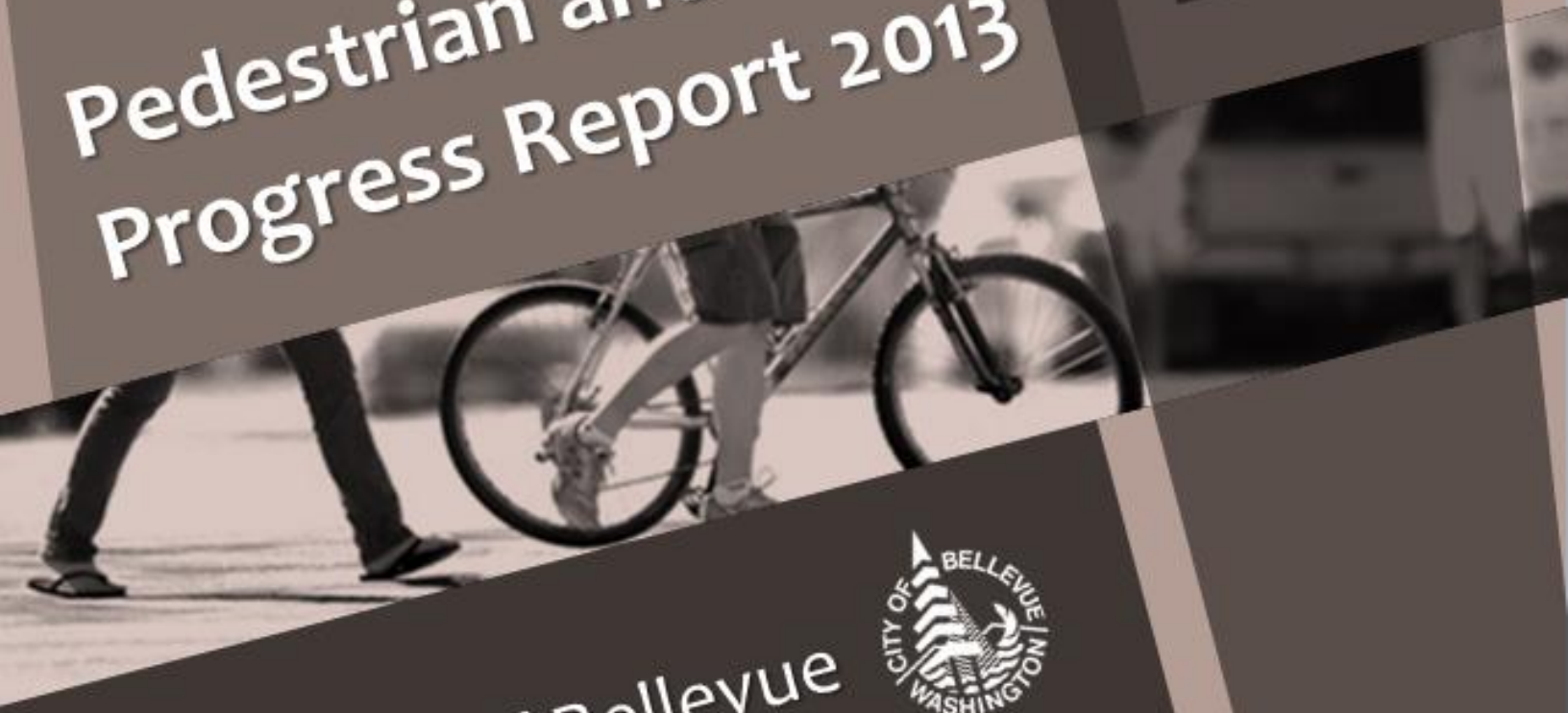
Pedestrian and Bicycle Progress Report 2013



City of Bellevue

City of Bellevue

Pedestrian and Bicycle Progress Report 2012

Summer 2014

Prepared by

Stela Nikolova, Assistant Transportation Planner

Acknowledgements

Transportation Department

Michael Ingram, Senior Transportation Planner
Franz Loewenherz, Senior Transportation Planner
Kate Johnson, Associate Planner
Rebecca Rodni, Neighborhood Programs Management Assistant
Teresa Becker, Construction Inspector
Darek Jarzynski, Senior Transportation Engineer
Michael Rodni, Transportation Engineer
Kurt Latt, Senior Transportation Engineer

Parks Department

Dan DeWald, Natural Resource Manager
Chris Vandall, Senior Engineering Technician

Transportation Department – Development Review

Chris Dreaney, Development Review Manager
Ray Godinez, Development Review Engineer

Table of Contents

Summary 1

Introduction 3
Pedestrian Improvements 5
Bicycle Improvements 11
Summary of Results 16

Completed City of Bellevue Projects 19

West Lake Sammamish Parkway I-90 to SE 34th Street - Phase I 20
NE 8th Street Sidewalk 30
112th Avenue NE Sidewalk 32
150th Avenue SE & SE Newport Way Interim Improvements 34
Northup Way Corridor Pedestrian Safety Improvements 36
2013 Pedestrian Facilities Compliance Program 40
2013 Overlay Program – Northup Way Bike Lane 46
2013 Overlay Program – Eastgate Way Bike Lane 48
2013 Overlay Program – ADA Ramps and Traffic Islands Upgrade 50
2013 Overlay Program – Crosswalks 52
2013 Overlay Program – Signals Upgrade 56
Bicycle Wayfinding Signs Installation Phase I 58
Radar Installation 60
Parks Projects 62
Coal Creek Trail System 63
Coal Creek Primrose Loop Trail Phase I – 120' Bridge Replacement 64
Lake Hills McTavish Trail Extension 66
Sunrise Park Trail Phase I 70

Completed Development Review Projects 73

South Kirkland Park and Ride 74
Terrace View Ridge Plat 76
Wolf Trust Plat 78
Sherwood Duplex 80
Medina Academy 82

Anticipated City of Bellevue Projects 2014

120th Avenue Northeast Widening Phase I: NE 4th Street to NE 8th Street 86
NE 4th Street Extension Phase I 88
SE Newport Way Sidewalk 90
SE 16th Street Sidewalk – 104th Ave SE to Bellevue Way 92
Sunset Elementary School Sidewalk 94
NE 8th Street at Crossroads Park Mid-Block Crossing 96
SE 60th Street at 128th Avenue SE Crosswalk Improvements 98
Parks Projects 100
Coal Creek Trail System 101
Coal Creek Primrose Loop Trail Phase II – 18' and 45' Bridges Replacement 102
Coal Creek Forest Drive Trailhead 104
Coal Creek Parkway Pedestrian Underpass 106
Sunrise Park Trail Phase II 110
Parkland Estates Richards Valley Trail 112
Coal Creek Red Town Trailhead 114
Coal Creek East Trailhead 116

Education, Evaluation, and Encouragement Programs 119

Introduction 120
Bicycle and Pedestrian Counts 120
Design Elements – Special Concrete Treatments 121
Design Elements – Bridle Trails Public Art 122
Transportation Demand Management Program 124
Bicycle Commute Class 126
Bike Month 126
Bicycle Appreciation Day 127
Bike to Work Day 127
Downtown Bellevue Bicycle Parking and Amenities Map 128
The Lake to Lake Greenway Trail Walk 129
Lake to Lake Bike Ride 130
Sixth Annual Cycle the WAVE – Bike Ride for a Great Cause 132
Walk to School Day 132
TRACKS Outdoor Initiative 133

Appendix 135

Table 1: All New Pedestrian Facility Construction 136
Table 2: New Pedestrian Facility Construction toward the 2009 Ped-Bike Plan 137
Table 3: New Arterial Sidewalk Construction 138
Table 4: New Bicycle Facilities toward the 2009 Ped-Bike Plan 139
Table 5: Bicycle Corridors Completion Status 140

List of figures

Figure 1: All New Pedestrian Facilities in Bellevue in 2013 5
Figure 2: All New Pedestrian Facility Construction – Cumulative 6
Figure 3: Pedestrian Facility Construction toward the 2009 Ped-Bike Plan – Cumulative 7
Figure 4: Arterial Sidewalk Construction - Cumulative 8
Figure 5: Map of the Pedestrian Projects completed by year from 2009 to 2013 9
Figure 6: New Bicycle Facility Construction in 2013 11
Figure 7: New Bicycle Facility Construction – Cumulative 12
Figure 8: Map of Bicycle Projects completed by year from 2009 to 2013 13
Figure 9: Map of E-W Priority Bicycle Corridors Completion Status 14
Figure 10: Map of N-S Priority Bicycle Corridors Completion Status 15

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

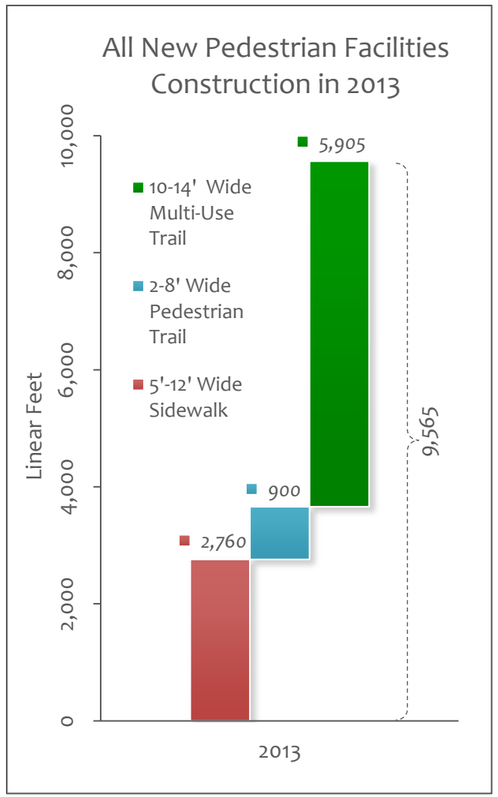


Figure 1: All New Pedestrian Facilities in Bellevue in 2013
(See Appendix, Table 1 for additional detail)

This report is a summary of Bellevue's 2013 work to advance the Pedestrian and Bicycle Transportation Plan.

In 2013 there were approximately 9,565 feet of pedestrian facilities – 2,760 feet of sidewalk, 900 feet of pedestrian trail and 5,905 feet of multi-use trail - constructed in the City of Bellevue. (*See Figure 1 and Figure 2*)

Of those 1.81 miles (9,565 feet) of pedestrian facilities, 1.48 miles (7,825 feet) were built in locations targeted for improvement by the 2009 Bellevue Pedestrian and Bicycle Transportation Plan (Ped-Bike Plan). (*See Figure 3*)

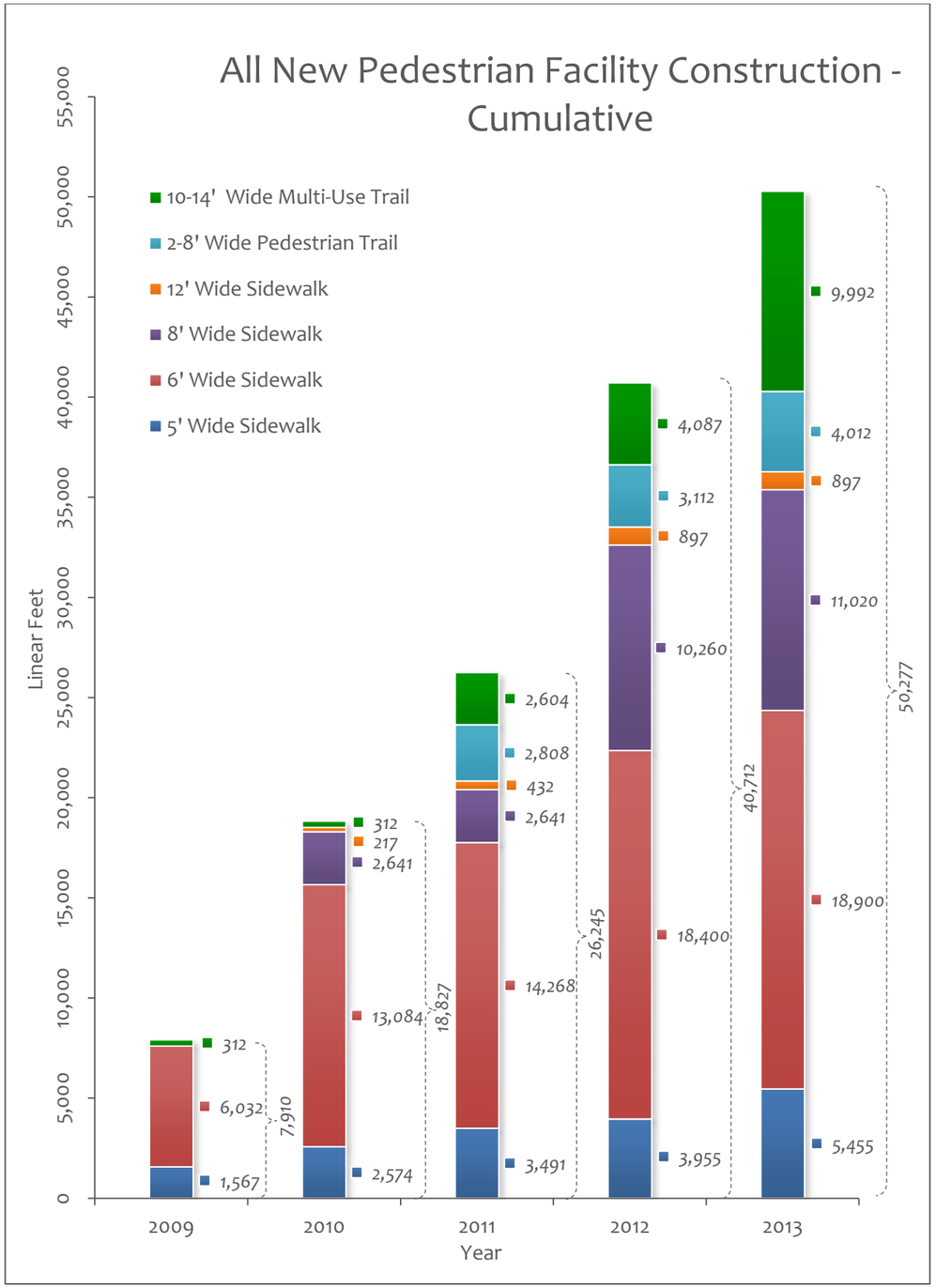


Figure 2: All New Pedestrian Facility Construction – Cumulative
(See Appendix, Table 1 for additional detail)

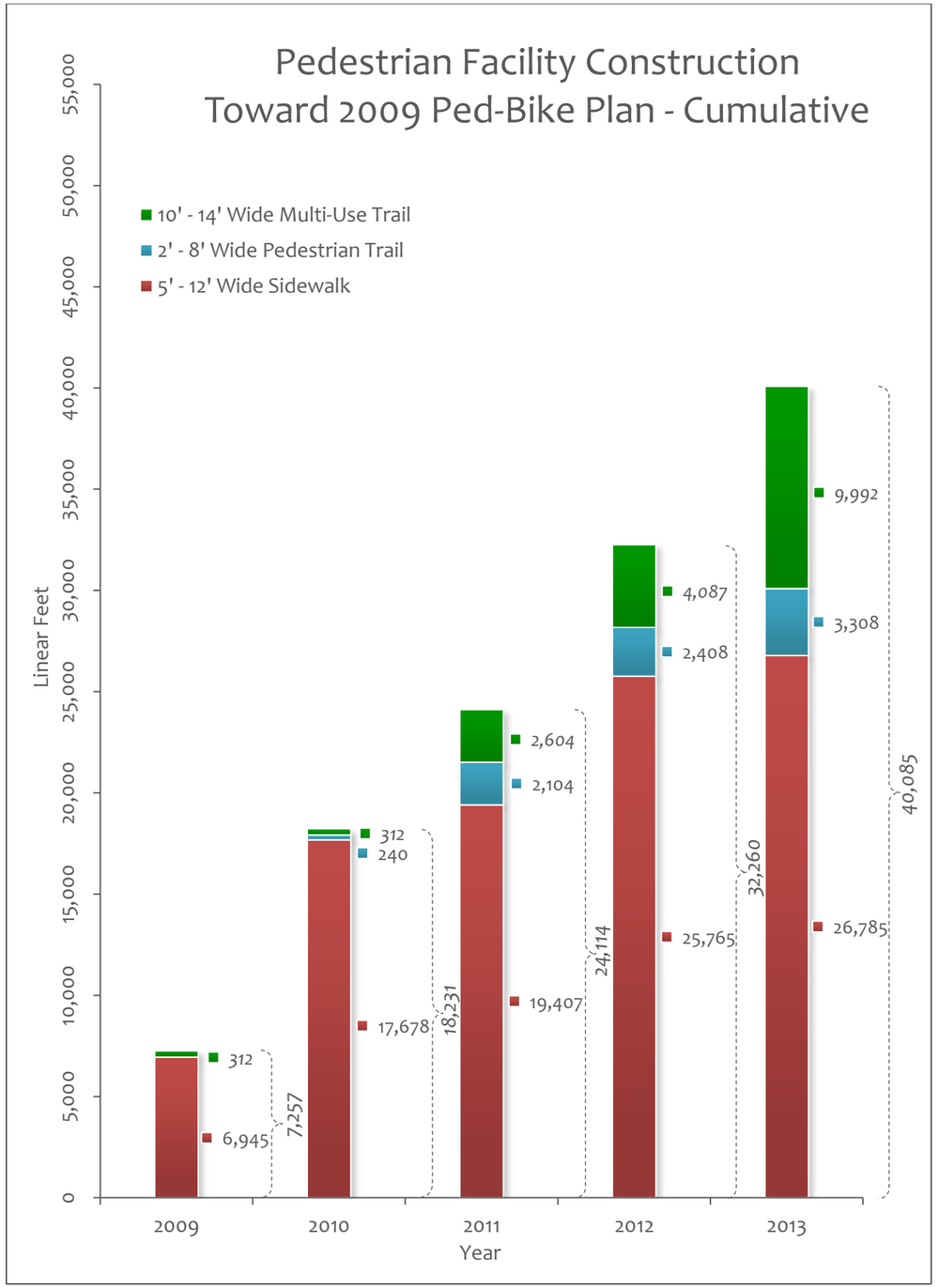


Figure 3: Pedestrian Facility Construction toward the 2009 Ped-Bike Plan – Cumulative
(See Appendix, Table 2 for additional detail)

This figure summarizes Pedestrian Facilities added at locations identified in the Pedestrian and Bicycle Plan.

Bellevue Pedestrian and Bicycle Transportation Facility Plan policy PB-2 calls for 25 miles of sidewalk to be constructed along arterials by 2019. In 2013 the City of Bellevue built 0.4 miles of arterial sidewalk. Together with the 3.79 miles built from 2009 to 2012, the cumulative total is 4.03 miles. Figure 4 shows how actual arterial sidewalk construction compares to the target pace of 2.5 miles per year. At the end of 2013 there was a gap of 5.97 miles between actual construction and the amount of mileage needed to be on-track for a 2019 completion. *(See Figure 4)*

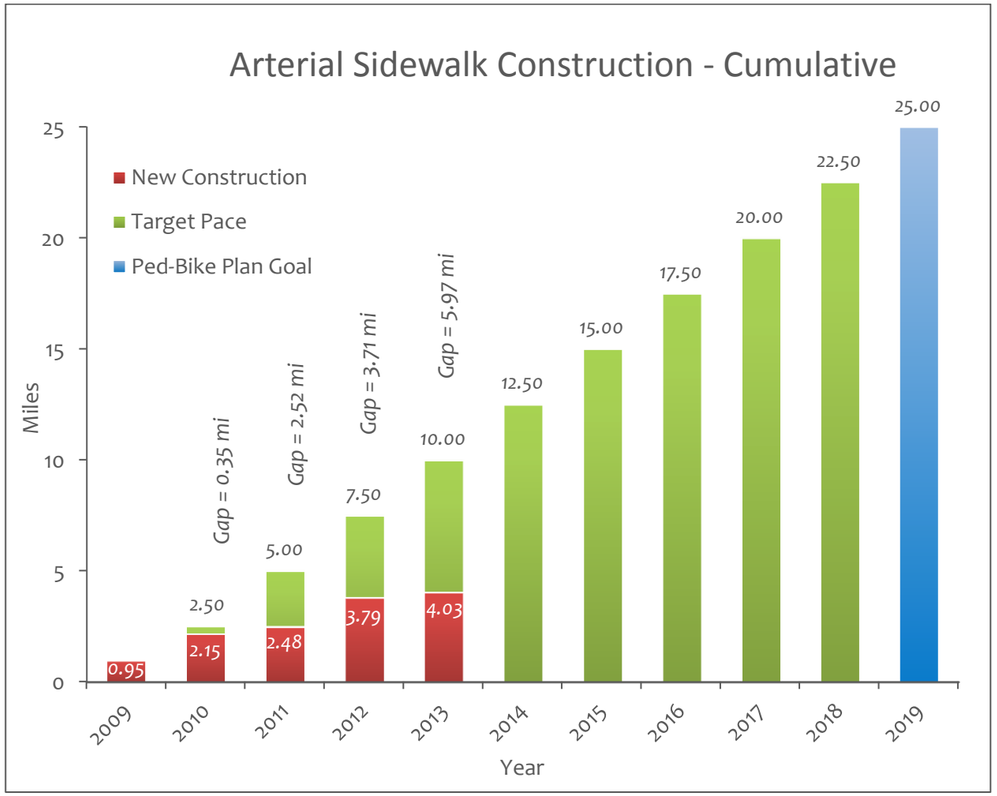


Figure 4: Arterial Sidewalk Construction - Cumulative
(See Appendix, Table 3 for additional detail)

A map of the pedestrian projects completed by year from 2009 to 2013 can be found on the next page. (*See Figure 5*)

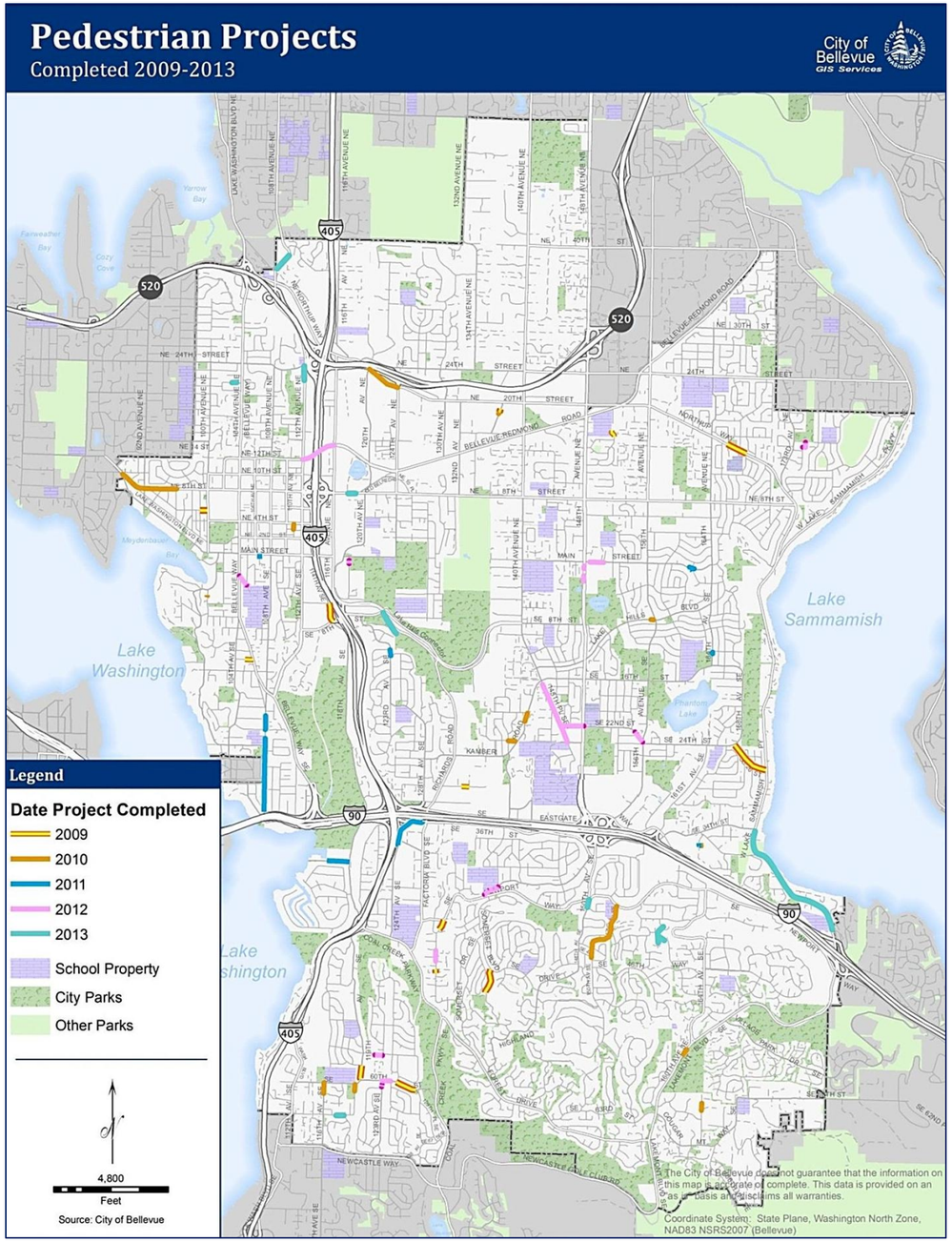


Figure 5: Map of Pedestrian Projects completed by year from 2009 to 2013

Bicycle Improvements

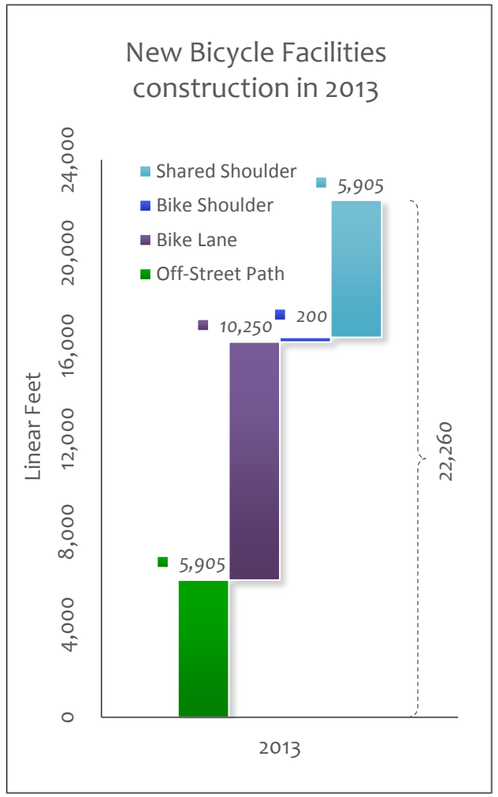


Figure 6: New Bicycle Facility Construction in 2013
(See Appendix, Table 4 for additional detail)

In 2013 there were approximately 4.22 miles (22,260 feet) of bicycle facilities built in the City of Bellevue (*see Figure 6 and Figure 7*).

Bike Lanes represented the largest proportion of the 2013 improvements, with 1.94 miles (10,250 feet) installed followed by Shared Shoulders with 1.12 miles (5,905 feet) and Off-Street Paths with 1.12 miles (5,905 feet).

See Figure 8 for a Map of Bicycle Projects completed by year from 2009 to 2013.

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

Of the north-south Priority Bicycle Corridors, the Lake Washington Loop is the closest to completion, at 68.6%. Of the east-west Priority Bicycle Corridors, the Coal Creek-Cougar Mountain Connection is the closest to completion, at 55.2%.

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.

In 2013, the City completed 1.12 miles (5,905 feet) of West Lake Sammamish Priority Bicycle Corridor. No segments were completed along east-west corridors.

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

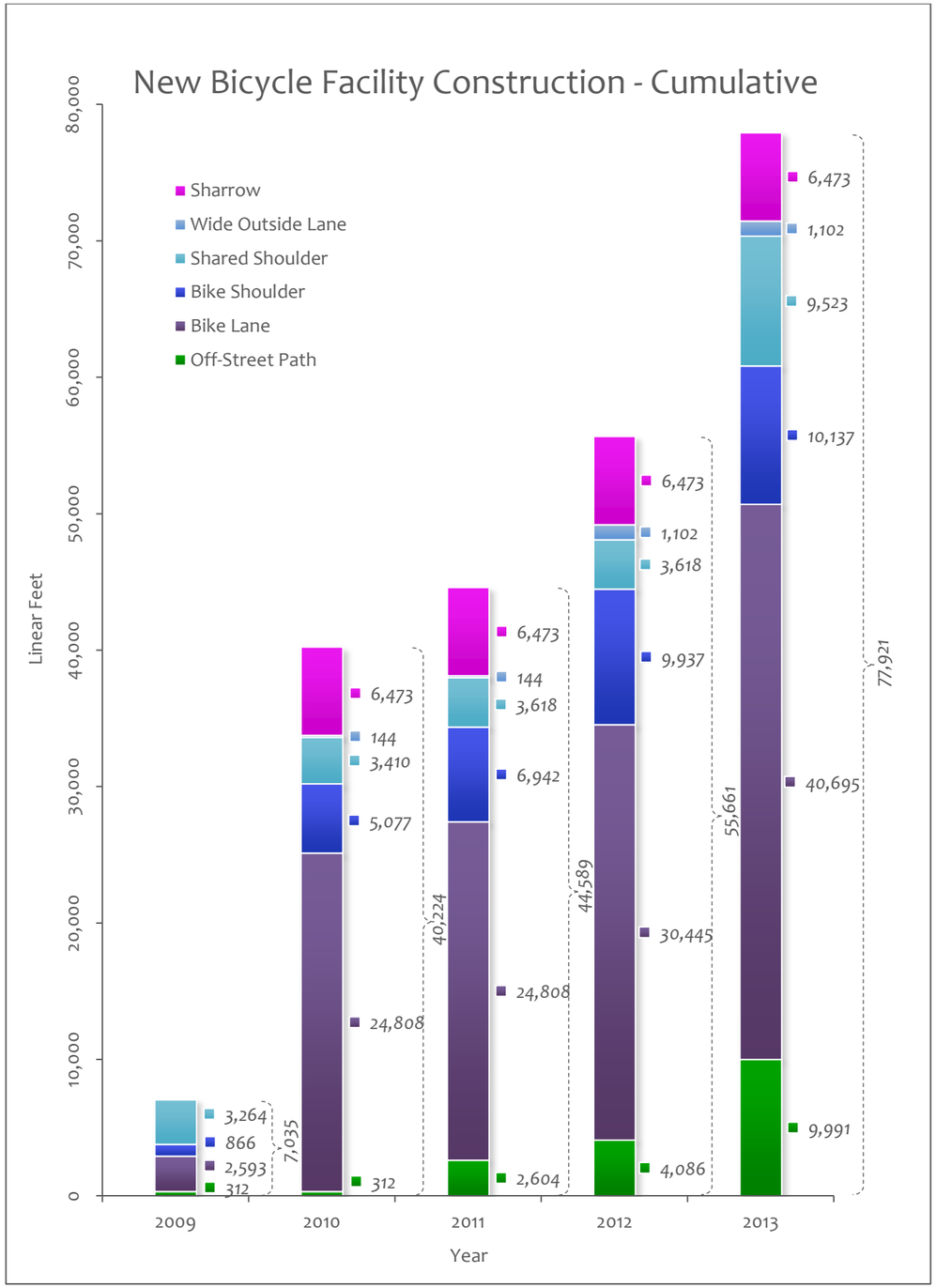


Figure 7: New Bicycle Facility Construction – Cumulative
(See Appendix, Table 4 for additional detail)

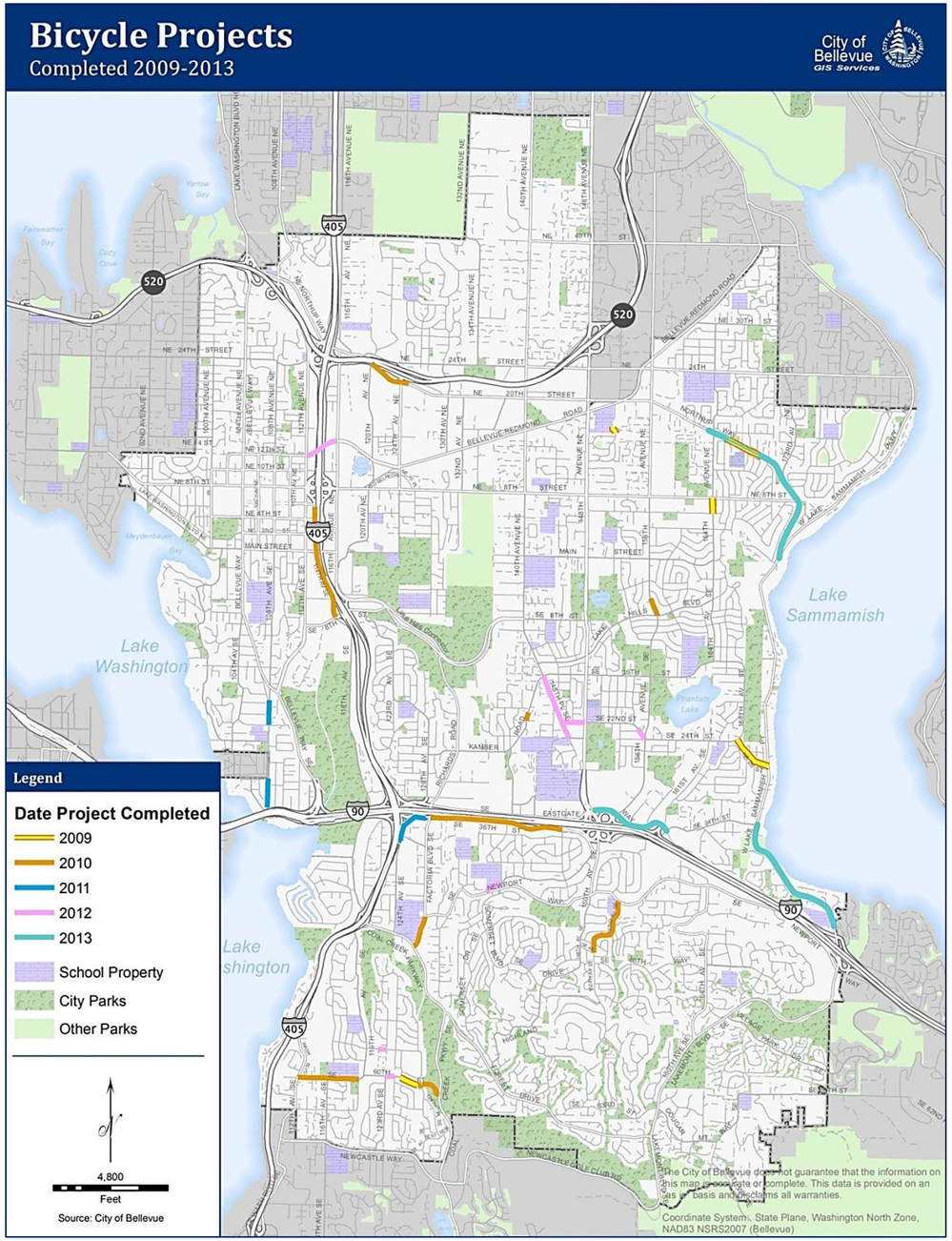


Figure 8: Map of Bicycle Projects completed by year from 2009 to 2013

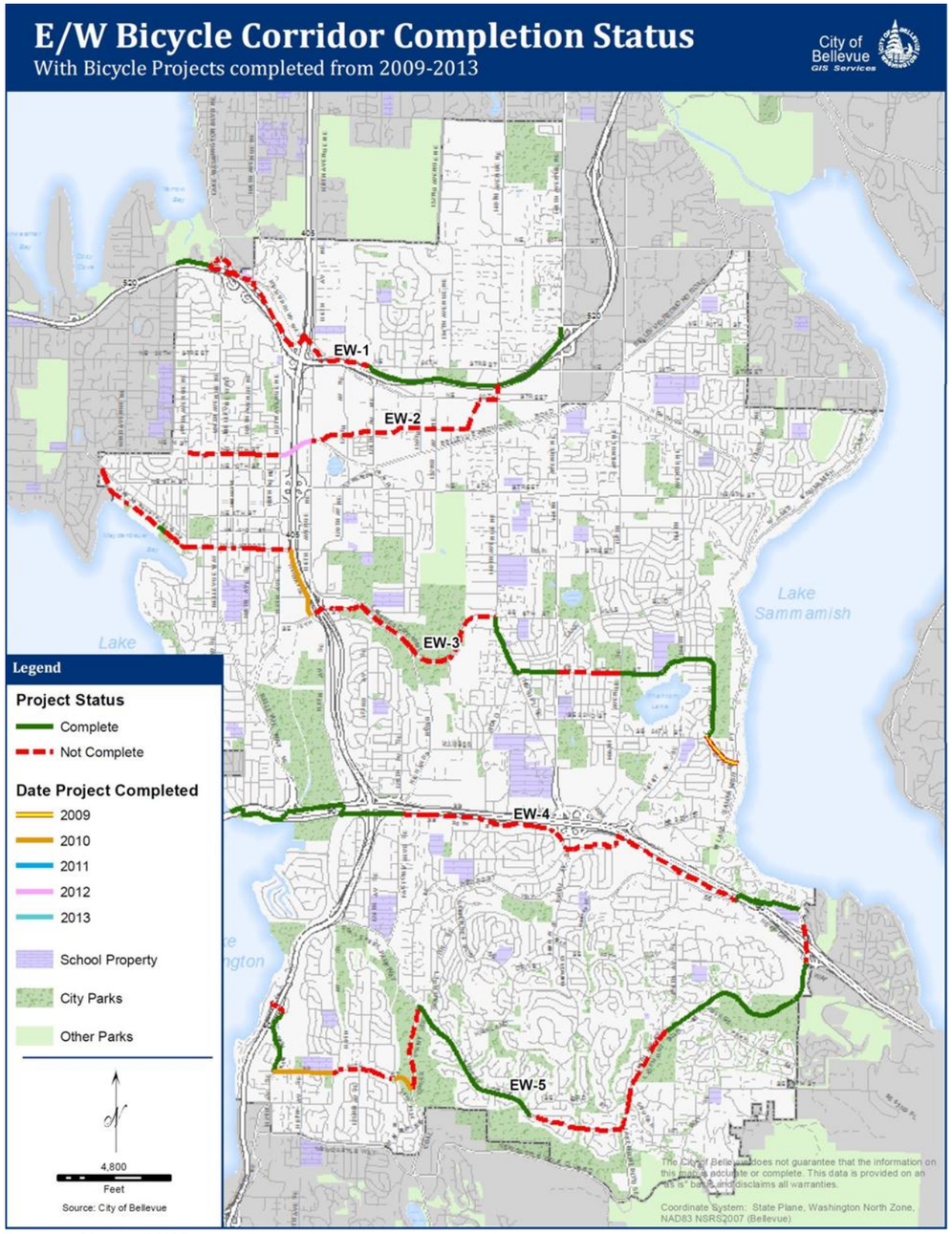


Figure 9: Map of E-W Priority Bicycle Corridors Completion Status
(See Appendix, Table 5 for additional detail)

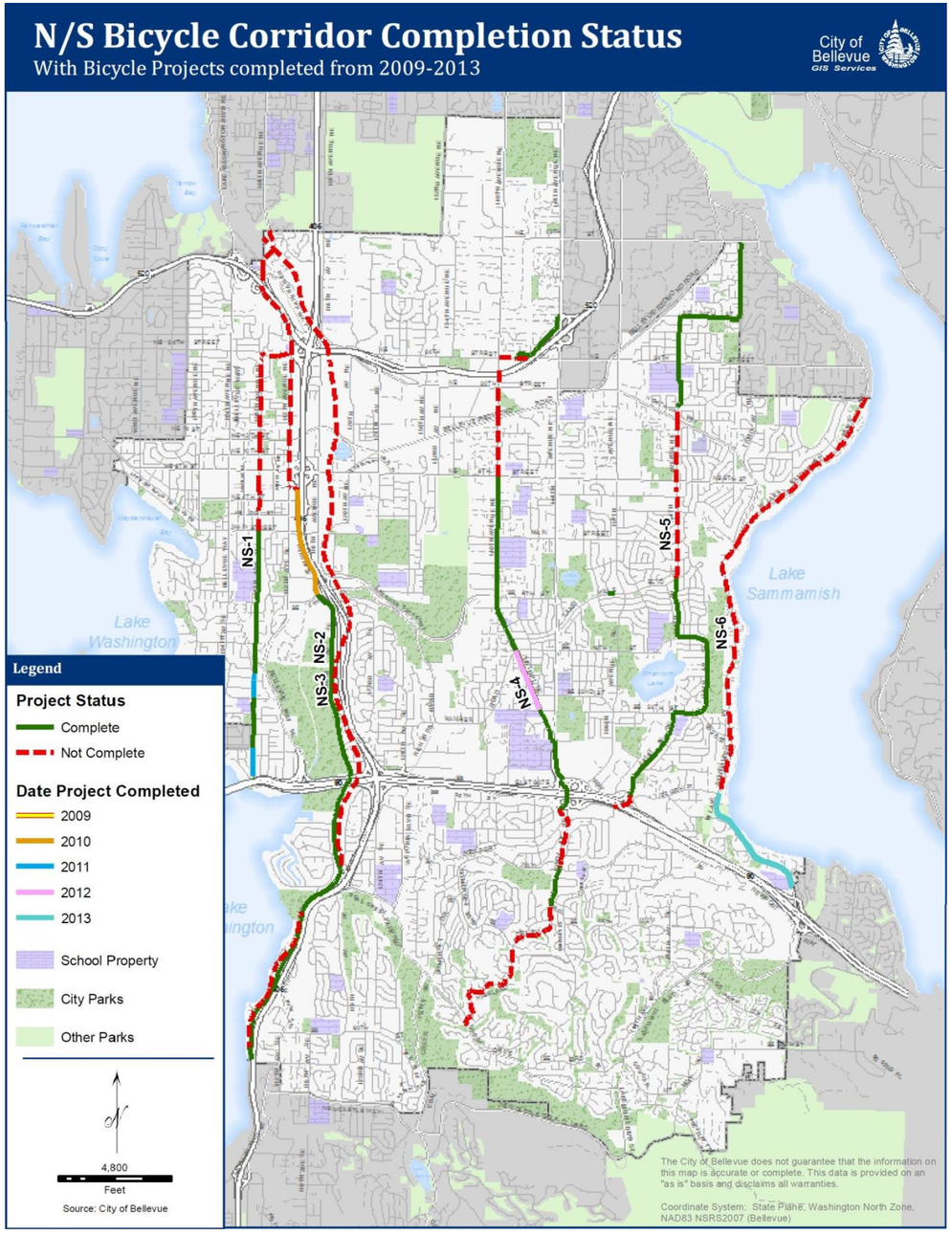
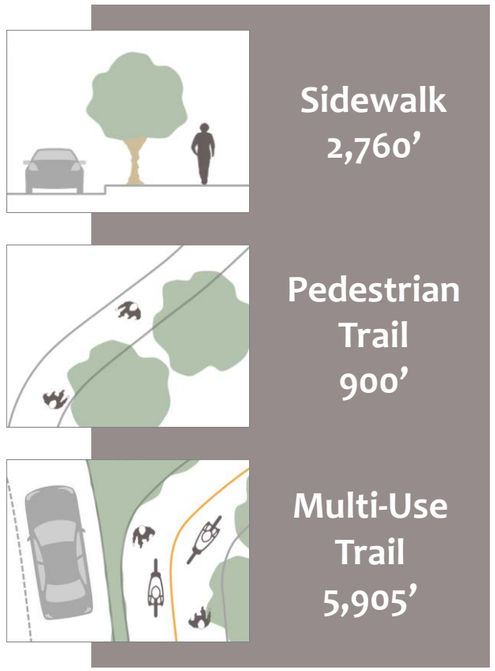


Figure 10: Map of N-S Priority Bicycle Corridors Completion Status
(See Appendix, Table 5 for additional detail)

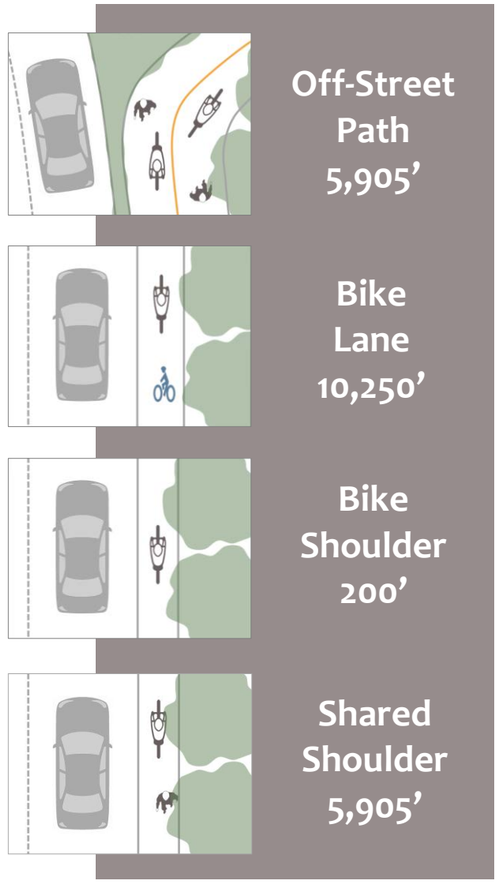
Summary of Results

The following pages detail the projects implemented by the City of Bellevue. The projects were funded as stand-alone Capital Investment Program (CIP) projects or through ongoing CIP programs such as the Neighborhood Enhancement Program. Some projects were funded in a large part with state or federal grants. The icons on the left-hand side of each project page indicate the facility types constructed, along with the description and the approximate length of each segment. The same icons are used in the discussion of Development Review Projects. The two figures below summarize all new pedestrian and bicycle facilities completed in 2013 by facility type. Multi-use Trail and Off-Street Path refer to the same facility type. "Multi-use Trail" is used in the pedestrian facility context, while "Off-Street Path" is used in the bicycle facility context.

Summary of Pedestrian Facilities Improvements

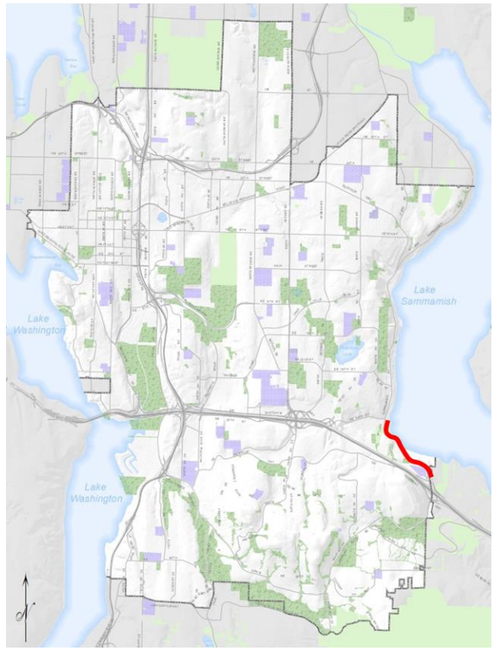


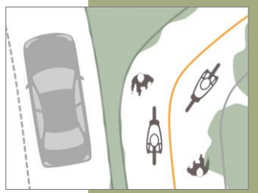
Summary of Bicycle Facilities Improvements



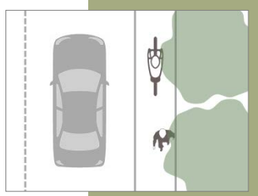
Completed City of Bellevue Projects

West Lake Sammamish Parkway I-90 to SE 34th Street, Phase I





Multi-Use Trail 5,905'



Shared Shoulder 5,905'

Early planning for this project began with a joint West Lake Sammamish Parkway Study involving Bellevue, Redmond, and King County, completed in 1996. Bellevue's annexation of the long, southern segment of this road in 2001 provided the impetus for re-evaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between Interstate 90 and the north city limit (with Redmond) was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design.

Due to the length of the West Lake Sammamish Parkway corridor, approximately 5.5 miles, public process was conducted to develop a construction phasing plan. This resulted in the segmentation of the corridor into five approximately one-mile long stretches.

In October 2013, the city completed the first phase of the West Lake Sammamish Parkway improvements between Interstate 90 and SE 34th Street.

W Lake Sammamish Pkwy I-90 to SE 34th Street Phase I, Project Location

Improvements included approximately 5,905' of ten-foot wide multi-use trail on the west side of the parkway, separated by a two-foot to five-foot wide landscape buffer where space was available, and 5,905' of four-foot paved shoulder on the east side of the road that can be used by faster cyclists traveling northbound, or by pedestrians to access one of the mid-block crossing locations.

In addition, the project upgraded the intersections at SE 34th Street, SE 38th Street and SE 40th Place by adding 850' of sidewalks and ADA ramps. New pedestrian crossings were added near SE 38th Street and SE 40th Place near the 41.5 entrance.

The signal at SE 34th Street was not installed because it did not meet the city's standard signal warrants after additional engineering review. The signal will be re-visited during the following construction phases.

Stage 1 of the West Lake Sammamish Parkway project received full design and construction funding of $ 9,812,000 as part of the 2011-2017 CIP budget (CIP PW-R-152).

W Lake Sammamish Pkwy SE, just noth of I-90 roundabout

W Lake Sammamish Pkwy SE and Sunset Elementary School Driveway, northwest corner

W Lake Sammamish Pkwy SE, west of 179 Ln SE

W Lake Sammamish Pkwy SE, west of 179 Ln SE, looking north-west

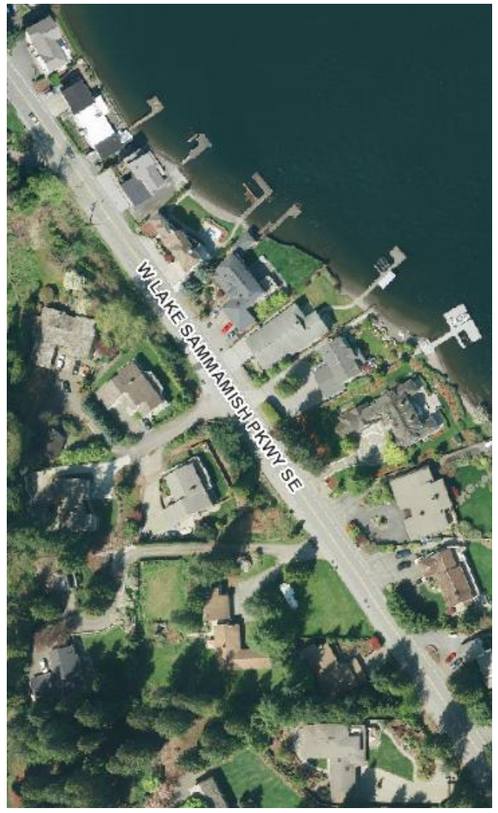
W Lake Sammamish Pkwy SE at 177th Ave Se and 176th Ave SE

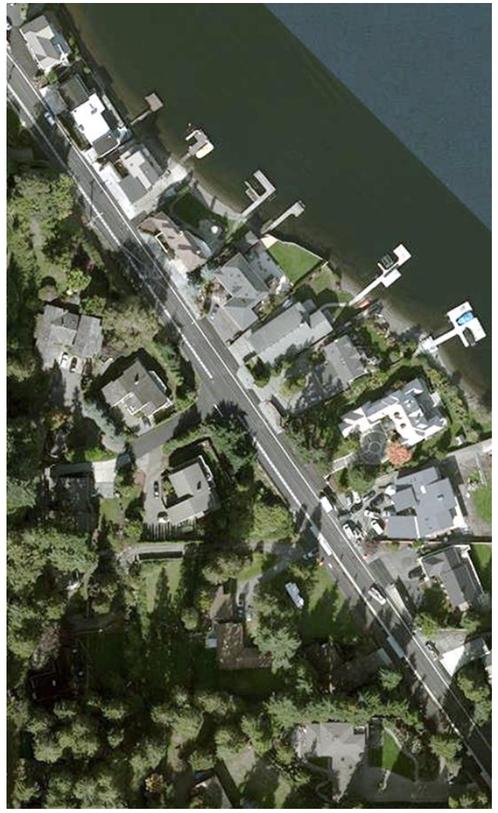
W Lake Sammamish Pkwy SE at Sunrise Park Trail Trailhead, looking southeast

W Lake Sammamish Pkwy SE at SE 40th Pl

W Lake Sammamish Pkwy SE just south of SE 40th Pl, looking north

W Lake Sammamish Pkwy SE just south of SE 40th Pl, looking north





W Lake Sammamish Pkwy SE north of SE 40th Pl

W Lake Sammamish Pkwy SE north of SE 40th Pl, looking north

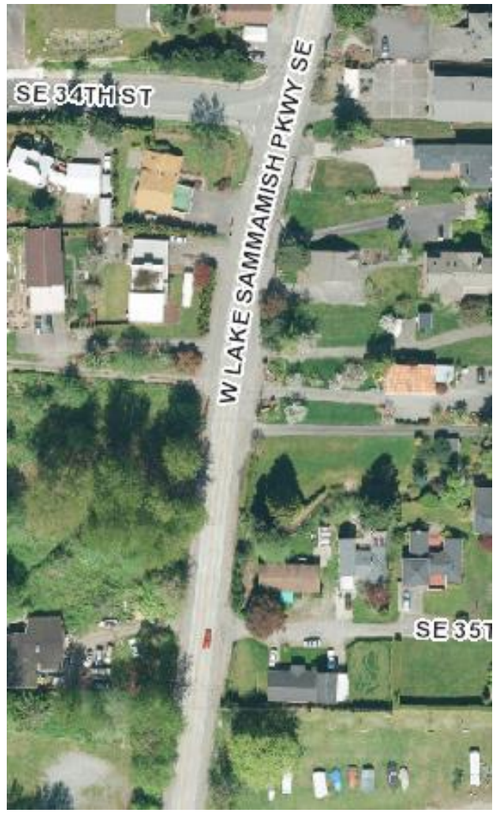
W Lake Sammamish Pkwy SE just south of SE 38th St

W Lake Sammamish Pkwy SE south of SE 38th St, looking north

W Lake Sammamish Pkwy SE at SE 38th St

W Lake Sammamish Pkwy SE and SE 38th St, looking south

W Lake Sammamish Pkwy SE and SE 38th St, looking north

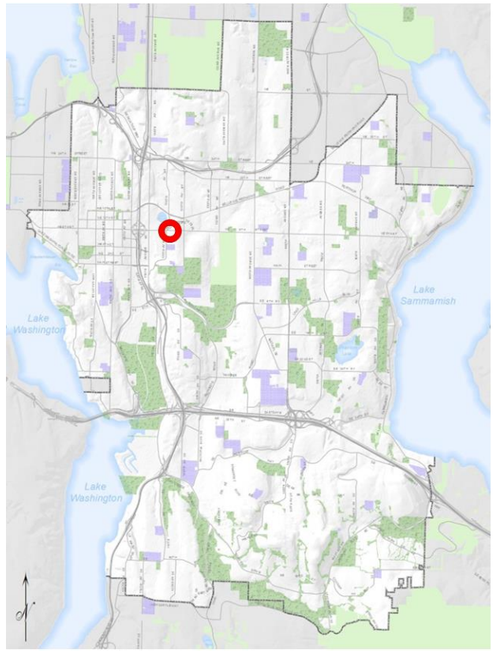


W Lake Sammamish Pkwy SE south of SE 34th St

W Lake Sammamish Pkwy SE south of SE 34th St, looking north

W Lake Sammamish Pkwy SE north of SE 34th St, looking south

NE 8th Street Sidewalk



Sidewalk
210’

This project added 210’ of eight-foot wide sidewalk, curb and gutter on the south side of NE 8th Street, closing a gap that existed in the sidewalk along this busy stretch of NE 8th Street.

Previously, only a narrow dirt path served as the pedestrian route on this section. The new sidewalk provides a safer connection for pedestrians and improves access to transit, including the future light rail hospital station, local shopping and medical facilities.

The sidewalk is located on private property, outside of the street right of way (which ends of the curb of this location); therefore installation required purchase of an easement from the adjacent property owner. To limit project cost and the impact on the adjacent property, the improvement was limited to an eight-foot wide sidewalk only. In the future, likely at the time the property redevelops, full frontage improvements will be implemented (including a landscape strip between the curb and the sidewalk), matching the frontage treatments along parcels to the east and west.

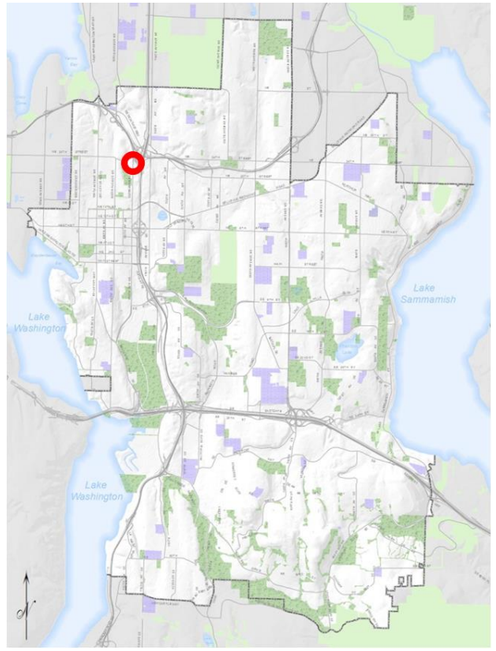
This project was funded by the City Capital Budget Pedestrian Access Improvements Program (CIP PW-W/B-56) and a grant from the Washington State Transportation Improvement Board Urban Sidewalk Program.

Project cost: $107,000

NE 8th St west of 120th Ave NE

NE 8th St west of 120th Ave NE, looking east

112th Avenue NE Sidewalk, South of NE 24th Street



Sidewalk 360’

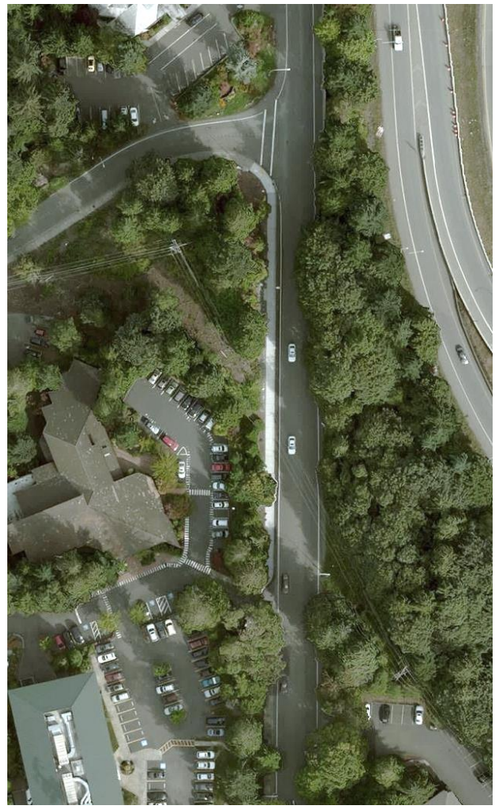
The City of Bellevue Transportation Department received requests from area residents to construct a missing segment of sidewalk on the west side of 112th Avenue NE, south of NE 24th Street.

This project constructed approximately 360’ of six-foot wide concrete sidewalk, curb and gutter, creating a continuous sidewalk on 112th Avenue NE from NE 24th Street to Downtown (NE 12th Street).

The project was funded by the City Capital Budget Pedestrian Access Improvement Program (CIP PW-W/B-56), Enhanced Right of Way and Urban Boulevards Program (CD-22), and Major Safety Improvements Program (PW-R-46). A rain garden was constructed at the corner of 112th Avenue NE and NE 24th Street. The Parks Department landscaped this area following the construction of the sidewalk.

Project cost: $104,500

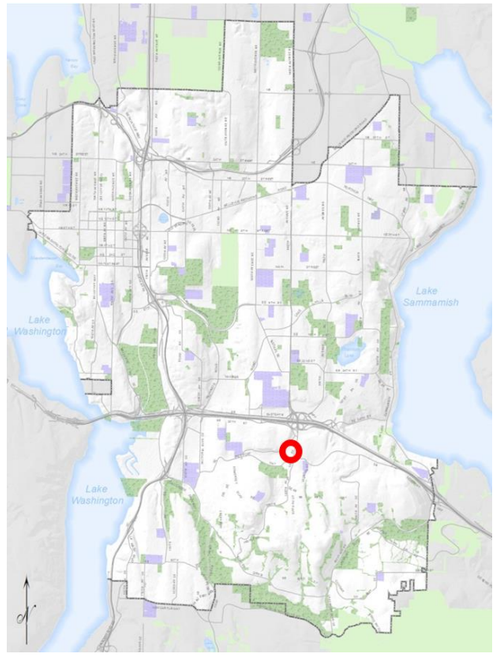
112th Ave NE south of NE 24th St



112th Ave NE and NE 24th St, looking south

112th Ave NE south end of the sidewalk, looking south

150th Avenue SE & SE Newport Way Interim Improvements



Along with the signal modifications, this project installed approximately 140' of six-foot wide concrete sidewalk, curb and gutter on the west side of 150th Avenue SE, just south of Newport way. The new curb, gutter and sidewalk replaced a deteriorated, somewhat narrower sidewalk.

The project was funded from the Minor Capital-Streets & Lighting Program (PW-M-20) and the Street Overlays Program (PW-M-1).

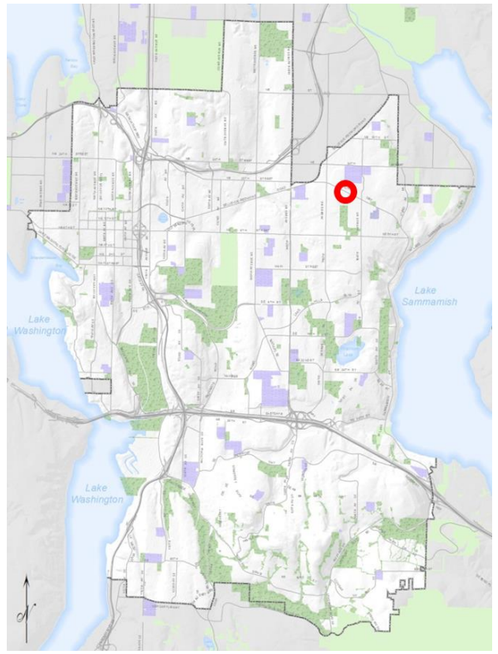
Total Project Cost: $ 159,200

Sidewalk
140'

150th Ave SE and SE Newport Way

150th Ave SE, looking north at SE Newport Way

Northup Way Corridor Pedestrian Safety Improvements



This project improved curb ramps and sight distance, and re-designed crossings on Northup Way at the 156th Avenue NE, 160th Avenue NE, and 164th Avenue NE intersections for improved pedestrian access and increased safety. It added 14 new ADA ramps and upgraded three existing ADA ramps.

The crosswalk at 160th Avenue NE intersection was relocated east on Northup way, to provide a safer crossing location and more direct access to the pedestrian trail south of the intersection.

This segment of Northup Way is especially important because of the number of school children and nearby residents who frequently use these intersections.

The project was funded from the Minor Capital -Traffic Operations Program (PW-M-2) and a WSDOT Pedestrian and Bicycle Safety Program Grant.

Project cost: $960,800

Northup Way and 156th Ave NE (construction photo; after photo not yet available)

Northup Way and 156th Ave NE northeast corner, looking northeast

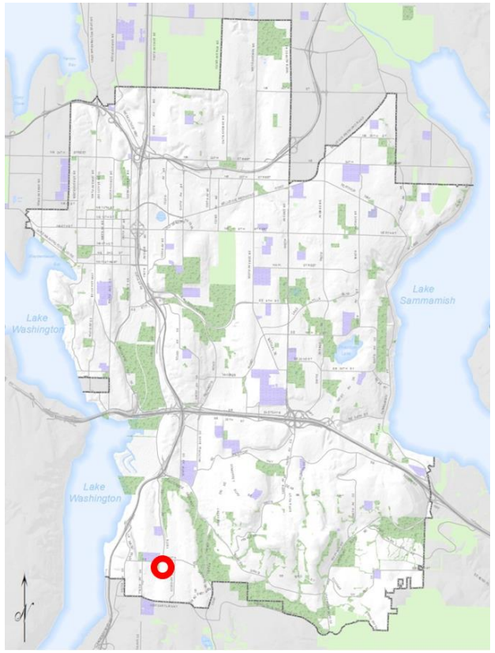
Northup Way and 161st Ave NE

Northup Way and 161st Ave NE, looking east

Northup Way and 164th Ave NE (construction photo; after photo not yet available)

Northup Way and 164th Ave NE, southwest corner, looking north

2013 Pedestrian Facilities Compliance Program

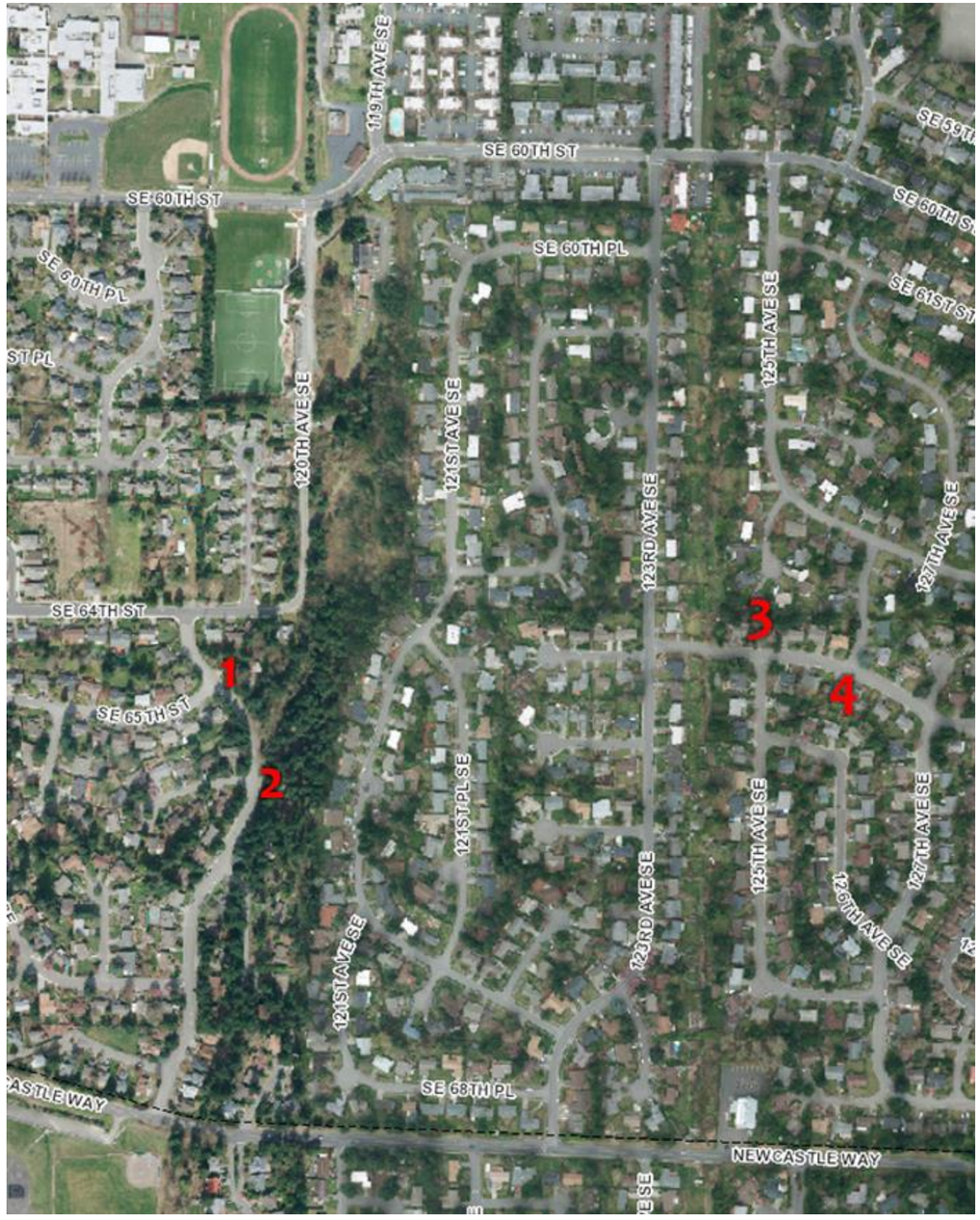


The Pedestrian Facilities Compliance Program (CIP PW-W/B-49) provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program also serves as the City's dedicated resource for addressing citizen accessibility requests.

In 2013 the Pedestrian Facilities Compliance Program constructed 11 ADA ramps on existing sidewalks at four intersections in Newport Hills:

1. 119th Ave SE & SE 65th St;
2. 119th Ave SE & SE 66th St;
3. 125th Ave SE & SE 64th St; and
4. 26th Ave SE and SE 64th St

Project cost: $50,000



Project Locations

119th Avenue SE & SE 66th Street

SE 66th St and 119th Ave SE (after photo not available)

SE 66th St and 119th Ave SE, looking south

119th Avenue SE & SE 65th Street

SE 65th St and 119th Ave SE (after photo not available)

119th Ave SE just southeast of SE 65th St, looking northwest

125th Avenue SE & SE 64th Place

125th Ave SE and SE 64th Pl

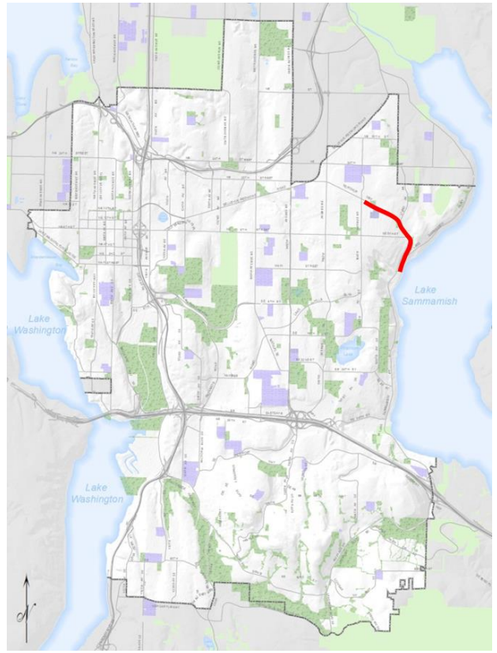
SE 64th Pl just east of 125th Ave SE, looking west

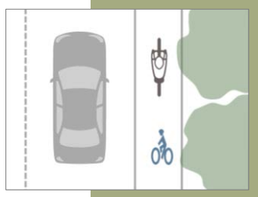
126th Avenue SE & SE 64th Place

126th Ave SE and SE 64th Pl

SE 64th Pl just east of 126th Ave SE, looking west

2013 Overlay Program – Northup Way Bike Lane

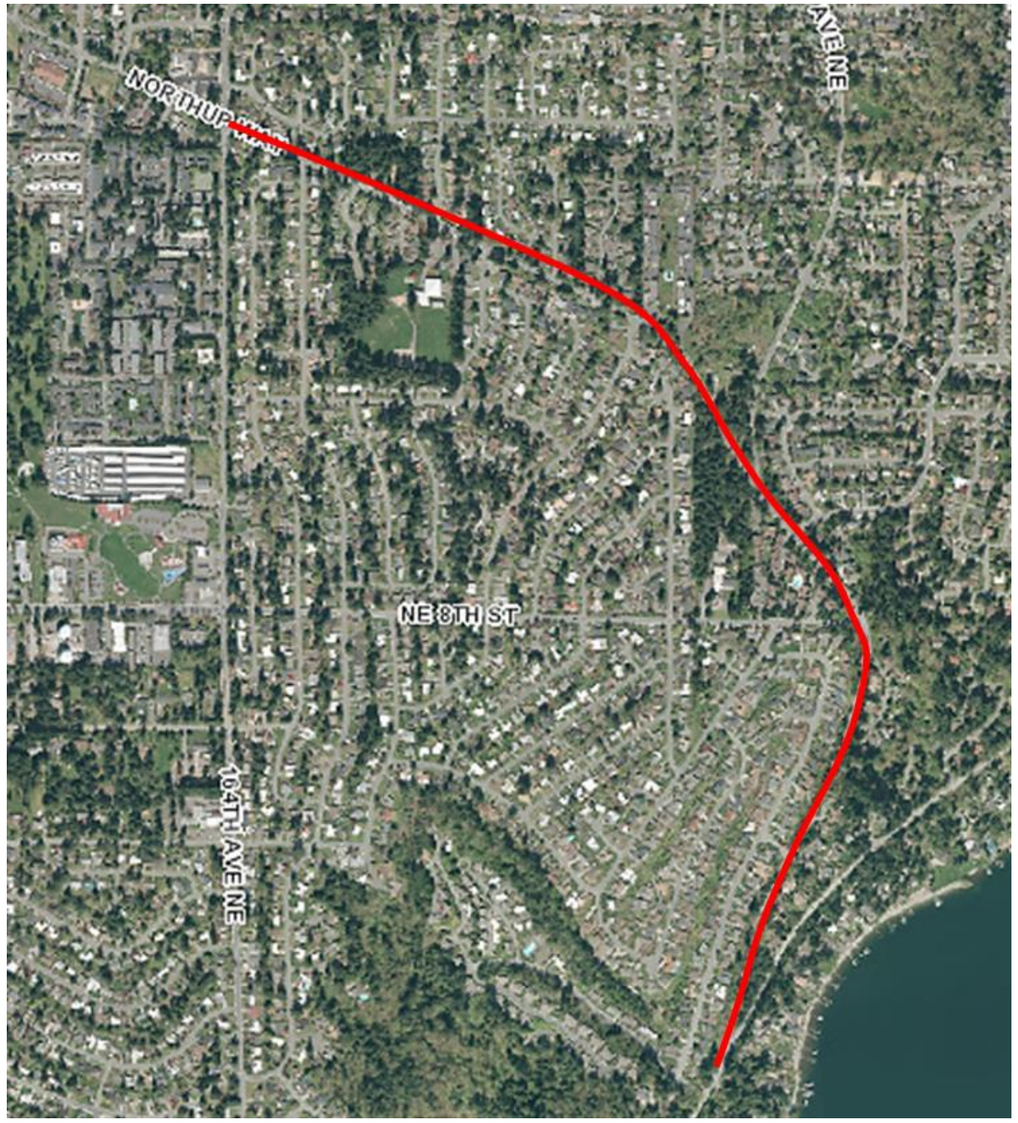




Bike Lane
7,150

The 2013 Overlay Program installed a new bike lane westbound on Northup Way from NE 8th Street to 164th Avenue NE. The bike lane extension added paved extensions where missing in the westbound direction from West Lake Sammamish Parkway NE to NE 8th St. With this added segment, the five-foot wide marked bike lane in the uphill direction runs continuously from West Lake Sammamish Pkwy NE to 164th Ave NE.

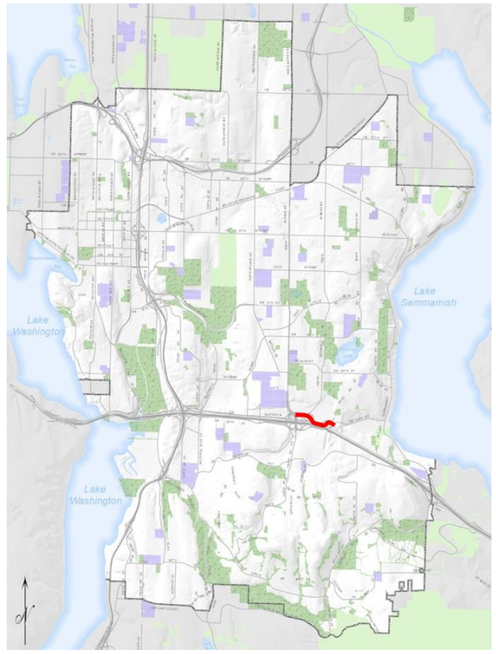
Project was funded from the City Capital Budget Street Overlay Program (CIP PW-M-1).



Project Location

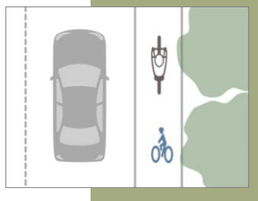
Northup Way just north of NE 10th SE

2013 Overlay Program – Eastgate Bike Lane

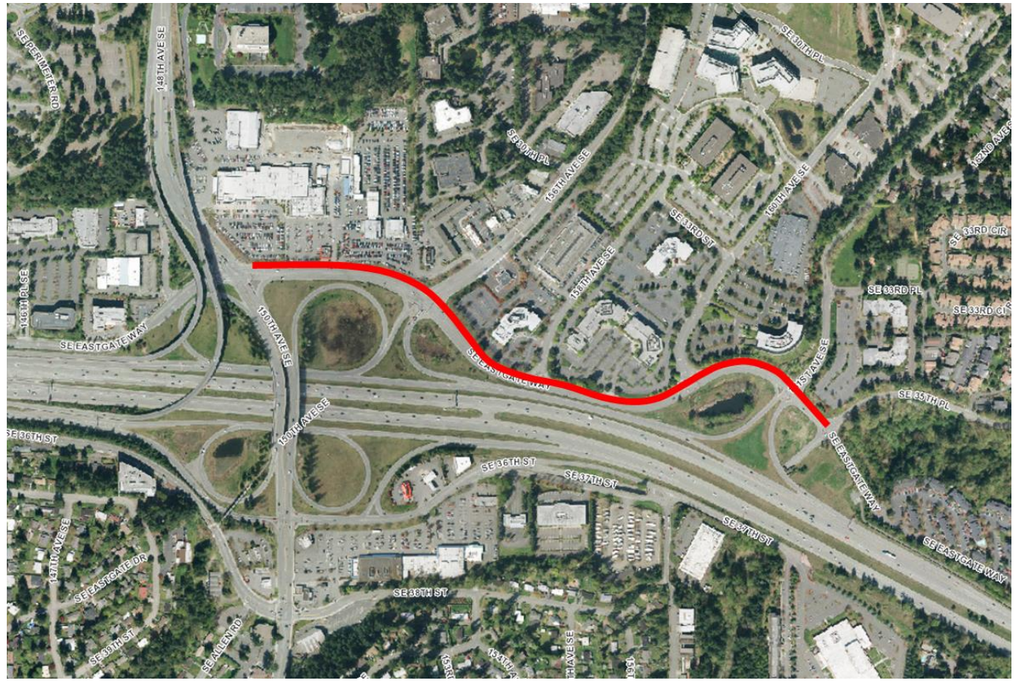


The 2013 Overlay Program also installed 3,100' of new bike lane westbound on Eastgate Way between SE 35th Place and 148th Avenue SE.

Project was funded from the City Capital Budget Street Overlay Program (CIP PW-M-1).



Bile Lane
3,100



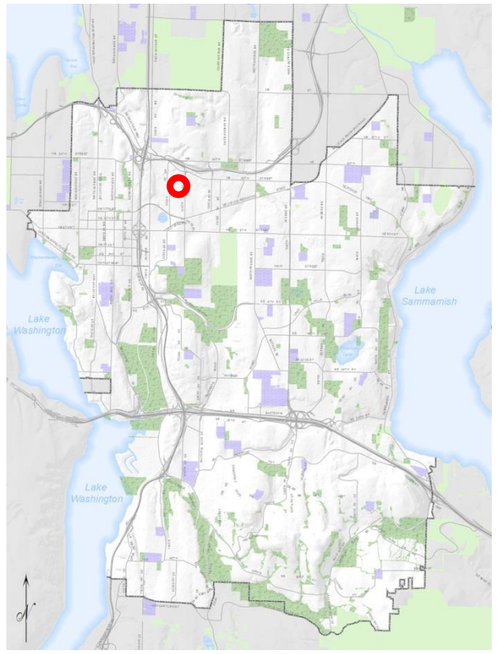
Project Location

Eastgate Way and 161st Ave SE, looking west

Eastgate Way just west of 156th Ave SE, looking east

2013 Overlay Program

ADA Ramps and Traffic Islands Upgrade



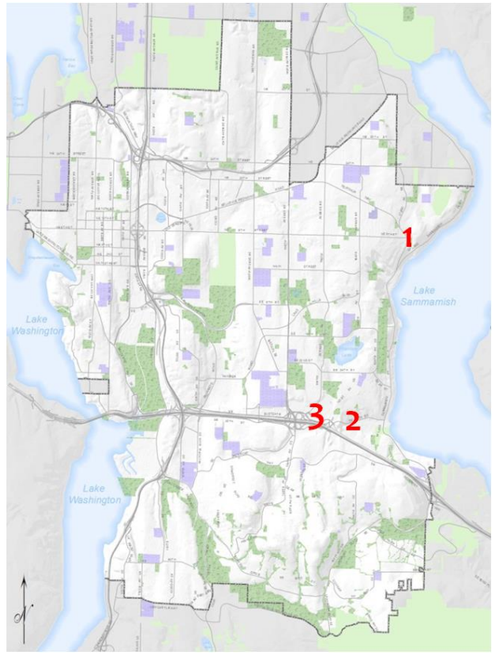
As part of the 2013 Overlay Program the City installed 54 ADA sidewalk ramps along roadways programmed for resurfacing with the 2013 Overlays, upgrading 12 traffic islands – 11 on Eastgate Way and one at Bel-Red Road and NE 20th Street intersection.

Project was funded from the City Capital Budget Street Overlay Program (CIP PW-M-1).

NE Bellevue-Redmond Rd and NE 20th St

NE Bellevue-Redmond Rd and NE 20th St, looking west

2013 Overlay Program – Crosswalks



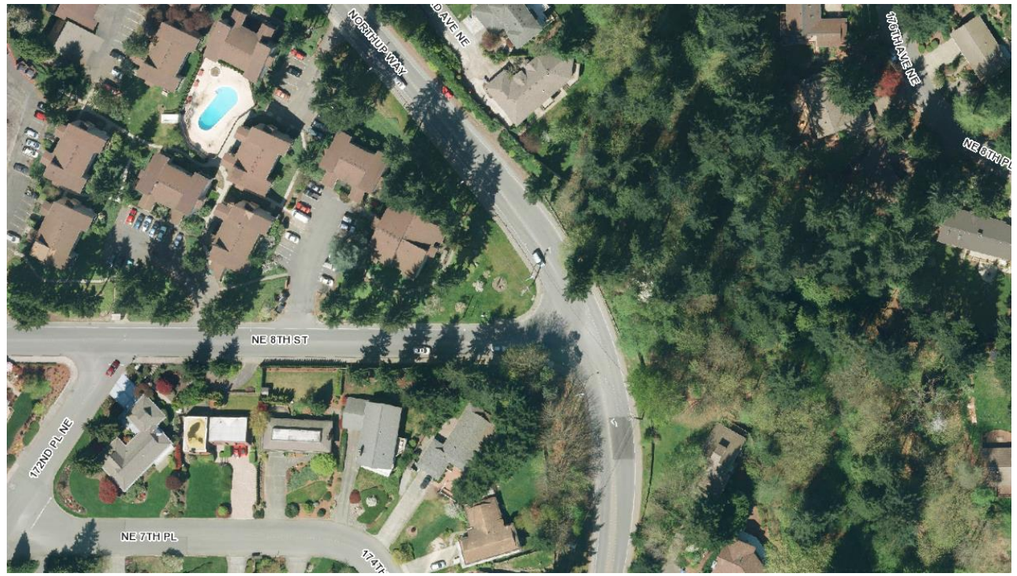
The Project also added new crosswalks to three locations:

1 – NE 8th Street and Northup Way intersection

2 – SE Eastgate Way and SE 37th Street intersection, and

3 – SE Eastgate Way and commercial driveway between 148th Avenue SE and 156th Avenue SE – for pedestrian safety

Project was funded from the City Capital Budget Street Overlay Program (CIP PW-M-1).

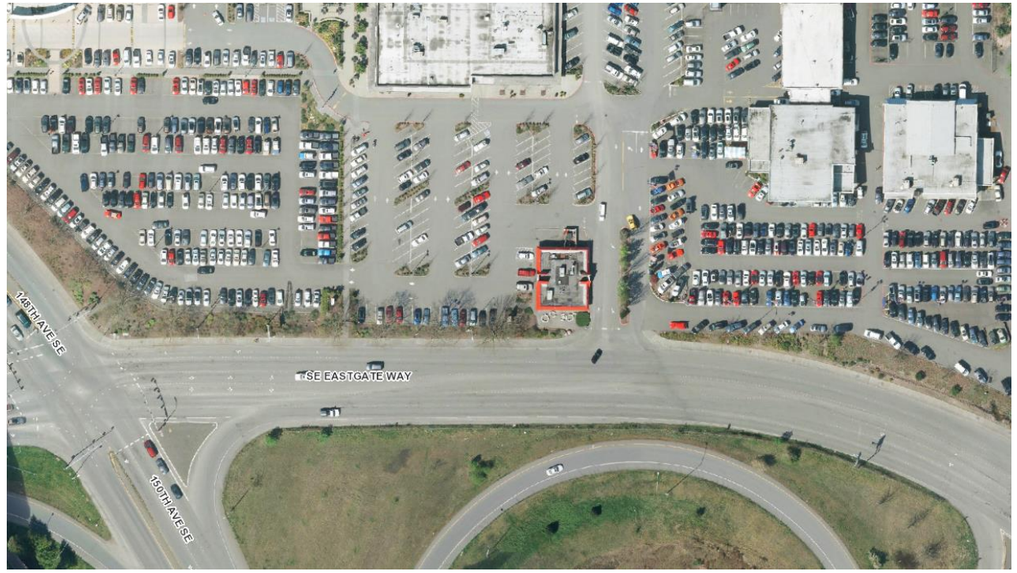


NE 8th St and Northup Way

Northup Way and NE 8th St, looking south

SE Eastgate Way and SE 37th St (After Photo not available)

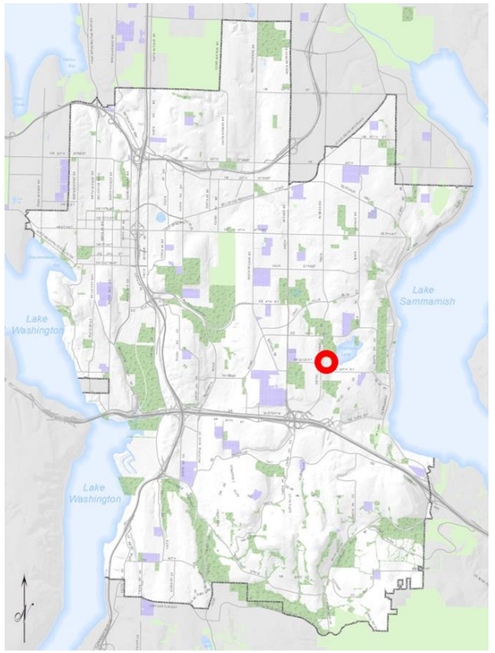
SE Eastgate Way and SE 37th St, looking northwest



Eastgate Way east of 148th Ave SE

Driveway at Eastgate way 500' east of 148th Ave SE, looking west

2013 Overlay Program – Signals Upgrade



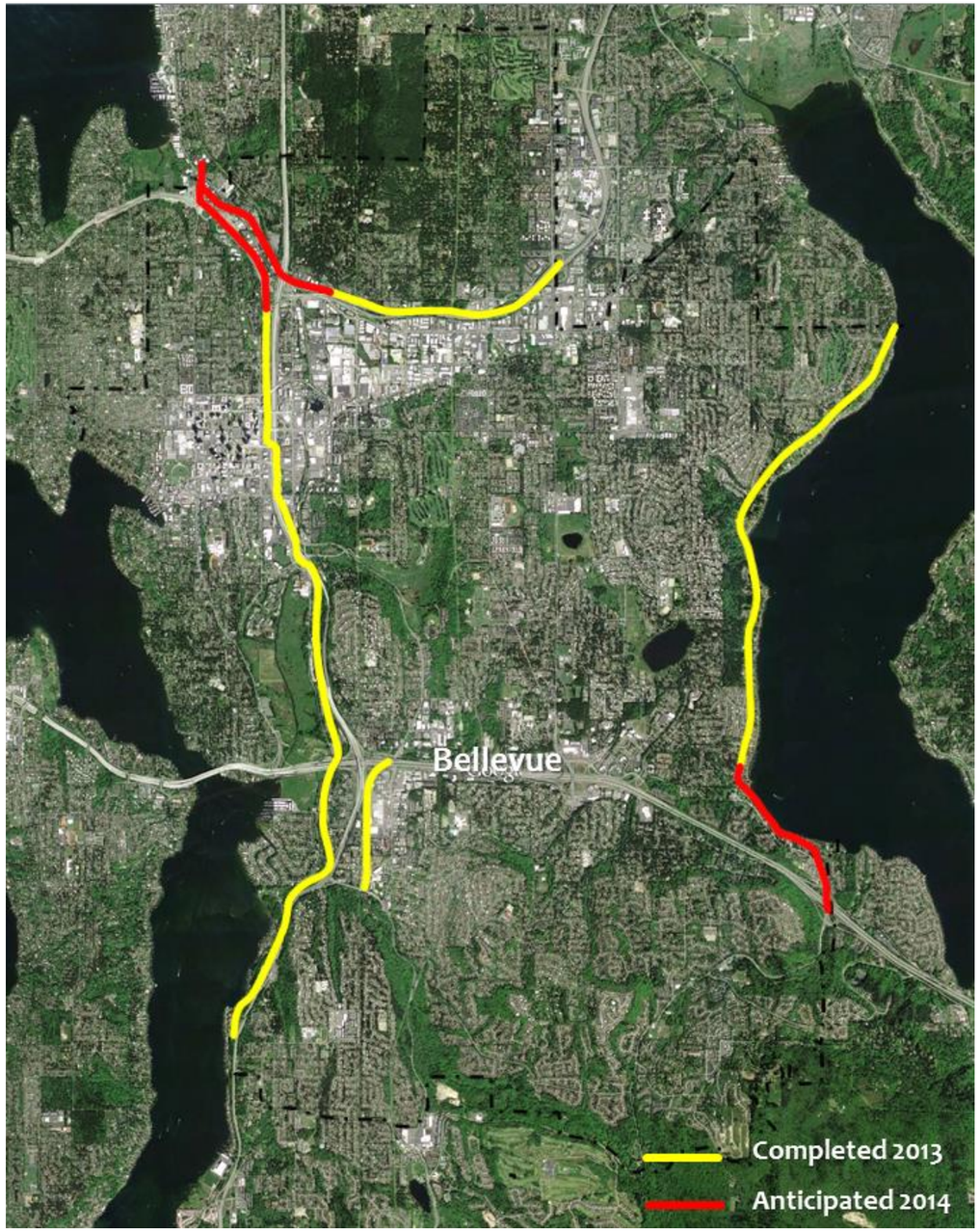
The 2013 Overlay Program upgraded the crossing located on 156th Avenue SE, south of SE 27th Street. The crossing is located on the part of the city's trail system that connects Bellevue College to the Boeing/Microsoft campus. Regular flashing beacons were replaced with Rectangular Rapid Flashing Beacons (RRFBs), amber LEDs that supplement warning signs at unsignalized intersections or mid-block crosswalks.

Project was funded from the City Capital Budget Street Overlay Program (CIP PW-M-1).

Project Location

156th Ave SE, south of SE 27th St, looking north

Bicycle Wayfinding Signs Installation, Phase I



Project Locations

Bicycle Wayfinding Signs at Factoria Trail Connection 124th Ave SE, south of SE 38th St

Bicycle Wayfinding Signs at Lake Washington Blvd south of I-90

This project implemented, or improved wayfinding along four bike corridors: Lake Washington Loop Trail, West Lake Sammamish Parkway, SR 520 Trail, and within the Factoria sub-area (to direct bicyclists to the newly constructed bypass at 124th Avenue SE connecting to the I-90 Trail).

Installation of signs along the south segment of West Lake Sammamish Parkway and in the area of WSDOT SR 520 project was deferred so as to coordinate with construction underway in these two areas.

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 (CIP PW-W/B-56).

Radar Signs and School Zone Flashing Beacons

In 2013 the City installed 17 school zone flashing beacons for three elementary schools. It also installed 11 radar signs and relocated two radar signs to address residents' speeding concerns.

Below is a detailed list of project and locations of the improvements.

164th Place SE/SE 38th Street/SE 34th Street Radar Signs

- 2 radar signs on SE 34th Street, between 164th Place SE and West Lake Sammamish SE
- 1 radar sign on SE 38th Street, west of West Lake Sammamish SE
- Relocation of 1 radar sign on 164th Place SE further east from the old location to a new one closer to SE 38th Street where it could be seen better by motorist

Project cost: $40,000.

119th Avenue SE & SE 60th Street Radar Sign

- 1 radar sign on SE 60th Street, at 125th Avenue SE
- Relocation of 1 radar sign on SE 60th Street east towards 128th Avenue SE where it would be more visible to motorists
- 1 radar sign on 119th Avenue SE south of Lake Heights Street

Project Cost: $38,000.

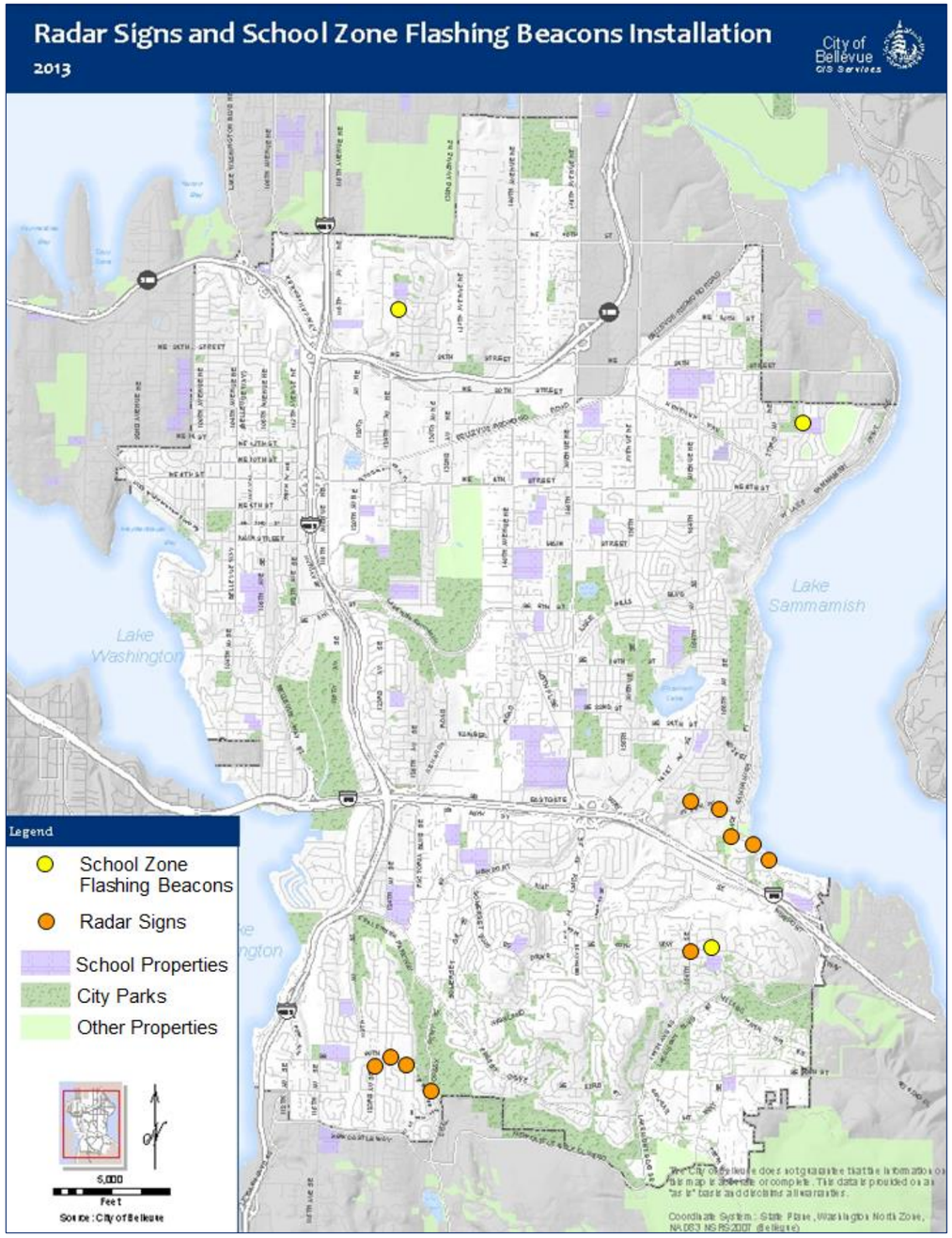
2013 School Zone Flashing Beacon and Radar Sign Project

- 2 radar signs on 123rd Avenue SE, south of SE 60th Street
- 2 school zone flashing beacons for Cherry Crest Elementary School
- 6 school zone flashing beacons for Bennett Elementary School
- 9 school zone flashing beacons for Cougar Ridge Elementary School
- 2 radar signs on 164th Avenue SE, near SE 46th Street

Project Cost: $170,000

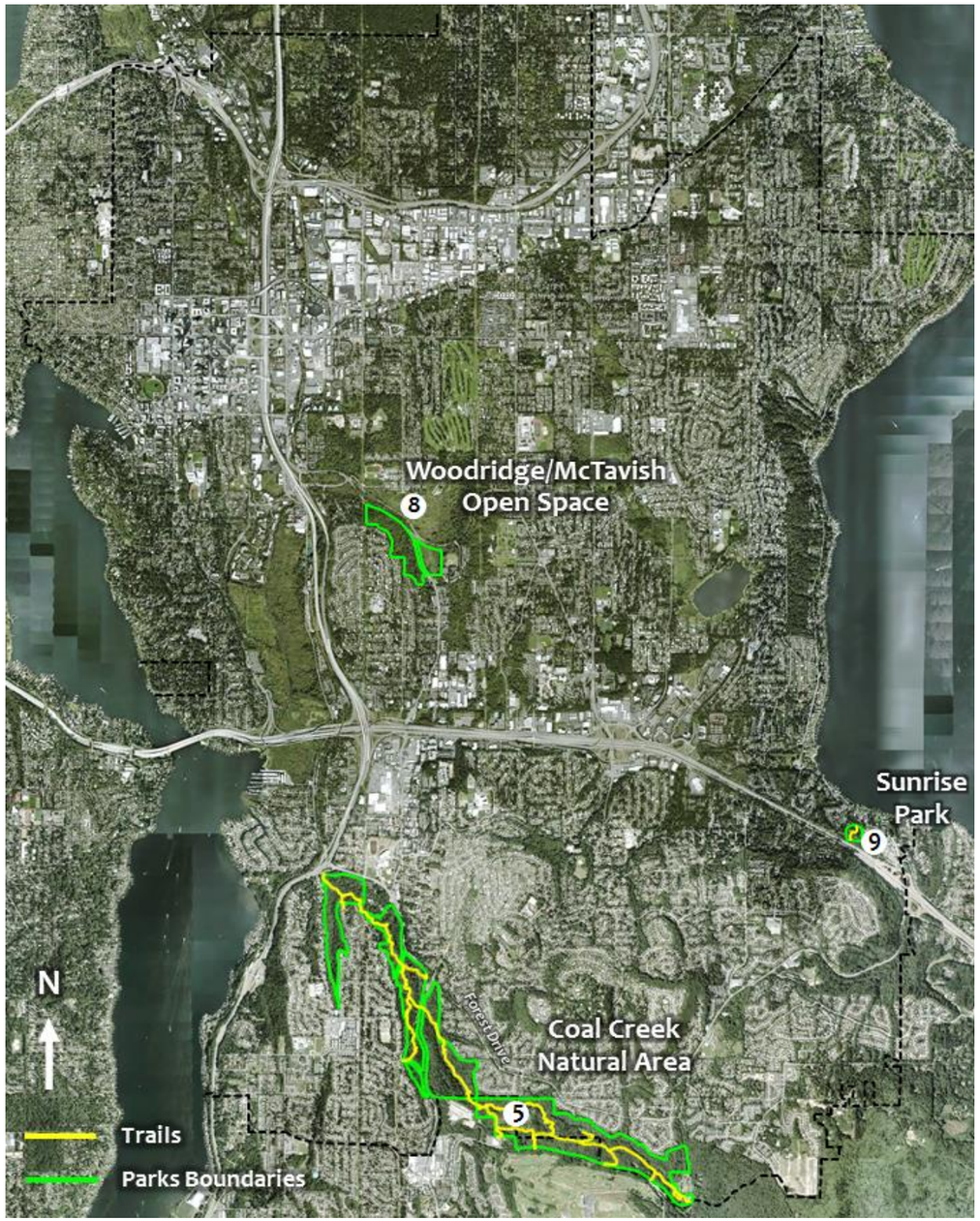
West Lake Sammamish Additional Radar Sign Project

- 1 radar sign on West Lake Sammamish Parkway, south of SE 38th Street
- 1 radar sign on West Lake Sammamish Parkway at 176th Avenue SE



Map of Radar Sign and School Zone Flashing Beacon Installation in 2013

Parks Projects

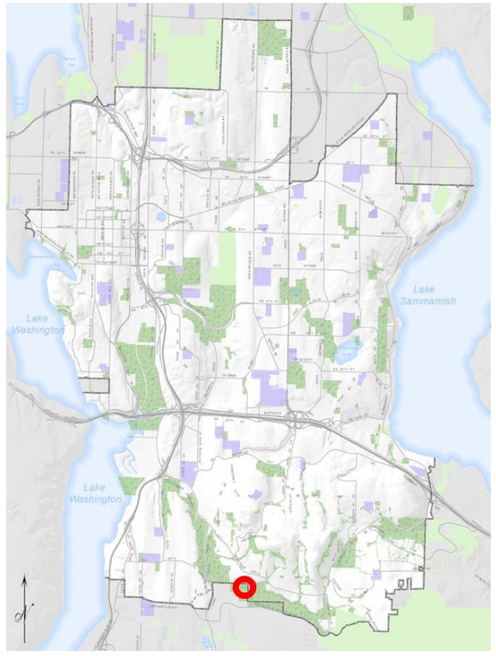


Map of Completed Parks Projects

Coal Creek Trail System

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. 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.

Coal Creek Primrose Loop Trail Phase I
120’ Bridge Replacement
Location 5

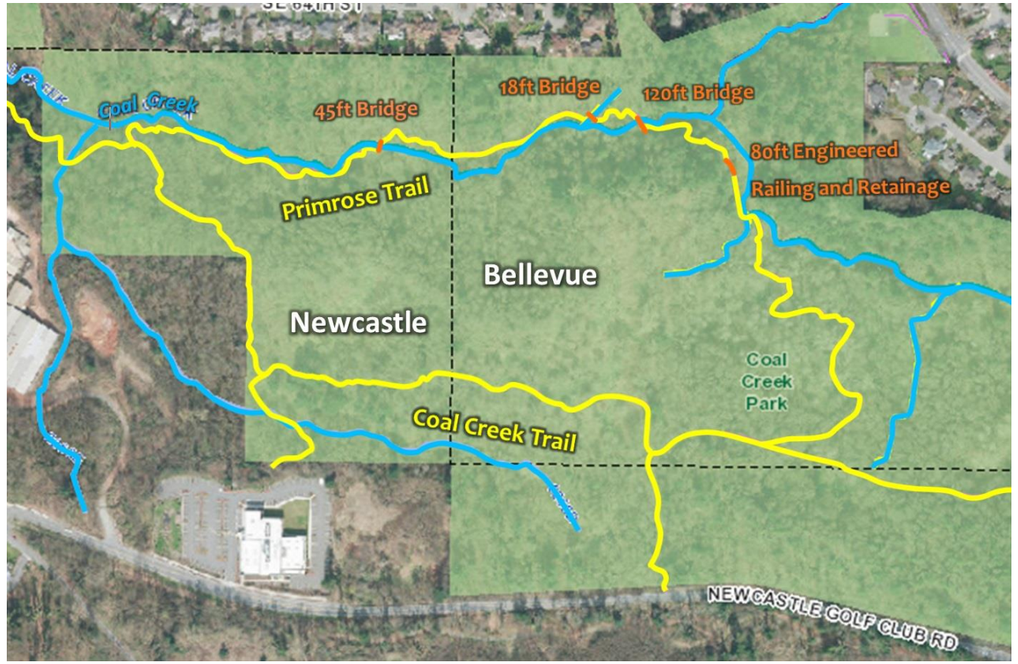


The Coal Creek Primrose Loop Trail Project calls for a complete renovation of the 1.1 mile Primrose Trail including replacement of three dilapidated bridges, new stair and railing structures, and upgrading the trail surface to City of Bellevue standards.

Phase I of the project replaced a 120’ Primrose Loop Trail Pedestrian Bridge and installed Trail Railing.

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

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

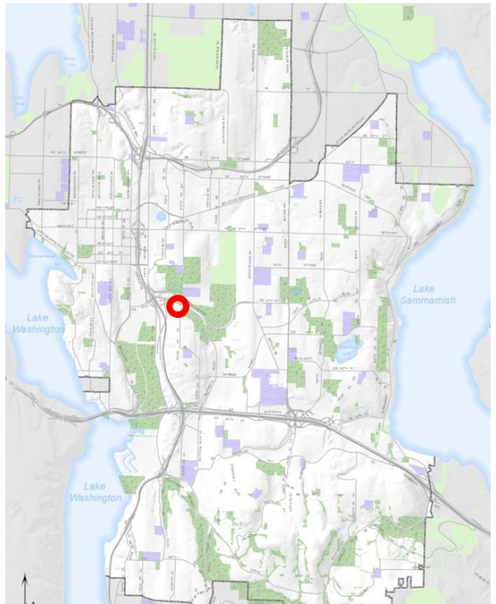


Coal Creek Primrose Loop Trail Map

Coal Creek Primrose Loop Trail – 120’ Bridge Phase I

Lake Hills McTavish Trail Extension

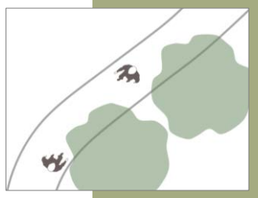
Location 8



This project constructed approximately 900' of 6' wide asphalt trail along the west side of Lake Hills Connector, from SE 8th Street to SE 9th Place, where it connects to an existing network of soft-surface trails in the McTavish greenbelt, adjacent to Lake Hills Connector. Completion of the new McTavish Trail link creates a continuous pedestrian facility along the west side of Lake Hills Connector between SE 8th Street and Richards Road. Features of the new trail link include a curb separating the trail from the adjacent paved shoulder area (which is retained as a bicycle facility) and upgrading of the existing bus stop on Lake Hills Connector just south of SE 8th Street.

Funding for the project came from the City Parks Department Budget Parks Levy (CIP P-AD-89).

Project Cost: $ 100,000



Pedestrian Path 900'

Project Location

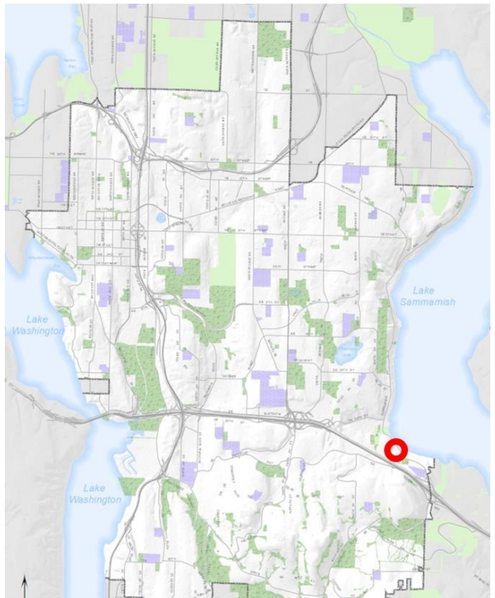
Lake Hills CN south of SE 8th St, looking south

Lake Hills CN south of SE 8th St

Lake Hills CN and SE 9th Pl, looking south

Lake Hills CN and SE 9th Pl

Sunrise Park Trail Phase I
Trailhead at West Lake Sammamish Parkway
Location 9



The Sunrise Park Trailhead at West Lake Sammamish Parkway was renovated and upgraded with four parking spaces. Further improvements of the trailhead such as adding an information kiosk will be implemented with Phase II of the project in 2014.

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

Project Cost (Phases I and II): $ 100,000

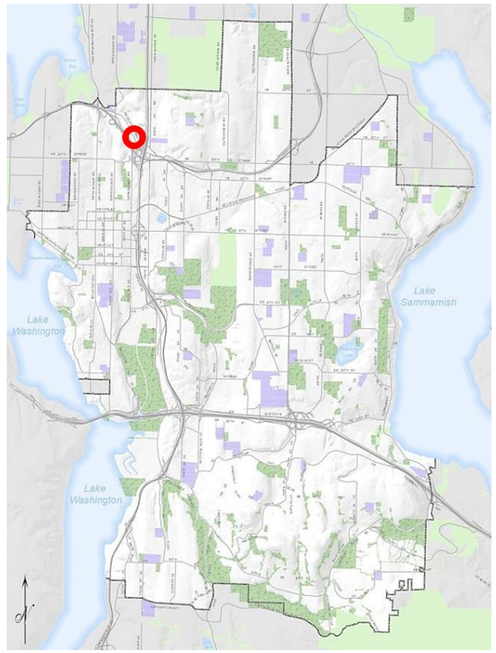
Project Location

Surise Trail Trailhead at West Lake Sammamish Parkway SE, looking east

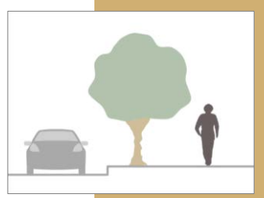
Surise Trail Trailhead at West Lake Sammamish Parkway SE, looking south

Completed Development Review Projects

South Kirkland Park and Ride



South Kirkland Park and Ride redevelopment replaced approximately 550' of previously 6-foot wide sidewalk with 8-foot wide concrete sidewalk, curb and gutter on the north side of 108th Avenue NE from NE 38th Place to the Burlington Northern Rail Corridor and added four ADA compliant curb ramps.

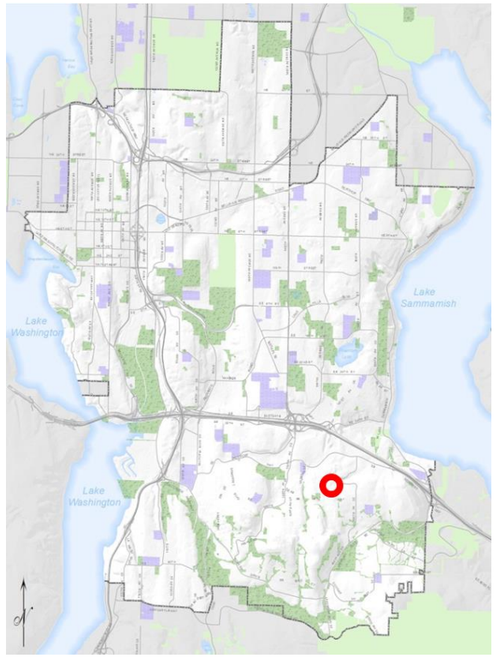


Sidewalk
550'

108th Ave NE at South Kirkland Park and Ride

108th Ave NE and Burlington Northern, looking southwest

Terrace View Ridge Plat



This project constructed approximately 1160' of 5-foot wide concrete sidewalk, curb and gutter along 158th Avenue SE, 158th Place SE, SE 44th Street and SE 44th Court (a new public street with a cul-de-sac street end).

In addition, the development added six ADA compliant curb ramps.

Sidewalk
1,160'

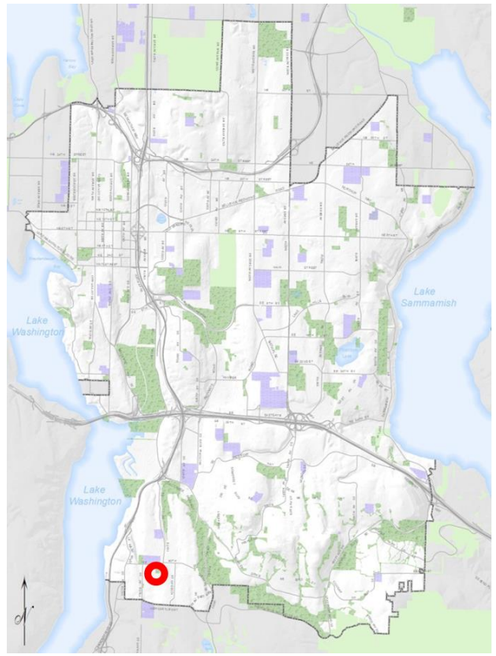
158th Ave SE and SE 44th St

158th Ave SE and SE 44th St

158th Ave SE and SE 44th St, looking north

SE 43rd Pl and 158th Pl SE, looking south

Wolf Trust Plat



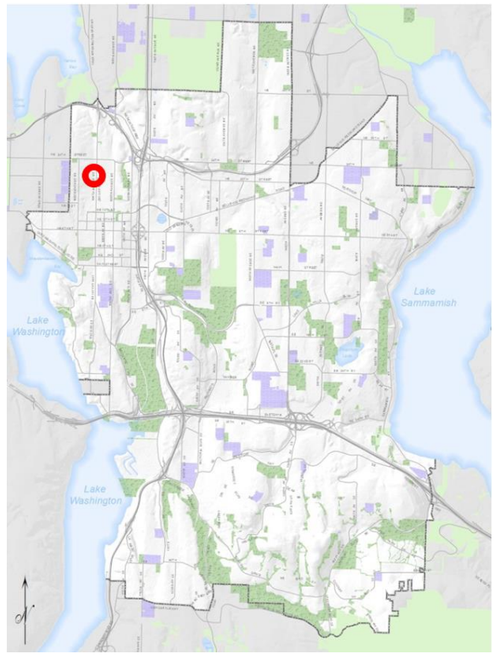
The Wolf Trust Plat development constructed approximately 310' of new 5-foot wide concrete sidewalk, curb and gutter on the north side of SE 64th Street west of 119th Avenue SE. 200' of the sidewalk was built with 5-foot wide planter strip.

Sidewalk
310'

SE 64th St and 119th Ave SE

SE 64th St and 119th Ave SE, looking west

Sherwood Duplex



This redevelopment added 30' of new 5-foot wide concrete sidewalk, curb and gutter on the north side of NE 21st Place just west of Bellevue Way NE. Access to the site was relocated to the northwest corner of the site and the previous access was replaced with a sidewalk.

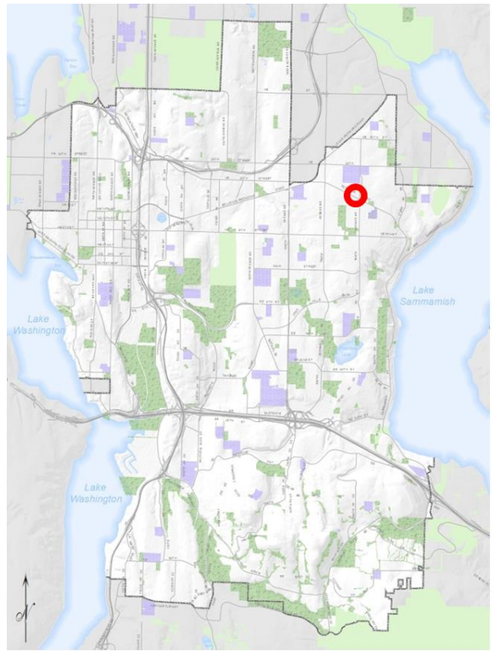
In addition, the project installed two improved ADA compliant ramps at the intersection of Bellevue Way NE & NE 21st Place.

Sidewalk
30'

Project Location (after photo not available)

Bellevue Way NE and NE 21st St, looking east

Medina Academy



This project added 200'of four-foot wide bike shoulder on the north side of Northup Way west of 164th Avenue NE. It also replaced 500' of 6-foot wide sidewalk on the north side of Northup Way and the west side of 164th Avenue NE, installing six improved ADA compliant ramps.

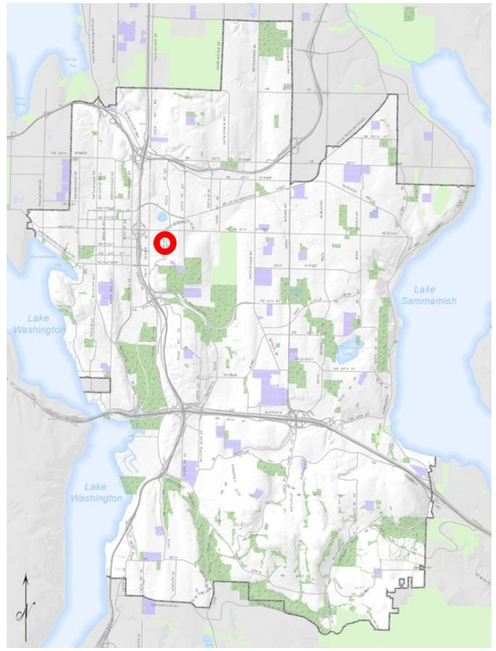
Bike Shoulder 200'

Northup Way and 164th Ave NE

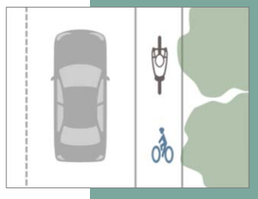
Northup way west of 164th Ave NE, looking east

Anticipated 2014 City of Bellevue Projects

120th Avenue Northeast Widening Phase I: NE 4th Street to NE 7th Street



Sidewalk
2,600'



Bike Lane
2,200'

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

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

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

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

Project Location

120th Ave NE, approximately 550' south of NE 5th St, looking north

The project will replace approximately 2,600' of six-foot wide sidewalks with eight-foot wide pervious concrete sidewalks, on both sides of the street.

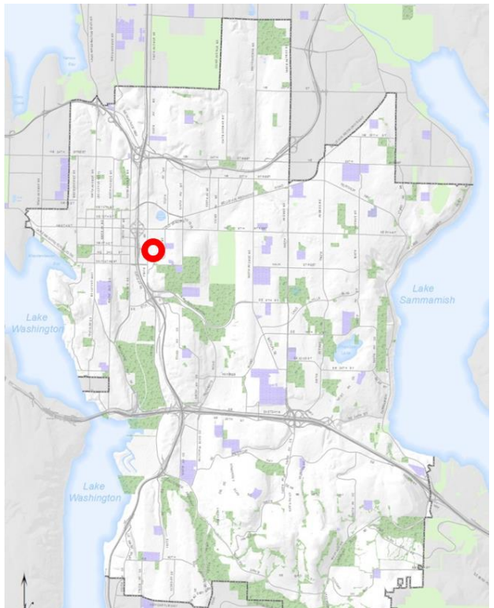
It will construct approximately 2,200' of new bike lanes on both sides of the street from the NE 7th Street intersection south to where the NE 4th Street Extension will connect.

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

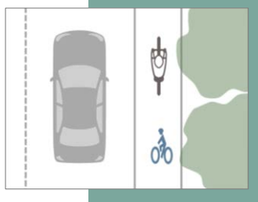
Funds will come from Federal Grants and the City Capital Budget Improved Mobility Program (PW-R-161).

Cost Estimate: 8,767,000

NE 4th Street Extension Phase I



Sidewalk
1,400’



Bike Lane
1,400’

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

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

The NE 4th St Extension project will be constructed in two phases.

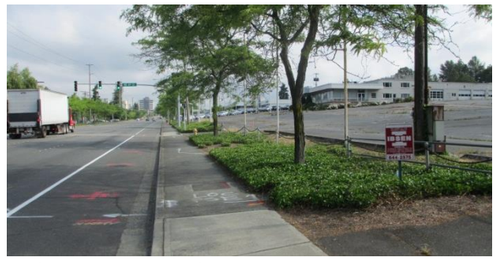
Phase I will add approximately 1,400’ of bike lanes and 1,400’ of sidewalks on both sides of the new road from 116th Avenue NE to the west edge of the Eastside Rail Corridor, formerly known as Burlington Northern Santa Fe Railroad. The project will modify the existing signalized intersection at NE 4th Street and 116th Avenue NE.

Funds will come from Federal Grants and the City Capital Budget (PW-R-160). Phase II will complete the connection, extending the road from the west edge of the rail corridor to 120th Avenue NE.

Total Cost Estimate (Phase I and Phase II):
$ 35, 000,000

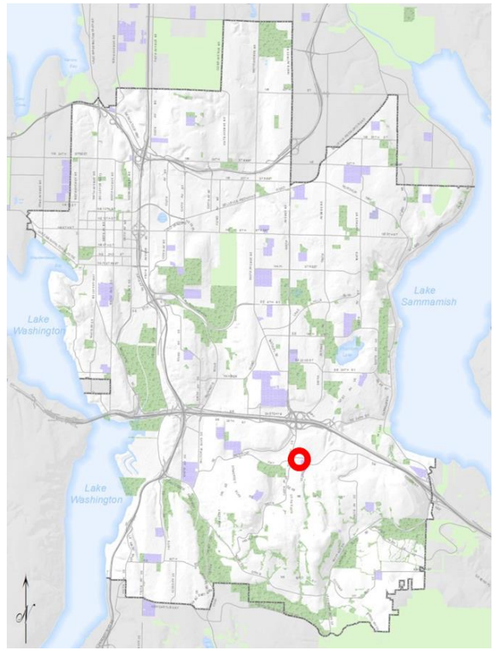
Project Location

116th Ave NE, looking northeast

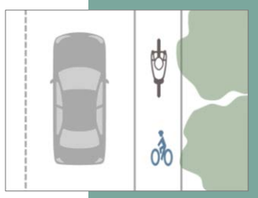


116th Ave NE and NE 4th St, looking north

SE Newport Way Project – 150th Avenue SE to 152nd Avenue SE



Sidewalk
1,220'



Bike Lane
2,760'

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

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

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

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

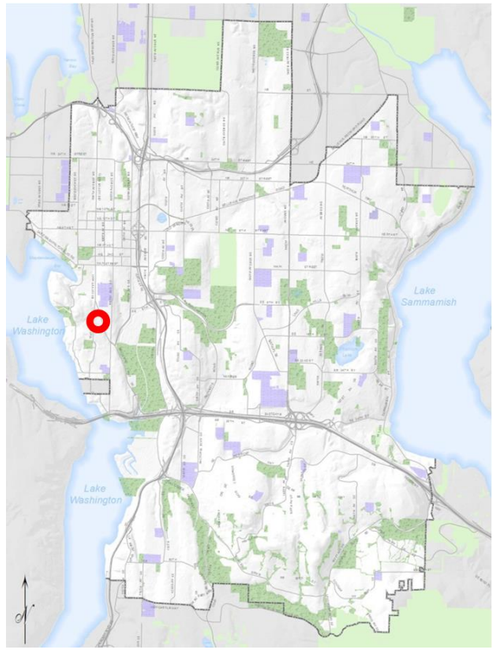
The funding is from the Annexation Area Transportation Capital project adopted by City Council as part of the 2013 – 2019 Capital Investment Program Plan (CIP)

Cost Estimate: $1,700,000

Project Location

SE Newport Way east of 151st Ave SE, looking west

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



Sidewalk 800’

This project will construct approximately 800’ of six-foot sidewalk, curb, gutter, on the south side of SE 16th St from 104th Ave SE to Bellevue Way.

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

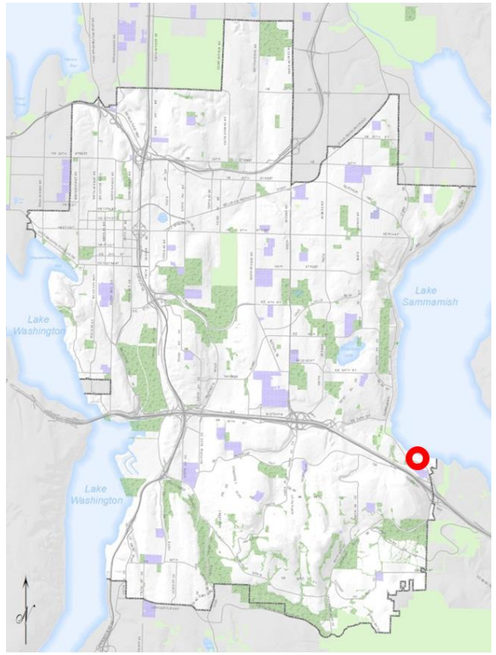
The project will be funded from the City Capital Budget Improved Mobility Program – Neighborhood Sidewalks (PW-W/B-76)

Cost Estimate: $216,000

Project Location

SE 16th St, west of 105th Ave SE, looking west

Sunset Elementary School Sidewalk



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

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

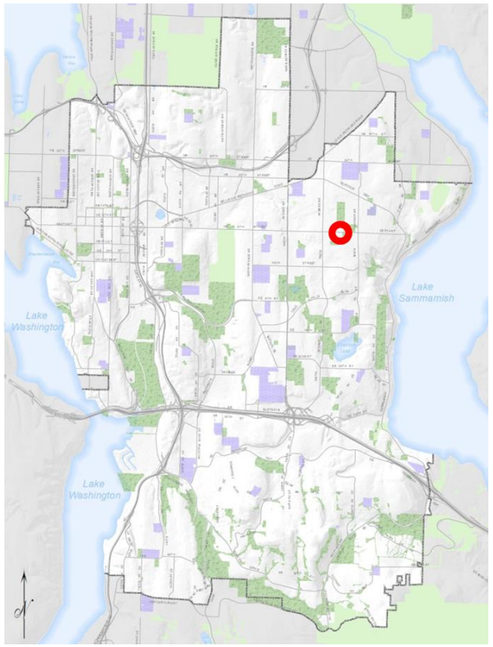
Cost Estimate: $300,000

Sidewalk
420'

Project Location

W Lake Sammamish Pkwy, looking north

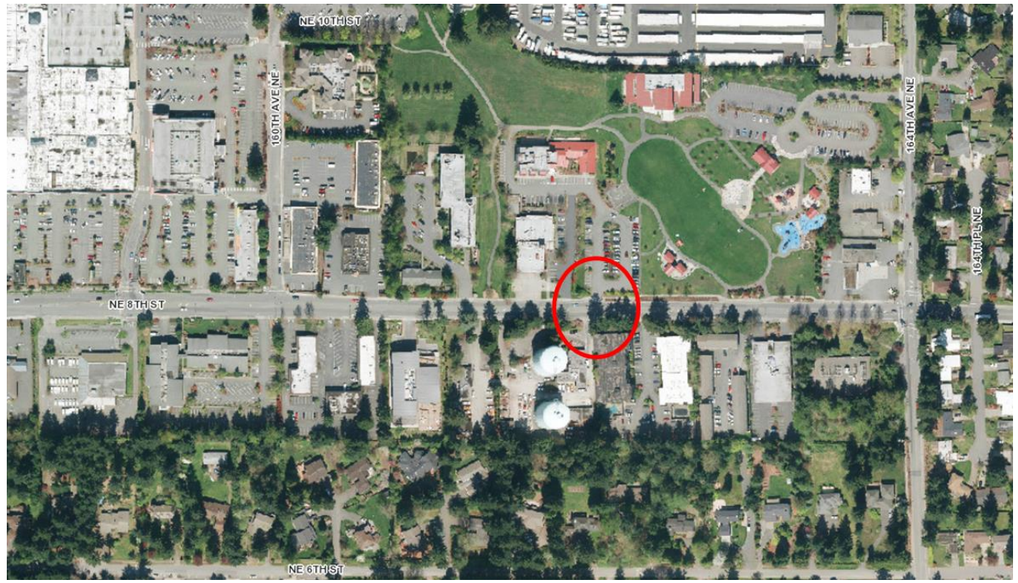
NE 8th Street at Crossroads Park Mid-Block Crossing



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

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

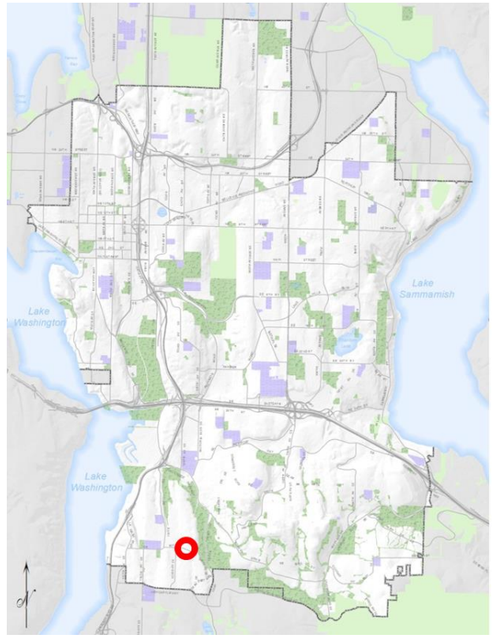
Cost Estimate: $350,000



Project Location

NE 8th St approximately 800' west of 164th Ave NE, looking east

SE 60th Street at 128th Avenue SE Crosswalk Improvements

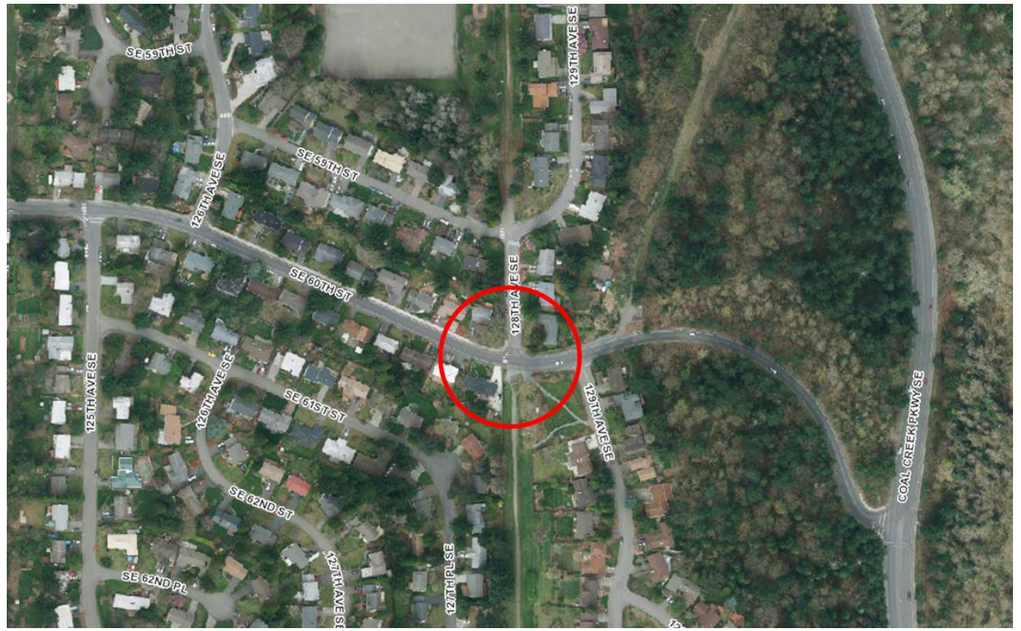


The existing marked crosswalk at the intersection of SE 60th Street and 128th Avenue SE attracts many pedestrians because it is a part of a popular trail. Currently, there is an overhead "Crosswalk" sign with a pair of beacons that are constantly flashing. Because the crosswalk setup is outdated, the City will be installing an improved pedestrian crossing system that will have the ability to better warn drivers of pedestrians crossing.

This project will improve overall pedestrian safety at the existing crosswalk by adding new Rectangular Rapid Flashing Beacons (RRFB) on both sides of the street to warn drivers of pedestrians crossing the street. The project will replace existing signs, install one additional luminaire, and retrofit the existing luminaire located on the northeast corner of the intersection. The project will also install detectable warnings, or yellow textured curb ramps, on the south side of SE 60th Street.

This project will significantly improve pedestrian and traffic safety at the crossing. This project will also better serve sight-impaired pedestrians, illustrating the City of Bellevue's continued effort to ensure American with Disabilities Act (ADA) compliance.

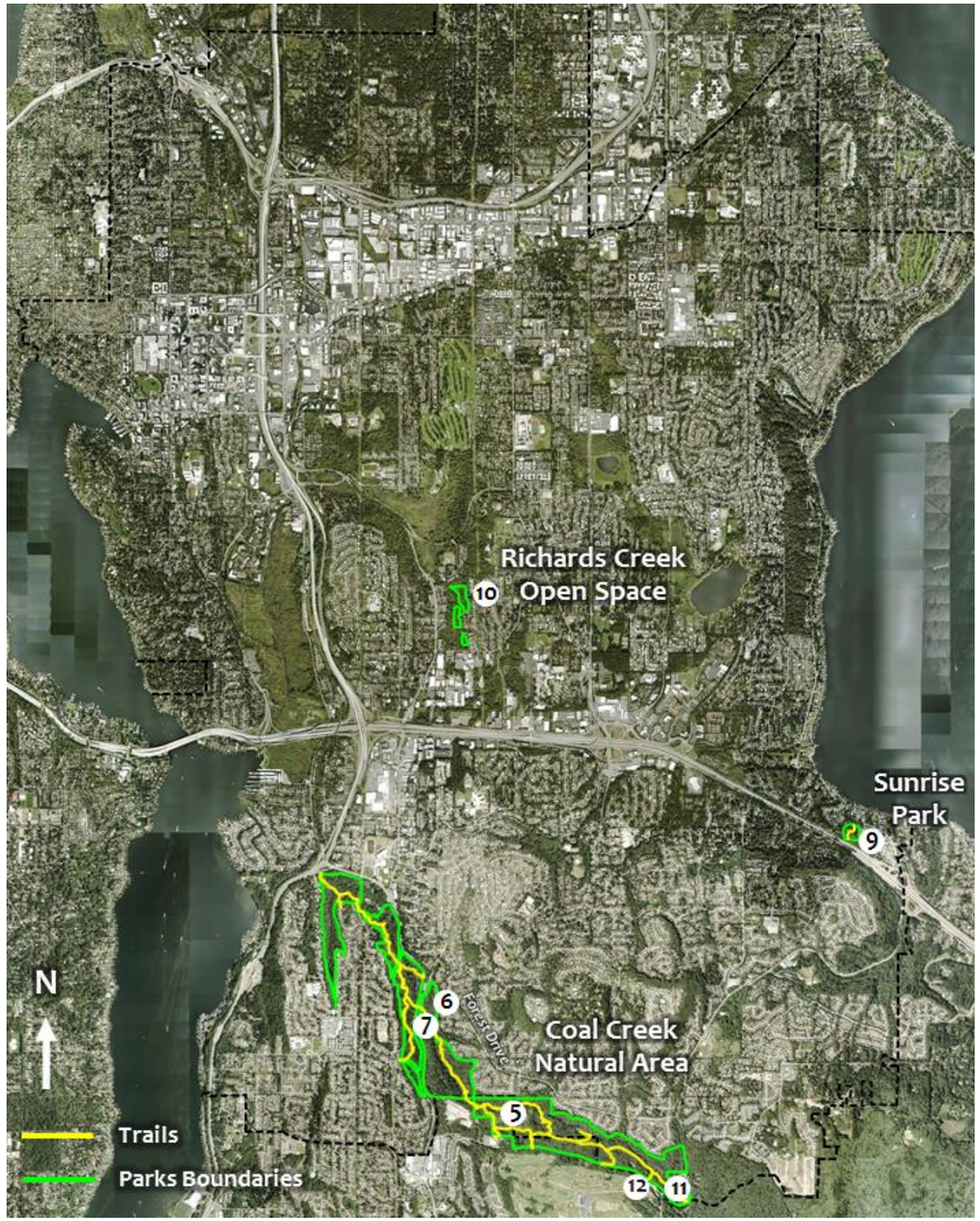
Cost Estimate: $21,500



Project Location

SE 60th St and 128th

Parks Projects



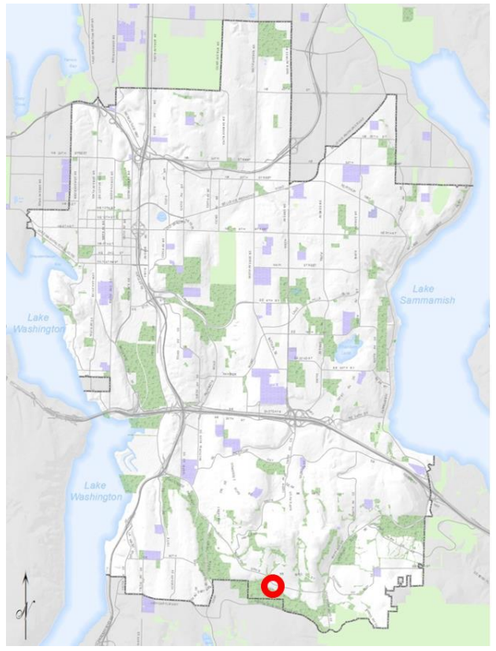
Map of Anticipated Parks Projects 2014

Coal Creek Trail System

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. 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. (See pages 62-65 for summary of wayfinding improvements completed in 2013.)

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

Location 5



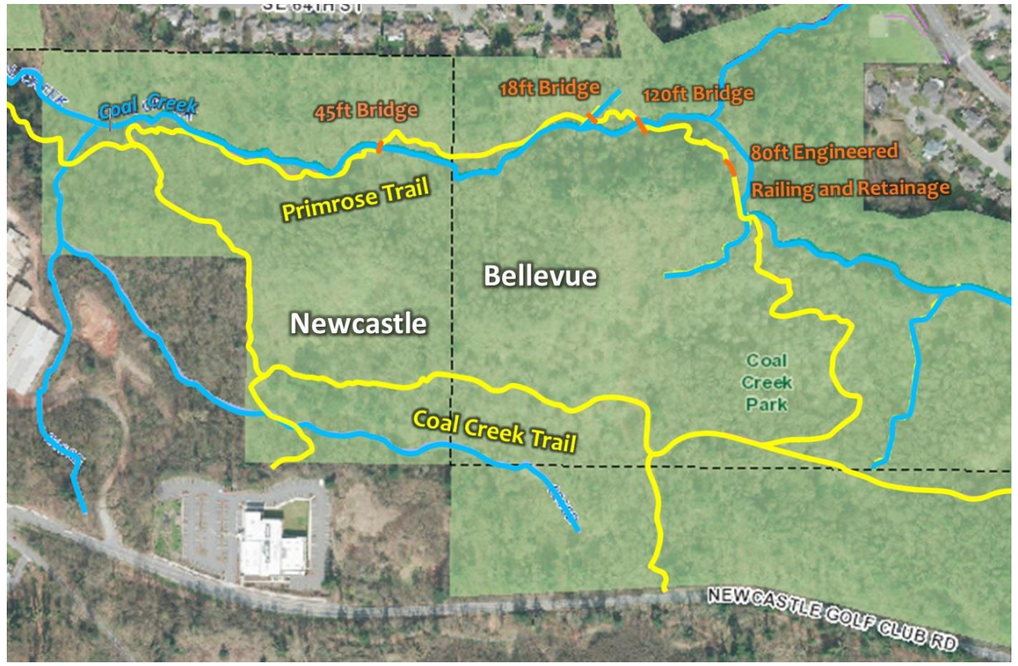
Plans for the Coal Creek Primrose Loop Trail call for complete renovation of the 1.1 mile Primrose Trail, including replacement of three dilapidated bridges, new stair and railing structures, and upgrading the trail surface to City of Bellevue standards. This project will be funded by the Parks Levy P-AD-89.

Phase 2 of the project will replace the 18' and the 45' bridges.

Phase I of the project was completed in 2013 and included replacement of a 120' bridge structure and a railing. See page 64-65 for details.

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

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



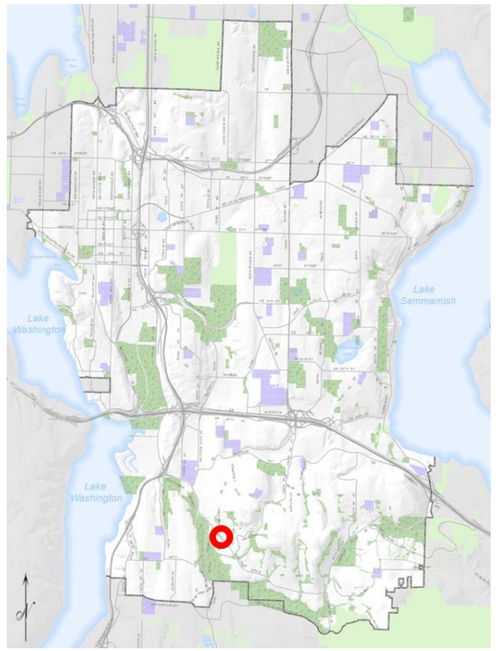
Coal Creek Primrose Loop Trail Map

45' Bridge

18' Bridge

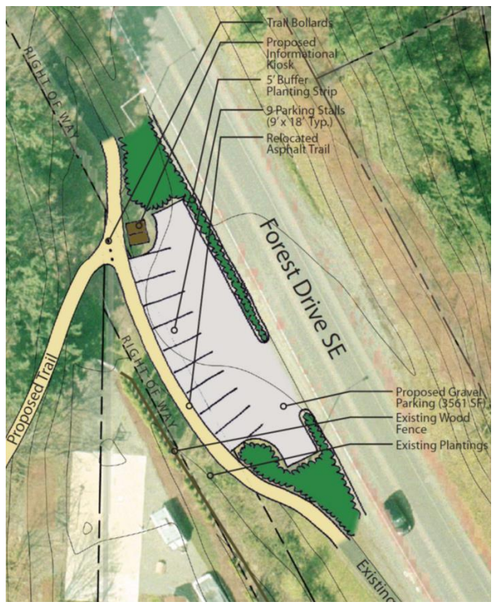
Coal Creek Forest Drive Trailhead

Location 6



A trailhead and parking lot with new 0.75 mile trail connection into Coal Creek park will be constructed along Forest Drive to enhance user access to the park and trail system.

Cost Estimate: $ 40,000



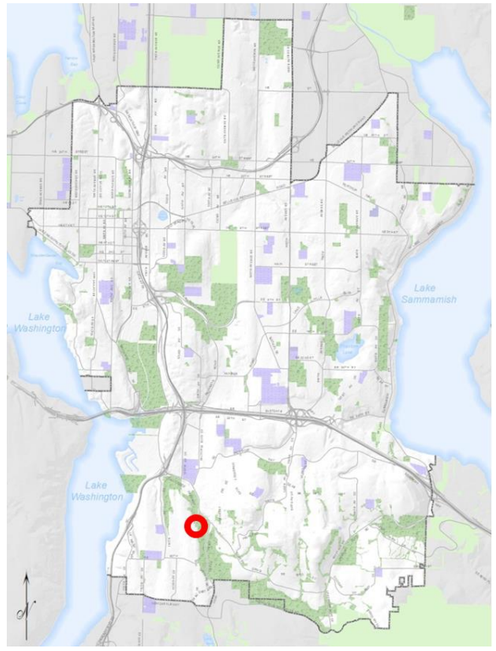
Project Location

Forest Dr SE, looking southeast

Forest Dr SE, looking northwest

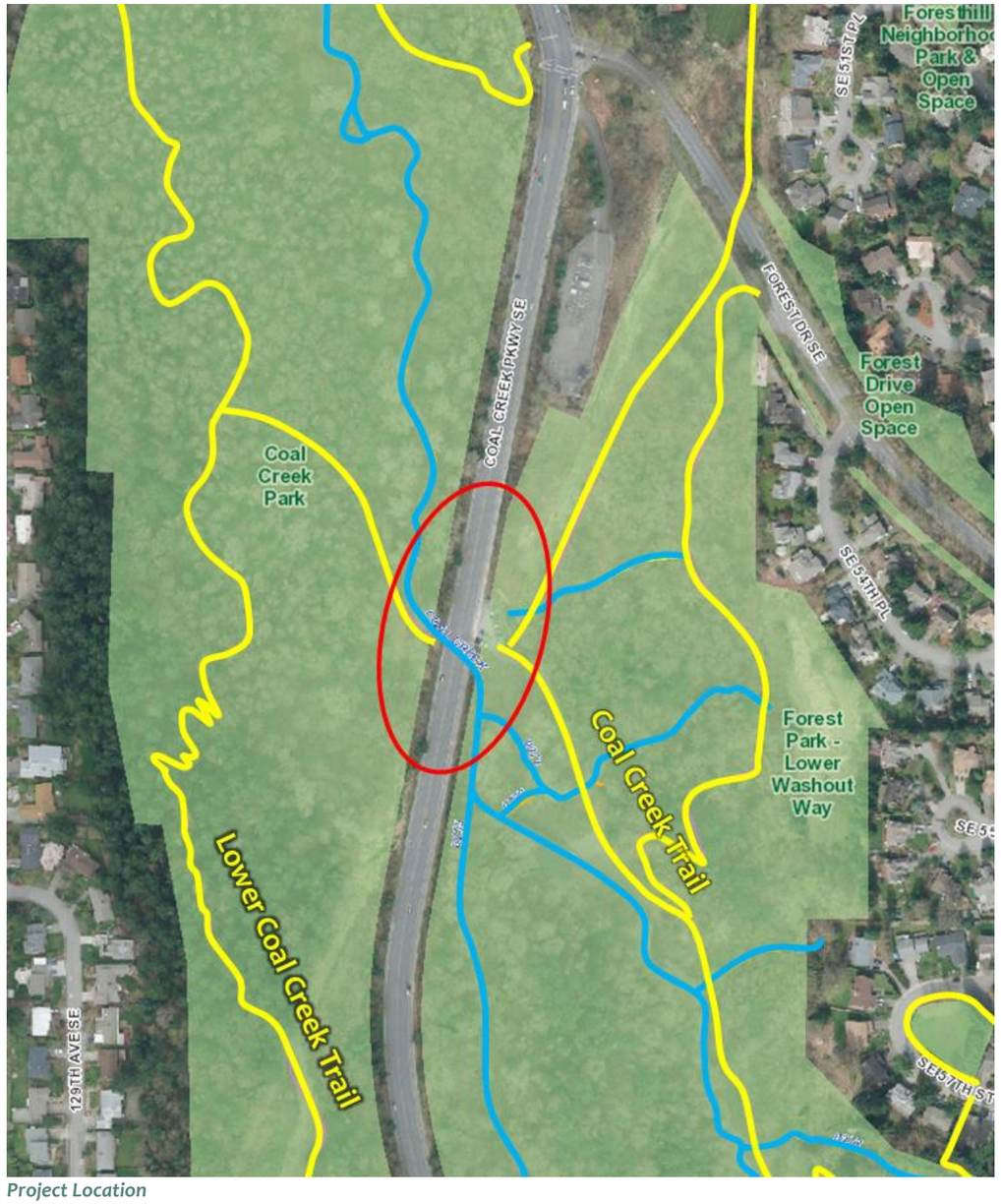
Coal Creek Parkway Pedestrian Underpass

Location 7

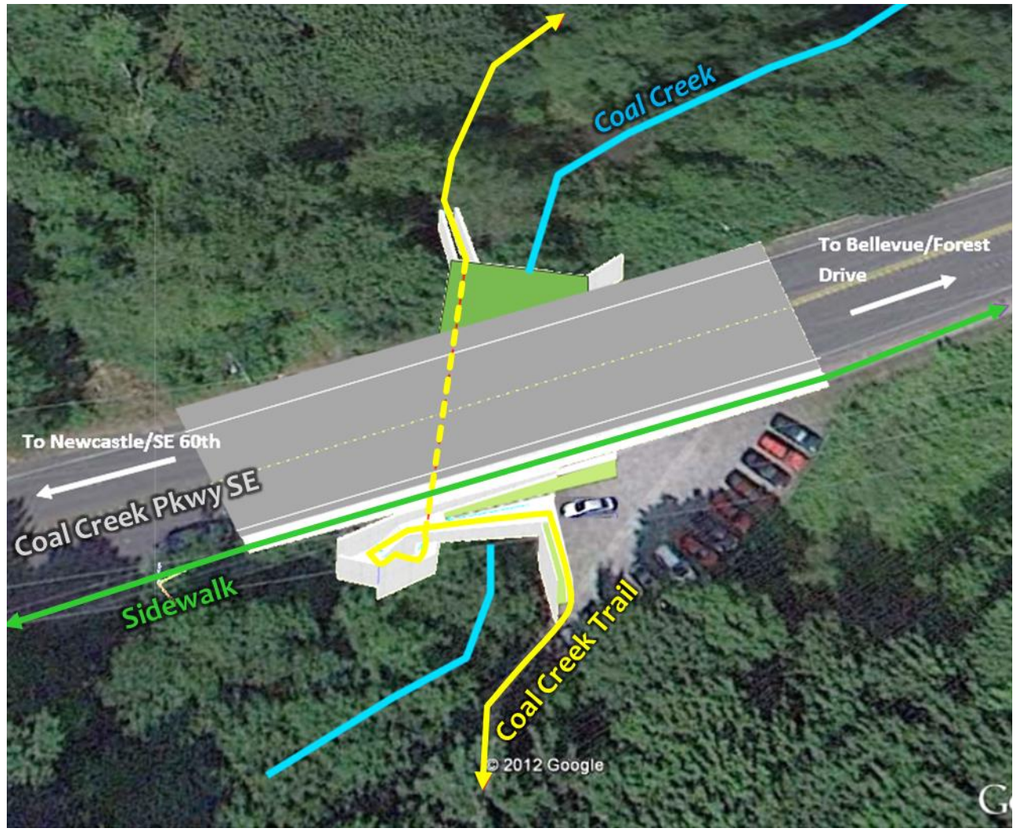


A pedestrian underpass under Coal Creek Parkway will be constructed in conjunction with the Bellevue Utilities Department Coal Creek Culvert Replacement project. The underpass will allow for safe pedestrian crossing of Coal Creek Parkway. After completion of the underpass, Parks will reestablish the connector trail to the main Coal Creek trail.

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



Project Location



Coal Creek Parkway Pedestrian Underpass Project Visualization

The project will include:

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

The project will be constructed in two phases - the first phase, May through November 2013, and a second phase, mid-April 2014 through September 2014. The project is expected to be completed by the end of November 2014.

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

Cost Estimate: $ 6,404,000

Deteriorated culvert upstream

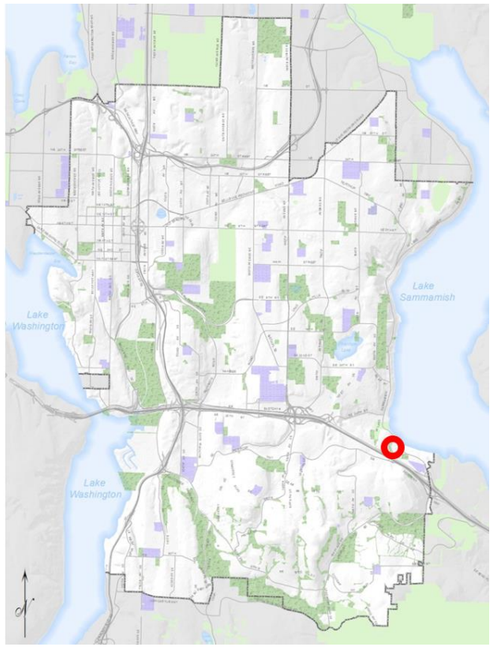
New bridge upstream Visualization

Culvert downstream

New bridge downstream Visualization

Sunrise Park Trail – Phase II

Location 9

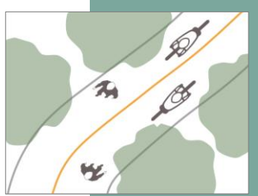


This project will improve an existing trail to create a wider, multi-use trail link through Sunrise Park, connecting phase one of the Bellevue Transportation Department West Lake Sammamish Parkway multi-use trail (described on pages 20-29) to the current Mountains to Sound Greenway route on the north side of I-90. The trail will also provide the most direct connection to the future planned Mountain to Sound Greenway trail, to be located on the south side of I-90.

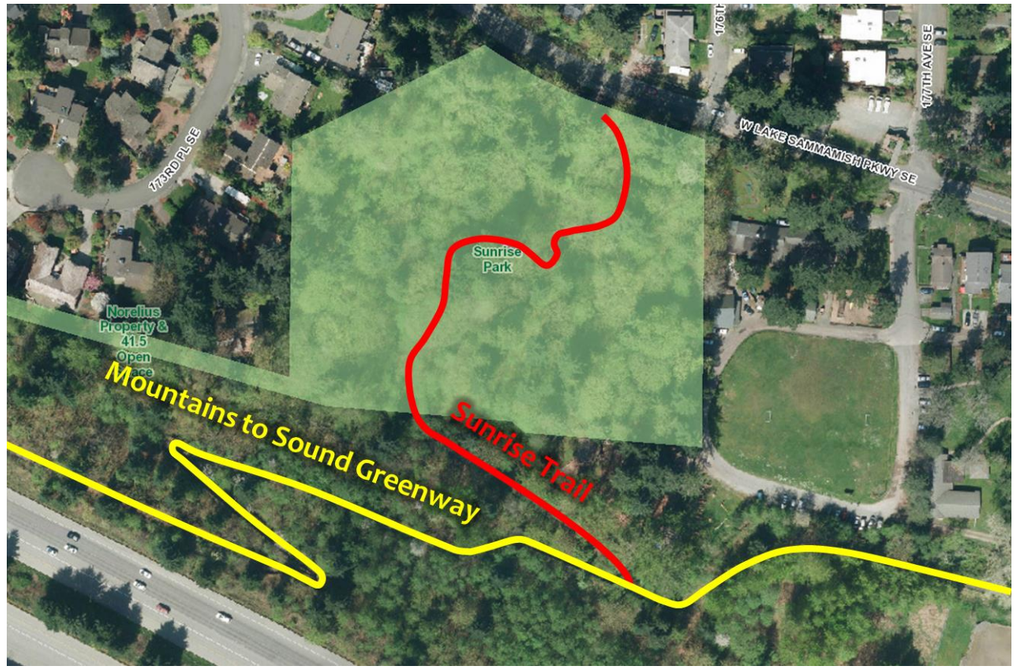
Phase I of the project, Trailhead improvements at West Lake Sammamish Parkway was completed in 2013. (see pages 70-71)

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

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



Multi-Use Trail 920’

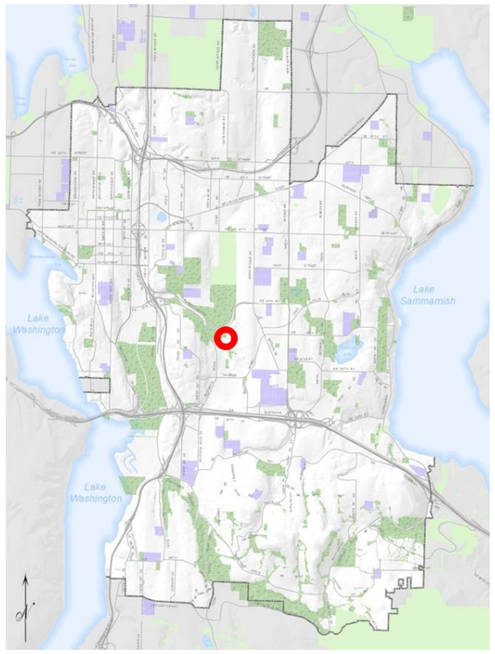


Project Location

Surise Trail

Parkland Estates Richards Valley Trail

Location 10



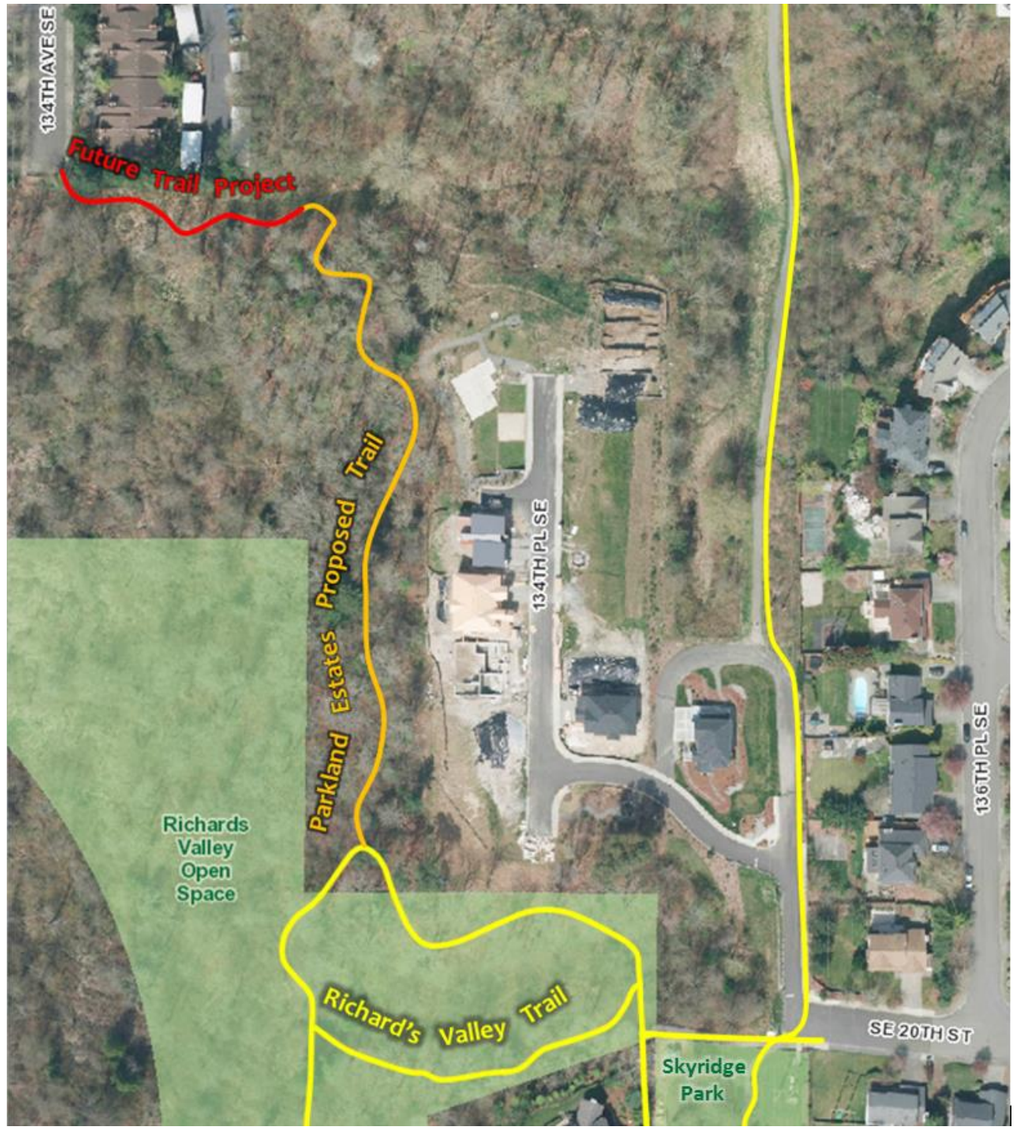
This project will develop a component of the Richards Valley Trail connecting Skyridge Park to 134th Avenue SE and onto the Lake Hills Connector. The new four-foot wide soft surface pedestrian trail will meander through the Parkland Estates Native Growth Protection Area and onto 134th Avenue SE, where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

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

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

Cost Estimate: $ 5,000

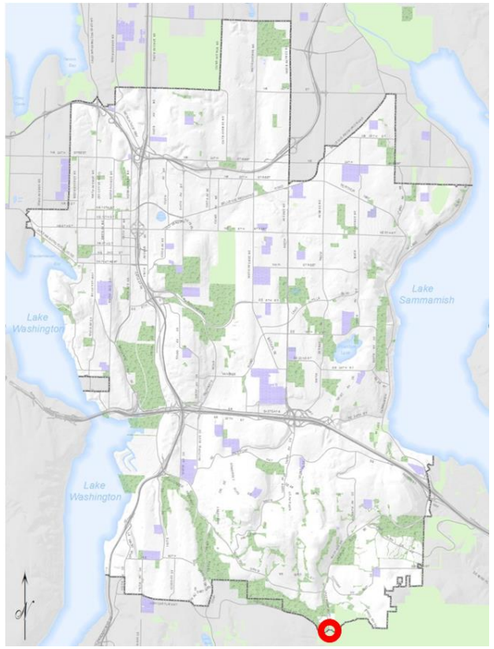
Future Trail Location



Parkland Estates Richards Valley Trail Project Location

Coal Creek Red Town Trailhead

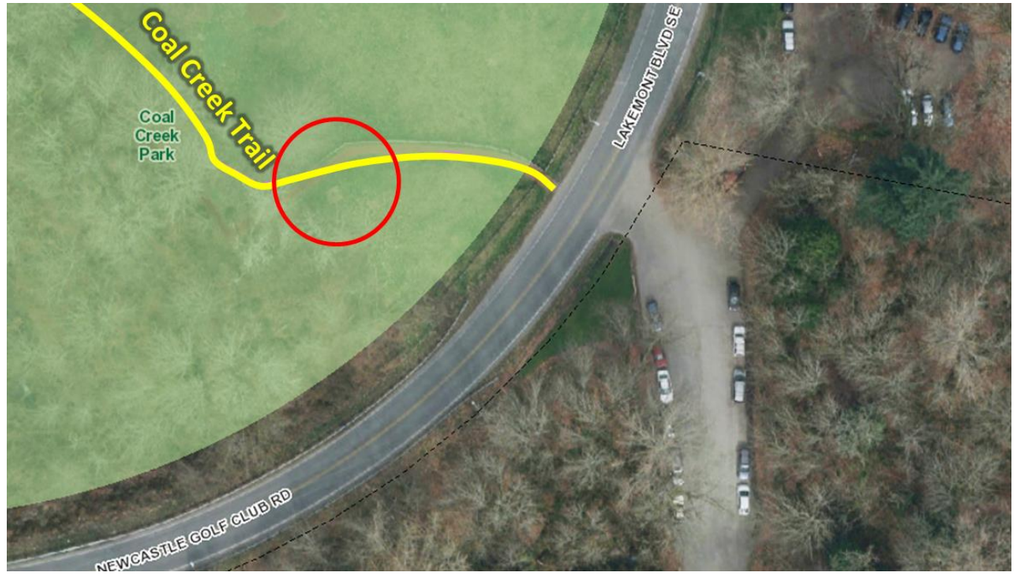
Location 11



A new Red Town trailhead will be installed including kiosk, seating, landscaping, and a series of 6 interpretive signs that guide users on a journey through the past to the turn of the century when Red Town was a bustling coal town.

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

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



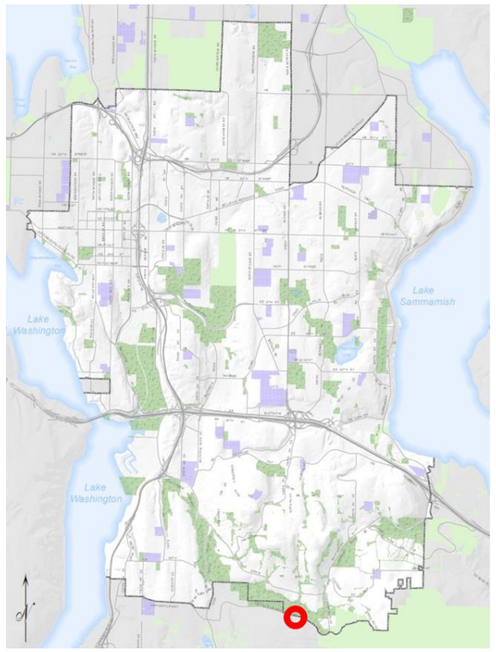
Project Location

Existing Coal Creek Red Town Trailhead

Proposed Coal Creek Red Town Trailhead

Coal Creek East Trailhead

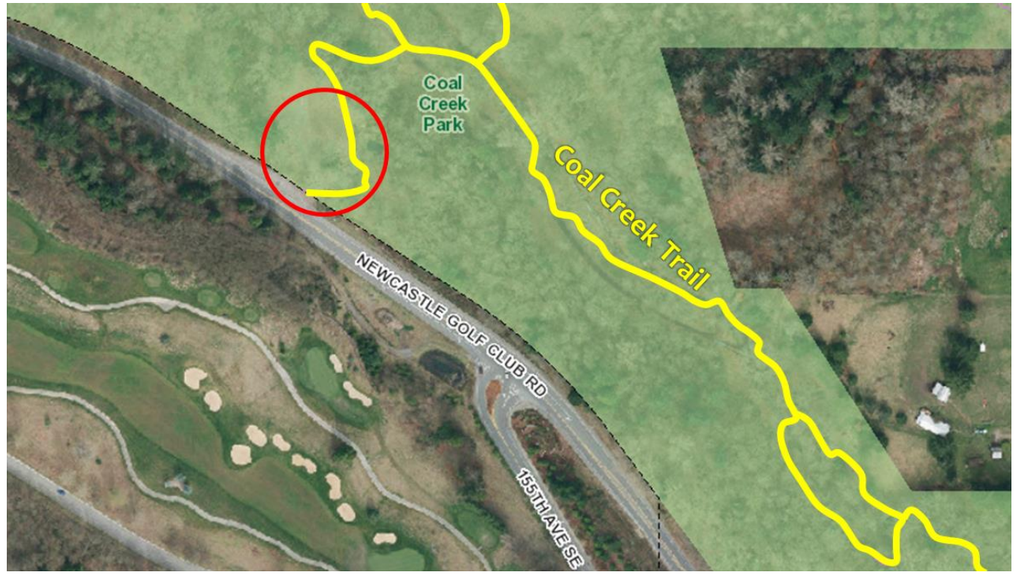
Location 12



The Coal Creek East Trailhead project will provide a new trailhead at the south-eastern end of Coal Creek Park, along Newcastle Golf Club Road, approximately 430' northwest of 155th Avenue SE and Newcastle Golf Club Road intersection. This trailhead will provide access to the Coal Creek Park trail system. Plans include an informational kiosk, native plantings and limited parking for trail users.

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

Cost Estimate: $ 300,000



Project Location

Coal Creek East Trailhead

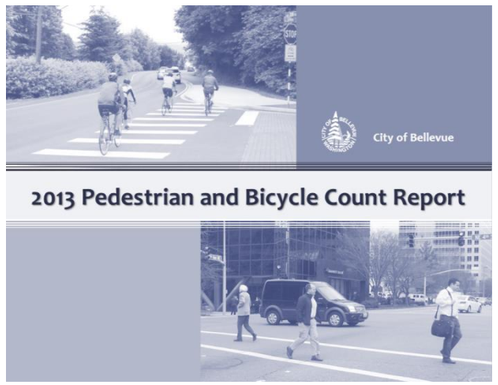
Education, Evaluation, and Encouragement Programs

Introduction

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

Although budget constraints have not allowed the city to pursue an education program at the level indicated in the Pedestrian and Bicycle Plan, a number of education, evaluation and encouragement activities were conducted in 2013.

Bicycle and Pedestrian Counts

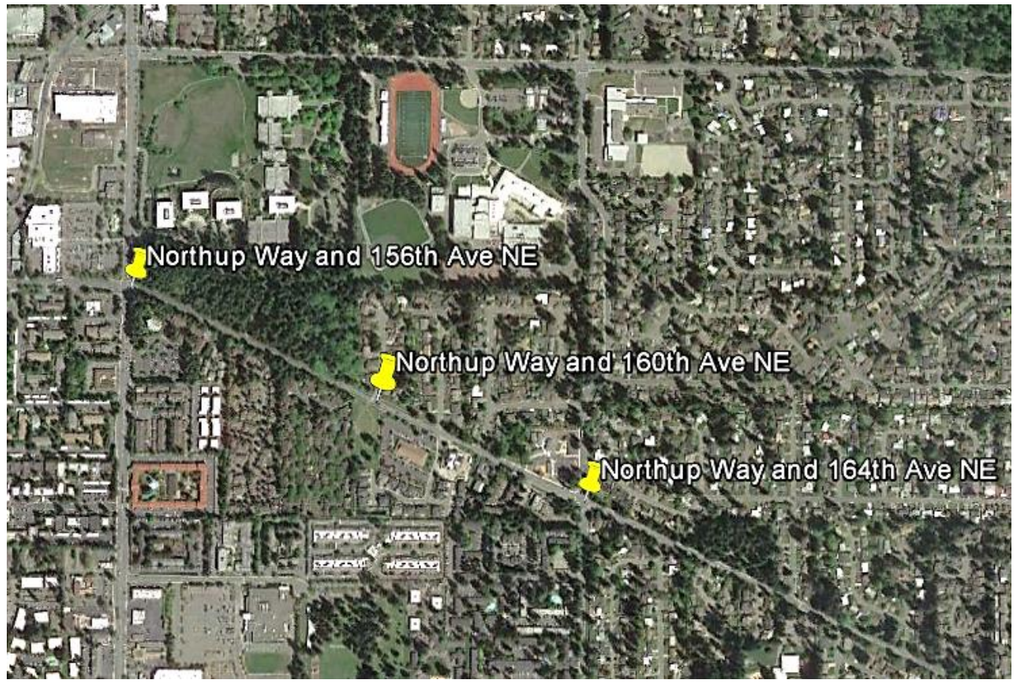


2013 Pedestrian and Bicycle Count Report Cover Page

Bellevue counts pedestrians and bicyclists each year to help track its progress toward the goal of improving bicycling and walking conditions in the city. The information also contributes to a larger effort in Washington State to improve decisions about where to put transportation funds and how to improve safety. Data from these counts are used to inform investments in bike lanes, sidewalks and educational programs statewide.

In 2013 City of Bellevue staff in collaboration with Cascade Bicycle Club and volunteers counted bicyclists and pedestrians at a total of 11 sites throughout the city on October 1st, 2nd and 3rd, from 7:00-9:00am and 4:00-6:00pm. The City of Bellevue conducted video counts at five of those locations. This was the fifth annual count of its type, and the fourth to use video capture technology.

Design Elements - Special Concrete Treatments

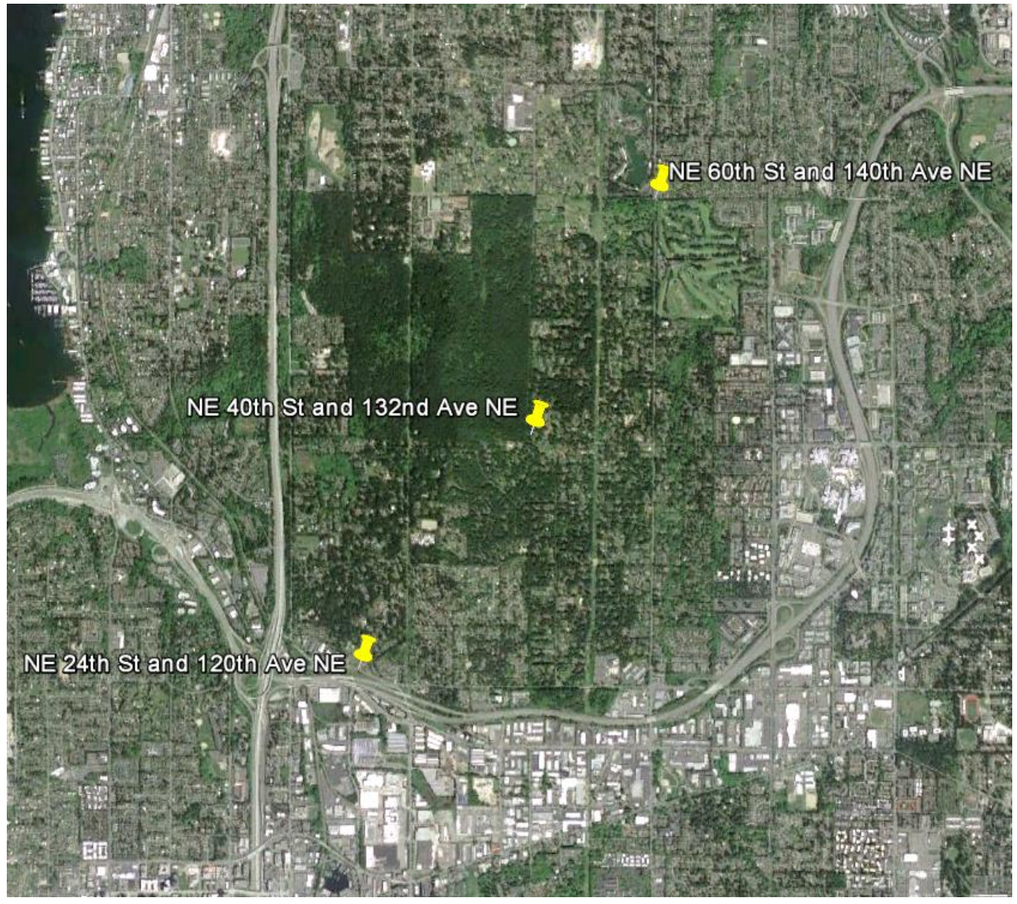


Sidewalk treatment at Northup Way and 160th Ave NE

The Northup Way Pedestrian Safety Improvements Project used special concrete treatments at 156th Avenue NE/Northup Way, 160th Ave NE/ Northup Way and 164th Ave NE/ Northup Way intersections to improve aesthetics of the place and provide a more enjoyable walking experience for pedestrians.

2013 Pedestrian and Bicycle Progress Report – Education, Evaluation, & Encouragement

Design Elements - Bridle Trails Public Art



Bridle Trails Public Art Locations

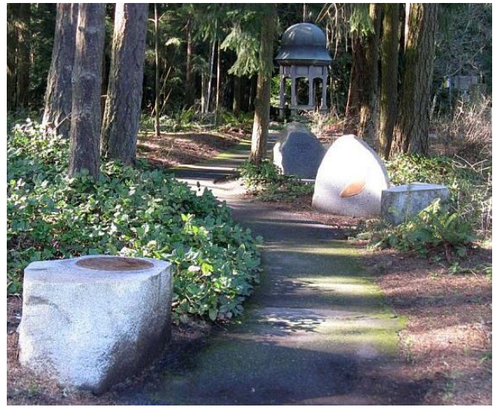
In 2009 one of several projects Bridle Trails residents selected for their neighborhood through the Neighborhood Enhancement Program (NEP) was commissioning an equestrian-themed work of public art.

The project was then transferred to the city's Public Art Program. A selection panel including Bridle Trails residents and arts professionals was assembled.

From the four artists that applied, the panel selected artist Bruce Myers based on his past work, his sensitivity to place and his thoughtful, enthusiastic response to both the Bridle Trails neighborhood and the equestrian theme.

Residents, selection panelists and city staff worked together to choose three between the selected sites.

120th Ave NE and NE 24th St
Name of Artwork: Homage/Double Horse



Triangle median –
132nd Ave NE and NE 40th St
Name of Artwork: Homage/ Forest / Seed / Infinity

Trail entry north of Golf Course –
140th Ave NE near NE 60th St
Name of Artwork: Homage/Braid

NE 24th Street and 120th Avenue NE, northeast corner

This neighborhood Gateway is a visible location for traffic entering the neighborhood. A City capital program, Enhanced Right of Way and Urban Boulevards (ERUB) funded development and installation of a landscape design that complements the art.

NE 40th Street and 132nd Avenue NE, by the path on the triangle median

Geographically, the site is roughly the center of the neighborhood, and a nearby gazebo is distinctive neighborhood feature. Because of traffic safety conciderations, only pedestrian-oriented work sited away from 132nd Ave NE was suitable for this location.

A series of cut boulders inscribed with pine seeds, spirals and other images were installed along the path inside the triangle median at 132nd Ave NE and NE 40th St.

NE 60th Street and 140th Avenue NE

The location is a Gateway into the Bellevue portion of Bridle Trails, adjacent to the Bellevue Golf Course. Here, too, the ERUB program provided landscaping, mostly on the south side of the site up against the fence for the golf course.

2013 Pedestrian and Bicycle Progress Report – Education, Evaluation, & Encouragement

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 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 increasing 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 has increased as a commute mode from 1.9% of commuters in 2005-2007 to 2.5% of commuters in 2008-2010. (Bicycle 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 2013 reporting, the following subsidies and amenities were available at Bellevue CTR-affected worksites:

Bellevue CTR-Affected Worksites with Walk/Bike Subsidies/Amenities – as of September 2013

	Walk Subsidy	Bike Subsidy	Bike Racks	Lockers	Showers
Number of worksites	8	9	47	37	38
Number of employees at those worksites	4,899	5,762	34,269	28,287	30,850

(For 49 Bellevue worksites with 34,553 employees; data not available for four newly affected worksites with 905 employees)

Downtown Bellevue On The Move

A trip logging/incentive program called Downtown Bellevue On The Move allowed downtown workers and residents to earn rewards by logging trips online taken by modes other than driving alone. In 2013, among 672 downtown workers and residents logging trips, 21,125 walking trips and 11,542 biking trips were logged into the system (out of 291,133 total trips logged).

Choose Your Way Bellevue

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

Other Activities

The city's TDM program also includes outreach to small employers, newsletters, events, and development of maps and other materials (such as the Downtown Pedestrian Guide and the Bike Amenities map referenced elsewhere in this section).

Bicycle Commute Class

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

The free one-hour introductory class, held on Thursday, April 23, 2013, at City Hall, was taught by a certified Cascade Bicycle Club instructor. The class covered:

- Choosing and adjusting a bicycle
- The rules of the road
- Riding safely and comfortably
- Planning your bike route
- Clothing, helmets, and gear
- Basic bike maintenance

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 destination.

Activities in Bellevue supporting Bike Month included Bike Appreciation Day and Bike to Work Day.

Bicycle Appreciation Day

The Bicycle Appreciation Day was on May 10, 2013. Throughout the day, Choose Your Way Bellevue staff gave away free coffee cards and vouchers for commuter products to randomly selected cyclists spotted in downtown Bellevue.

Bike to Work Day

Bike to Work Day Station at Bellevue Transit Center

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 17th 2013. At each station volunteers handed out treats and information to bicycle commuters, helping to encourage bicycling as a transportation mode.

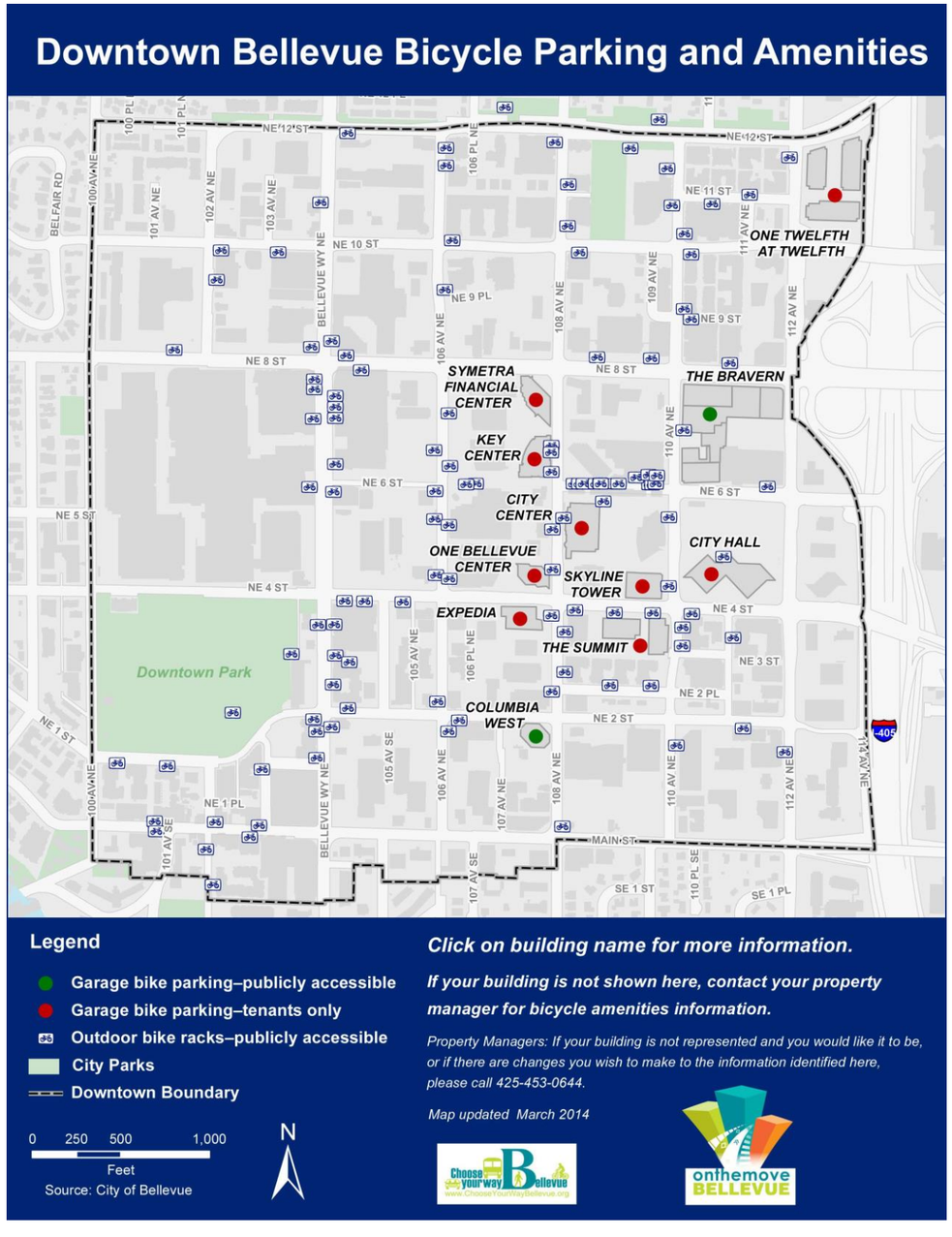
One station was on the east end of the I-90 Bridge at Enatai. Sponsors were Cycle the Wave and the Mountlake Bicycle Shop. Officially counted were 423 cyclists between 6 am and 9 am, although some passed by before or after this time period.

Another Bike to Work Day Commuter Station was held at the Bellevue Transit Center. It was sponsored by the City's Choose Your Way Bellevue program and staffed by TransManage. Bicycle repair assistance was provided by Gregg's bike shop representatives. In spite of the rainy day, the location counted 164 riders during morning peak hour between 6 am and 9 am.

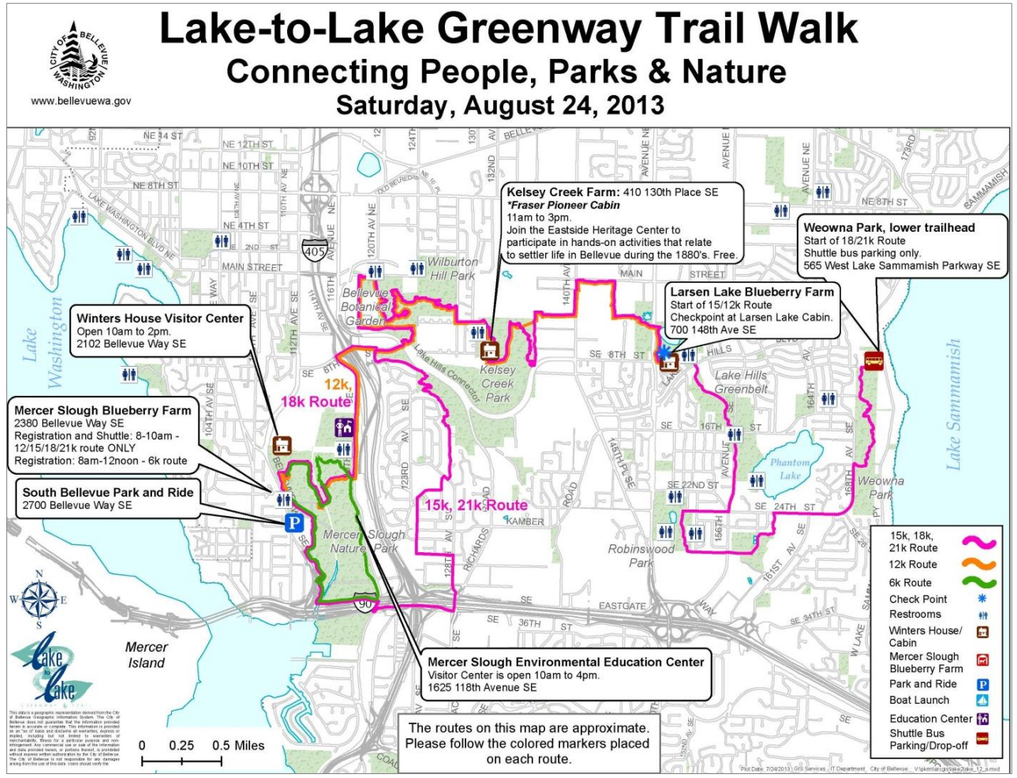
2013 Pedestrian and Bicycle Progress Report – Education, Evaluation, & Encouragement

Downtown Bellevue Bicycle Parking and Amenities Map

In late 2013, the City released the Downtown Bellevue Bicycle Parking and Amenities interactive map, available at, http://chooseyourwaybellevue.com/. Developed in collaboration with the Bellevue Downtown Association/TransManage and King County Metro, the map is intended to help residents, workers and visitors to find bicycle parking and amenities in Downtown Bellevue.



The Lake to Lake Greenway Trail Walk



Map of 2013 Lake-to-Lake Walk

Bellevue's annual Lake to Lake Walk was held on Saturday, August 24, 2013. The event was sponsored by Bellevue Parks & Community Services, the American Volkssport Association and Northwest Striders.

The Lake to Lake Greenway Trail Walk is a 15K walk from Lake Sammamish to Lake Washington, along the Lake to Lake Greenway Trail through Bellevue. Shuttle buses took participants from the Mercer Slough Blueberry Farm to Weowna Park. From there, participants walked back to the Blueberry Farm along the Lake to Lake Trail. 10K and 5K routes were also available.

Highlights included open space, forests, wetlands, gardens, historic buildings, farms and neighborhoods. Park sites along the trail included Weowna Park, the Phantom Lake Loop, the Lake Hills Greenbelt, Kelsey Creek Farm, Wilburton Hill and Mercer Slough Nature Park.

Lake to Lake Bike Ride

Lake-to-Lake Bike Ride Brochure

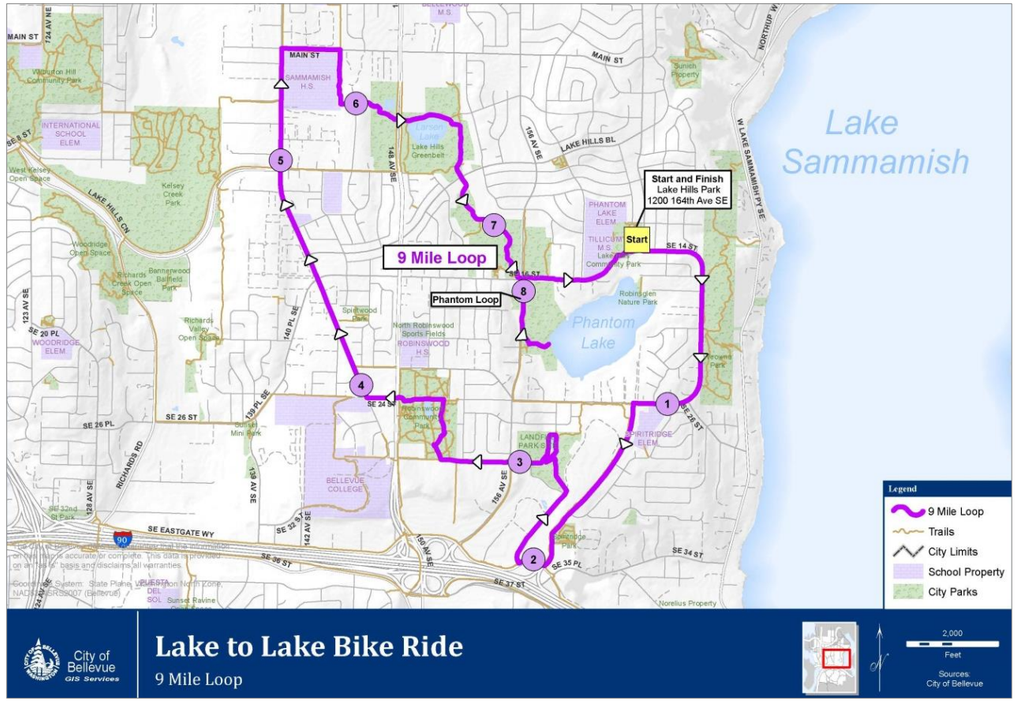
The Lake to Lake Bike Ride is an annual non-competitive community bike ride event for all levels and abilities, organized by the City.

The Second Annual Lake to Lake Bike Ride was held on Saturday, June 15, 2013.

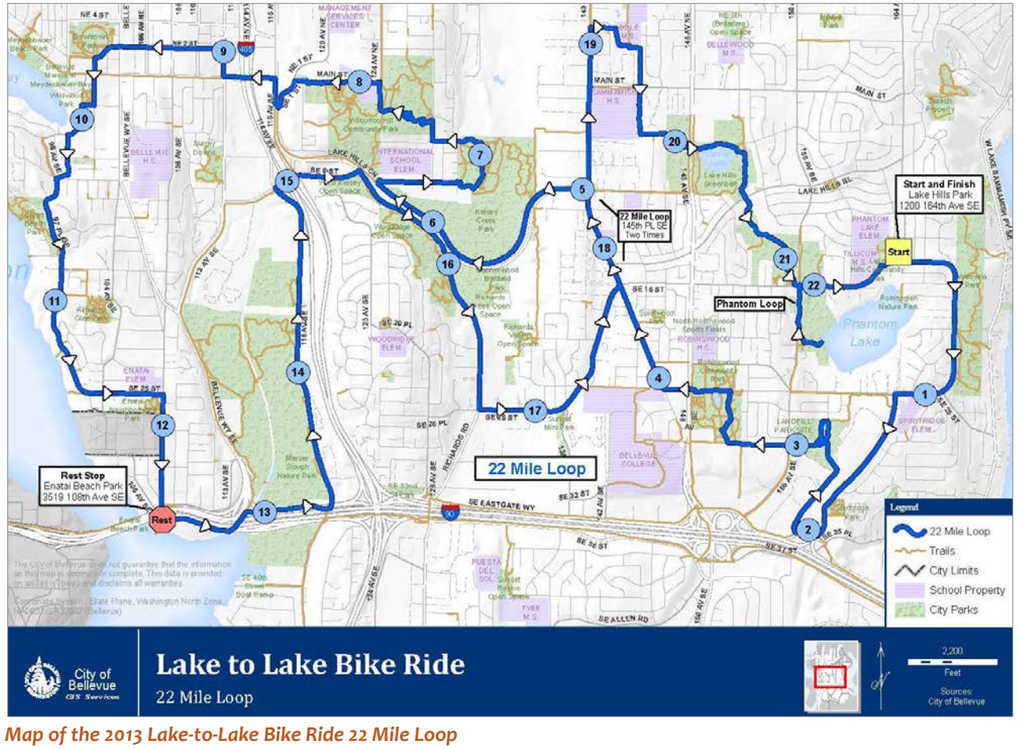
Riders could choose between two different routes: a mostly flat 9-mile Greenbelt Loop including Robinswood Park, Weowna Park and the Lake Hills Greenbelt trails, and the more challenging 22-mile Lake to Lake Loop also exploring Kelsey Creek Park, Wilburton Hill Park, West Bellevue, and the eastern edges of Lake Washington. Both routes are approximately 80 percent paved roads and 20 percent off-road gravel.

For a second year Chaplin's Bellevue Subaru was the main sponsor. The event partner was Cycle the Wave. Other event sponsors were Escape Outdoors, Skout Trail nutrition bars, John Duggan Law, Whole Foods, Honest Tea, Crunch Fitness, Sports Authority, and Optimal Health Chiropractic. Event supporters include Gregg's Cycle, Starbucks, Stone Gardens, Running Elements, Top Pot Doughnuts, Half Pops, Pace Sportswear and SOS socks.

The event featured prize raffles, freebies, pre- and post-event refreshments, and live music. All registered participants received a custom-designed bicycle hat and gifts from local sponsors.



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



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

2013 Pedestrian and Bicycle Progress Report – Education, Evaluation, & Encouragement

Sixth Annual Cycle the WAVE - Bike Ride for a Great Cause

Cycle the WAVE is an all-women, non-competitive all-women's bicycle ride through Bellevue and adjacent cities to make a difference in the community by supporting domestic violence programs.

The Sixth Annual Cycle the Wave bike Ride was held on Sunday, September 15, 2013.

The ride began and ended at Issaquah High School. Cyclist could choose between 15, 23, 42 and 59-mile routes. For the first time, Bike Spin Classes were offered at the event.

This event was co-sponsored by Bellevue Parks & Community Services' Lake-to-Lake Bike Ride. All proceeds fund domestic violence prevention programs.

Walk to School Day

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 9, 2013 to celebrate International Walk to School Day.

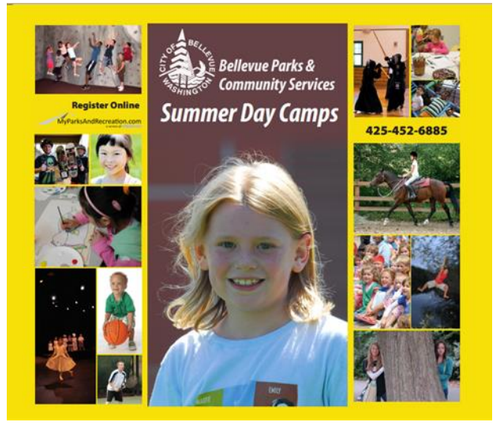
Students from Cherry Crest, Newport Heights, Sherwood Forest, Somerset and Spiritridge elementary schools walked to school Wednesday with parents and teachers. The City Council issued a proclamation recognizing International Walk to School Day in 2013.

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 traffic safety activity workbooks.

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.

High Adventure Summer Camp Participants



TRACKS Programs

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

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

Appendix

Table 1: All New Pedestrian Facility Construction

All New Pedestrian Facility Construction (Linear Feet)

	Year	5' Wide Sidewalk	6' Wide Sidewalk	8' Wide Sidewalk	12' Wide Sidewalk	5'-12' Wide Sidewalk	2-8' Wide Pedestrian Trail	10-14' Wide Multi-Use Trail	Pedestrian Facilities Total
Annual	2009	1,567	6,032			7,598		312	7,910
	2010	1,007	7,052	2,641	217	10,917			10,917
	2011	918	1,184		215	2,317	2,808	2,292	7,417
	2012	464	4,132	7,619	466	12,680	304	1,482	14,467
	2013	1,500	500	760		2,760	900	5,905	9,565
Cumulative	2009	1,567	6,032			7,598		312	7,910
	2010	2,574	13,084	2,641	217	18,515		312	18,827
	2011	3,491	14,268	2,641	432	20,833	2,808	2,604	26,245
	2012	3,955	18,400	10,260	897	33,513	3,112	4,087	40,712
	2013	5,455	18,900	11,020	897	36,273	4,012	9,992	50,277

All New Pedestrian Facility Construction (Miles)

	Year	5' Wide Sidewalk	6' Wide Sidewalk	8' Wide Sidewalk	12' Wide Sidewalk	5'-12' Wide Sidewalk	2-8' Wide Pedestrian Trail	10-14' Wide Multi-Use Trail	Pedestrian Facilities Total
Annual	2009	0.30	1.14			1.44		0.06	1.50
	2010	0.19	1.34	0.50	0.04	2.07			2.07
	2011	0.17	0.22		0.04	0.44	0.53	0.43	1.40
	2012	0.09	0.78	1.44	0.09	2.40	0.06	0.28	2.74
	2013	0.28	0.09	0.14		0.52	0.17	1.12	1.81
Cumulative	2009	0.30	1.14			1.44		0.06	1.50
	2010	0.49	2.48	0.50	0.04	3.51		0.06	3.57
	2011	0.66	2.70	0.50	0.08	3.95	0.53	0.49	4.97
	2012	0.75	3.48	1.94	0.17	6.35	0.59	0.77	7.71
	2013	1.03	3.58	2.09	0.17	6.87	0.76	1.89	9.52

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

New Pedestrian Facility Construction toward the 2009 Ped-Bike Plan (Linear Feet)

	Year	5' - 12' Wide Sidewalk	2' - 8' Wide Pedestrian Trail	10' - 14' Wide Multi-Use Trail	Pedestrian Facilities Total
Annual	2009	6,945		312	7,257
	2010	10,733	240		10,974
	2011	1,728	1,863	2,292	5,883
	2012	6,359	304	1,482	8,145
	2013	1,020	900	5,905	7,825
Cumulative	2009	6,945		312	7,257
	2010	17,678	240	312	18,231
	2011	19,407	2,104	2,604	24,114
	2012	25,765	2,408	4,087	32,260
	2013	26,785	3,308	9,992	40,085

New Pedestrian Facility Construction toward the 2009 Ped-Bike Plan (Miles)

	Year	5' - 12' Wide Sidewalk	2' - 8' Wide Pedestrian Trail	10' - 14' Wide Multi-Use Trail	Pedestrian Facilities Total
Annual	2009	1.32		0.06	1.37
	2010	2.03	0.05		2.08
	2011	0.33	0.35	0.43	1.11
	2012	1.20	0.06	0.28	1.54
	2013	0.19	0.17	1.12	1.48
Cumulative	2009	1.32		0.06	1.37
	2010	3.35	0.05	0.06	3.45
	2011	3.68	0.40	0.49	4.57
	2012	4.88	0.46	0.77	6.11
	2013	5.07	0.63	1.89	7.59

Table 3: New Arterial Sidewalk Construction

Arterial Sidewalk Construction (Linear Feet)

Year	Ped-Bike Plan Goal	Target Pace	New Construction Annual	New Construction Cumulative	Gap
2009		0	5,102	5,102	
2010		13,450	6,453	11,555	1,895
2011		26,900	1,775	13,330	13,570
2012		40,350	6,915	20,245	20,105
2013		53,800	1,260	21,505	32,295
2014		67,250			
2015		80,700			
2016		94,150			
2017		107,600			
2018		121,050			
2019	134,500				

Arterial Sidewalk Construction (Miles)

Year	Ped-Bike Plan Goal	Target Pace	New Construction Annual	New Construction Cumulative	Gap
2009			0.95	0.95	
2010		2.50	1.20	2.15	0.35
2011		5.00	0.33	2.48	2.52
2012		7.50	1.31	3.79	3.71
2013		10.00	0.40	4.19	5.81
2014		12.50			
2015		15.00			
2016		17.50			
2017		20.00			
2018		22.50			
2019	25.00				

Table 4: New Bicycle Facilities Construction

New Bicycle Facilities toward the 2009 Ped-Bike Plan (Linear Feet)

	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
Annual	2009	312	2,593	866	3,264				7,035
	2010		22,214	4,212	146	144		6,473	33,189
	2011	2,292		1,865	208				4,365
	2012	1,482	5,637	2,995		957			11,072
	2013	5,905	10,250	200	5,905				22,260
Cumulative	2009	312	2,593	866	3,264				7,035
	2010	312	24,808	5,077	3,410	144		6,473	40,224
	2011	2,604	24,808	6,942	3,618	144		6,473	44,589
	2012	4,086	30,445	9,937	3,618	1,102		6,473	55,661
	2013	9,991	40,695	10,137	9,523	1,102		6,473	77,921

New Bicycle Facilities toward the 2009 Ped-Bike Plan (Miles)

	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
Annual	2009	0.06	0.49	0.16	0.62				1.33
	2010		4.21	0.80	0.03	0.03		1.23	6.29
	2011	0.43		0.35	0.04				0.83
	2012	0.28	1.07	0.57		0.18			2.10
	2013	1.12	1.94	0.04	1.12				4.22
Cumulative	2009	0.06	0.49	0.16	0.62				1.33
	2010	0.06	4.70	0.96	0.65	0.03		1.23	7.62
	2011	0.49	4.70	1.31	0.69	0.03		1.23	8.44
	2012	0.77	5.77	1.88	0.69	0.21		1.23	10.54
	2013	1.89	7.71	1.92	1.80	0.21		1.23	14.76

Table 5: Bicycle Corridors Completion Status

Bicycle Corridors Completion Status (Linear Feet)

	Year	East-West Corridors					North-South Corridors					
		EW-1	EW-2	EW-3	EW-4	EW-5	NS-1	NS-2	NS-3	NS-4	NS-5	NS-6
Annual	2009			1,800								
	2010			2,919		3,537		4,785				
	2011						2,247					
	2012		1,482							2,818		
	2013											5,905
Cumulative	Prior 2009	11,092	3,876	12,195	12,203	17,967	8,739	22,500	3,183	17,543	19,349	
	2009	11,092	3,876	13,995	12,203	17,967	8,739	22,500	3,183	17,543	19,349	
	2010	11,092	3,876	16,914	12,203	21,504	8,739	27,285	3,183	17,543	19,349	
	2011	11,092	3,876	16,914	12,203	21,504	10,986	27,285	3,183	17,543	19,349	
	2012	11,092	5,358	16,914	12,203	21,504	10,986	27,285	3,183	20,362	19,349	
	2013	11,092	5,358	16,914	12,203	21,504	10,986	27,285	3,183	20,362	19,349	5,905
Total		11,032	13,535	21,802	16,048	17,471	9,215	12,491	36,282	16,965	12,137	26,125
Remaining		49.9%	71.6%	56.3%	56.8%	44.8%	45.6%	31.4%	91.9%	45.5%	38.5%	77.4%
		11,032	13,535	21,802	16,048	17,471	9,215	12,491	36,282	16,965	12,137	20,220

Bicycle Corridors Completion Status (Miles)

	Year	East-West Corridors					North-South Corridors					
		EW-1	EW-2	EW-3	EW-4	EW-5	NS-1	NS-2	NS-3	NS-4	NS-5	NS-6
Annual	2009			0.34								
	2010			0.55		0.67		0.91				
	2011						0.43					
	2012		0.28							0.53		
	2013											1.12
Cumulative	Prior 2009	2.10	0.73	2.31	2.31	3.40	1.66	4.26	0.60	3 .32	3.66	
	2009	2.10	0.73	2.65	2.31	3.40	1.66	4.26	0.60	3.32	3.66	
	2010	2.10	0.73	3.20	2.31	4.07	1.66	5.17	0.60	3.32	3.66	
	2011	2.10	0.73	3.20	2.31	4.07	2.08	5.17	0.60	3.32	3.66	
	2012	2.10	1.01	3.20	2.31	4.07	2.08	5.17	0.60	3.86	3.66	
	2013	2.10	1.01	3.20	2.31	4.07	2.08	5.17	0.60	3.86	3.66	1.12
Total		4.19	3.58	7.33	5.35	7.38	3.83	7.53	7.47	7.07	5.96	4.95
Remaining		2.09	2.56	4.13	3.04	3.31	1.75	2.37	6.87	3.21	2.30	3.83
		49.9%	79.5%	56.3%	56.8%	44.8%	45.6%	31.4%	91.9%	45.2%	38.5%	77.4%