system (out of 552,270 total trips logged).

On The Move 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.

On The Move Bellevue

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

Enforcement Cameras

West Lake Sammamish Pkwy at Sunset elementary school, looking south

The City of Bellevue activated three additional red light photo enforcement cameras as well as one additional school zone speed camera by City Council's recommendation.

After careful consideration, the council approved the additional cameras, to be located at:

- NE 8th St at 112th Ave NE (eastbound and westbound) at red light;
- NE 8th St at 116th Ave NE (westbound only) at red light; and
- Sunset Elementary School, 4400 West Lake Sammamish Pkwy SE (southbound only) at school zone.

Police data shows the previously installed cameras in Bellevue have changed driver behavior by reducing the number of infractions and increased safety. The additional cameras are building on that success.

TRACKS Outdoor Initiative

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

Spring and Summer Family Programs

Out-Fit (ages 3+)

This program is designed for families with kids 3 years of age or older. It features hiking through Lewis Creek Park and Coal Creek Trails, and biking in Lake Hills Greenbelt one morning a month. It also covers the basics of hiking and biking safety.

Big Backyard Family Campout (ages 2+)

This is a one night camping event in a Bellevue Park perfect for first time campers or experienced campers looking for a fun time with family and friends.

Fall Family Programs

"Every Kid in a Park"

"Every Kid in a Park" initiative started in fall of 2015. All four grade students and their families were provided free access to national parks, forests, and wildlife refuges with the Every Kid in a Park Pass through the National Park Foundation and the White House.

Family Hiking 101

In addition to the Out-Fit program, which is also offered during the spring and summer, in the fall of 2015 the City introduced Family Hiking 101.

To give families a jump start on getting outside, the Parks Department designed a program to help families learn some basic trail skills such as the 10 essentials of hiking and Leave no Trace practices.

FAMILY PROGRAMS

FAMILY HIKING 101

OUT-FIT

Family Hiding 101
"Every Kid in a Park" initiative is beginning this fall. All fourth grade students and their families will have free access to national parks, forests, and wildlife refuges with the *Every Kid in a Park Pass*. To give families a jump start on getting outside we have designed a program to help families learn some trail basics and explore trailheads and parks in the area. Rangers from Lewis Creek Visitors Center will teach participants about the 10 essentials of hiking and Leave no Trace practices, then TRACKS' staff will lead a hike. Transportation from Lewis Creek Visitor Center to and from the trail head is provided. Pre-registration required.
10am-3pm
September 19 #95967
October 3 #95975
Age 7+
$15 per person

Out-Fit
Get outside and enjoy time with your family while hiking and biking in Bellevue Parks. Spend one morning a month getting out and active. Hike through Lewis Creek Park, bike the Lake Hills Greenbelt, and hike Coal Creek Trails. Learn the basics of hiking and biking safety as well as great trails to hike and bike right in town. Come to all three sessions and receive a special TRACKS prize. Pre-registration required.
10-11:30am
Hike at Lewis Creek Park • Saturday, Sept 12 #95968
Bike at Lake Hills Greenbelt • Saturday • Oct 10 #95969
Hike at Coal Creek Trails • Saturday • Nov 7 #95970

TRACKS

For more infomation email csabochik@bellevuewa.gov or call 425.452.6883

Outdoor Summer Camps

TRACKS

OUTDOOR SUMMER CAMPS

For more information call Carrie Sabochik 425.452.6883 or email csabochik@bellevuewa.gov
Register at myparksandrecreation.com or call 425.452.6885

TRACKS Outdoor Adventure Camp

Ready for a summer adventure? Join us for a week of outdoor adventure activities. We will explore the wilderness around us and learn new skills all week. Each day we will head out to a new site for hiking, canoeing, rock climbing, mountain biking, swimming and more! Gear is provided, please bring a lunch, snack, water and sunscreen. Dress to be outside all day.
Age 10-13
9am-4pm Highland Community Center
Tuesday-Friday • June 21-June 24 #106273
Fee: $250 Resident $280 Non Resident

Monday-Friday • July 11-July 15 #106270
Monday –Friday • July 18-July 22 #106271
Monday- Friday • August 8- August 12 #106272
Fee: $310 Resident $350 Non Resident

TRACKS Outdoor Adventure Campout

Want to try out camping but are not quite ready for backpacking? Hike and climb on Monday and Tuesday then head out for a car camping adventure Wednesday-Thursday. This camp is perfect for those who have never camped before and want to see what it's all about. We will do all the camping classics, cookout, campfire, s'mores and more. Beginners welcome, camping gear and food for overnight trip is provided.
Age 10-13
9am-4pm (Monday and Tuesday)
Highland Community Center
9am drop off Wednesday
4pm pick up on Thursday
Monday- Thursday • August 15-18 #106263
Fee: $350 Resident $390 Non Resident

TRACKS Backpacking Adventure Camp

Want to take your outdoor skills a little bit farther this summer? Come learn the basics of backpacking before heading out on an overnight backpack trip. Monday we will go on day hikes while learning Leave No Trace principles as well as back country cooking and water purification techniques. Tuesday we will learn about trail building with the WTA. Wednesday we will head out for an overnight backpacking trip in the Alpine Wilderness. Beginners welcome, camping gear and food for overnight trip is provided. Please provide lunch, snacks, water and sunscreen for Monday and Tuesday.
Age 12-15
9am-4pm (Monday and Tuesday)
Highland Community Center
9am drop off Wednesday
4pm pick up on Thursday
Monday-Thursday • June 27-June 30 #106260
Monday-Thursday • July 25- July 28 #106259
Monday- Thursday • August 22-August 25 #106261
Fee: $350 Resident $390 Non Resident

Bellevue Parks & Community Services

Wheelchair accessible. American Sign Language (ASL) or other interpretation available upon request. Assisted listening devices available. Call at least 48 hours in advance for any request. 425-452-6884 or Relay Service 711.

Participants in Overnight Backpack Trip

Outdoor Adventure Camp

Outdoor Adventure Camps are week-long camps for kids 10 to 13 that teach essential outdoor skills such as hiking, canoeing, rock climbing, mountain biking and swimming.

Outdoor Adventure Campout

Outdoor Adventure Campouts are four-day long events for kids 10 to 13 that include two-days of hiking and climbing followed by two-days of car camping. The camp is ideal for those who have never camped before. It teaches camping skills such as cookout, campfire and s'mores.

Backpacking Adventure Camp]

Backpacking Adventure Camp are a four-day long events for kids 12 to 15 that include two days of hiking and a two day camping trip. The first day of hiking kids learn "Leave No Trace" principles as well as back country cooking and water purification techniques. The second day of hiking they learn about trail building with the WTA. The following two days kids head out for an overnight backpacking trip.

Spring and Summer Family Programs and Other Programs

Wilderness Wednesdays

The Wilderness Wednesday is an organized trail hiking for kids 11 to 14 on Wednesday afternoons when schools are out early.

Schools Out Adventure Field Trip

The Schools Out Adventure Field Trips are designed for kids 10 to 14 and takes place when schools are out for holidays. They consist of hiking in the morning and indoor rock climbing in the afternoon.

Spring Break Adventure Camp

This is a five-day camp for kids 10 to 14 that meets every day during the spring break. It features hiking, climbing and geocaching.

High Adventure Spring Break Camp

Participants Schools Out Adventure Field Trip

Spring Senior Hikes - Tuesday Trails

This easy hiking series, about 2-mile each, is designed for active seniors looking to explore the beautiful trails around Bellevue.

Tuesday Trails - Denny Creek

Appendix

Table 1: All New Pedestrian Facility Construction

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
	2015		5,590		2,399	7,989	748		8,737
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
	2015	7,969	36,329	7,239	4,349	55,886	7,749	18,700	82,335

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		1.50		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		0.13	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		0.57	0.19	1.12	1.88
	2014	0.24	0.71	0.51	0.14	1.61	0.44	1.30	3.35
	2015		1.06		0.45	1.51	0.14		1.65
Cumulative	2009	0.34	1.10	0.06		1.50		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
	2015	1.51	6.88	1.37	0.82	10.58	1.47	3.54	15.59

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

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
	2015	3,829			3,829
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
	2015	33,528	3,823	14,759	52,110

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
	2015	0.73			0.73
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
	2015	6.35	0.72	2.80	9.87

Table 3: Arterial Sidewalk Construction

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		0	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	6,606	36,472	44,228
2016		94,150			
2017		107,600			
2018		121,050			
2019	134,500				

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	1.25	6.91	8.09
2016		17.50			
2017		20.00			
2018		22.50			
2019	25.00				

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

Year		Type A Off-Street Path	Type B Bike Lane	Type C Bike Shoulder	Type D Shared Shoulder	Type E Wide Outside Lane	Type F Shared Wide Outside Lane	Type G Sharrow	Bicycle Facility Total
		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
	2015		23,284	1,800					25,084
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
	2015	18,700	70,930	16,951	8,259			6,646	121,485

Year		Type A Off-Street Path	Type B Bike Lane	Type C Bike Shoulder	Type D Shared Shoulder	Type E Wide Outside Lane	Type F Shared Wide Outside Lane	Type G Sharrow	Bicycle Facility Total
		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		0.35	0.07				0.98
	2012	0.28	1.07	0.64					1.99
	2013	1.12	2.03	0.06	1.12				4.33
	2014	1.30	1.53	0.05					2.88
	2015		4.41	0.34					4.75
Cumulative	2009	0.06	0.34		0.28				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
	2015	3.54	13.43	3.21	1.56			1.26	23.01

Table 5: Bicycle Corridors Completion Status

Corridor Designation		EW-1	EW-2	EW-3	EW-4	EW-5	NS-1	NS-2	NS-3	NS-4	NS-5	NS-6
		Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet	Linear Feet
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				
	2015					4,680						
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
	2015	14,247	4,446	16,796	9,644	26,982	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	11,892	9,216	11,295	39,408	16,145	9,911	20,212
Percent Remaining		33.9%	77.3%	56.6%	67.4%	30.6%	45.8%	28.3%	100.0%	43.3%	30.1%	77.4%

Corridor Designation		EW-1	EW-2	EW-3	EW-4	EW-5	NS-1	NS-2	NS-3	NS-4	NS-5	NS-6
		Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
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						0.21				
	2015					0.89						
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
	2015	2.70	0.84	3.18	1.83	5.11	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	2.25	1.75	2.14	7.46	3.06	1.88	3.83
Percent Remaining		33.9%	77.3%	56.6%	67.4%	30.6%	45.8%	28.3%	100.0%	43.3%	30.1%	77.4%

Table 6: List of Priority Bicycle Corridors

Corridor Designation	Corridor Title
EW-1	520 Trail
EW-2	Downtown-Overlake Connection
EW-3	Lake-to-Lake Trail
EW-4	Mountain-to-Sound Greenway
EW-5	Coal Creek-Cougar Mountain Connection
NS-1	Enatai-Northtown Connection
NS-2	Lake Washington Loop Trail
NS-3	BNSF Trail Corridor
NS-4	Somerset-Redmond Connection
NS-5	Spirit Ridge-Sammamish River Connection
NS-6	West Lake Sammamish Parkway