City of Bellevue
Pedestrian and Bicycle Program
Progress Report 2010

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Summary

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.

This report is a summary of Bellevue's 2010 work to advance the Pedestrian and Bicycle Transportation Plan.

In 2010 there were approximately 12,642 feet of sidewalk and 400 feet of walking trail constructed in the City of Bellevue (see Figure 1). Of that 2.5 miles of pedestrian facilities, 1.45 miles were built in locations targeted for improvement by the 2009 Bellevue Pedestrian and Bicycle Transportation Plan (Ped-Bike Plan). 2.3% of the new pedestrian project mileage proposed in the Ped-Bike Plan is now complete.

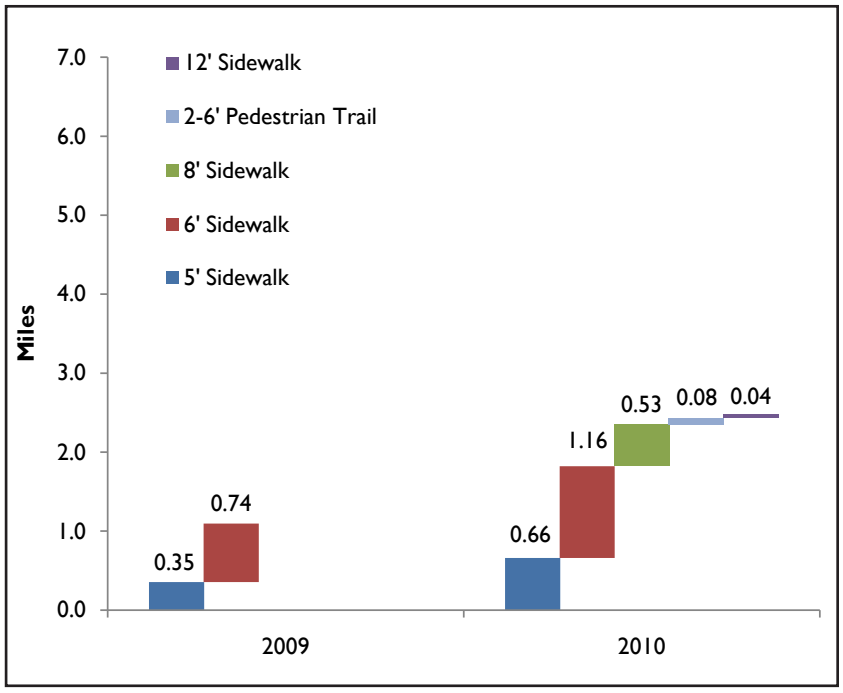


Figure 1. New pedestrian facility construction in 2010

Bellevue Comprehensive Plan Policy PB-2 calls for 25 miles of sidewalk to be constructed along arterials by 2019. In 2010 the City of Bellevue built 0.76 miles of arterial sidewalk. Together with the 0.91 miles built in 2009, the cumulative total is now 1.67 miles . Figure 2 shows how actual arterial sidewalk construction compares to the target pace of 2.5 miles per year. At the end of 2010 there was a gap of 0.83 miles between actual construction and the amount of mileage needed to be on-track for a 2019 completion.

In 2010 there were approximately 6.57 miles of bicycle facilities built in the City of Bellevue (see Figure 3). Bicycle lanes represented the largest proportion of the 2010 improvements, with over five miles installed. Out of the total 6.57 miles of

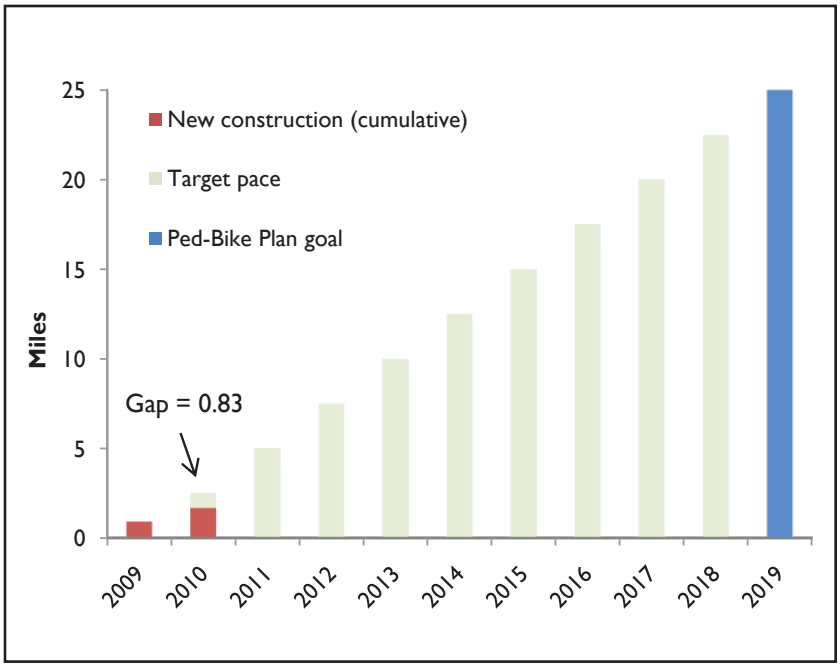


Figure 2. Arterial sidewalk construction progress

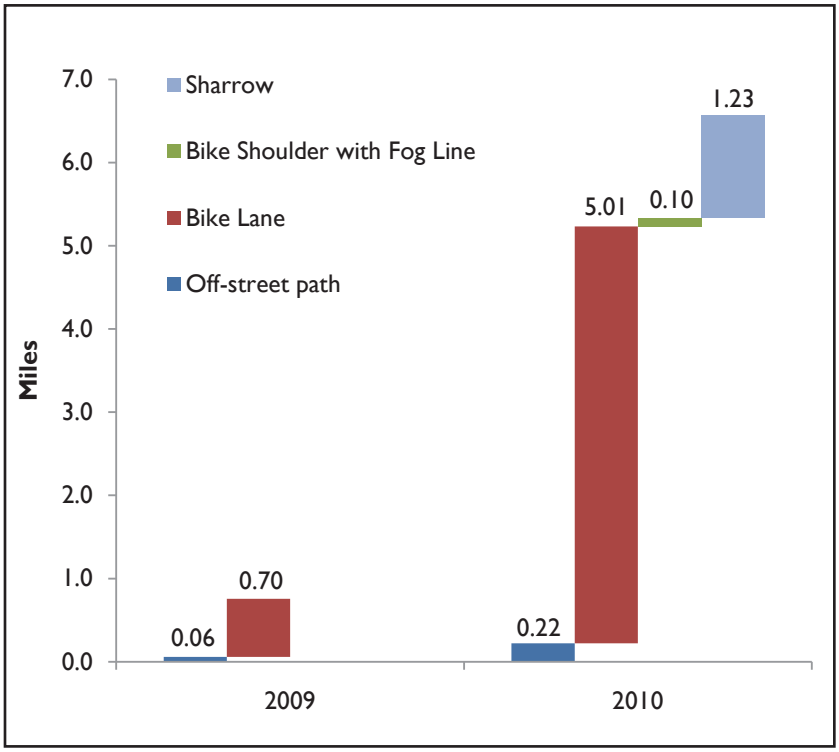


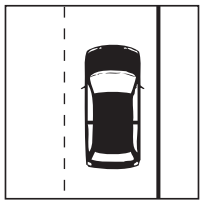
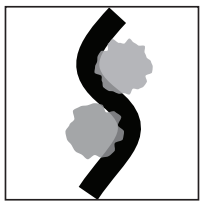
Figure 3. New bicycle facility construction

bicycle improvements, 4.93 contributed to the completion of the bicycle network proposed in the Bellevue Ped-Bike Plan. After 2010, 3.4% of the new bicycle project mileage proposed in the Ped-Bike Plan is complete. At the current rate of construction, Bellevue's planned bicycle and pedestrian networks will take several decades to complete.

In addition to the goal set for arterial sidewalk mileage, Comprehensive Plan PB-2 also directs the Transportation Deparment to span the city with two north-south and two east-west Priority Bicycle Corridors by 2019, and to complete two north-south and two east-west Priority Bicycle Corridors through Downtown by 2014. A number of projects in 2010 advanced these goals (see Appendices C and D for maps of new construction as they related to the Priority Bicycle Corridors). Of the north-south corridors, the Spirit Ridge-Sammamish River Connection is the closest to completion, at 61%. Of the east-west Priority Bicycle Corridors, the Coal Creek-Cougar Mountain Connection is the closest to completion, at 68%. See Appendix E for a list of tvhe Priority Bicycle Corridors and the progress to date for each.

City-Led Construction Projects

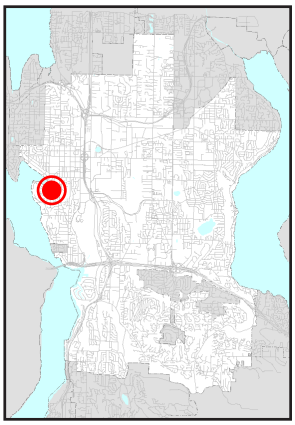
Each of the following pages corresponds to a single project led by the City of Bellevue. All were funded as stand-alone CIP items or through programs like the Neighborhood Enhancement Program. The icons on the right-hand side of each page indicate which facility types were constructed, along with the approximate length of each segment; the table includes written definitions for each icon.

Facility type	Icon	New (linear feet)	Reconstructed (linear feet)
Bicycle lane		26,457	0
Shared lane marking ("sharrow")		6,507	0
Shoulder		552	0
Sidewalk		12,642	2,300
Trail		1,172	155

100th Avenue SE Sidewalk

103’

This project resulted in 103 feet of new sidewalk along the west side of 100th Avenue SE south of SE 5th Pl, filling a gap. It was the fifth highest priority project chosen by residents in the Neighborhood Enhancement Program (NEP) cycle in West Bellevue, and was paid for through NEP-1 and Pedestrian Access Improvements (P-W/B-56) funds.



114th Ave NE/SE Sharrows and Bike Lane

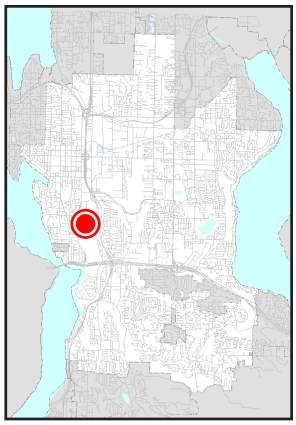
114th Ave NE/SE is identified by the Bellevue Pedestrian-Bicycle Plan as a high priority corridor and is part of the Lake Washington Loop bicycle route. Due to its high cycling activity and limited accommodations for cyclists, the stretch of 114th Avenue between SE 8th St to the NE 6th St trail connection was selected to receive segments of bicycle lane and sharrows.

Conventional bike lane symbols were added to the east side of the road where there was sufficient width, near the south end of the project. As the width of the roadway narrowed due to I-405 wall abutments and other constaints, sharrows were added in the northbound and southbound travel lanes.

Sharrows are a relatively new tool and have been shown to improve roadway operations. Their purpose is to raise awareness of cyclists in the corridor and to help cyclists best position themselves in the lane. Sharrows are increasingly being used in cities across the country, including Portland, San Francisco, and Seattle. Bellevue installed its first sharrow project on 161st Avenue SE near Eastgate Way in 2008.

3,063’

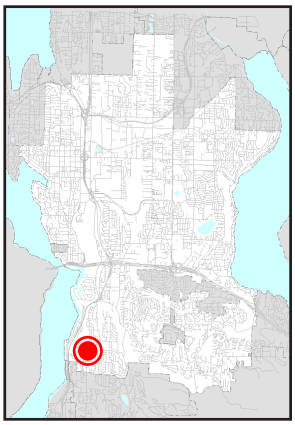
6,507’



116th Ave SE Sidewalk and Traffic Calming

461’

Transportation staff have worked with residents living in the area of 116th Avenue SE, south of SE 60th Street, for several years to address excessive vehicles speeds and to improve pedestrian safety. Education and enforcement efforts had little effect on lowering speeds. Together with a Traffic Committee comprised of neighborhood volunteers, the City of Bellevue created a traffic calming plan, which included split speeds humps as a temporary pilot project. The majority of respondents to an evaluation survey requested that the split speed humps be made permanent. This project constructed landscaped medians and replaced the temporary speed humps.

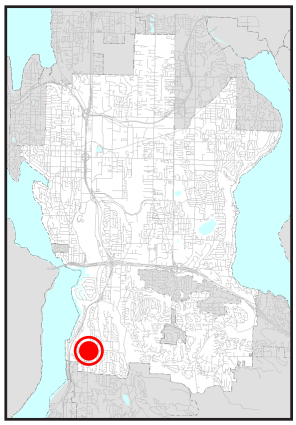


In addition to hearing concerns with speeds, the City of Bellevue frequently recevied requests for sidewalks from residents in the area. In 2010 the city installed 461 feet of five-foot wide sidewalk on the east side of116th Avenue SE between SE 60th Street and SE 61st. This project improved pedestrian safety by filling in the missing gap of sidewalk north of SE 64th Street and visually narrowing the roadway (narrower roadways tend to have slower vehicles speeds). It was paid for with funding from the Neighborhood Traffic Calming Program (PW-M-7) and the Pedestrian Access Improvements fund (PW-W/B-56).

120th Ave SE/Newport Hills Neighborhood Park Traffic Calming

289’

As part of the Newport Hills Parks Sportsfield Renovation Project, the Bellevue Transportation Department installed traffic improvements on 120th Ave SE south of SE 60th St. These included additional parking capacity along 120th Ave SE, and 289 feet of six-foot wide trail through the park from SE 60th St to the south end of the parking lot. These improvements addressed residents’ concerns regarding the speed and volume of vehicles using 120th Ave SE. Funding came from the Neighborhood Traffic Calming Program (PW-M-7).



Other features of the project included:

- A brick entry treatment to highlight the roadway as neighborhood entrance.
- Landscaped planters to visually narrow the roadway and provide opportunities for beautification. Narrower roadways tend to have slower speeds.
- A traffic circle at the south end of the park to visually and physically narrow the roadway in addition to slowing traffic traveling south through the circle. The circle will also encourage park patrons to u-turn around it back to SE 60th St instead of driving through the neighborhood south of the park.
- Back-in only parking stalls in front of the park to encourage park patrons to use SE 60th St instead of neighborhood streets to access the park. In order to easily back into a stall, patrons will need to use SE 60th St instead of coming north on 120th Ave SE from SE 64th St . Also, back-in only parking improve safety by creating a clear line of sight between the motorist who is pulling out and other users of the road.

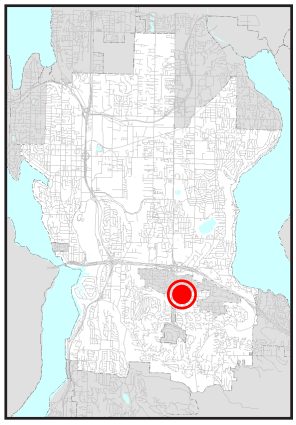
152nd Ave SE Nonmotorized Improvements

Prior to this project, the roadway and pathway along 152nd Ave SE in the vicinity of the Eastgate Elementary School had experienced settlement due to movement in the adjacent slope, and was in need of repair. In 2004, residents of the Somerset area requested that the City stabilize the slope settlement and reconstruct the pathway along 152nd Ave SE. A subsequent community vote through the Neighborhood Enhancement Program (NEP) validated the need for the slope stabilization and the pathway repair. Rather than build a number of retaining walls to shore up steep slopes on the west side of 152nd Ave SE, the City Council approved a design that realigned the roadway to the east. The final design includes a six-foot wide raised concrete sidewalk with a two-foot planter strip, as well as 2,752 feet of five-foot bicycle lane on the west side of 152nd Ave SE.

The project was funded through the 2009-2015 Capital Improvement Program (PW-W/B-74), and has been nominated for the 2011 American Public Works Association Project of the Year award.

2,783’

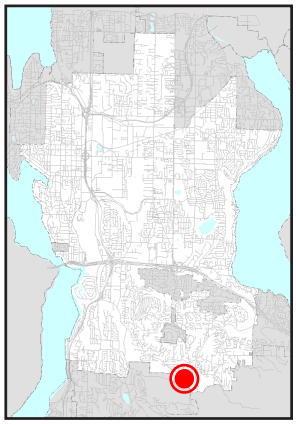
2,752’



Coal Creek Bridges Replacement

155’

The Coal Creek Natural Area was acquired from King County in 2004, and is the largest park in Bellevue’s Parks and Open Space system. The site contains 4.5 miles of trails that provide regional, non-motorized recreational use. In addition to providing passive recreational opportunities, trails also provide access for maintenance and management of the parks and open space system. Bellevue’s trails are designed and constructed in an environmentally sensitive manner to reduce soil compaction, erosion, and runoff to protect sensitive areas from degradation.

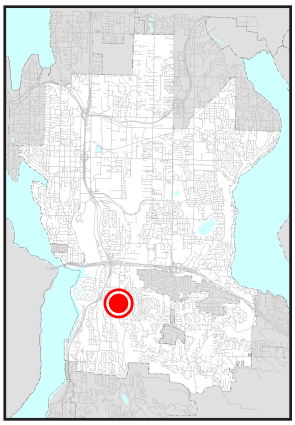


In 2005, Parks & Community Services completed an inventory and analysis of the Coal Creek Trail System collecting data on the conditions of trail surface type, boardwalks, bridges, stairs, and other trail amenities. The inventory and analysis prioritized improvement projects needed to bring the Coal Creek Trail System up to City standards to provide safe, year-round access to a wide range of users. Three bridges in the trail system were deteriorated to a condition where they present safety issues and were selected as priorities for replacement. They were replaced in 2010 with three new wooden spans, and were funded by the Parks Levy Implementation Fund (P-AD-81).

Factoria Blvd Bicycle Lanes

2.762’

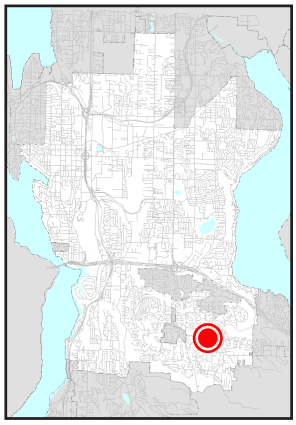
Five-foot wide bicycle lanes were installed along both sides of Factoria Boulevard between Coal Creek Parkway and SE Newport Way in the Factoria neighborhood as part of the City of Bellevue’s pavement overlay program (PW-M-1). The pavement overlay program is a low-cost opporuntity to install bicycle lanes, since the roadway is already being resurfaced and restriped.



Lakemont Trail Extension

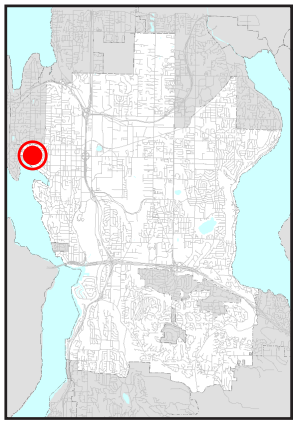
604’

In 2007, voters approved NEP EC-07-A for a trail extension connecting the existing multi-purpose pathway along the Lewis Creek Park frontage to the existing sidewalk system just south of 164th Avenue NE. Parks took over the project from Transportation in 2008. Instead of a standard concrete sidewalk, the final project incorporates a more environmentally and pedestrian-friendly design. The project incorporates an elevated, pin-pile boardwalk to minimize disruption to the existing wetland, a meandering asphalt pathway to provide increased separation between pedestrians and traffic, low impact development rain gardens that capture and direct sheet flows to the adjacent wetland, and extensive native plantings to help improve wildlife habitat. The project completes a missing link providing a safer pedestrian connection between Lewis Creek and Lakemont Parks. In addition to the Neighborhood Improvement Program funding, some funding came from the Trail Improvement Program (P-AD-34).



NE 8th St St Sidewalk

2.474’



Through the Neighborhood Enhancement Program (NEP) and the Pedestrian & Bicycle Transportation Plan, residents identified the need for a sidewalk along the north side of NE 8th Street, west of the central business district, as a top priority. The first section of the sidewalk, on the north side of NE 8th Street between 96th Avenue NE and 98th Avenue NE, was funded and constructed through NEP in 2004. The rest of the sidewalk from 96th Avenue NE to Lake Washington Boulevard was prioritized for future CIP updates because the construction of the needed walls in that area made the project too expensive for the NEP program.

In December 2006, Council passed Ordinance No. 5711 adopting the City’s 2007-2013 Capital Improvement Program (CIP) Plan which included construction of sidewalk on the north side of NE 8th Street from 96th Avenue NE to Lake Washington Boulevard (PW-WB-73). This project was originally programmed in the CIP to begin in 2012. However, in 2007 the City applied for and was awarded a $200,000 Transportation Improvement Board (TIB) grant through the Urban Sidewalk Program. Council accepted the grant on April 21, 2008 through Ordinance No. 5812. One criterion for the acceptance of the grant funds was to complete the project before the Spring of 2010. Therefore, the timing for this project was accelerated to comply with the grant condition.

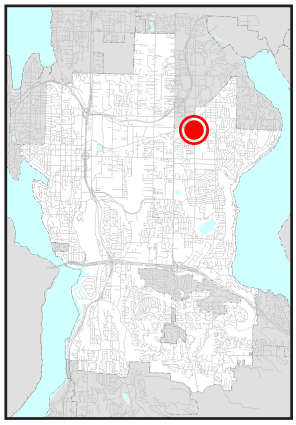
As an efficiency and cost-saving measure, this project was coordinated with a Utilities CIP project to replace 1,240 feet of 10-inch of asbestos cemet water main under NE 8th St that had reached the end of its useful life.

NE 8th St Rehabilitation

430’

Transportation staff received requests from Crossroads residents to repair sections of sidewalk on the north side of NE 8th Street west of 156th Avenue SE that was damaged by tree root upheaval. This was the fourth highest priority project voted by residents in the Neighborhood Enhancement Program (NEP) 2009 cycle in Crossroads, and it also received funding from the Curb, Gutter, and Sidewalk Rehabilitation Program (PW-M-3).

This project eliminated trip hazards and will rebuilt sections of curb that had been damaged. The continuous planter area created more space for tree roots to grow, and lessened the chance of them lifting the sidewalk.

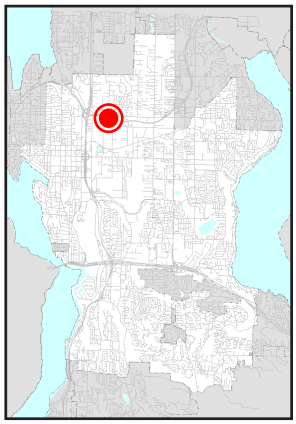


Northup Way Improvements

In 2010 Northup Way in the Bel-Red subarea was widened and modified to provide additional automobile capacity (PW-R-133). As part of this project, 3,364 feet of bicycle lanes were added, as well as 2,812 feet of new sidewalk. This segment of Northup Way also received stormwater and lighting upgrades. This project fulfills portions of Pedestrian & Bicycle Transportation Plan projects S-301-N, S-301-S, B-100-N, and B-100-S—all of which were rated as high priorities by residents.

3,364’

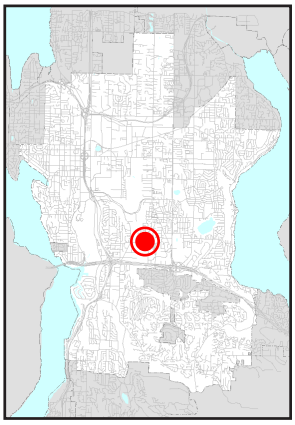
2,812’



SE 24th St Sidewalk

402’

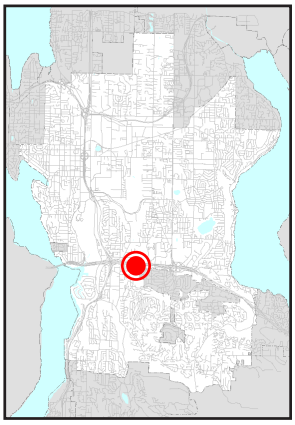
The City of Bellevue built 360 feet of sidewalk on the north side of SE 24th St in the West Lake Hills neighborhood. This was the fourth highest priority project voted by residents in the 2008 Neighborhood Enhancement Program (NEP) cycle in West Lake Hills.



SE 36th St Bike Lanes

6.679’

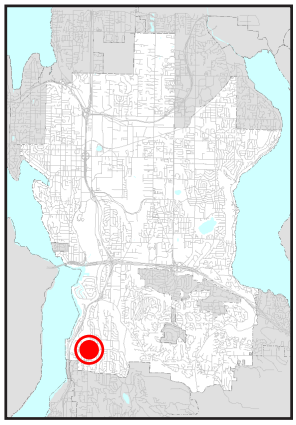
The 2010 overlay program (PW-M-1) presented an opportunity to stripe bicycle lanes on SE 36th St in the Eastgate subarea. 6,679 feet of bicycle lane were striped on the south side of 36th between Factoria Blvd and 132nd Ave SE, and 1,000 feet were striped on the north side of 36th between Factoria Blvd and approximately 146th Ave SE. This project completed part of Priority Bicycle Corridor EW-4 (Mountains to Sound Greenway).



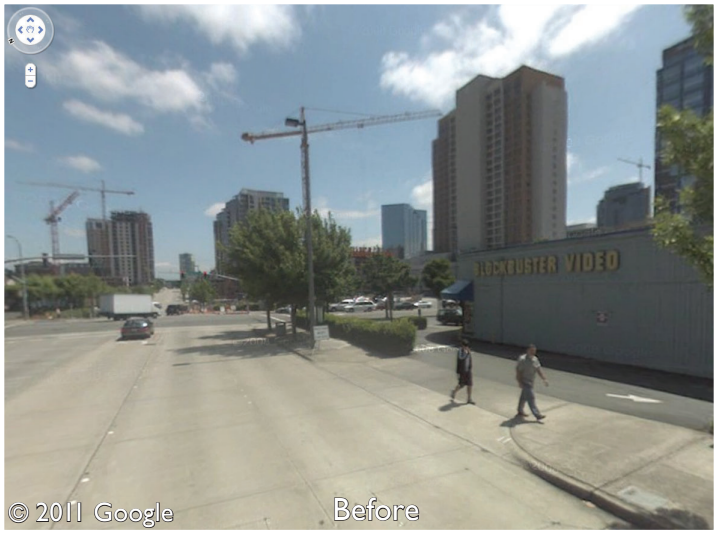
SE 60th St Bike Lanes

7,040’

As part of the overlay program (PW-M-1), sections of SE 60th St were restriped with bicycle lanes in Southwest Bellevue. The north and south sides of SE 60th St were restriped between Lake Washington Blvd and 120th Ave SE with five-foot lanes, and the south side of SE 60th St was restriped with a five-foot lane between 126th Ave SE to Coal Creek Parkway. These projects corresponded with Pedestrian & Bicycle Transportation Plan projects B-157-N and B-157-S. SE 60th St is part of Priority Bicycle Corridor EW-5: Coal Creek-Cougar Mountain Connection.



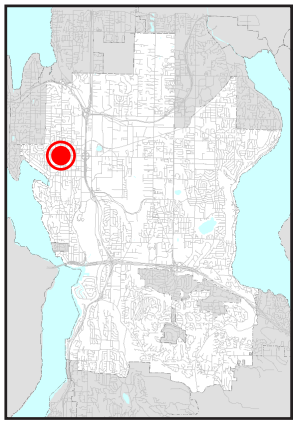
Development Review Projects



Avalon at NE 10th St

525’

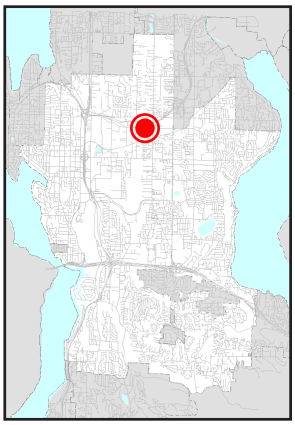
A private development project at 10349 NE 10th St in Downtown Bellevue resulted in the reconstruction of 300 feet of sidewalk on the south side of NE 10th St, and 225 feet of sidewalk on the west side of Bellevue Way. The previous sidewalks at this location were 10 feet wide; the new 10th St and Bellevue Way sidewalks are 12 and 16 feet wide, respectively.



BMW Services

200’

A total of 200 feet of sidework were reconstructed as the result of a development project at 13605 NE 20th St in Bel-Red. Fifty feet of new sidewalk was constructed along the south side NE 20th St west of 136th Pl SE to fill a gap left by a removed driveway, and 150’ were reconstructed along the west side of 136th Pl SE south of NE 20th St. Both segments were six-foot wide concrete.

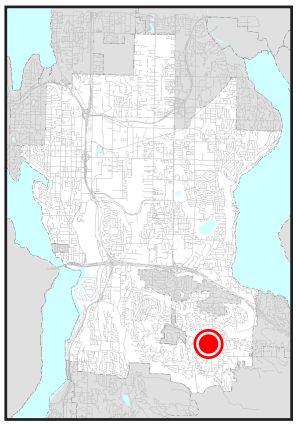


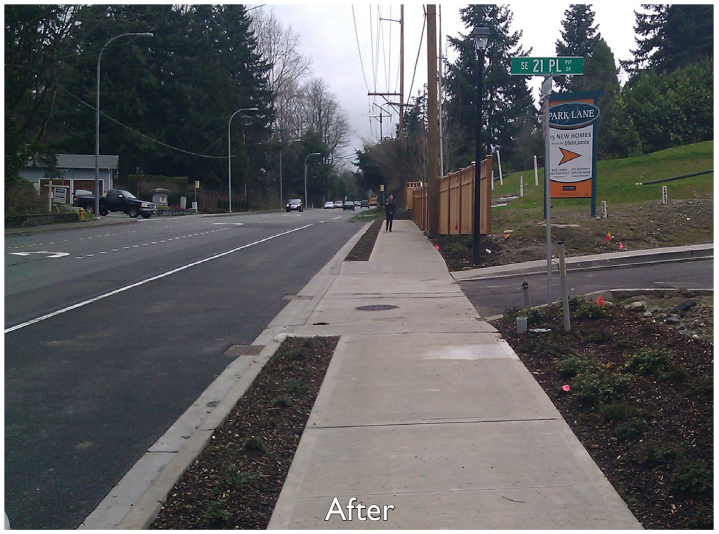
Cole PUD

A planned unit development at 6212 164th Ave SE resulted in the construction of 1,860 feet of five-foot wide sidewalk: 300’ along 164th Ave SE north of SE 63rd St, and 1,560’ of sidewalk along a private road serving the development. Additionally, the developer constructed 200’ of off-street path to link the Lakemont-Lakemont Trail to the private road.

1,860’

200’



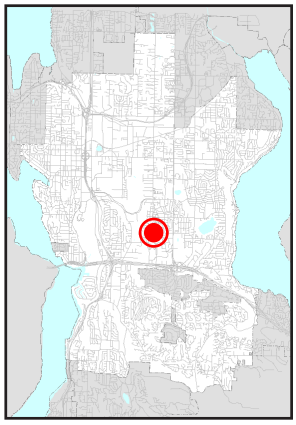


Hunter Lindor PUD

A planned unit development at 2008 and 2010 140th Pl SE resulted in the construction of 740 feet of 5-foot wide concrete sidewalk. 400 of those feet were built on the north side of a private road built to serve the development, and 340 feet were constructed along the east side of 140th Pl SE (Kamber Rd). Also installed were 340 feet of bicycle lane, which complete a portion of Pedestrian & Bicycle Transportation Plan project B-139-S.

340’

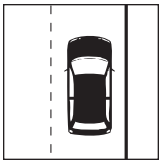
740’



Lake Hills Shopping Center

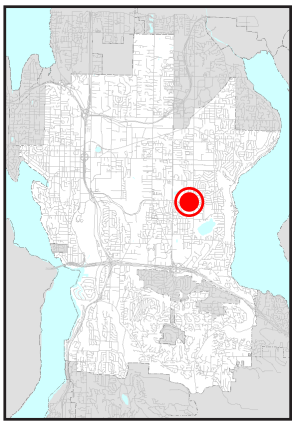
The redevelopment and expansion of the Lake Hills Shopping Center included the replacement of 300 feet of sidewalk on the west side of 156th Ave SE, 400 feet of new bicycle lane on the north side of Lake Hills Boulevard, and 400 feet of shoulder on Lake Hills Boulevard.

400’

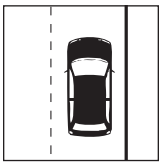


400’

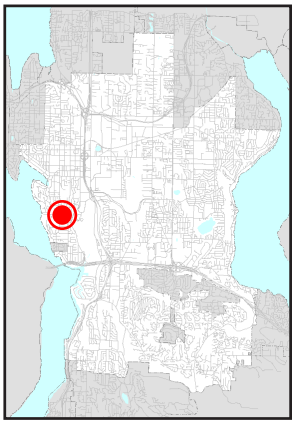
300’



McFadden/Naseth Short Plan



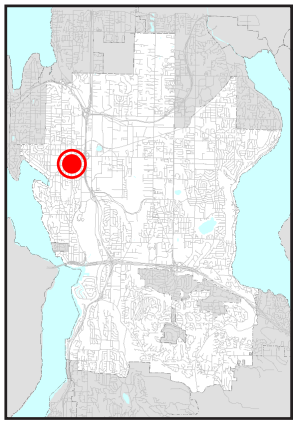
A development project at 10536 SE 16th St resulted in the construction of 150 feet of 10-foot wide shoulder along the north side of SE 16th St east of 106th Ave SE. This location corresponds to Ped-Bike Plan project S-435-N (“Add a 5 foot side sidewalk on the north side of SE 16th St from 104th Ave SE to 108th Ave SE where not complete”).



Metro 112

760’

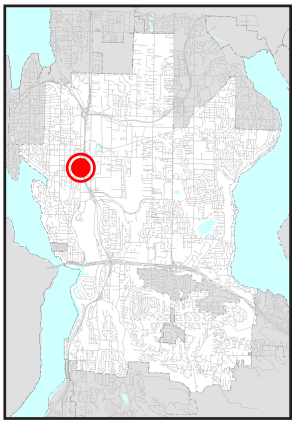
The Metro 112 project in Downtown Bellevue reconstructed 250 feet of sidewalk on the west side of 112th Ave NE, and 275 feet on the south side of NE 4th St. Also constructed were 235 feet of new sidewalk and planter strip on the east side of 111th Ave NE. The new sidewalk footage on 111th Ave NE helped to complete part of Ped-Bike Plan project S-207-E.



Meydenbauer Inn

90’

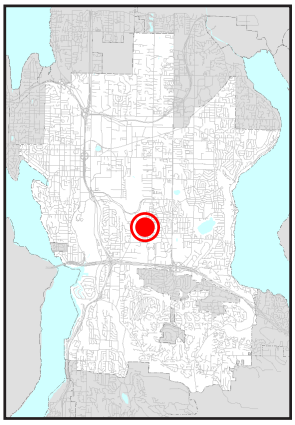
A new mixed-use development project at 211 112th Ave NE resulted in the reconstruction of 90 feet side 12-foot wide sidewalk on the west side of 112th Ave NE.



Parklands Estates PUD

The Parklands Estates planned unit development resulted in the reconstruction of 80 feet of 6-foot wide sidewalk on the north and south sides of NE 20th St east of 136th Pl SE.

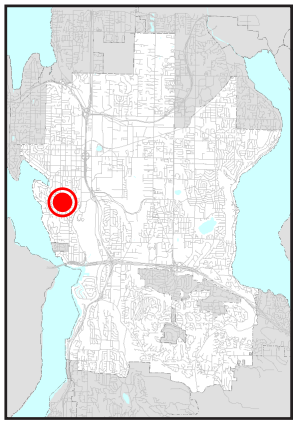
80’



Torello PUD

80’

The Torella planned unit development replaced 170 feet of 6-foot wide sidewalk on the east side of Bellevue Way south of SE 10th St.



Education, Evaluation, and Encouragement Programs

Education, evaluation, and encouragement are three important strategies for making a community bicycle and pedestrian friendly. These efforts are in support of Project P-100 in the 2009 Pedestrian and Bicycle Transportation Plan which 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."

Downtown Commuter Connection

The Commuter Connection store at the Bellevue Transit Center is a multi-purpose facility designed to make downtown Bellevue a great place to be a commuter. It is one component of the City's **Connect Downtown** plan aimed at reducing drive-alone trips to downtown Bellevue, and is offered in partnership with King County Metro and TransManage, the transportation service of the Bellevue Downtown Association.

Commuter Connection has secure indoor parking for 27 bicycles, as well as wire mesh lockers for storing gear. Anyone can register for a cardkey membership that offers 24/7 access to the secure bicycle parking area. Membership costs $50 for six months, plus a $10 refundable deposit.

Bicycle and Pedestrian Counts

Bellevue counts bicyclists and pedestrians 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. Led by the Washington State Department of Transportation, Cascade Bicycle Club and Puget Sound Regional Council, 32 cities across the state conducted counts in early October. Data from these counts are used to inform investments in bike lanes, sidewalks and educational programs statewide.

In 2010 City of Bellevue staff and citizen volunteers counted bicyclists and pedestrians at a total of 13 sites throughout the city on Tuesday, October 5th, 2010 from 7:00-9:00am and 4:00-6:00pm. This was the third annual count of its type, and the second to use video capture technology. Results of the counts are documented in the **2010 City of Bellevue Pedestrian and Bicycle Count Report**.

Figure 4. The Commuter Connection at the Downtown Bellevue Transit Center

Figure 5. Downtown Bellevue video count location

Figure 6. Bike to Work Day 2010 at the Enatai station

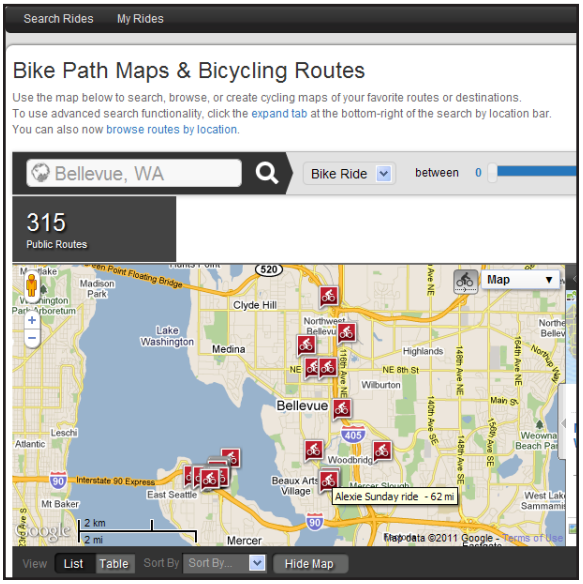


Figure 7. Map My Ride

Figure 8. Bike Safety Fair

Figure 9. Updated school crossing sign at Enatai Elementary

Bike to Work Day

May is Bike Month, and each spring, the City of Bellevue partners with Cascade Bicycle Club to host a station at Enatai, at the entrance to the I-90 Trail. Staff and volunteers hand out treats and information to bicycle commuters, helping to encourage bicycling as a transportation mode.

Bike Bellevue Web-Based Social Networking

For many residents, a high percentage of whom are tech-savvy and own home computers, finding the time to participate in civic life can be difficult. It is in this context that the City is supplementing many of the traditional community engagement efforts it employs with web-based applications that do more than dispense information to the community.

The Bike Bellevue group invites cyclists in Bellevue to identify their preferred bicycle routes so that others interested in cycling in the city will benefit from their knowledge. With narrative descriptions and elevations, the routes make clear how skilled or fit riders need to be to do a ride. There are quite a few routes identified, so if you're looking for the best alternative to get in and around city traffic, you'll find some good suggestions.
"I just looked at the (Bike Bellevue) site, and it looks like a great service," wrote Richard Edwards in an email to Transportation staff. Mr. Edwards regularly commutes by bike to Bellevue from Seattle. "It could be just the place to add routes my coworkers could use to get here. It's really quite amazing how tracing a route on a map can make the concept of riding to work appear as more of a real possibility," Edwards noted. Bellevue-area cyclists continued to make use of the City's Map My Ride social network in 2010. Map My Ride is an online service that allows users to post their favorite routes through the city and exchange information about cycling (see Figure 4). It also allows travelers to calculate how pounds of greenhouse gases they are preventing from entering the atmosphere by choosing to ride. In early 2011 there were over 60 routes posted, both commute-oriented and recreational.

Bike Safety Fair

In 2010 the City of Bellevue Transportation and Police departments co-sponsored the Optimists Club of Issaquah's annual Bike Safety Fair (see Figure 5). At the fair, which took place on June 12, volunteers offered free safety lessons, helmet fittings, and bike tuneups to kids.

Pedestrian Map

In late 2009, the City released an updated and enhanced version of the Downtown Pedestrian Guide map. Developed in collaboration with the Bellevue Downtown Association/TransManage and King County Metro, the map is intended to help residents, workers and visitors understand their transit options and the

services available in downtown and find their way on foot. Pick one up at the Commuter Connection, at City Hall or at office and residential building lobbies throughout downtown. Or visit **ChooseYourWayBellevue.org** to view or download a PDF version of the map.

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 In support of this program, Parks staff developed a series of classes with Cascade Bicycle Club to provide residents with the necessary skills to safely ride in traffic, hone recreational riding skills, and perform common bicycle repairs to make cycling a low cost and efficient alternative to driving, as well as a healthy activity for the whole family.

In 2010, the City hosted six maintenance workshops, two Urban Cycling Techniques courses, one Riding with Confidence course, and one Teen Mountain Bike weeklong "Dirt Camp".

Crossings and Signals

In 2010 the Bellevue Transportation Department updated signage at all school zone crossings (Figure 6) and raised crosswalks to bring them into alignment with current city and federal guidelines. Signs at Bellevue's conventional crosswalks will be updated in 2011.

Bicycle detection symbols, shown in Figure 7, are now installed as part of routine paving projects in the City of Bellevue. Bicycle detection symbols show cyclists where to place their front wheel so that the inductive loops under the pavement sense them and trigger the traffic signal to change. The Transportation Department installed 39 detection symbols in 2010.

Bellevue Pedestrian & Bicycle Transportation Plan policy PB-12 calls on the Transportation Department to "[e]nhance the ability of pedestrians to safely cross or avoid barriers by constructing pedestrian crossing improvements at intersections and midblock crossings where justified by a traffic engineering study." As a result, 108th Ave NE and NE 10th St in Downtown Bellevue received mid-block pedestrian crossings in 2010, at a cost of about $450,000. Special pavement treatments were used to improve the aesthetics of the crossing, and to boost safety by visually highlighting the facility (see Figure 8).

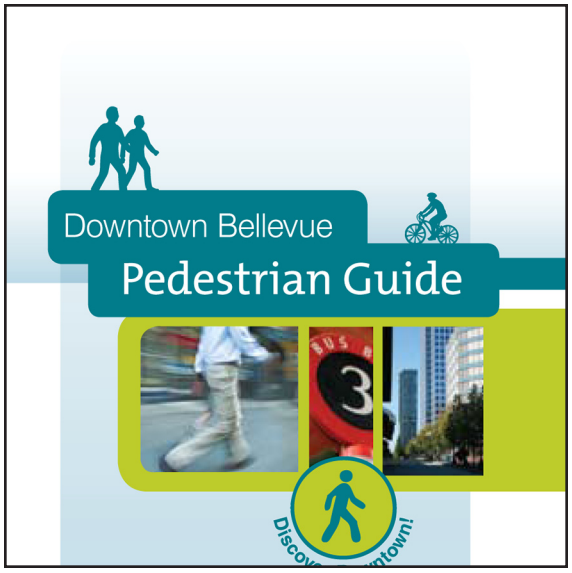


Figure 10. Pedestrian Guide

Figure 11. Detection symbol at 110th Ave NE and NE 4th St in Downtown Bellevue

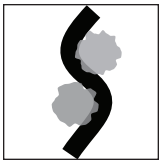
Figure 12. Crossing at 108th Ave NE and and NE 2nd Pl

Anticipated 2011 Projects

108th Ave SE Nonmotorized Improvements

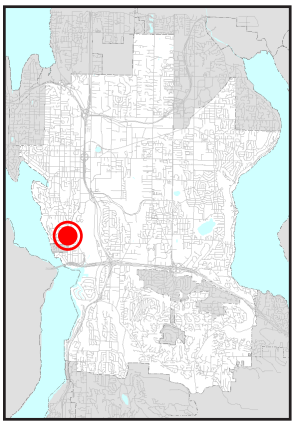
This proposal will result in pedestrian improvements on one side and bicycle improvements on both sides of 108th Avenue SE between Bellevue Way and the I-90 trail (approximately 1 mile). Pedestrian and bicycle facilities along the roadway today are a patchwork of incomplete sidewalk and bike lane segments, paved shoulder in disrepair, and undeveloped stretches in between. The roadway serves as a walk-to-school route for Enatai Elementary School, a key gateway bicycle route connecting the I-90 trail with downtown Bellevue, and a local transit route. The result of this proposal will be a "complete street" serving all users – young and old, resident and recreational user, motorist, bus rider, cyclist, and pedestrian – and will connect with pedestrian improvements built north of Bellevue Way in 1997.

700'



3,000'

1,400'

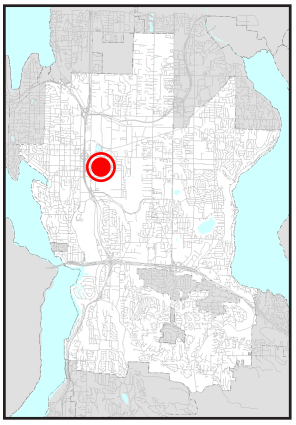


120th Avenue NE Segment 1

This proposal is part of the high priority Mobility and Infrastructure Initiative connecting Downtown Bellevue, the Wilburton Subarea, and the Bel-Red Corridor. This proposal funds design, right-of-way and construction to widen 120th Avenue NE to five lanes, with pedestrian and bicycle facilities between NE 4th Street and NE 8th Street. This proposal improves pedestrian and bicycle facilities and addresses community desire to have 120th Avenue NE improvements in place prior to other Mobility and Infrastructure improvements (namely the NE 4th Street extension). Portions of the roadway will also receive additional landscaping behind the sidewalk to enhance the pedestrian experience and buffer the neighborhood to the east from the commercial development on the west side of 120th.

3.200’

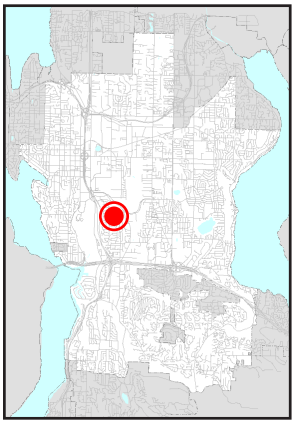
3.200’



123rd Ave SE Sidewalk

This project will install five-foot wide sidewalk, curb, and gutter on the east side of 123rd Ave. SE, from SE 14th St. northward to existing trail entrance, along the Woodridge Swim Club frontage.

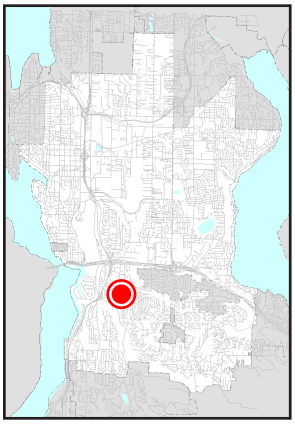
250’



130th Ave SE Sidewalk

This project will install a five-foot wide concrete sidewalk, curb, and gutter on the east side of 130th Ave SE, from SE 45th Ln to SE 46th St. The sidewalk will connect to an existing sidewalk on SE 46th St, which is private.

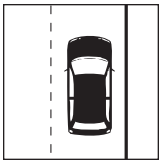
450’



145th Pl SE Sidewalk and Bike Lanes

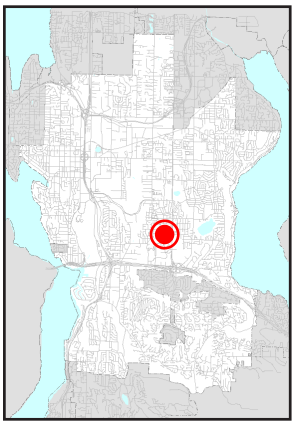
As part of the City's West Lake Hills Neighborhood Investment Strategy, in 2002 a Citizen's Advisory Committee in 2002 identified pedestrian safety and connectivity along 145th Place SE corridor as one of their highest priorities to be completed in the entire West Lake Hills area. Pedestrian safety and connectivity improvements on SE 22nd Street were also identified as high priority. This proposal will implement Phase 2 of the proposed improvements, which includes constructing a 12 foot left turn center lane, six-foot sidewalk, four- foot planter strip and five-foot bicycle lane on both sides of 145th PL SE between SE 16th St. and SE 24th St. A six-foot sidewalk and three-foot shoulder will also be constructed to fill the gap on the north side of SE 22nd St between 145th Pl. SE and 156th Ave SE. The project will also install landscaped medians where feasible, modify the existing signal at the SE 24th intersection, and upgrade existing street lighting, and will install other street landscaping and irrigation. A pervious concrete sidewalk, rain gardens, bio retention swale and compost amended soil will be used to treat and detaine roadway runoff.

3.050'



1.400'

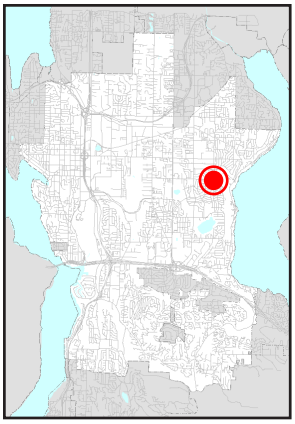
4.450'



162nd Ave SE and 164nd Ave SE Traffic Calming

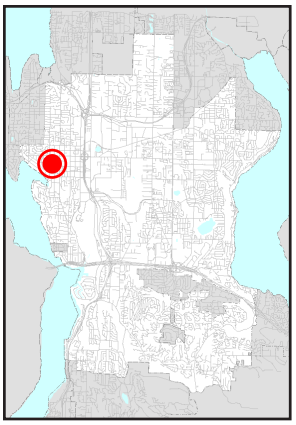
Transportation staff has been working with residents living in East Lake Hills for several years to address the excessive vehicle speeds and pedestrian safety concerns. With the assistance of a traffic committee comprised of neighborhood volunteers, a traffic improvement plan was created to address these issues. This project will narrow 162nd Avenue SE at Main Street with curb extensions to better define the intersection and shorten the crossing distance for pedestrians, as well as adding sidewalk. In addition, curb extensions will be installed at164th Avenue SE at SE 12th to enhance the crosswalk area.

320’



Downtown Midblock Crossing at 102nd Ave NE

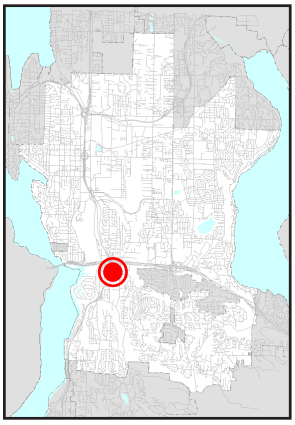
The next scheduled Downtown midblock crossing will be implemented at 102nd Ave NE between NE 8th St and NE 10th St. It wil improve safety and mobility for pedestrians, including patrons of the many shops and stores at this location.

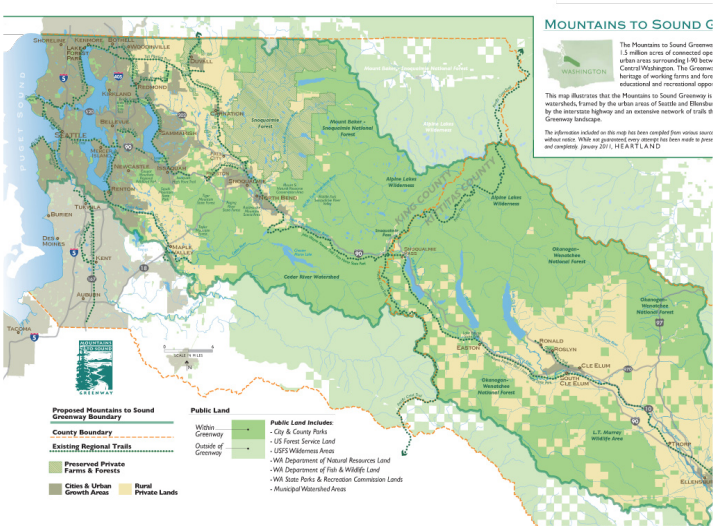


Factoria Trail Connection

The goal of the 124th Avenue SE Connection project is to address non-motorized safety and system connectivity issues in Factoria, one of the City's designated activity centers. The project will construct a 10-foot-wide paved multi-purpose trail connecting the north end of 124th Avenue SE near SE 38th Street to the existing Mountains to Sound Greenway trail along I-90. A mid-block crossing on 124th Avenue SE just south of SE 38th Street will be constructed, including a small island for pedestrian refuge. Wayfinding signage will direct pedestrians and bicyclists to the bypass connection, which provides access to the I-90 trail without traversing the heavily congested SE 38th Street and Factoria Boulevard. The project also includes a non-grant funded trailhead and informational kiosk at the Factoria Boulevard entrance to the I-90 Trail. The proposed trail connection and trailhead project is located on WSDOT limited access right-of- way, and thereby requires execution of the subject lease agreement prior to implementation.

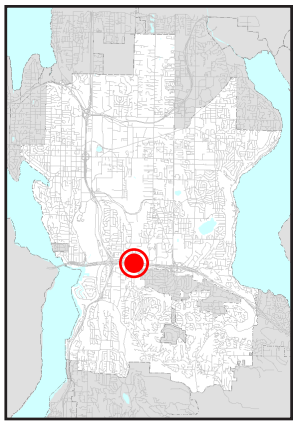
1,200'





Mountains-to-Sound Greenway Planning

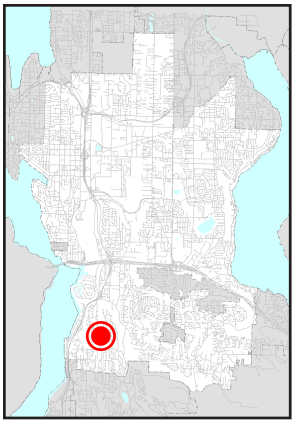
In early 2011, the FHWA awarded Bellevue a $158,312 grant under the National Scenic Byways Program to help pay for a feasibility and preliminary design study for a 3-mile segment of the Mountains to Sound Greenway multi-use trail through Bellevue. The Greenway, which connects many communities along its full 100-mile corridor, will provide an alternative to vehicular travel for commuters or those enjoying the many destinations along the corridor. The three-mile segment that is the subject of this grant covers a short but difficult link which, when filled, will help users navigate alongside the highway through an urban intersection, and will help connect the populous areas of downtown Seattle with the outlying communities of Issaquah, Sammamish, North Bend and rural areas beyond.



SE 56th St Sidewalk

This Neighborhood Enhancement Program project will install a six-foot wide concrete sidewalk, curb and gutter on the north side of SE 56th Street east of 119th Avenue SE, continue east to 123rd Avenue SE.

330’

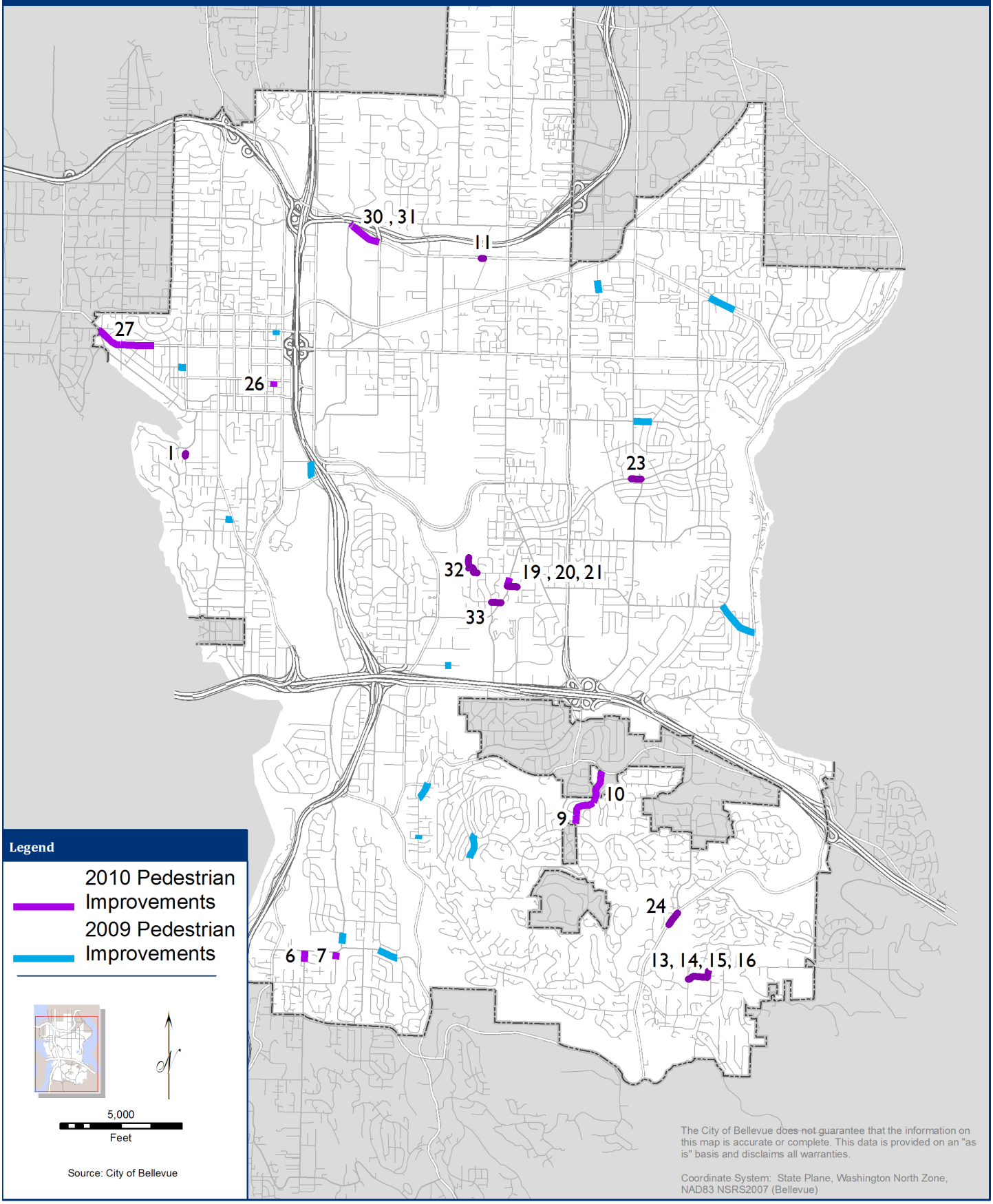


Appendix A: 2010 Pedestrian Improvement Map

City of Bellevue Pedestrian Improvements

2009 and 2010

City of Bellevue
GIS Services



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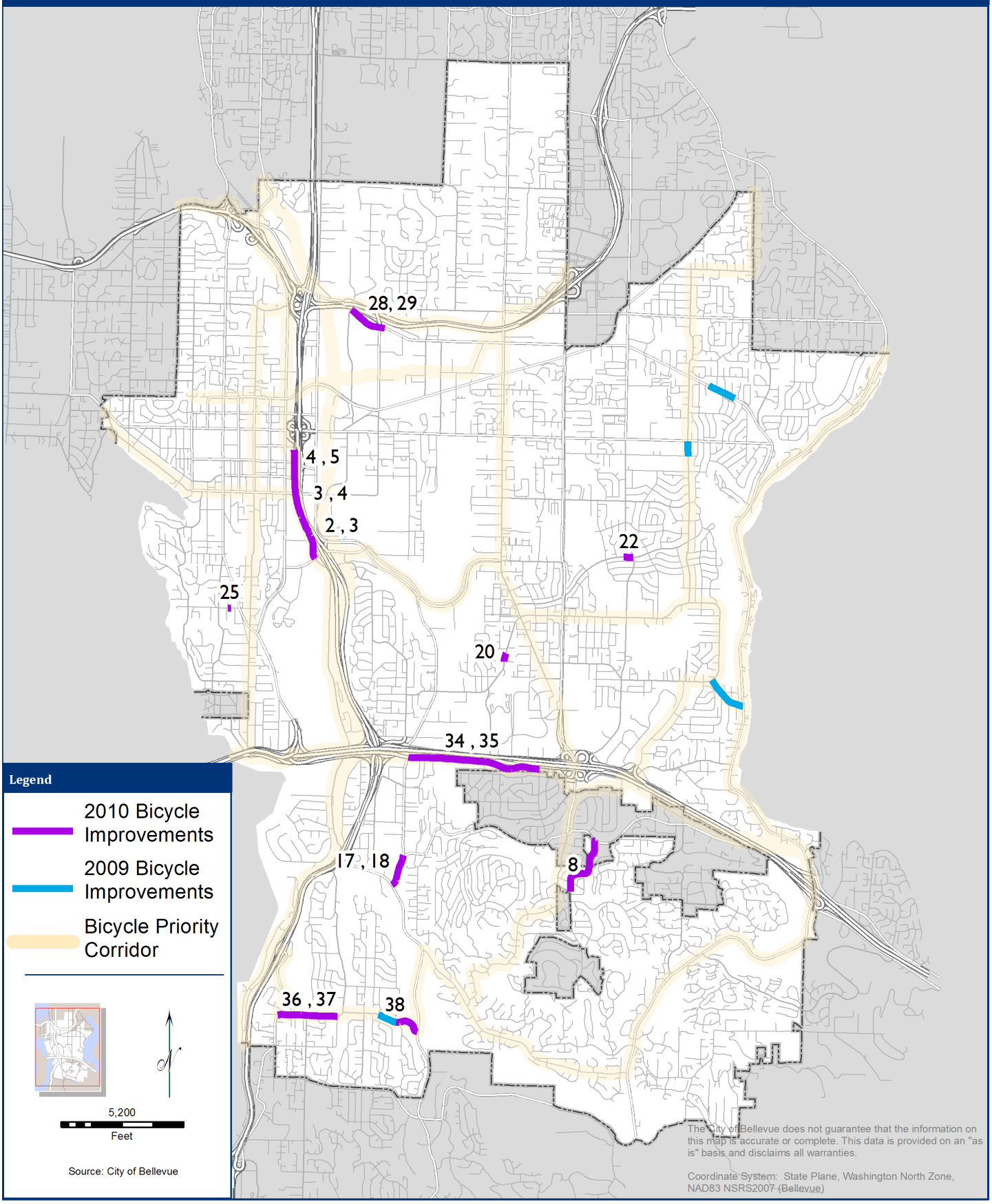
Appendix B: 2010 Bicycle Improvement Map

City of Bellevue Bicycle Improvements

2009 and 2010

City of Bellevue
GIS Services



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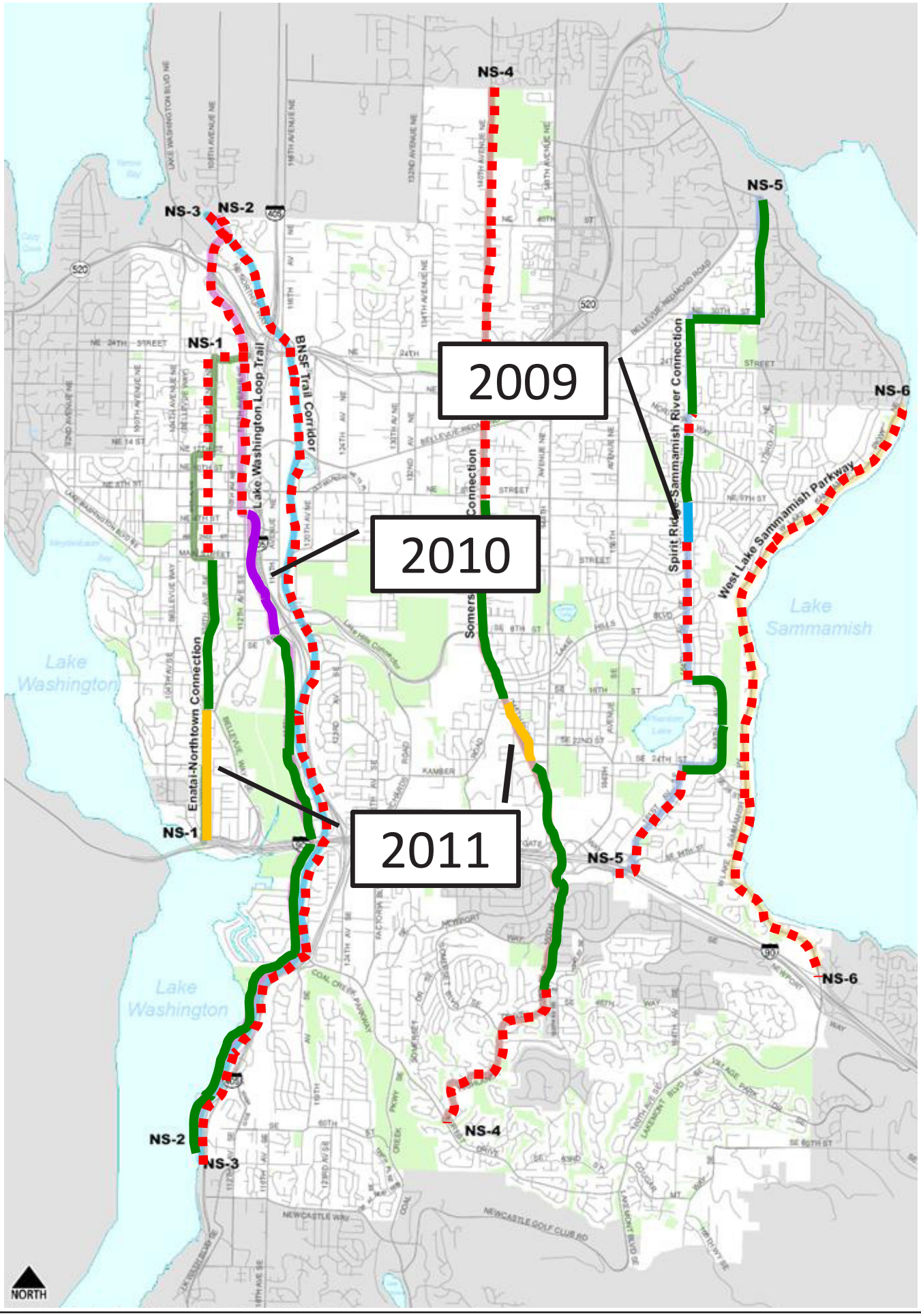
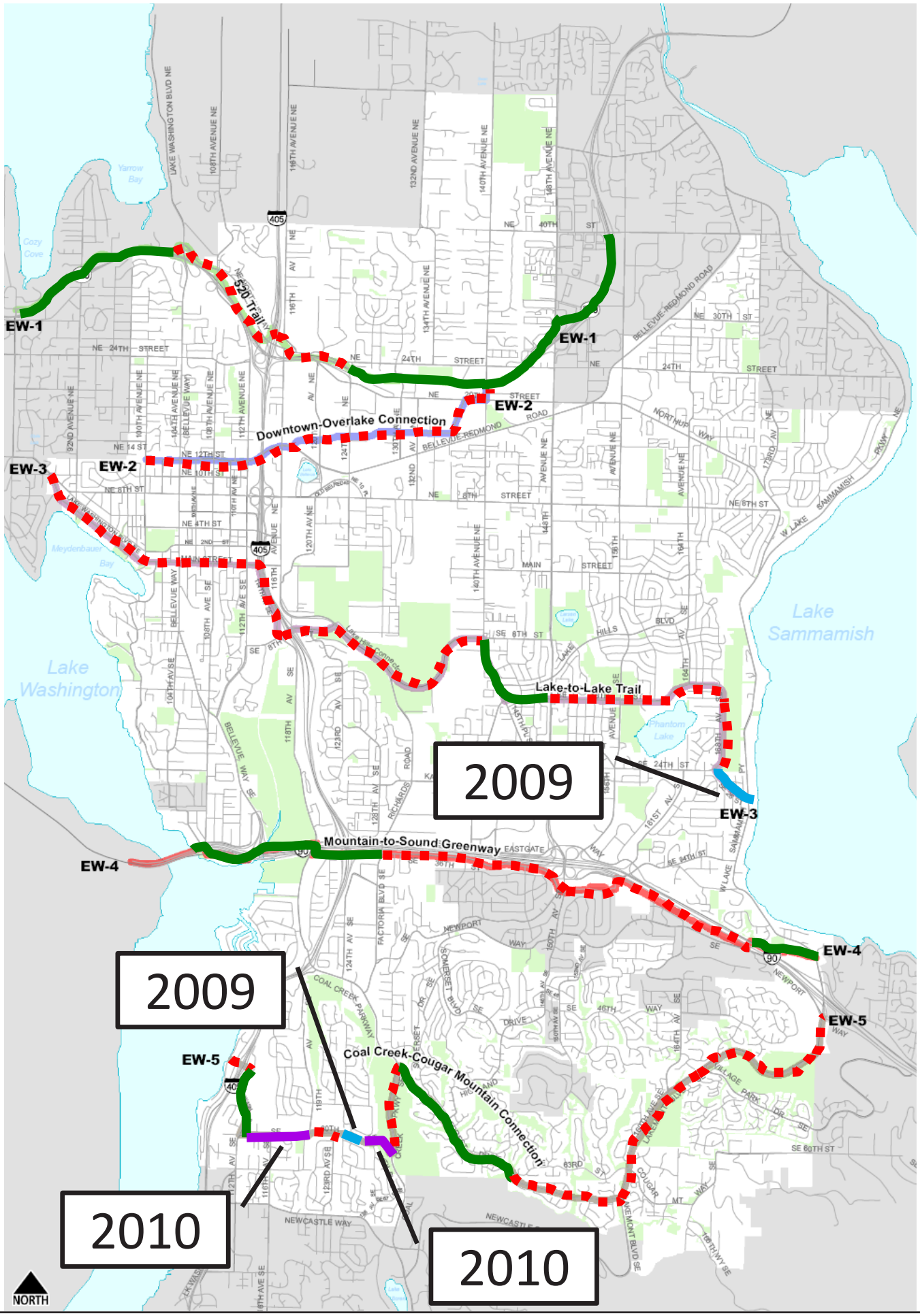
Appendix C: North-South Priority Bicycle Corridors Map


NS-4
NS-5
NS-3
NS-2
NS-1
NS-6
2009
2010
2011
BNSF Trail Corridor
Lake Washington Loop Trail
Connection
Somers
Spirit Ridge-Sammamish River Connection
West Lake Sammamish Parkway
Enatai-Northtown Connection
Lake Washington
Lake Sammamish
NORTH

Appendix D: East-West Priority Bicycle Corridors Map


EW-1
EW-1
EW-2
EW-2
EW-3
EW-3
EW-4
EW-4
EW-5
EW-5
Lake-to-Lake Trail
Downtown-Overlake Connection
Mountain-to-Sound Greenway
Coal Creek-Cougar Mountain Connection
2009
2009
2010
2010
Lake Washington
Lake Sammamish
NORTH

Appendix E: Priority Bicycle Corridors Progress Table

	Priority Bicycle Corridor	Built in 2009 & 2010 (ft)	Total Built (ft)	Percent Complete
EW-1	520 Trail	0	11478	52%
EW-2	Downtown-Overlake Connection	0	3876	21%
EW-3	Lake-to-Lake Trail	4719	17605	44%
EW-4	Mountain-to-Sound Greenway	0	14469	51%
EW-5	Coal-Creek-Cougar Mountain Connection	5232	26296	68%
NS-1	Enatai-Northtown Connection	0	5923	29%
NS-2	Lake Washington Loop Trail	4785	20947	53%
NS-3	BNSF Trail Corridor	0	3183	0%
NS-4	Somerset-Redmond Connection	0	16042	43%
NS-5	Spirit Ridge-Sammamish River Connection	0	19350	61%
NS-6	West Lake Sammamish Parkway	0	26125	0%

Appendix F: New Project List

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
1	100th Ave SE Sidewalk		100th Ave NE south of SE 5th St	NEP-1, PW-W/B-56					103		5	W	
2	114th Ave NE/SE Bike Lanes		SE 8th St to south of Main St	PW-M-2	B-127-E (High); Priority Bicycle Corridor NS-2	1,167					5	W	
3	114th Ave NE/SE Bike Lanes		SE 8th St to south of Main St	PW-M-2	B-127-E (High); Priority Bicycle Corridor NS-2	1,896					5	E	
4	114th Ave NE/SE Sharrows		NE 8th St to south of Main St	PW-M-2	B-127-W (High); Priority Bicycle Corridor NS-2		3,618					W	

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
5	114th Ave NE/SE Sharrows		SE 8th to NE 6th St	PW-M-2	B-127-E (High); Priority Bicycle Corridor NS-2		2,889					E	
6	116th Ave SE Sidewalk		SE 60th St to SE 61st Pl	PW-W/B-56, PW-M-7	S-457-W (Low)				461		5	E	
7	120th Ave SE/Newport Hills Neighbor-hood Park Traffic Calming		South of SE 60th St	PW-M-7	S-366-E (Medium)					289	6	W	
8	152nd Ave SE Bike lane		SE Newport Way to SE 46th St	W/B-74	B-152-W (Low)	2,783					5	W	

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
9	152nd Ave SE Sidewalk		SE Newport Way to SE 46th St	W/B-74	S-359-E (High)				342		6	E	
10	152nd Ave SE Sidewalk		SE Newport Way to SE 46th St	W/B-74	S-359-W (High)				2,410		6	W	
11	BMW Services and Parking Garage	13605 NE 20th St	NE 20th St west of 136th Pl SE	DevRev					100		6	S	Result of an eliminated driveway
12	Coal Creek SE 60th St Trailhead improvements		Coal Creek Parkway south of Forest Dr SE, and SE 60th St west of Coal Creek Parkway	P-AD-34									

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
13	Cole PUD	6212 164th Ave SE	164th Ave SE north of SE 63rd St	DevRev					334		5	E	
14	Cole PUD	6212 164th Ave SE	Lakemont-Lakemont Trail to 164th Ave SE	DevRev					714		5	N	Private road
15	Cole PUD	6212 164th Ave SE	Lakemont-Lakemont Trail to 164th Ave SE	DevRev					714		5	S	Private road
16	Cole PUD	6212 164th Ave SE	Lakemont-Lakemont Trail to 164th Ave SE	DevRev						279	5		Soft surface

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
17	Factoria Blvd Bike Lanes		Coal Creek Parkway to SE Newport Way	PW-M-1	B-151-E (Medium)	1,381					5	E	
18	Factoria Blvd Bike Lanes		Coal Creek Parkway to SE Newport Way	PW-M-1	B-151-W (Medium)	1,381					5	W	
19	Hunter Lindor PUD	2008, 2010 140th Pl SE	Private road	DevRev					400		5	N	Available for public use via easement
20	Hunter Lindor PUD	2008, 2010 140th Pl SE	140th Pl SE north of SE 22nd St	DevRev	B-139-S	358					5	E	

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
21	Hunter Lindor PUD	2008, 2010 140th Pl SE	140th Pl SE north of SE 22nd St	DevRev					357			E	
22	Lake Hills Shopping Center	549 156th Ave SE	Lake Hills Blvd west of 156th Ave SE	DevRev		408					5	N	
23	Lake Hills Shopping Center	549 156th Ave SE	Lake Hills Blvd west of 156th Ave SE	DevRev				408			5	N	
24	Lakemont Trail Extension		Lakemont Blvd S of 164th Ave SE	NEP-1, P-AD-34						604		E	

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
25	Mcfadden/ Naeseth short plat	10536 Se 16th Street	SE 16th St east of 106th Ave SE	DevRev	S-435-N (High)			144			10	N	S-435-N calls for a sidewalk
26	Metro 112	317 112th Ave NE	111th Ave NE south of NE 4th St	DevRev	S-207-E (High)				217		12	E	
27	NE 8th St Sidewalk		Lake Wash-ington Blvd NE to 96th Ave NE	W/B-73	S-375-N (High)				2, 474		6	N	
28	Northup Way Bike Lanes		120th Ave NE to 124th Ave NE	PW-R-133	B-110-N (Low)	1,682					5	N	

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
29	Northup Way Bike Lanes		120th Ave NE to 124th Ave NE	PW-R-133	B-110-S (Low)	1,682					5	S	
30	Northup Way Sidewalk		120th Ave NE to 124th Ave NE	PW-R-133	S-311-S (High)				1,406		6-8	S	
31	Northup Way Sidewalk		120th Ave NE to 124th Ave NE	PW-R-133	S-311-N (High)				1,406		6-8	N	
32	Parkland Estates PUD	1860 132nd Ave SE	Privates road north-east of SE 20th Se	DevRev					802		6	NA	

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
33	SE 24th St Sidewalk		137th Ave SE to Kamber Rd	NEP					402		5	N	
34	SE 36th St Bike Lanes		Factoria Blvd to east of 146th Ave SE (Sta. 75+00)	M-1 Overlay Program	Priority Bicycle Corridor EW-4	5,649					5	S	
35	SE 36th St Bike Lanes		Factoria Blvd to 132nd Ave SE.	M-1 Overlay Program	Priority Bicycle Corridor EW-4	1,030					5	N	
36	SE 60th St Bike Lanes		Lake Washington Blvd SE to 120th Ave SE	M-1 Overlay Program	B-157-N (Medium); Priority Bicycle Corridor EW-5	2,555					5	N	

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
37	SE 60th St Bike Lanes		Lake Washington Blvd SE to 120th Ave SE	M-1 Overlay Program	B-157-S (Medium); Priority Bicycle Corridor EW-5	2,555					5	S	
38	SE 60th St Bike Lanes		126th Ave SE to Coal Creek Parkway	M-1 Overlay Program	B-157-N (Medium); Priority Bicycle Corridor EW-5	1,930					5	S	
	TOTAL					**26,457**	**6,507**	**552**	**12,642**	**1,172**			

Appendix G: Reconstruction Project List

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
39	Avalon at NE 10th	10349 NE 10th St	NE 10th west of Bellevue Way	DevRev					300		12	S	Upgrade. Previous sidewalk 10'.
40	Avalon at NE 10th	10349 NE 10th St	Bellevue Way south of NE 10th	DevRev					225		16	W	Upgrade. Previous sidewalk 10'.
41	BMW Services and Parking Garage	13605 NE 20th St	136th Pl NE south of NE 20th St	DevRev	S-202-W (Medium)				150		6	W	
42	Coal Creek Bridges Replacement		Coal Creek Natural Area	P-AD-81						155	6	NA	3 wooden pedestrian bridges replaced
43	Lake Hills Shopping Center	549 156th Ave SE	156th Ave SE north of Lake Hills Blvd	DevRev					300		6	W	
44	Metro 112	317 112th Ave NE	NE 4th St east of 111th Ave NE	DevRev					275		12	S	
45	Metro 112	317 112th Ave NE	112th Ave south of NE 4th St	DevRev					250		12	W	

ID #	Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side	Notes
46	Meyden-bauer Inn	211 112th Ave NE	112th Ave south of NE NE 4th St	DevRev					90		12	W	
47	NE 8th St Rehabilita-tion		West of 156th Ave NE	NEP-1, PW-M-3					430		6	N	
48	Parkland Estates PUD	1860 132nd Ave SE	SE 20th St east of 136th Pl Se	DevRev					95		6	N	
49	Parkland Estates PUD	1860 132nd Ave SE	SE 20th St east of 136th Pl Se	DevRev					15		6	S	
50	Torello PUD	1004 Bel-levue Way SE	Bellevue Way south of SE 10th St	DevRev					170		6	E	
	TOTAL					**0**	**0**	**0**	**2,300**	**155**			

Appendix H: 2011 Anticipated Project List

Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side
108th Ave SE Bicycle Lane		Bellevue Way to SE 34th St	WB-71	B-138-E (Medium); Priority Bicycle Corridor NS-1	700					4	E
108th Ave SE Sidewalk		Bellevue Way to SE 34th St	WB-71	S-339-E (High)				700		6	E
108th Ave SE Sidewalk		Bellevue Way to SE 34th St	WB-71	S-339-E (High)				700		6	W
108th Ave SE Trail		Bellevue Way to SE 34th St	WB-71	S-339-E (High)					3,000	5-10	E

Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side
120th Ave NE Segment 1		NE 4th St to NE 8th St	PW-R-161					1,600			E
120th Ave NE Segment 1		NE 4th St to NE 8th St	PW-R-161					1,600			W
120th Ave NE Segment 1		NE 4th St to NE 8th St	PW-R-161		1,600						E
120th Ave NE Segment 1		NE 4th St to NE 8th St	PW-R-161		1,600						W

Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side
123rd Ave SE Sidewalk		SE 14th St to Trailhead	NEP-1	S-332-E (Medium)				250		5	E
Factoria Trail Connection		124th Ave SE north to I-90 Trail	PW-W/B-56						1,200	10	
130th Ave SE Sidewalk		SE 45th Ln to SE 46th St	NEP, WB-56	S-356-W (Medium)				470		5	W
145th Pl SE Sidewalk and Bike Improvements		SE 16th St to SE 24th St	PW-R-151	S-343-E (High)				1,380		6	E

Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side
145th Pl SE Sidewalk and Bike Improvements		SE 16th St to SE 24th St	PW-R-151	S-343-W (High)				1,670		6	W
145th Pl SE Sidewalk and Bike Improvements		SE 16th St to SE 24th St	PW-R-151	B-140-E (High)	1,380					5	E
145th Pl SE Sidewalk and Bike Improvements		SE 16th St to SE 24th St	PW-R-151	B-140-W (High)	1,670					5	W
145th Pl SE Sidewalk and Bike Improvements		SE 22nd St from 145th Pl SE to 156th Ave SE	PW-R-151	B-403-N			1,400			3	N

Project	Address	Location/ Extent	Funding source	Corresponding Ped-Bike Plan Project	Bike lane (lin. ft)	Sharrows (lin. ft)	Shoulder (lin. ft)	Sidewalk (lin. ft)	Trail (lin. ft)	Width (ft)	Side
145th Pl SE Sidewalk and Bike Improvements		SE 22nd St from 145th Pl SE to 156th Ave SE	PW-R-151	B-403-N				1,400		6	N
Downtown Midblock Crossing		102nd Ave NE between NE 8th St and NE 10th St	WB-77								
162nd Ave SE/Main St & 164th Ave SE/SE 12th St Traffic Improvements		Main St, between 158th Pl and 164th Ave SE, and164th Ave SE, between Main and SE 14th St	PW-M-1, PW-M-7					320		6	Corners
SE 56th St Sidewalk		West of 123rd Ave SE	NEP					330		6	N
TOTAL					**6,950**	**0**	**1,400**	**10,420**	**4,200**		