City of Bellevue

Pedestrian and Bicycle

Progress Report 2011

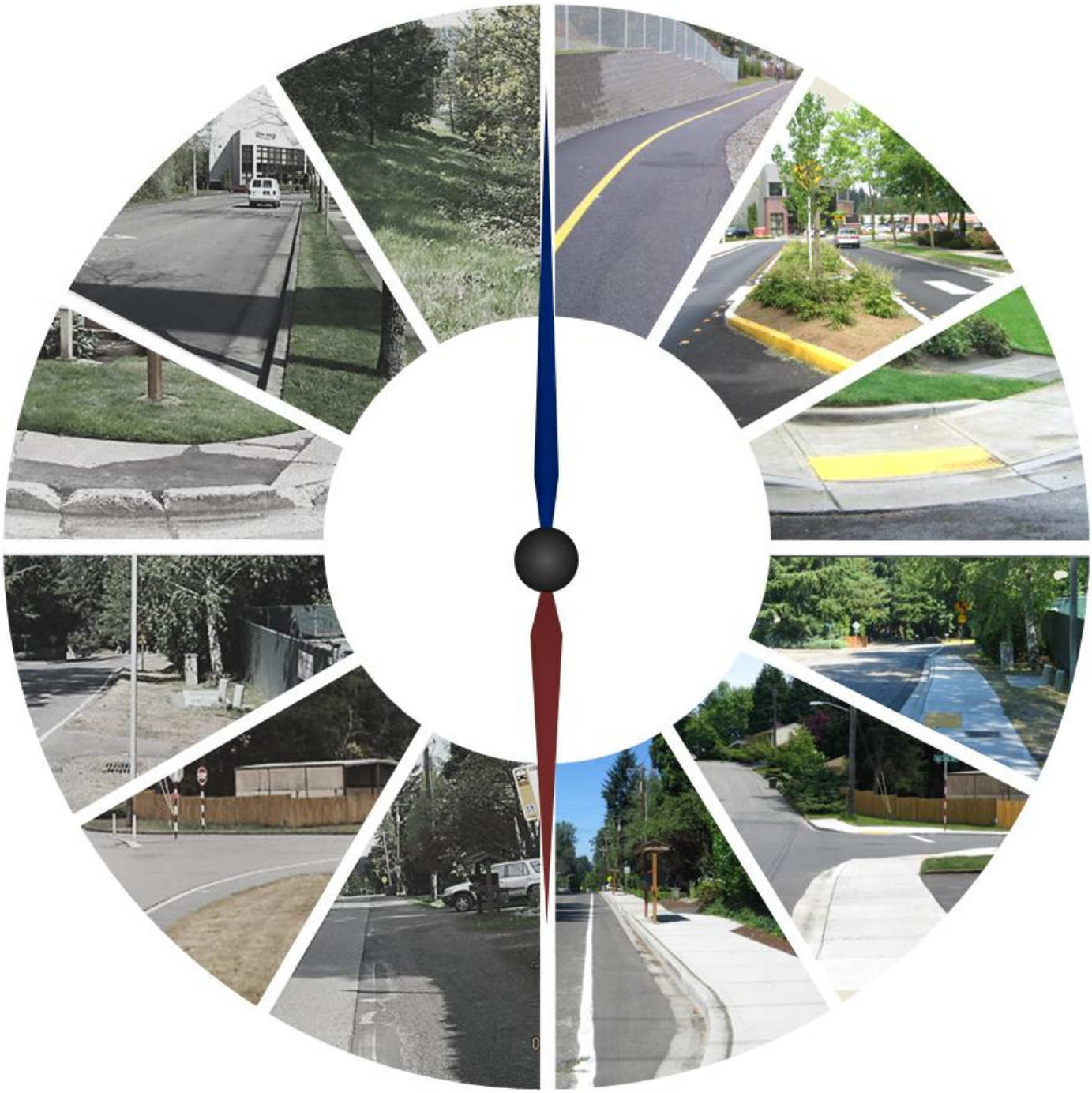


Table of Contents

Table of Contents 1

Summary 2
- Introduction 2
- Pedestrian Improvements 2
- Bicycle Improvements 7
- Summary of Results 12

Completed City of Bellevue Projects 14
- Factoria Trail Connection 14
- 108th Ave SE (SE 34th St to Bellevue Way) 16
- 123rd Ave SE Sidewalk Project (SE 14th St to SE 13th St) 19
- 162nd Ave SE/Main St Traffic Improvements 21
- 164th Ave SE/SE 12th St Traffic Improvements 23
- 156th Ave SE Crosswalk Safety Enhancements (south of SE 27th St) 24
- SE 20th St Curb Ramps 26
- 148th Ave SE and SE 24th St Traffic Island ADA Upgrades 27
- 101st Ave SE & SE 3rd St, southeast corner ADA Upgrades 28
- 156th Ave SE &155th Ave SE and 156th Ave SE & SE 55th Pl ADA Updates 29
- NE 11th St Sidewalk Repair (110th Ave NE - 112th Ave NE) 31
- 104th Ave SE (SE 16th St – SE 10th St) 32
- NE 8th St (92nd Ave NE – 98th Ave NE) 33

Completed Development Review Projects 34
- Baker Main Apartments 34
- Parkwood Lane 36
- Mercer Marine Short Plat 38
- Overlake Medical Office Building 40

Anticipated City of Bellevue Projects 2012 41
- 145th Pl SE Improvements (SE 16th St to SE 24th St) and SE 22nd St Sidewalk (145th Pl SE to 156th Ave NE) –Phase II 41
- 130th Ave SE Sidewalk (SE 45th Ln to SE 46th St) 42
- Downtown Midblock Crossing at 102nd Ave NE 43
- SE 56th St Sidewalk 44
- SE 60th Street Sidewalk 45
- McTavish Trail Link 46

Appendix 47
- Table 1: All New Pedestrian Facility Construction 47
- Table 2: New Pedestrian Facility Construction toward the 2009 Ped-Bike Plan 48
- Table 3: New Arterial Sidewalk Construction 49
- Table 4: New Bicycle Facilities toward the 2009 Ped-Bike Plan 50
- Table 5: Bicycle Corridors Completion Status 51

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

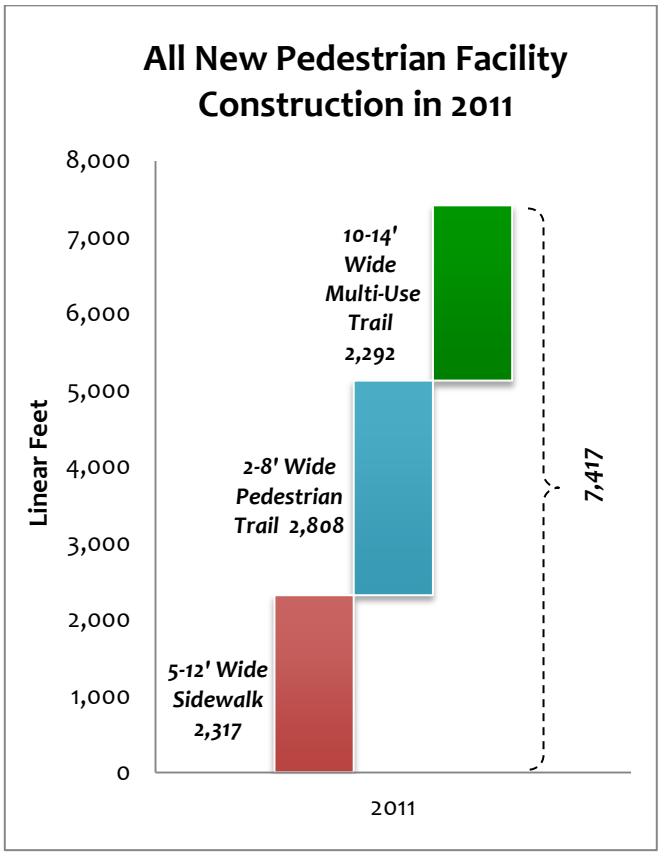


Figure 1: All New Pedestrian Facilities in Bellevue in 2011
(See Appendix, Table 1 for additional detail)

This report is a summary of Bellevue's 2011 work to advance the Pedestrian and Bicycle Transportation Plan.

In 2011 there were approximately 7,417 feet of pedestrian facilities - 2,317 feet of sidewalk, 2,808 feet of pedestrian trail and 2,292 feet multi-use trail - constructed in the City of Bellevue. (*See Figure 1 and Figure 2*)

Of those 1.40 miles (7,417 feet) of pedestrian facilities, 1.11 miles (5,883 feet) were built in locations targeted for improvement by the 2009 Bellevue Pedestrian and Bicycle Transportation Plan (Ped-Bike Plan). (*See Figure 3*)

Pedestrian Improvements

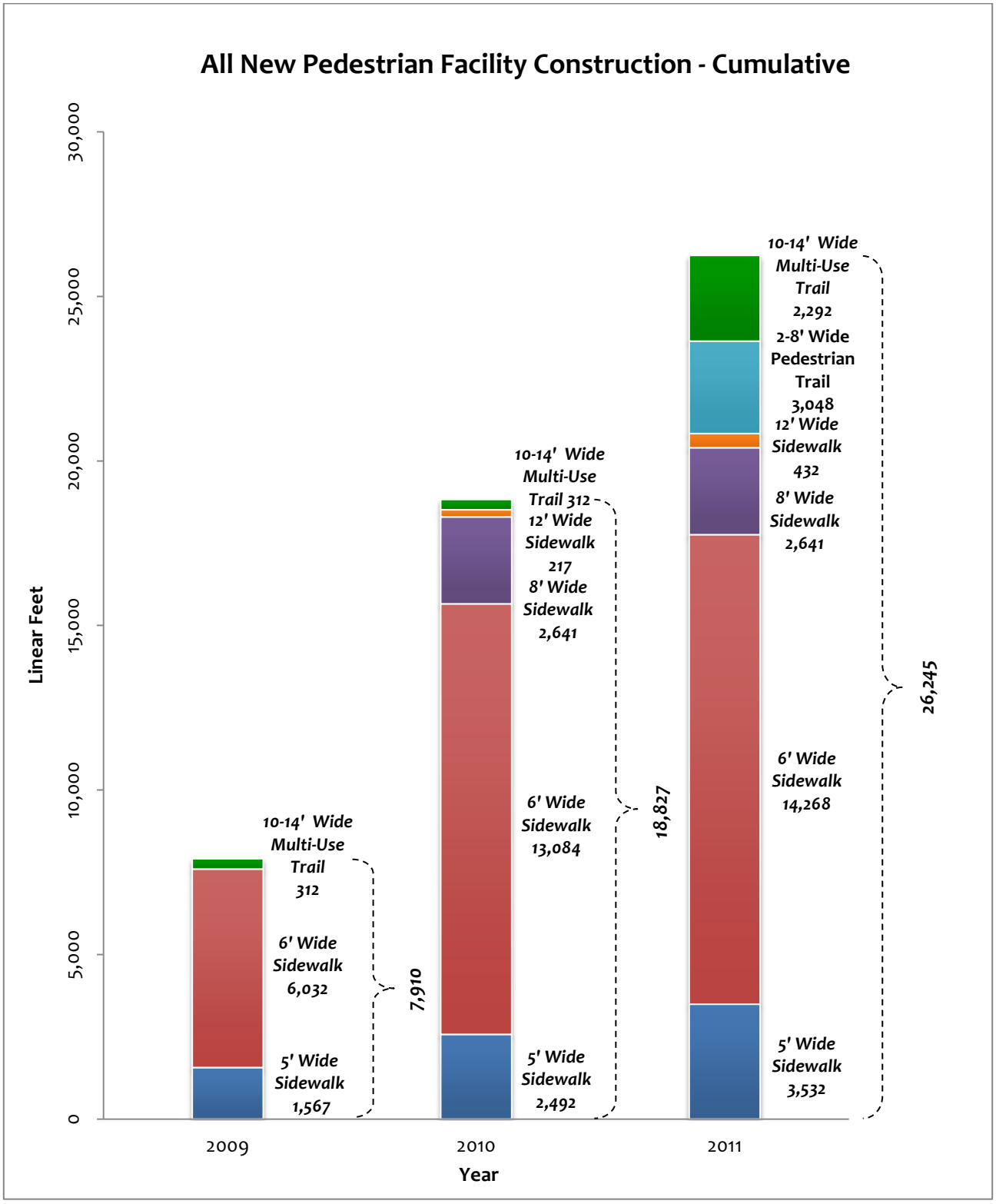


Figure 2: All New Pedestrian Facility Construction - Cumulative

(*See Appendix, Table 1 for additional detail*)

Pedestrian Improvements

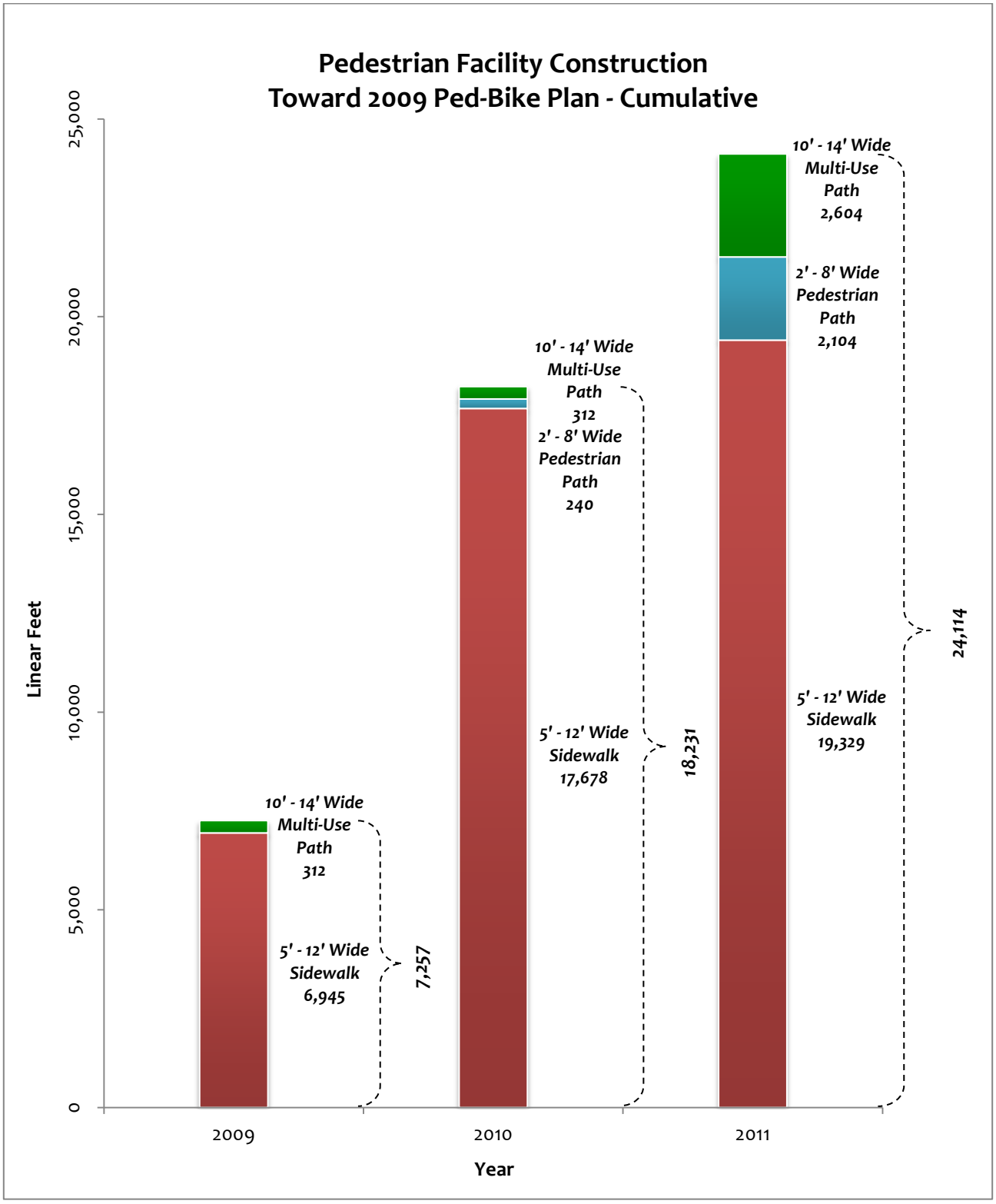


Figure 3: Pedestrian Facility Construction toward the 2009 Ped-Bike Plan – Cumulative

(See Appendix, Table 2 for additional detail)

Pedestrian Improvements

Bellevue Pedestrian and Bicycle Transportation Facility Plan policy PB-2 calls for 25 miles of sidewalk to be constructed along arterials by 2019. In 2011 the City of Bellevue built 0.33 miles of arterial sidewalk. Together with the 0.95 miles built in 2009, and the 1.20 miles built in 2010, the cumulative total is now 2.48 miles. Figure 4 shows how actual arterial sidewalk construction compares to the target pace of 2.5 miles per year. At the end of 2011 there was a gap of 2.52 miles between actual construction and the amount of mileage needed to be on-track for a 2019 completion. *(See Figure 4)*

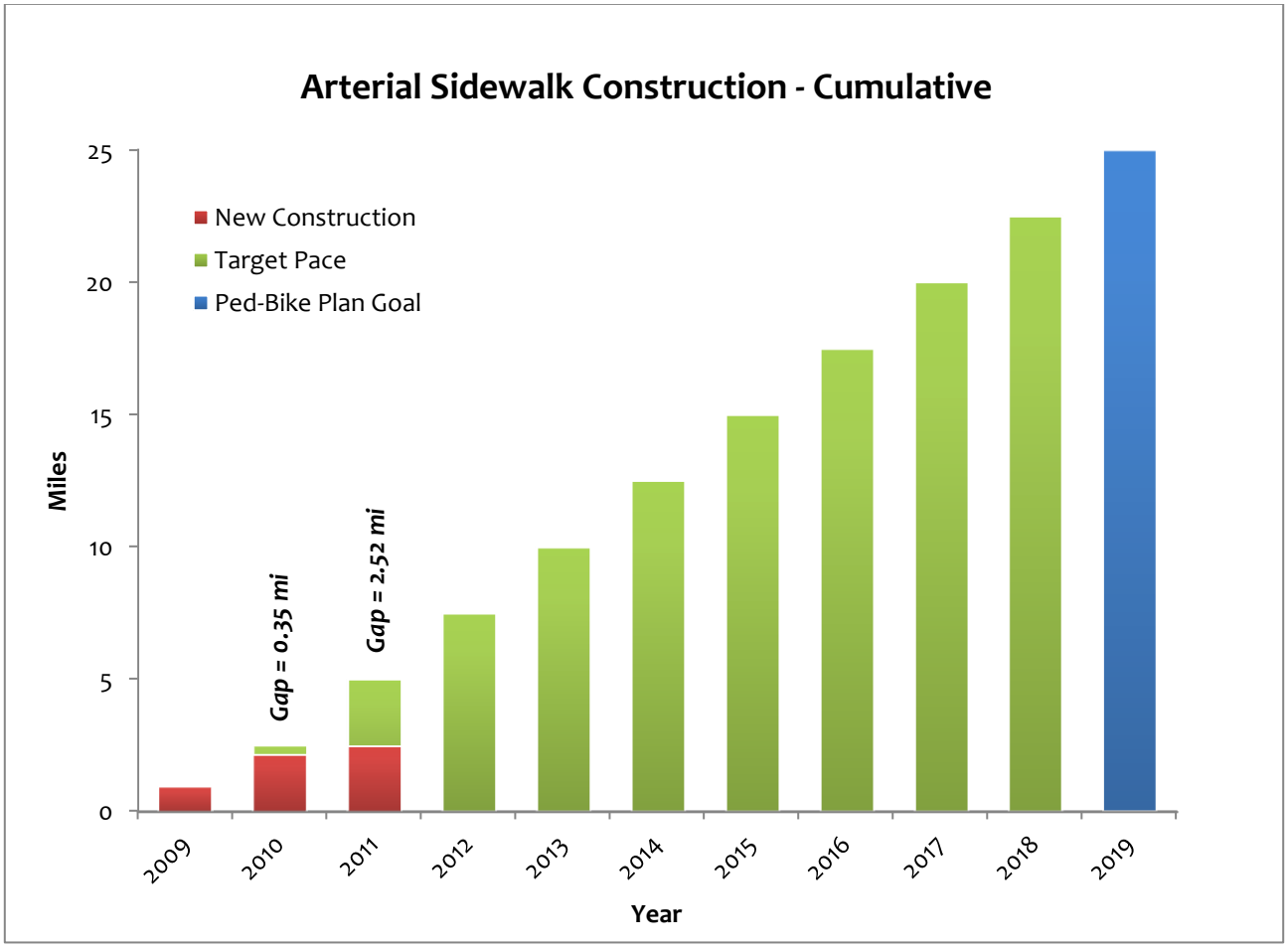


Figure 4: Arterial Sidewalk Construction - Cumulative
(See Appendix, Table 3 for additional detail)

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

Pedestrian Improvements

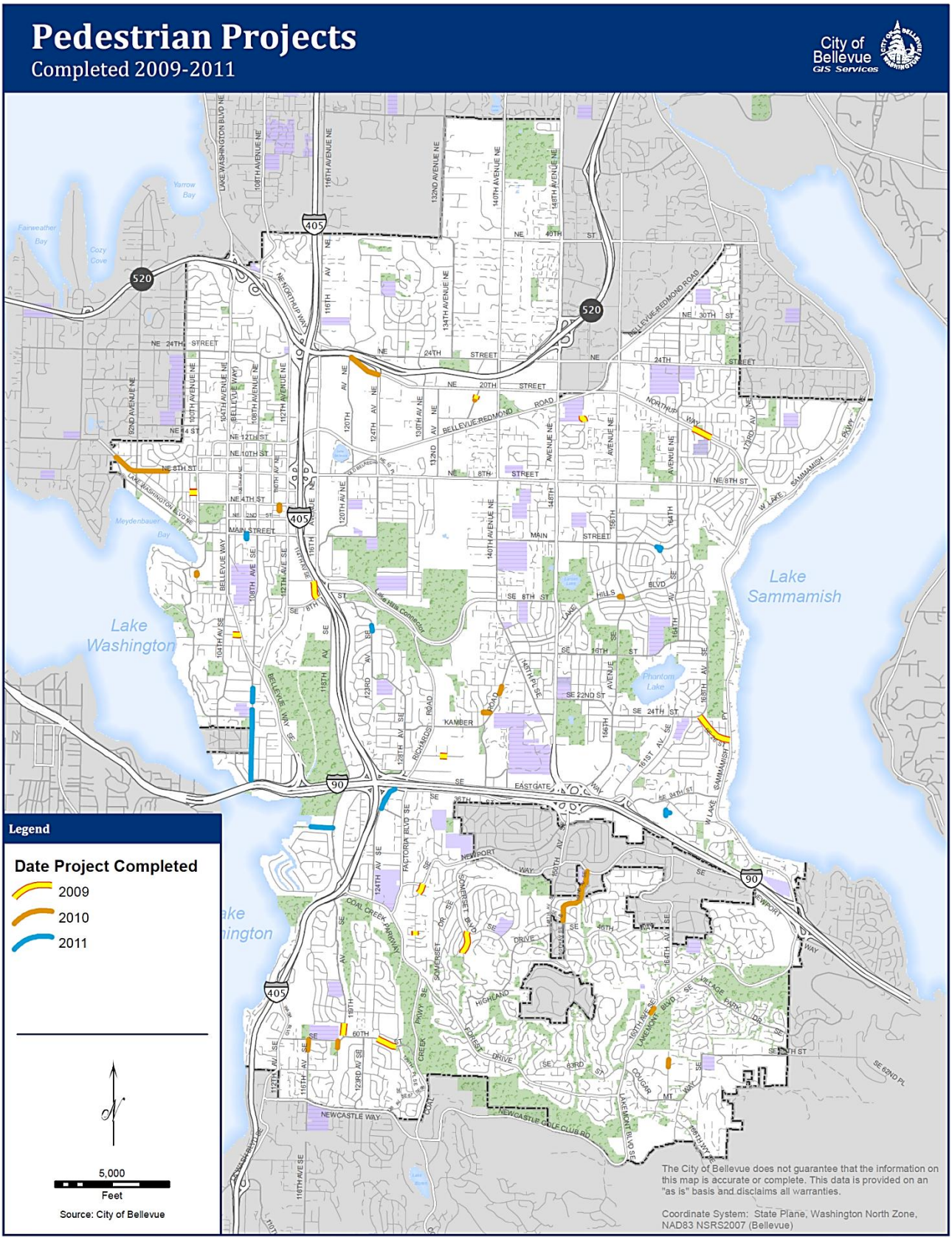


Figure 5: Map of the Pedestrian Projects completed by year from 2009 to 2011

Bicycle Improvements

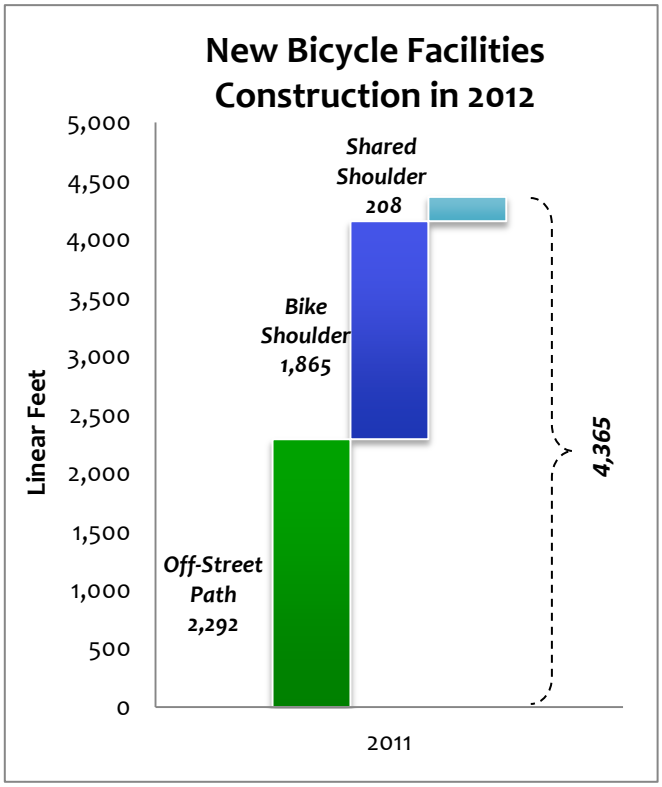


Figure 6: New Bicycle Facility Construction in 2012
(See Appendix, Table 4 for additional detail)

In 2011 there were approximately 0.83 miles (4,366 feet) of bicycle facilities built in the City of Bellevue (*see Figure 6 and Figure 7*).

Off-Street Paths represented the largest proportion of the 2011 improvements, with 0.43 miles (2,292 feet) installed followed by Bike Shoulders with 0.35 miles (1,865 feet).

See Figure 8 for a Map of Bicycle Projects completed by year from 2009 to 2011.

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 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.

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

Bicycle Improvements

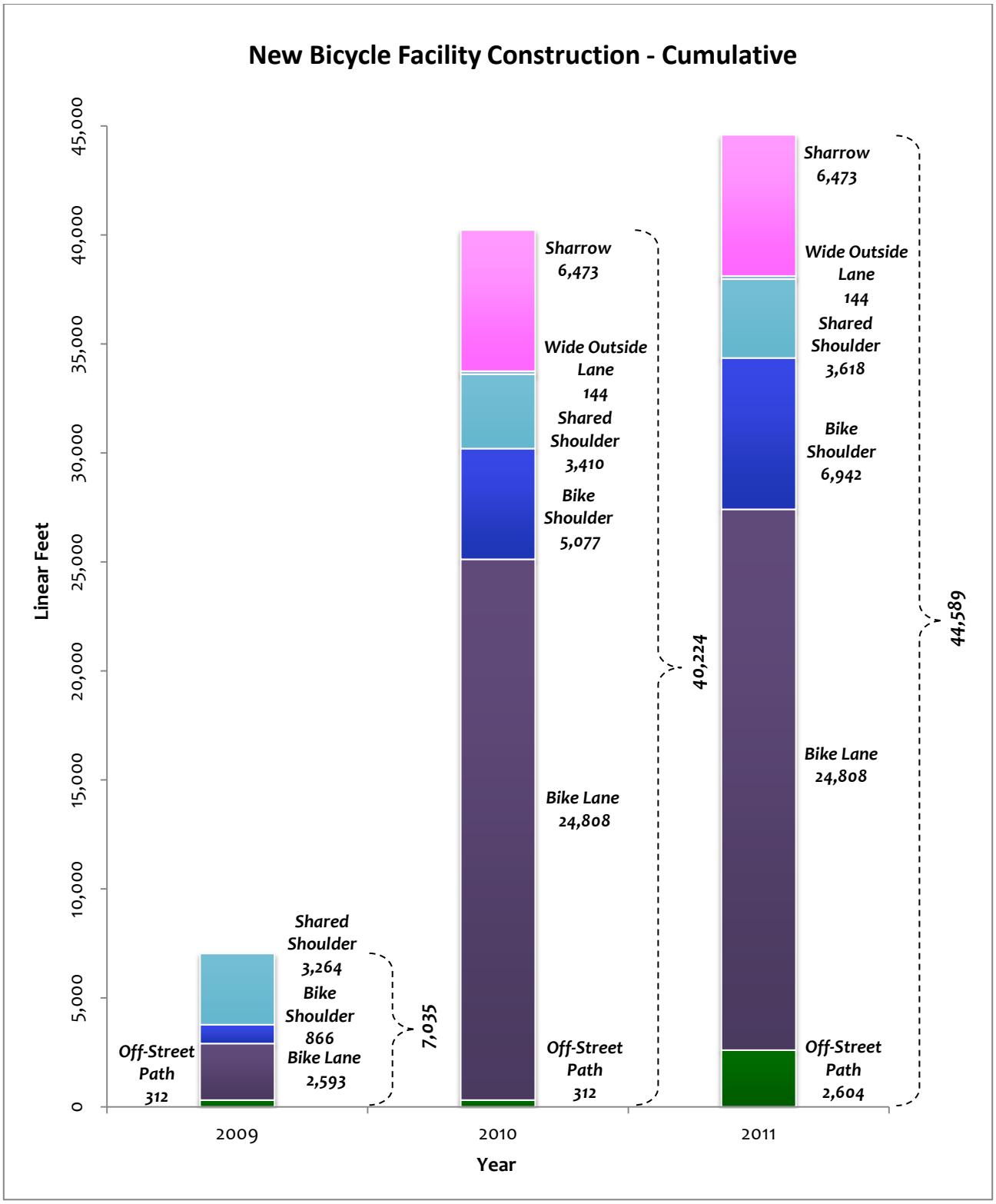


Figure 7: New Bicycle Facility Construction – cumulative

(See Appendix Table 4 for additional detail)

Bicycle Improvements

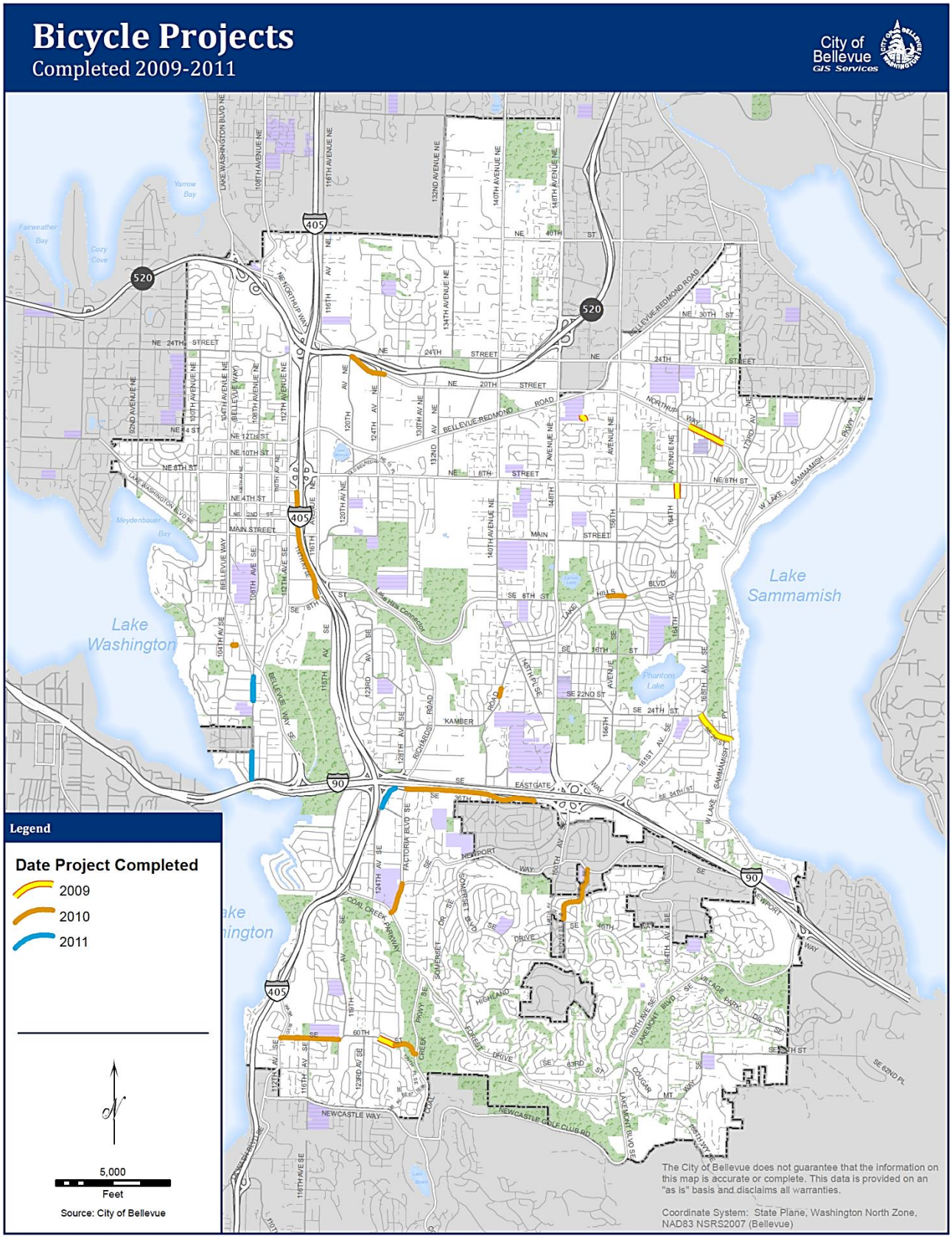


Figure 8: Map of Bicycle Projects completed by year from 2009 to 2011

Bicycle Improvements

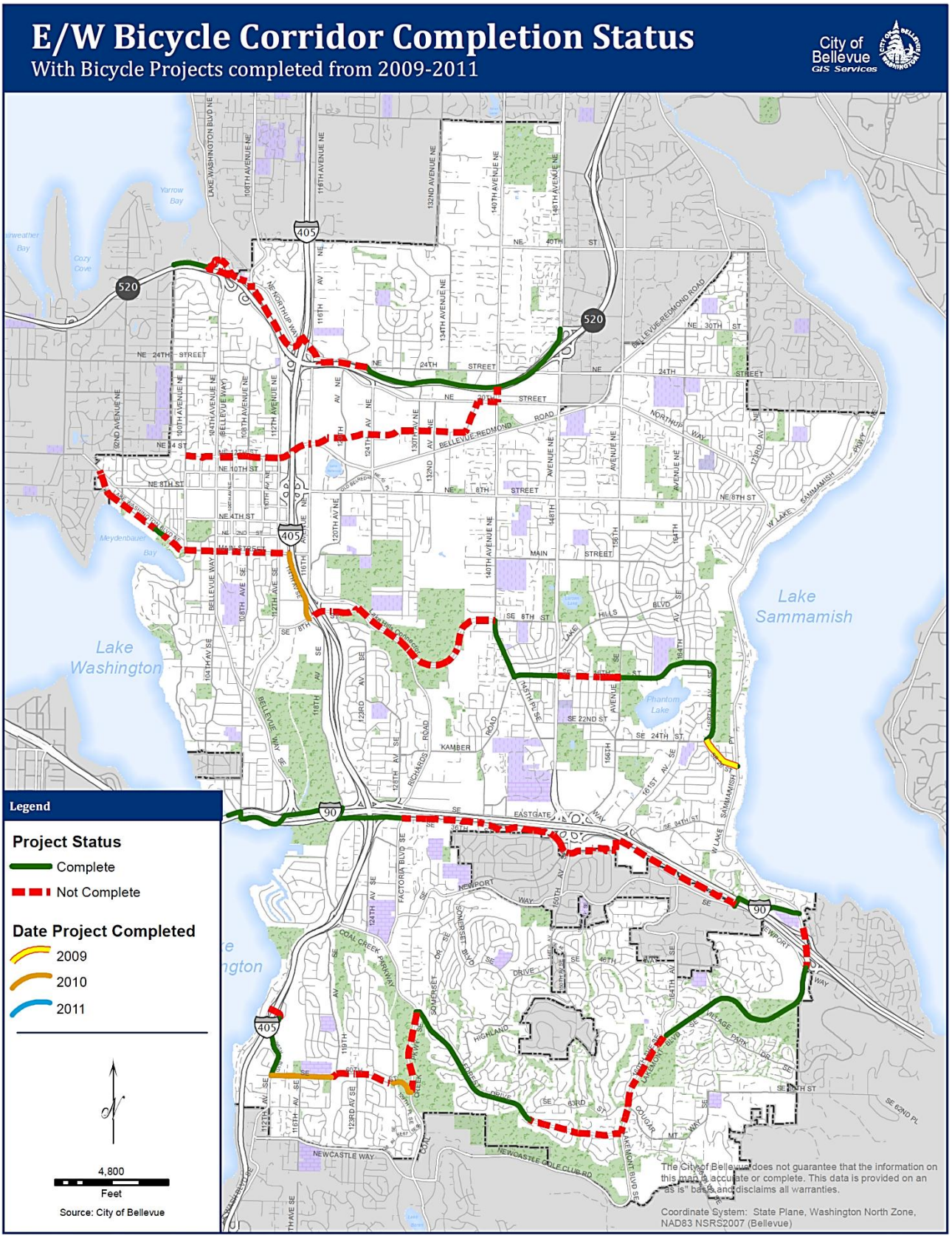


Figure 9: Map of E-W Corridors Completion Status

Bicycle Improvements

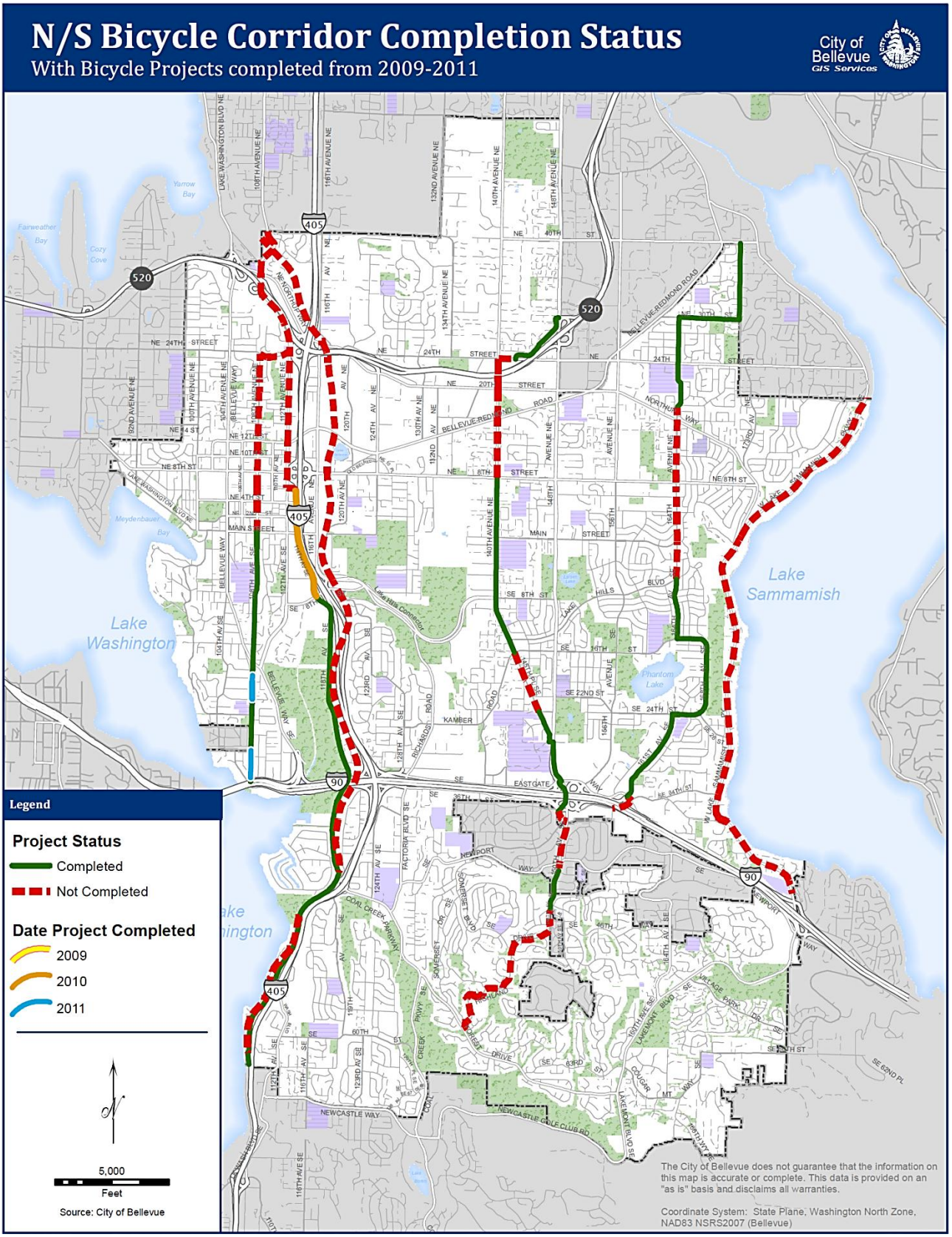
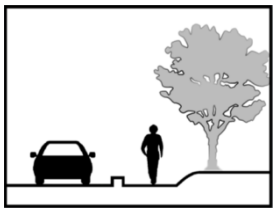
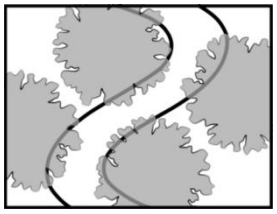


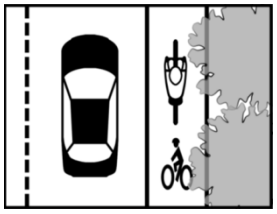
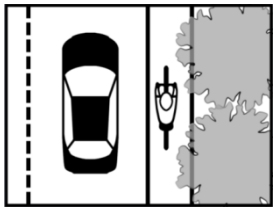
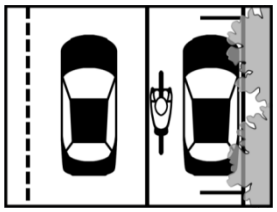
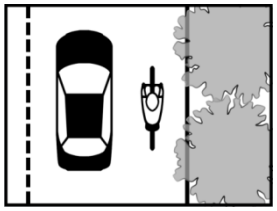
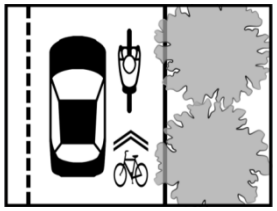
Figure 10: Map of N-S Corridors Completion Status

Summary of Results

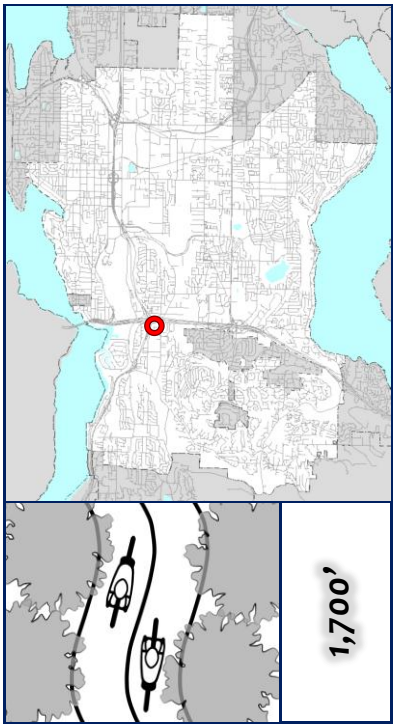
The following pages detail 13 projects implemented by the City of Bellevue. The projects were funded as stand-alone Capital Investment Program (CIP) projects or through ongoing CIP programs such as the Neighborhood Enhancement Program; one project, the Factoria Trail Connection, was funded in large part with a federal grant. The icons on the left-hand side of each project page indicate the facility types constructed, along with the approximate length of each segment. The table below details definitions for each icon.

The same icons are used in the discussion of Development Review Projects that follows the City Projects.

Icon	Pedestrian Facility Type	Linear Feet Completed in 2011
	Sidewalk	1,728
	Interim Pathway	230
	Pedestrian Trail	1,863
	Multi-Use Trail (Off-Street Path)	2,292

Icon	Bicycle Facility Type	Linear Feet Completed in 2011
	Off-Street Path (Multi-Use Trail)	2,292
	Bike Lane	0
	Bike shoulder	1,865
	Shared Shoulder	208
	Wide Outside Lane	0
	Sharrow	0

Factoria Trail Connection



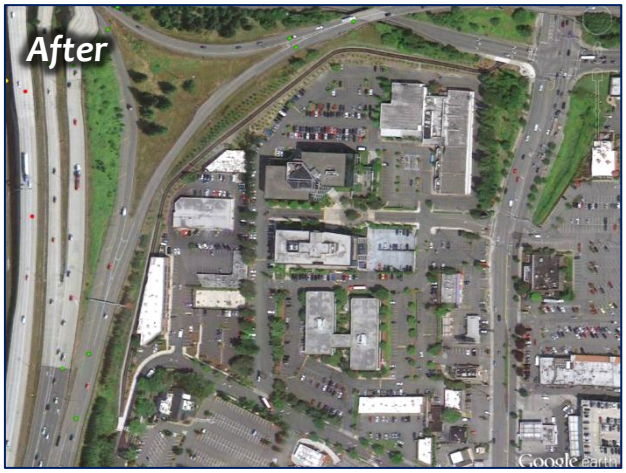
The Factoria Trail Connection project improves non-motorized safety and system connectivity in Factoria, a key activity center. The project constructed a 10-foot-wide paved multi-use trail 1,700 LF long, located on WSDOT limited access right-of- way, connecting 124th Ave SE at Factoria Mall near SE 38th St to the existing Mountains to Sound Greenway trailhead at the Interstate 90 off-ramp near Factoria Blvd SE.

At the south terminus, a mid-block crossing on 124th Ave SE just south of SE 38th St was constructed, including a small island for pedestrian refuge.

The new connection provides access to the I-90 trail without traversing the heavily congested SE 38th St and Factoria Blvd.

The project was funded by the City Capital Budget Pedestrian Access Improvement Program (CIP PW-W/B-56) and Federal grant funds.

The project also includes a non-grant funded trailhead and informational kiosk at the Factoria Blvd entrance at the I-90/Mountains to Sound Greenway trail.

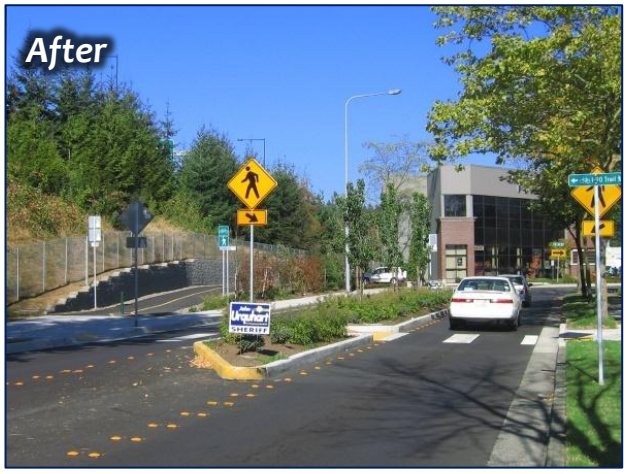


Factoria Trail Connection Aerial Photo

Factoria Trail Connecton

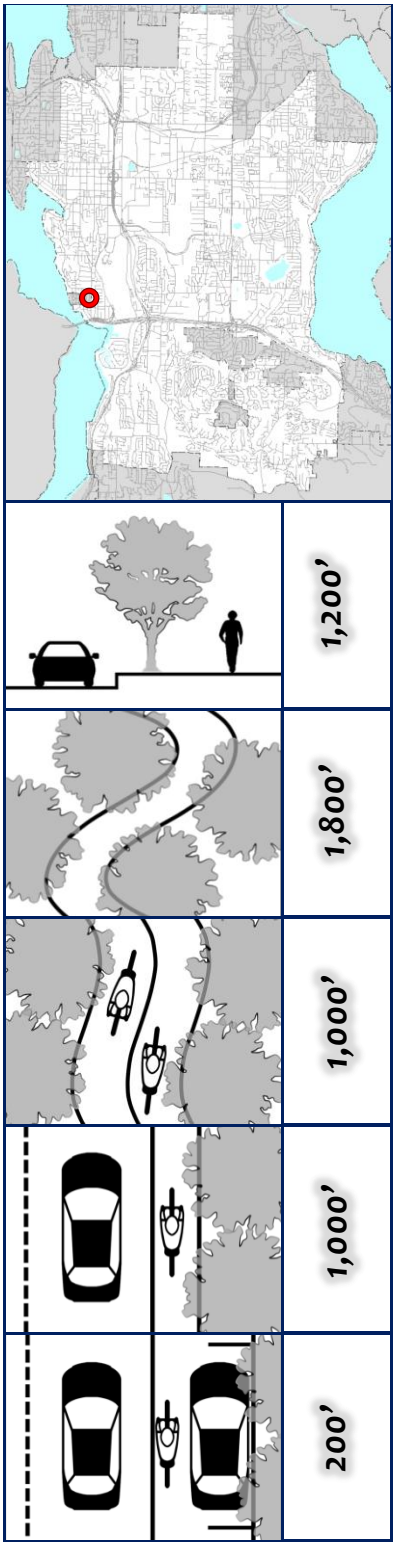
North Terminus - Factoria Blvd and SE 36th St, southeast corner

Between Mountains to Sound Greenway Trailhead and Factoria Blvd SE & SE 36th St, looking west



Mid-block crossing on 124th Ave SE just south of SE 38th St, looking north

108th Ave SE (SE 34th St to Bellevue Way)



108th Ave SE 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.

Pedestrian and bicycle facilities along the roadway prior to construction were a patchwork of incomplete sidewalk and bike lane segments, paved shoulder in disrepair, and undeveloped stretches in between.

This project resulted in 2,800 LF of trail on the East side of 108th Ave SE between SE 25th St and SE 34th St, (1,000LF multi-use trail and 1,800LF pedestrian trail) and 1,200LF sidewalk on both sides of 108th Ave SE, from SE 21st St to SE 23rd St. 1,000 LF of bike shoulder and 200' of shared shoulder were added adjacent to the sidewalk. The shared shoulder is on the west side of 108th Ave SE from SE 22nd St-SE 23rd St midblock to SE 22nd St and accommodates parking as well as bicyclists.

The result of this proposal is a "complete street" serving all users –motorists, bus riders, cyclists, and pedestrians – and connects with pedestrian improvements built on 108th Ave north of Bellevue Way in 1997.

Funding came from the City Capital Budget (CIP PW-W/B-71).

108th Ave SE (SE 34th St to Bellevue Way)

South Terminus - 108th Ave SE and SE 34th St, looking north (new Multi-use Trail appears at right)

New Multi-Use Trail on 108th Ave SE north of SE 34th St, looking north

New Pedestrian Trail on 108th Ave SE north of SE 28th St, looking north

108th Ave SE (SE 34th St to Bellevue Way)

New Sidewalk and Bike Shoulder on 108th Ave SE north of SE 23rd St, looking north

New Sidewalk and Bike Shoulder on 108th Ave SE near SE 22nd St, looking north

New Sidewalk and Shared Shoulder (bicycles and parking) on 108th Ave SE, looking north

123rd Ave SE Sidewalk Project (SE 14th St to SE 13th St)

This project installed 250 LF of five-foot wide sidewalk, curb, and gutter on the east side of 123rd Ave SE, from SE 14th St northward to an existing trail entrance, along the Woodridge Swim Club frontage near SE 15th St.

The project was funded from the City Capital Budget Neighborhood Enhancement Program (CIP PW-NEP-1).

123rd Ave SE and SE 14th St, aerial photo

123rd Ave SE Sidewalk Project (SE 14th St to SE 13th St)

South Terminus - 123rd Ave SE and SE 14th St, looking north

123rd Ave SE and SE 14th St, looking north

123rd Ave SE between SE 14th St and SE 13th St, looking north (Swim Club at right)

162nd Ave SE/Main St Traffic Improvements

Transportation staff worked for several years with residents living in the East Lake Hills Main St area to address 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 narrowed 162nd Ave SE at Main St with curb extensions to better define the intersection and shorten the crossing distance for pedestrians, as well as adding 370 LF of five-foot-wide sidewalk.

Funding was from the City Capital Budget Overlay Program (CIP PW-M-1) and Traffic Calming Program (CIP PW-M-7).

162nd Ave SE and Main St aerial photo

162nd Ave SE/Main St Traffic Improvements

162nd Ave & Main St, looking east

162nd Ave & Main St, southeast corner

162nd Ave & Main St, southwest corner

164th Ave SE/SE 12th St Traffic Improvements

Another East Lake Hills Project involved installation of curb extensions at the 154th Ave SE/SE 12th St intersection. The curb extensions enhance pedestrian safety by shortening the crossing distance. 80LF of 5-foot wide sidewalk was installed on the east side of 164th Ave SE, just south of SE 12th St, replacing the previous gravel shoulder.

Project funding came from the City Capital Budget Overlay Program (CIP PW-M-1) and Neighborhood Traffic Calming Program (CIP PW-M-7).

164th Ave SE and SE 12th St Aerial Photo

156th Ave SE Crosswalk Safety Enhancements (south of SE 27th St)

This project upgraded a crosswalk on 156th Ave SE south of SE 27th St, adding two ADA compliant curb ramps to improve access for users (including bicyclists) and flashing beacons to improve visibility. The crossing is located on the part of the city's trail system that connects Bellevue College to the Boeing/Microsoft campus.

This project was funded through the City Capital Budget Minor Capital Traffic Operations Program (CIP PE-M-2).

156th Ave SE, south of SE 27th St Aerial Photo

156th Ave SE Crosswalk Safety Enhancements (south of SE 27th St)

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

Trailhead on the west side of 156th Ave SE, south of SE 27th St, looking northwest

Trailhead on the east side of 156th Ave SE south of SE 27th St, looking northeast

SE 20th St Curb Ramps

This project constructed four cement concrete ADA ramps on SE 20th St in front of Woodridge Elementary School to increase pedestrian safety in the school area. The project followed improvements on the school property on the south side of SE 20th St.

It was funded from the City Capital Budget Wheelchair Ramps Program (CIP PW-W/B-49).

126th Ave SE & SE 20th St, Aerial Photo

126th Ave SE & SE 20th St, looking east

148th Ave SE and SE 24th St Traffic Island ADA Upgrades

This project upgraded a traffic Island on the southwest corner of 148th Ave SE and SE 24th St.

City staff identified that the design of the Audible Pedestrian Signal (APS) on the island did not comply with the 2010 ADA Standards for Accessible Design, according to which raised islands in crossings shall be cut through level with the street or have curb ramps at both sides with a minimum level area of 48' between them. The ramps were replaced with ramps leveled with the street since there is not a sufficient space for 48' level area between them.

City Staff also identified that the location of the pushbutton pole for crossing 148th Ave (east direction) as being too far from the cut through area. The APS pushbutton pole was moved closer to the cut through area.

The project was funded from the City Capital Budget Wheelchair Ramps Program (CIP PW-W/B-49).

148th Ave SE and SE 24th St Traffic Island

101st Ave SE & SE 3rd St, southeast corner ADA Upgrades

This project replaced damaged sidewalk at the southeast corner of 101st Ave SE and SE 3rd St with an ADA compliant ramp upon a disabled resident's request.

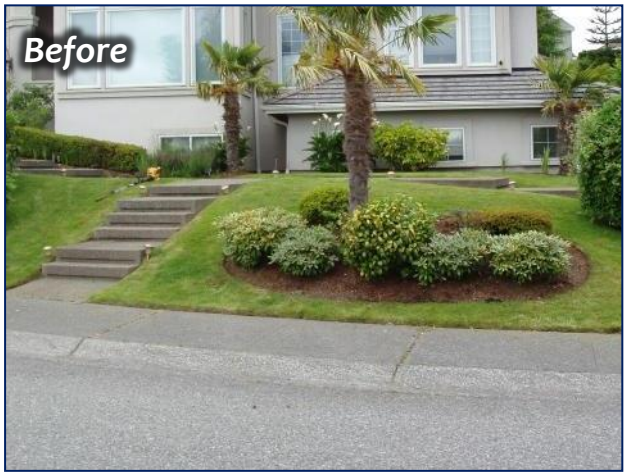
Funds came from the City Capital Budget Wheelchair Ramps Program (CIP PW-W/B-49).

101st Ave SE & SE 3rd St, southeast corner

156th Ave SE &155th Ave SE and 156th Ave SE & SE 55th Pl ADA Updates

Three ADA ramps were installed on 156th Ave SE to address a disabled resident's request. One ADA ramp was installed on the north side of the 155th Ave SE and 156th Ave SE intersection. Two ADA ramps were installed at the SE 55th Pl and 156th Ave SE intersection – on the Southwest and on the Northwest corner. Previously ramps were missing at these locations.

The project was funded from the City Capital Budget Wheelchair Ramps Program (CIP PW-W/B-49).



156th Ave SE and 155th Ave SE, north side

156th Ave SE and SE 55th Pl, southwest corner

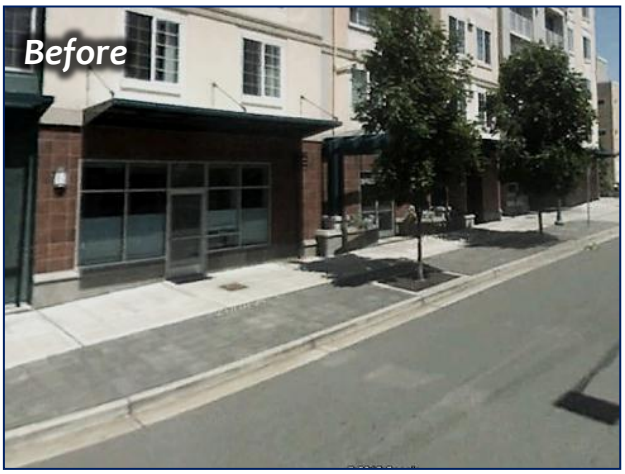
156th Ave SE &155th Ave SE and 156th St SE & SE 55th Pl ADA Updates

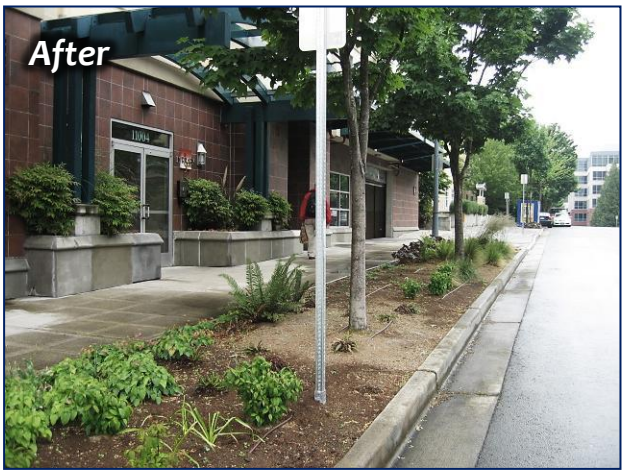
156th Ave SE and SE 55th Pl, northwest corner

NE 11th St Sidewalk Repair (110th Ave NE - 112th Ave NE)

The NE 11th St sidewalk between 110th Ave NE and 112th Ave NE had fallen into a state of disrepair with areas of heaved sidewalk and pavers. The City's Street Maintenance Division had temporarily kept the sidewalk in a safe condition by placing asphalt at the heaved sidewalk panels to smooth out the tripping hazards. This project provided a permanent repair of 920 LF sidewalk by removing the existing pavers between the roadway and the sidewalk and adding landscaping, selectively pruning tree roots to prevent future sidewalk heaving, and removing and replacing the heaved sidewalk panels.

The project was completed under the City Capital Budget Major Maintenance Program (CIP PW-M-19).





NE 11th St just east of 110th Ave NE, looking east

104th Ave SE (SE 16th St – SE 10th St)

As part of the City of Bellevue's Overlay program, 1715 LF of asphalt sidewalk and ADA ramps were replaced and upgraded on the west side of 104th Ave SE between SE 10th St and SE 16th St.

Funds came from the City Capital Budget Overlay Program (CIP PW-M-1).

104th Ave SE south of SE 16th St, looking south

104th Ave SE and SE 11th St, southeast corner

NE 8th St (92nd Ave NE – 98th Ave NE)

The City's Overlay program replaced and upgraded 1950 LF of asphalt sidewalk on the south side of NE 8th St between 92nd Ave NE and 98th Ave NE and added ADA ramps.

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

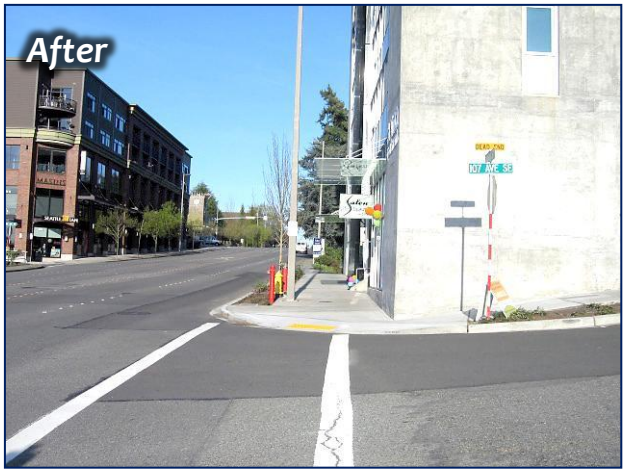
NE 8th St between NE 92nd St and NE 94th St, looking east

Baker Main Apartments

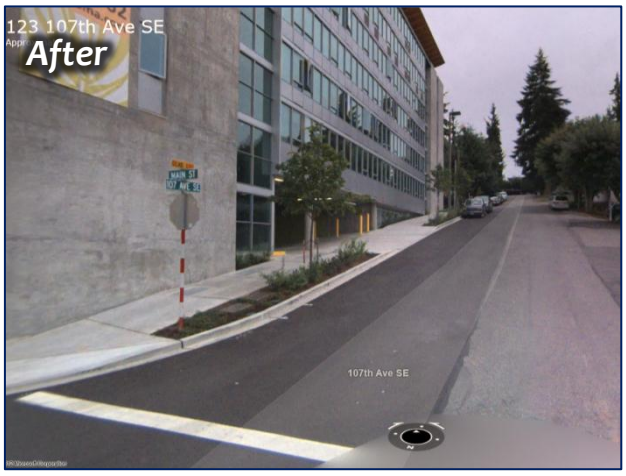
This development constructed 280 LF of new sidewalk. 105 LF of new 12-foot wide concrete sidewalk was installed on the south side of Main St in front of the new Baker Main Apartments building, replacing an old 6' wide sidewalk. 175 LF of new 12-foot wide concrete sidewalk was built on the east side of 107th Ave SE along the building property where no sidewalk previously existed. In addition, one new access ramp was added at the Main St and 107th Ave SE intersection. A one foot-wide street widening was provided on the south side of Main Street to accommodate a planned future bike lane.

107th Ave SE and Main St Aerial Photo

Baker Main Apartments

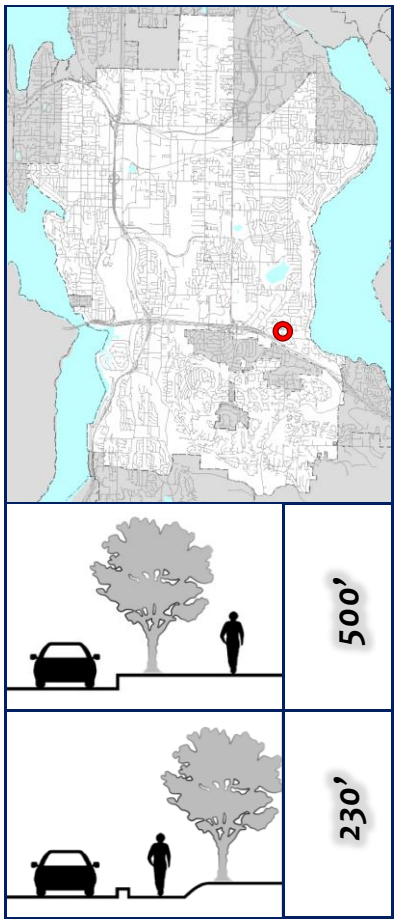


107th Ave SE and Main St, looking east



107th Ave SE and Main St, looking south

Parkwood Lane



This new development installed 500 LF of five-foot wide concrete sidewalk as frontage improvements for new housing on 163rd Ave SE and SE 37th St.

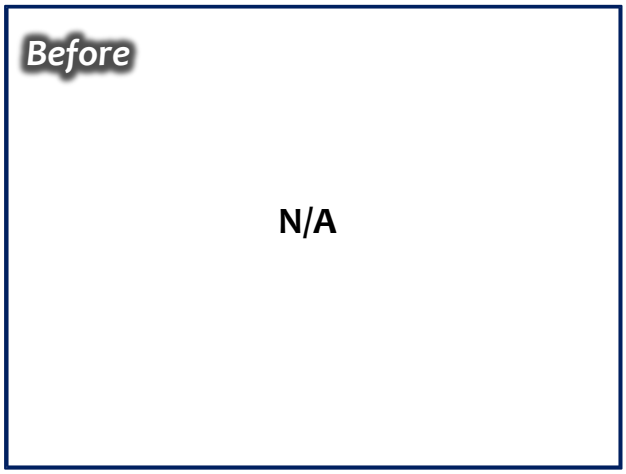
In addition, 230 LF of five-foot wide asphalt path was constructed along 163rd Ave leading to the site.

A total of five new curb ramps were installed; two at the intersection of SE 37th St and 163rd Ave SE; one at the south end of 163rd Ave; one at the east end of SE 37th St; and one on 163rd at the north edge of site. 670 LF of new public street, width 20 to 24 feet, was constructed in previously undeveloped right of way.

Parkwood Lane Aerial Photo

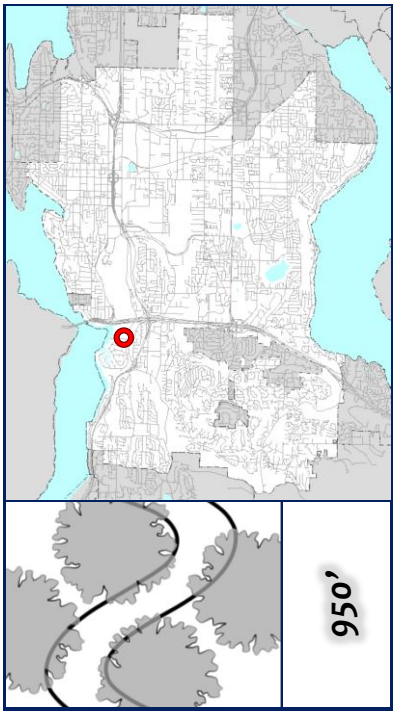
Parkwood Lane

Asphalt Path on the east side of 163rd Ave, looking south at SE 163rd Ave SE



163rd Ave SE, just north of SE 37th St, looking north

Mercer Marine Short Plat



The project constructed 950 LF of new 6-foot wide asphalt trail with 4-foot wide planter strip and extruded curbing along SE 40th St. Two new curbs ramps were constructed at the SE 40th St and Lake Washington Blvd SE intersection.

Mercer Marine Short Plat Aerial Photo

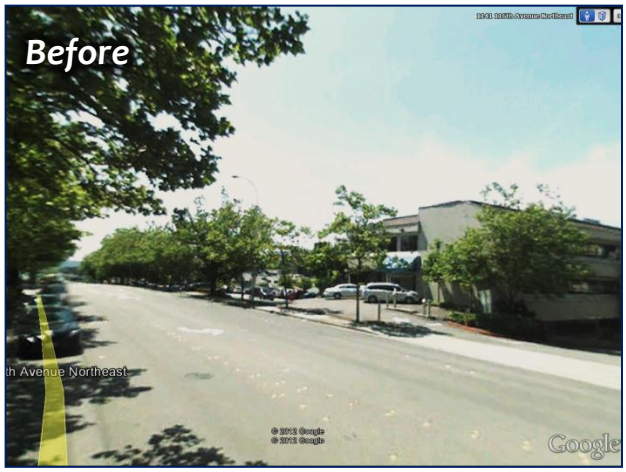
Mercer Marine Short Plat

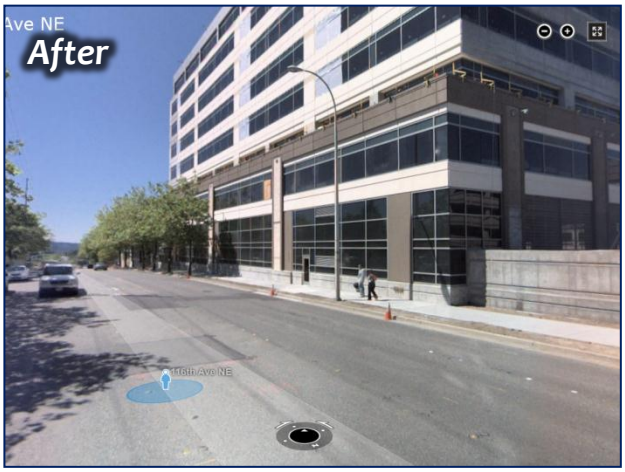
Lake Washington Blvd SE at SE 40th St, looking southwest

SE 40th St looking west from Lake Washington Blvd

Overlake Medical Office Building

This development project upgraded the pedestrian network by installing 415 LF of 12-foot wide concrete sidewalk on the west side of 116th Ave NE in front of the new Overlake Medical Office Building at 1231 116th Ave NE, replacing a narrow sidewalk that had multiple driveway crossings.





Overlake Medical Office Building at 1231 116th Ave NE, looking southwest

145th Pl SE Improvements (SE 16th St to SE 24th St) and SE 22nd St Sidewalk (145th Pl SE to 156th Ave NE) –Phase II

As part of the City's West Lake Hills Neighborhood Investment Strategy, a Citizen's Advisory Committee in 2002 identified pedestrian safety and connectivity along 145th Pl SE as one of their highest priorities to be completed in the entire West Lake Hills area. Pedestrian safety and connectivity improvements on SE 22nd St were also identified as a high priority. This project will implement Phase 2 of the improvements, which includes constructing a 12 foot center left turn 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 (a total of 5,300 feet project area).

145th Pl SE, looking south

The project will, in addition, install landscaped medians where feasible, modify the existing signal at the SE 24th intersection, upgrade street lighting, and install street landscaping and irrigation. A pervious concrete sidewalk, rain gardens, bio retention swale and compost amended soil will be used to detain and treat roadway runoff.

The project is funded from the City Capital Budget (CIP PW-R-151).

130th Ave SE Sidewalk (SE 45th Ln to SE 46th St)

This project will install approximately 470 LF of 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 a private roadway). The project is funded by the City Capital Budget Neighborhood Enhancement Program (CIP PW-NEP-1) and the
Pedestrian Access Improvements Program (CIP PW-W/B-56).

130th Ave SE, looking south

Downtown Midblock Crossing at 102nd Ave NE

The existing midblock crossing of 102nd Ave NE between NE 8th St and NE 10th St will be upgraded to enhance safety for pedestrians. Currently curb ramps are missing and pedestrians must cross four lanes. The improvements will include a traffic island to shorten the crossing distance and installation of ADA compliant curb ramps.

The project is funded by the City Capital Budget (CIP PW-W/B-77) and Federal grant funds.

Arial Photo of 102nd Ave NE just north of NE 8th St

102nd Ave NE just north of NE 8th St, looking north

SE 56th St Sidewalk

This project will install approximately 330 LF of six-foot wide concrete sidewalk, curb and gutter on the north side of SE 56th St east of 119th Ave SE, continuing east to 123rd Avenue SE. The new sidewalk will connect to a segment of existing sidewalk, creating a complete pedestrian facility on the north side of SE 56th St from 119th Ave SE to SE 123rd Ave. This project will also include a 4-ft planter strip to provide additional landscaping to SE 56th St.

Project funding comes from the City Capital Budget Neighborhood Enhancement Program (CIP PW-NEP-1).

SE 56th St, looking west

SE 60th Street Sidewalk

This project will construct approximately 260 LF of 5-ft wide concrete sidewalk, curb and gutter on the south side of SE 60th Street from 123rd Ave SE to 125th Ave SE. The project will also construct approximately 120 LF of 5-ft wide sidewalk on the west side of 123rd Ave SE from the existing sidewalk end (just south of SE 60th St) to SE 60th Pl. Construction is anticipated fall 2012. Funding comes from the City Capital Budget Pedestrian Access Improvements Program (CIP PW-W/B-56).

SE 60th St, just west of 125th Ave SE, looking east

123th Ave SE, just south of SE 60th Ave, looking north

McTavish Trail Link

This project will construct approximately 760 LF of asphalt trail along the west side of Lake Hills Connector, from SE 8th Street to SE 9th St, where it will connect to an existing network of soft-surface trails in the McTavish greenbelt, adjacent to Lake Hills Connector. Completion of the new McTavish Trail link will create 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 will include a curb separating the trail from the adjacent paved shoulder area (which will be 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 is from the City Parks Department Budget.

SE 8th St and Lake Hills Connector, Southwest corner, looking south

Table 1: All New Pedestrian Facility Construction

All New Pedestrian Facility Construction (Linear Feet)

	Year	5' Wide Sidewalk Linear Feet	6' Wide Sidewalk Linear Feet	8' Wide Sidewalk Linear Feet	12' Wide Sidewalk Linear Feet	Sidewalk Total Linear Feet	2-8' Wide Pedestrian Trail Linear Feet	10-14' Wide Multi-Use Trail Linear Feet	Pedestrian Facilities Total Linear Feet
Annual	2009	1,567	6,032			7,598		312	15,508
	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
Cumulative	2009	1,567	6,032			7,598		312	15,508
	2010	2,574	13,084	2,641	217	18,515		312	26,426
	2011	3,491	14,268	2,641	432	20,833	2,808	2,604	33,843

All New Pedestrian Facility Construction (Miles)

	Year	5' Wide Sidewalk Miles	6' Wide Sidewalk Miles	8' Wide Sidewalk Miles	12' Wide Sidewalk Miles	Sidewalk Total Miles	2-8' Wide Pedestrian Trail Miles	10-14' Wide Multi-Use Trail Miles	Pedestrian Facilities Total Miles
Annual	2009	0.30	1.14			1.44		0.06	2.94
	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
Cumulative	2009	0.30	1.14			1.44		0.06	2.94
	2010	0.49	2.48	0.50	0.04	3.51		0.06	5.00
	2011	0.66	2.70	0.50	0.08	3.95	0.53	0.49	6.41

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	Sidewalk Total Linear Feet	2' - 8' Wide Pedestrian Trail Linear Feet	10' - 14' Wide Multi-Use Trail Linear Feet	Pedestrian Facilities Total Linear Feet
Annual	2009	6,945		312	7,257
	2010	10,733	240		10,974
	2011	1,728	1,863	2,292	5,883
Cumulative	2009	6,945		312	7,257
	2010	17,678	240	312	18,231
	2011	19,407	2,104	2,604	24,114

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

	Year	Sidewalk Total Miles	2' - 8' Wide Pedestrian Trail Miles	10' - 14' Wide Multi-Use Trail Miles	Pedestrian Facilities Total Miles
Annual	2009	1.32		0.06	1.37
	2010	2.03	0.05		2.08
	2011	0.33	0.35	0.43	1.11
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

Table 3: New Arterial Sidewalk Construction

Arterial Sidewalk Construction (Linear Feet)

Year	Ped-Bike Plan Goal Linear Feet	Target Pace Linear Feet	New Construction Annual Linear Feet	New Construction Cumulative Linear Feet	Gap Linear Feet
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			
2013		53,800			
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 Miles	Target Pace Miles	New Construction Annual Miles	New Construction Cumulative Miles	Gap Miles
2009		0	0.95	0.95	
2010		2.5	1.20	2.15	0.35
2011		5	0.33	2.48	2.52
2012		7.5			
2013		10			
2014		12.5			
2015		15			
2016		17.5			
2017		20			
2018		22.5			
2019	25				

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

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

	Year	Off-Street Path Linear Feet	Bike Lane Linear Feet	Bike Shoulder Linear Feet	Shared Shoulder Linear Feet	Wide Outside Lane Linear Feet	Shared Wide Outside Lane Linear Feet	Sharrow Linear Feet	Bicycle Facility Total Linear Feet
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
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

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

	Year	Off-Street Path Miles	Bike Lane Miles	Bike Shoulder Miles	Shared Shoulder Miles	Wide Outside Lane Miles	Shared Wide Outside Lane Miles	Sharrow Miles	Bicycle Facility Total Miles
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
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

Table 5: Bicycle Corridors Completion Status

Bicycle Corridors Completion Status (Linear Feet)

Designation	Name	Total Length Linear Feet	Prior to 2009 Ped-Bike Plan Segment Length Linear Feet	Prior 2009 Per cent Complete	2009 Annual Segment Length Linear Feet	2009 Cumulative Segment Length Linear Feet	2009 Per cent Complete	2010 Annual Segment Length Linear Feet	2010 Cumulative Segment Length Linear Feet	2010 Per cent Complete	2011 Annual Segment Length Linear Feet	2011 Cumulative Segment Length Linear Feet	2011 Per cent Complete
EW-1	520 Trail	22,125	11,092	50.1%	0	11,092	50.1%	0	11,092	50.1%	0	11,092	50.1%
EW-2	Downtown-Overlake Connection	18,893	3,876	20.5%	0	3,876	20.5%	0	3,876	20.5%	0	3,876	20.5%
EW-3	Lake-to-Lake Trail	38,717	12,195	31.5%	1,800	13,995	36.1%	2,919	16,914	43.7%	0	16,914	43.7%
EW-4	Mountain-to-Sound Greenway	28,251	12,203	43.2%	0	12,203	43.2%	0	12,203	43.2%	0	12,203	43.2%
EW-5	Coal Creek-Cougar Mountain Connection	38,975	17,967	46.1%	0	17,967	46.1%	3,537	21,504	55.2%	0	21,504	55.2%
NS-1	Enatai-Northtown Connection	20,200	8,739	43.3%	0	8,739	43.3%	0	8,739	43.3%	2,247	10,986	54.4%
NS-2	Lake Washington Loop	39,776	22,500	56.6%	0	22,500	56.6%	4,785	27,285	68.6%	0	27,285	68.6%
NS-3	BNSF Trail Corridor	39,465	3,183	8.1%	0	3,183	8.1%	0	3,183	8.1%	0	3,183	8.1%
NS-4	Somerset-Redmond Connection	37,327	17,543	47.0%	0	17,543	47.0%	0	17,543	47.0%	0	17,543	47.0%
NS-5	Spirit Ridge-Sammamish River Connection	31,486	19,349	61.5%	0	19,349	61.5%	0	19,349	61.5%	0	19,349	61.5%
NS-6	West Lake Sammamish Parkway	26,125	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%

Bicycle Corridors Completion Status (Miles)

Designation	Name	Total Length Miles	Prior to 2009 Ped-Bike Plan Segment Length Miles	Prior 2009 Per cent Complete	2009 Annual Segment Length Miles	2009 Cumulative Segment Length Miles	2009 Per cent Complete	2010 Annual Segment Length Miles	2010 Cumulative Segment Length Miles	2010 Per cent Complete	2011 Annual Segment Length Miles	2011 Cumulative Segment Length Miles	2011 Per cent Complete
EW-1	520 Trail	4.19	2.10	50.1%	0	2.10	50.1%	0	2.10	50.1%	0	2.10	50.1%
EW-2	Downtown-Overlake Connection	3.58	0.73	20.5%	0	0.73	20.5%	0	0.73	20.5%	0	0.73	20.5%
EW-3	Lake-to-Lake Trail	7.33	2.31	31.5%	0.34	2.65	36.1%	0.55	3.20	43.7%	0	3.20	43.7%
EW-4	Mountain-to-Sound Greenway	5.35	2.31	43.2%	0	2.31	43.2%	0	2.31	43.2%	0	2.31	43.2%
EW-5	Coal Creek-Cougar Mountain Connection	7.38	3.40	46.1%	0	3.40	46.1%	0.67	4.07	55.2%	0	4.07	55.2%
NS-1	Enatai-Northtown Connection	3.83	1.66	43.3%	0	1.66	43.3%	0	1.66	43.3%	0.43	2.08	54.4%
NS-2	Lake Washington Loop	7.53	4.26	56.6%	0	4.26	56.6%	0.91	5.17	68.6%	0	5.17	68.6%
NS-3	BNSF Trail Corridor	7.47	0.60	8.1%	0	0.60	8.1%	0	0.60	8.1%	0	0.60	8.06%
NS-4	Somerset-Redmond Connection	7.07	3.32	47.0%	0	3.32	47.0%	0	3.32	47.0%	0	3.32	47.0%
NS-5	Spirit Ridge-Sammamish River Connection	5.96	3.66	61.5%	0	3.66	61.5%	0	3.66	61.5%	0	3.66	61.5%
NS-6	West Lake Sammamish Parkway	4.95	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%