City of Bellevue

Pedestrian and Bicycle Progress Report 2012

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Summer 2013

Prepared by

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Summary

Introduction

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

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

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

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

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

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

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

Pedestrian Improvements

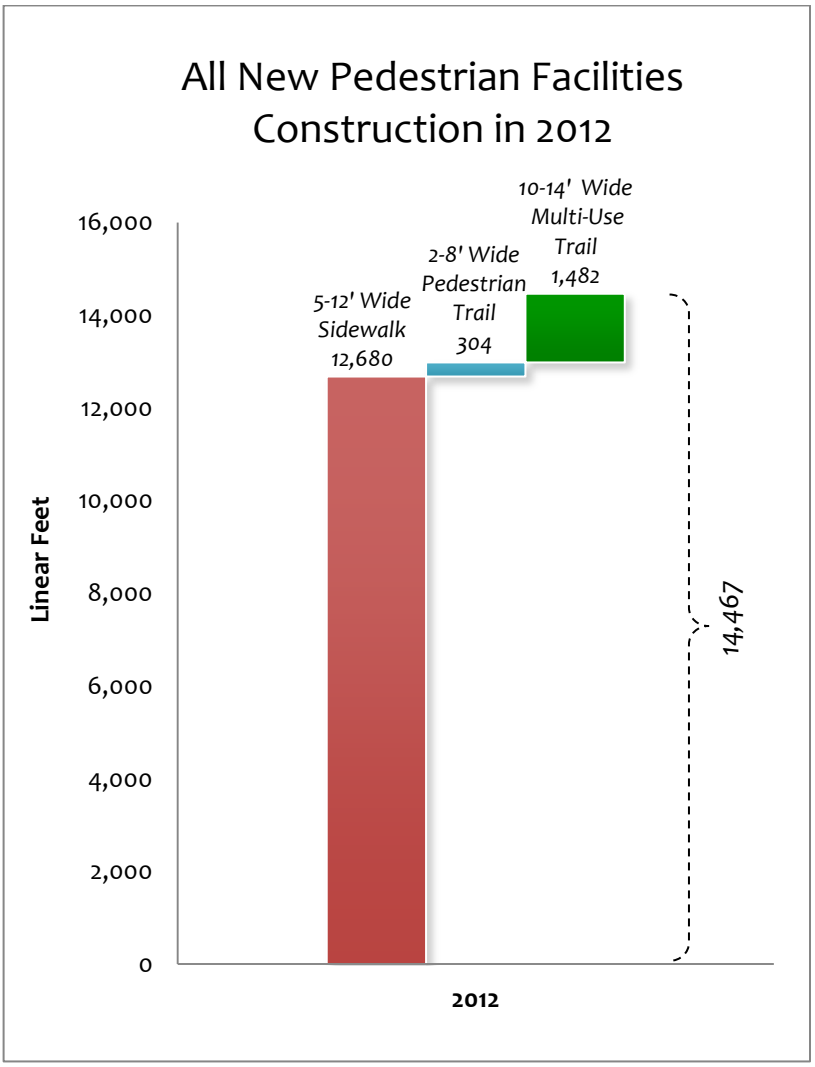


Figure 1: All New Pedestrian Facilities in Bellevue in 2012
(See Appendix, Table 1 for additional detail)

This report is a summary of Bellevue's 2012 work to advance the Pedestrian and Bicycle Transportation Plan.

In 2012 there were approximately 14,467 feet of pedestrian facilities – 12,680 feet of sidewalk, 304 feet of pedestrian trail and 1,482 feet multi-use trail - constructed in the City of Bellevue. (*See Figure 1 and Figure 2*)

Of those 2.74 miles (14,467 feet) of pedestrian facilities, 1.54 miles (8,145 feet) were built in locations targeted for improvement by the 2009 Bellevue Pedestrian and Bicycle Transportation Plan (Ped-Bike Plan). (*See Figure 3*)

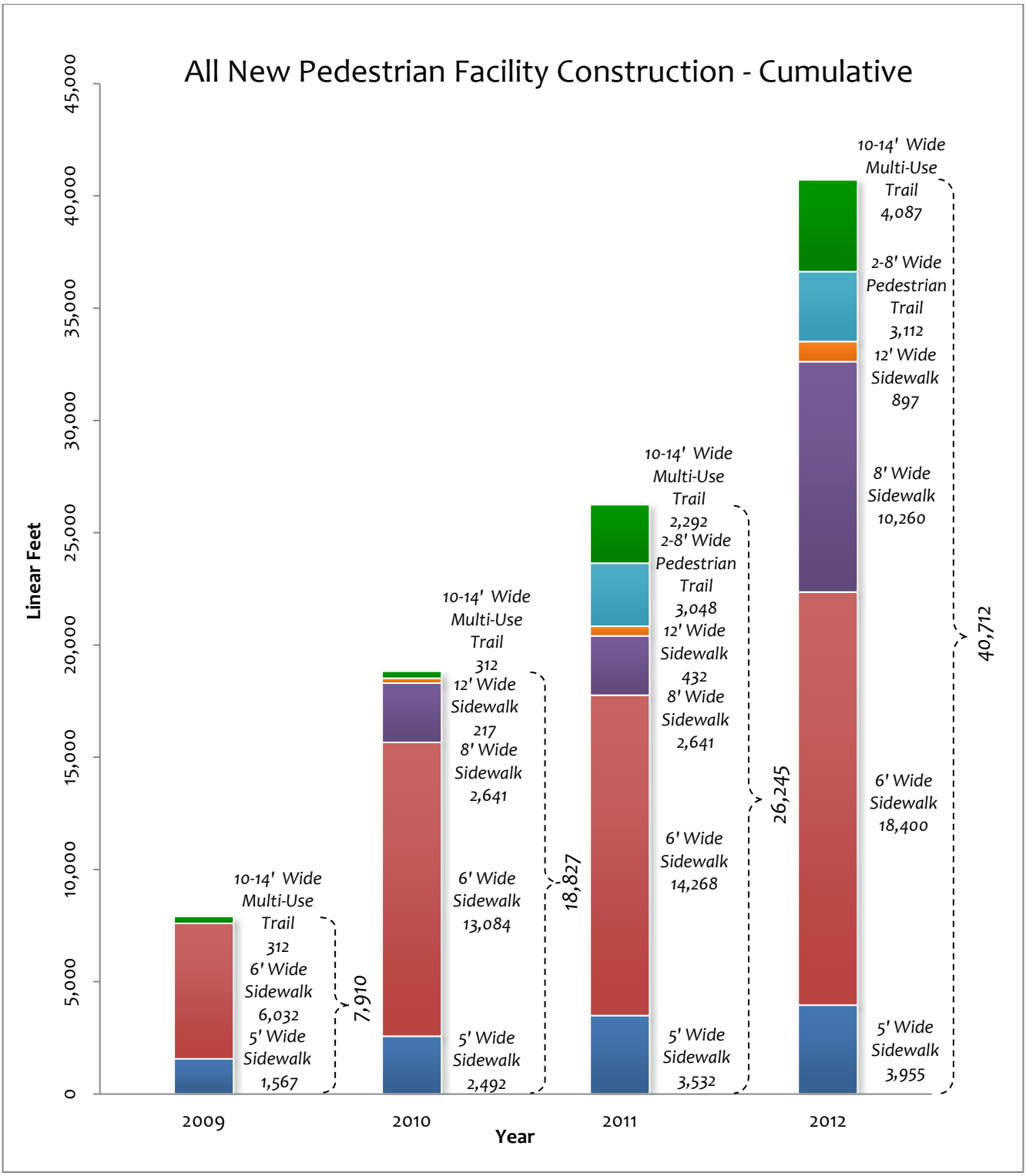


Figure 2: All New Pedestrian Facility Construction - Cumulative

(See Appendix, Table 1 for additional detail)

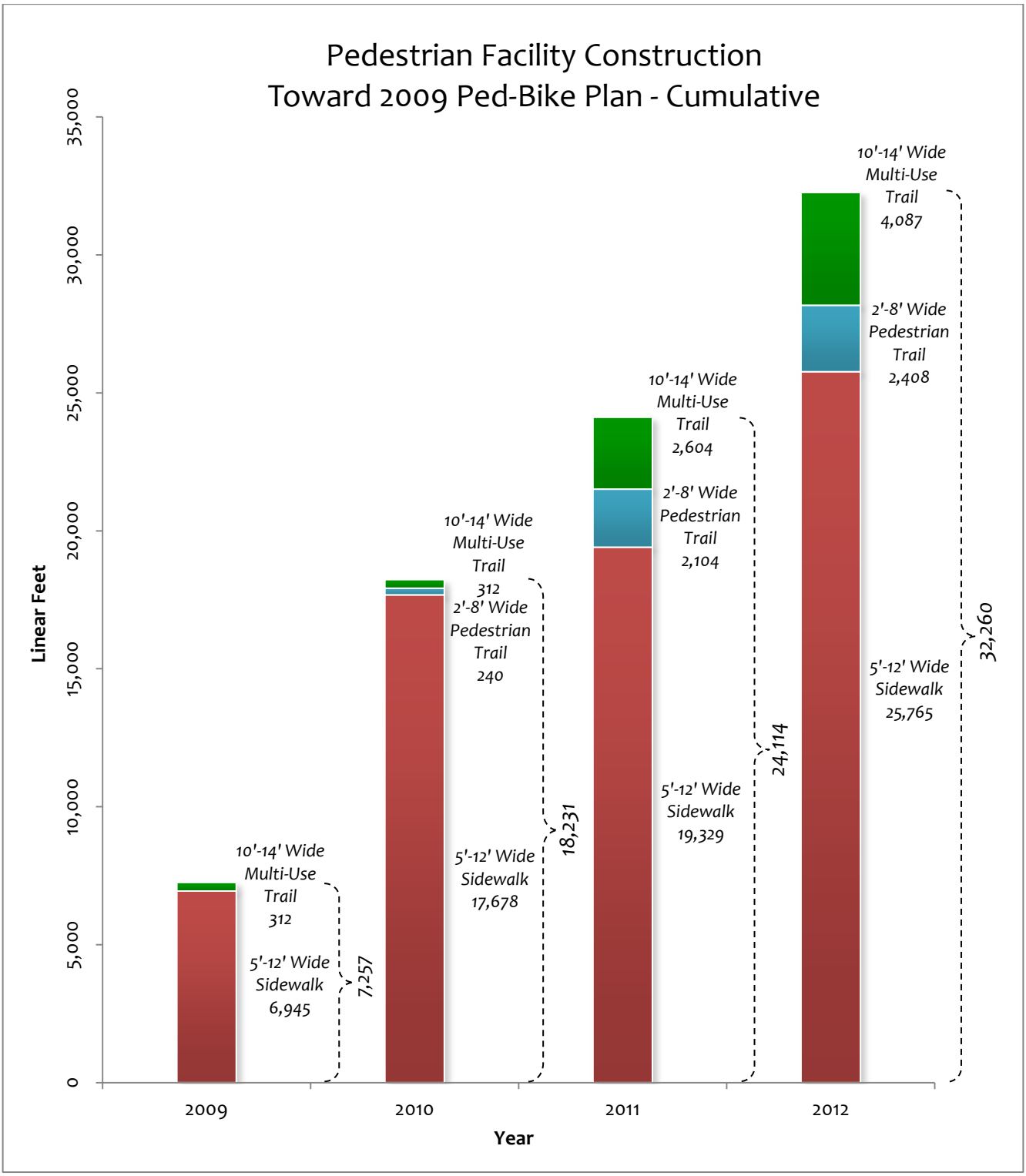


Figure 3: Pedestrian Facility Construction toward the 2009 Ped-Bike Plan – Cumulative
(See Appendix, Table 2 for additional detail)

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

Summary

Bellevue Pedestrian and Bicycle Transportation Facility Plan policy PB-2 calls for 25 miles of sidewalk to be constructed along arterials by 2019. In 2012 the City of Bellevue built 1.41 miles of arterial sidewalk. Together with the 2.48 miles built from 2009 to 2011, the cumulative total is 3.79 miles. Figure 4 shows how actual arterial sidewalk construction compares to the target pace of 2.5 miles per year. At the end of 2012 there was a gap of 3.71 miles between actual construction and the amount of mileage needed to be on-track for a 2019 completion. *(See Figure 4)*

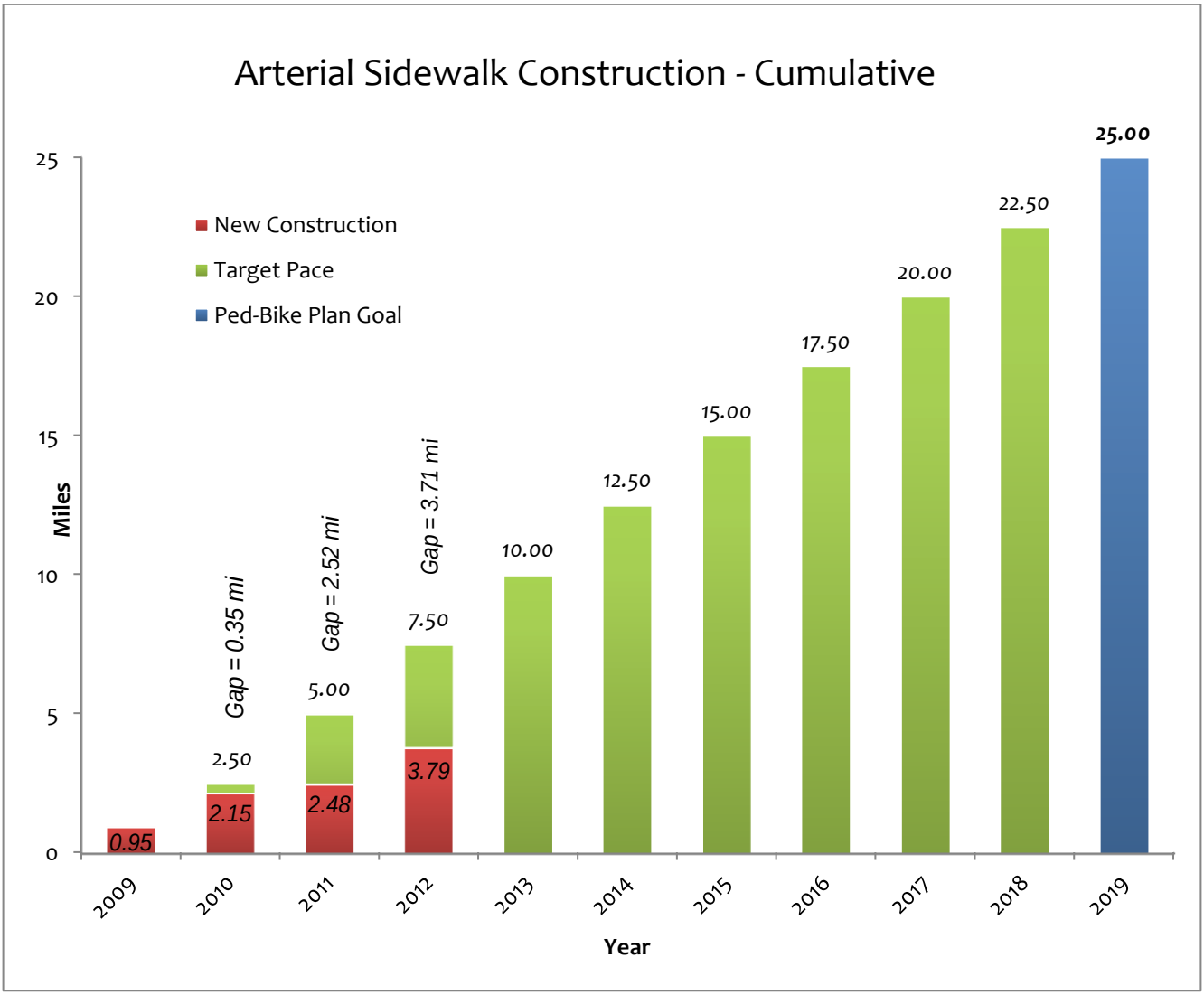


Figure 4: Arterial Sidewalk Construction - Cumulative
(See Appendix, Table 3 for additional detail)

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

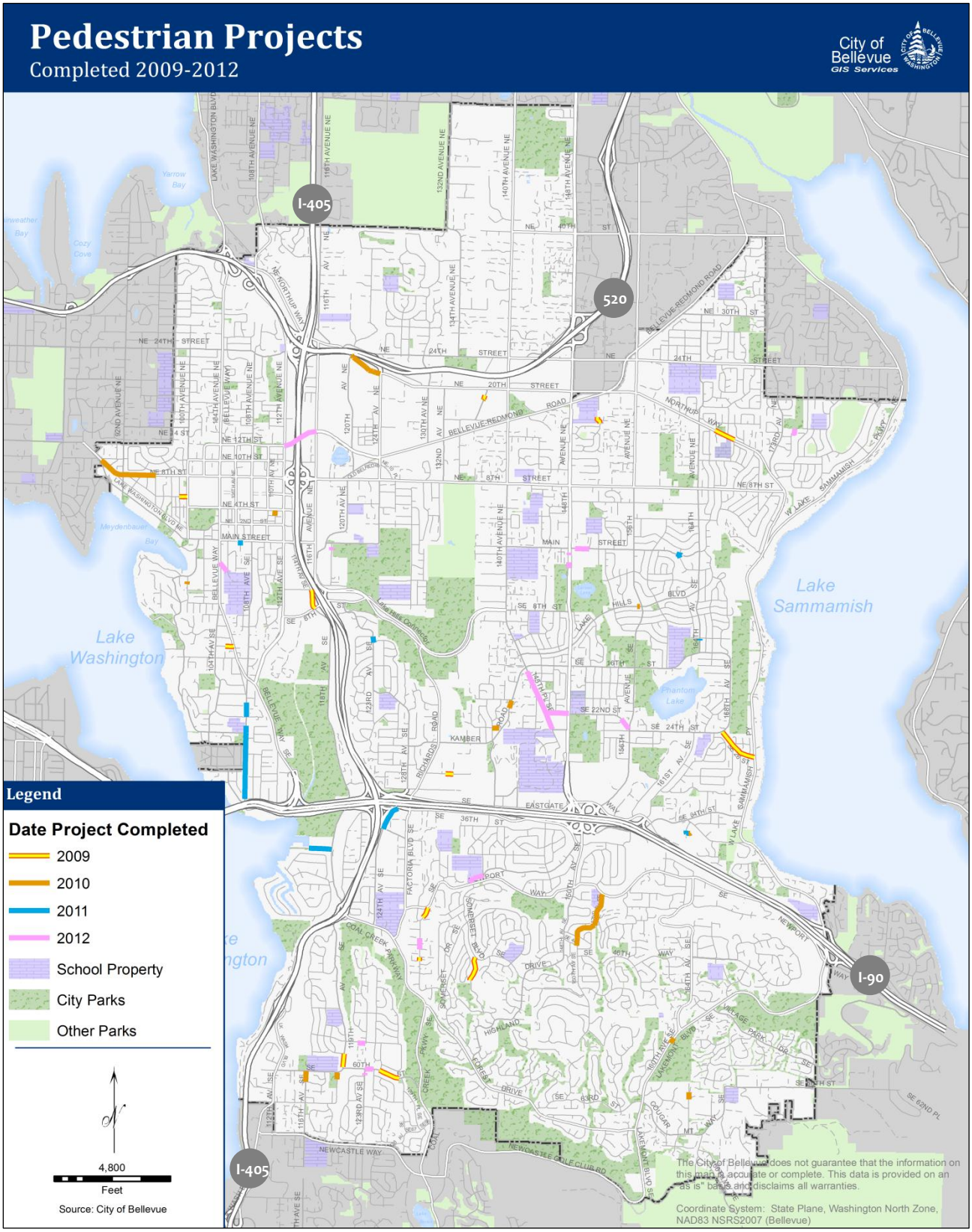


Figure 5: Map of Pedestrian Projects completed by year from 2009 to 2012

Bicycle Improvements

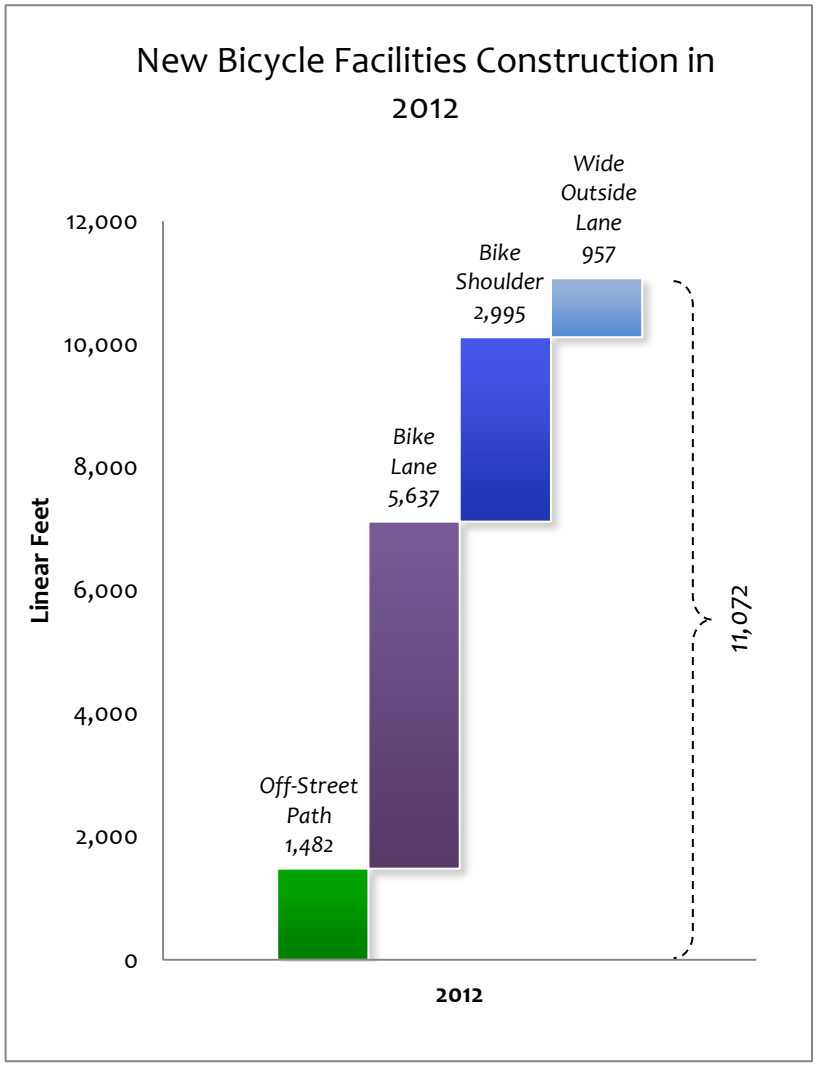


Figure 6: New Bicycle Facility Construction in 2012
(See Appendix, Table 4 for additional detail)

In 2012 there were approximately 2.10 miles (11,072 feet) of bicycle facilities built in the City of Bellevue (*see Figure 6 and Figure 7*).

Bike Lanes represented the largest proportion of the 2012 improvements, with 1.07 miles (5,637 feet) installed followed by Bike Shoulders with 0.57 miles (2,995 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 Priority Bicycle Corridor Completion Status Maps.

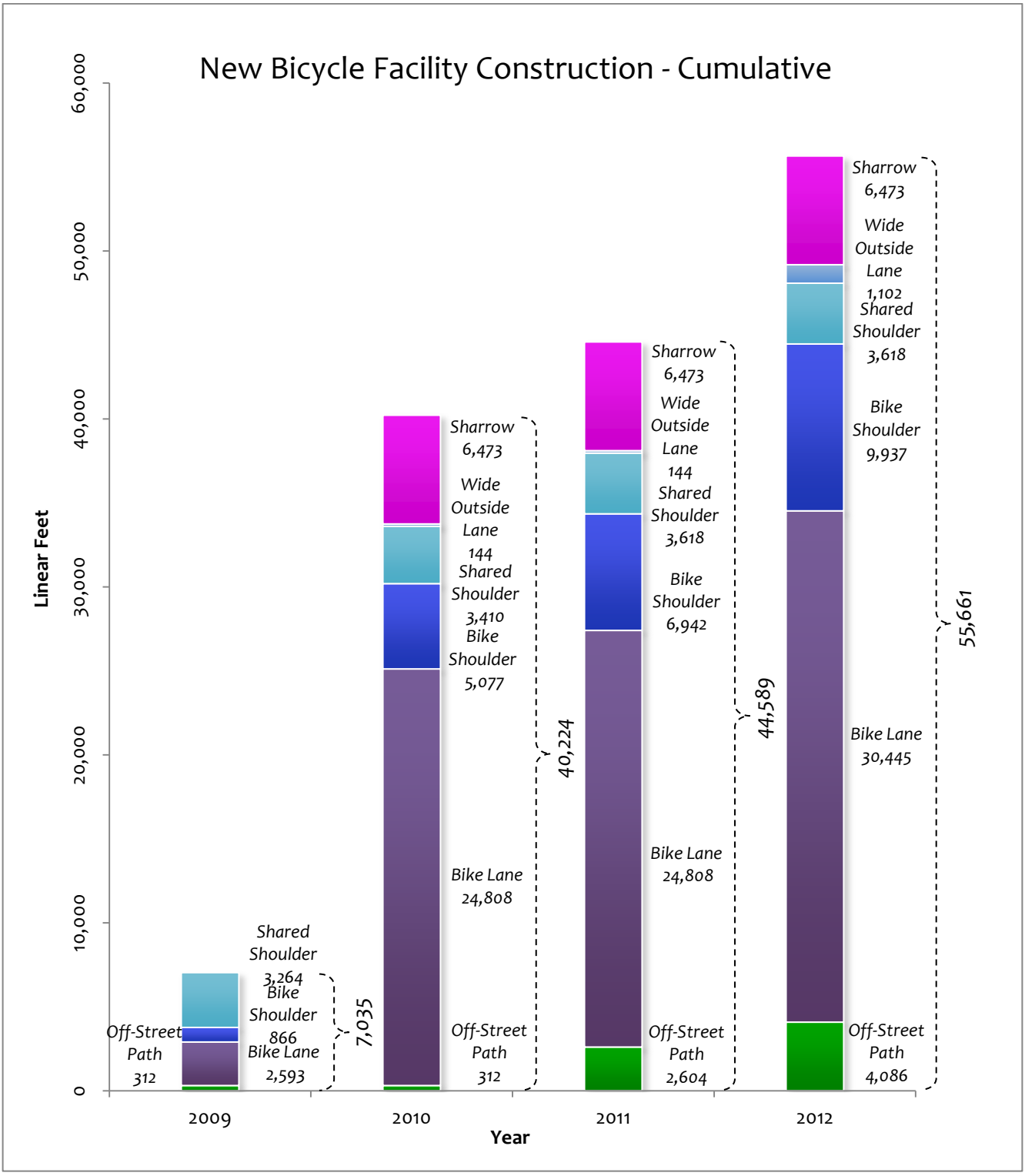


Figure 7: New Bicycle Facility Construction – Cumulative

(See Appendix, Table 4 for additional detail)

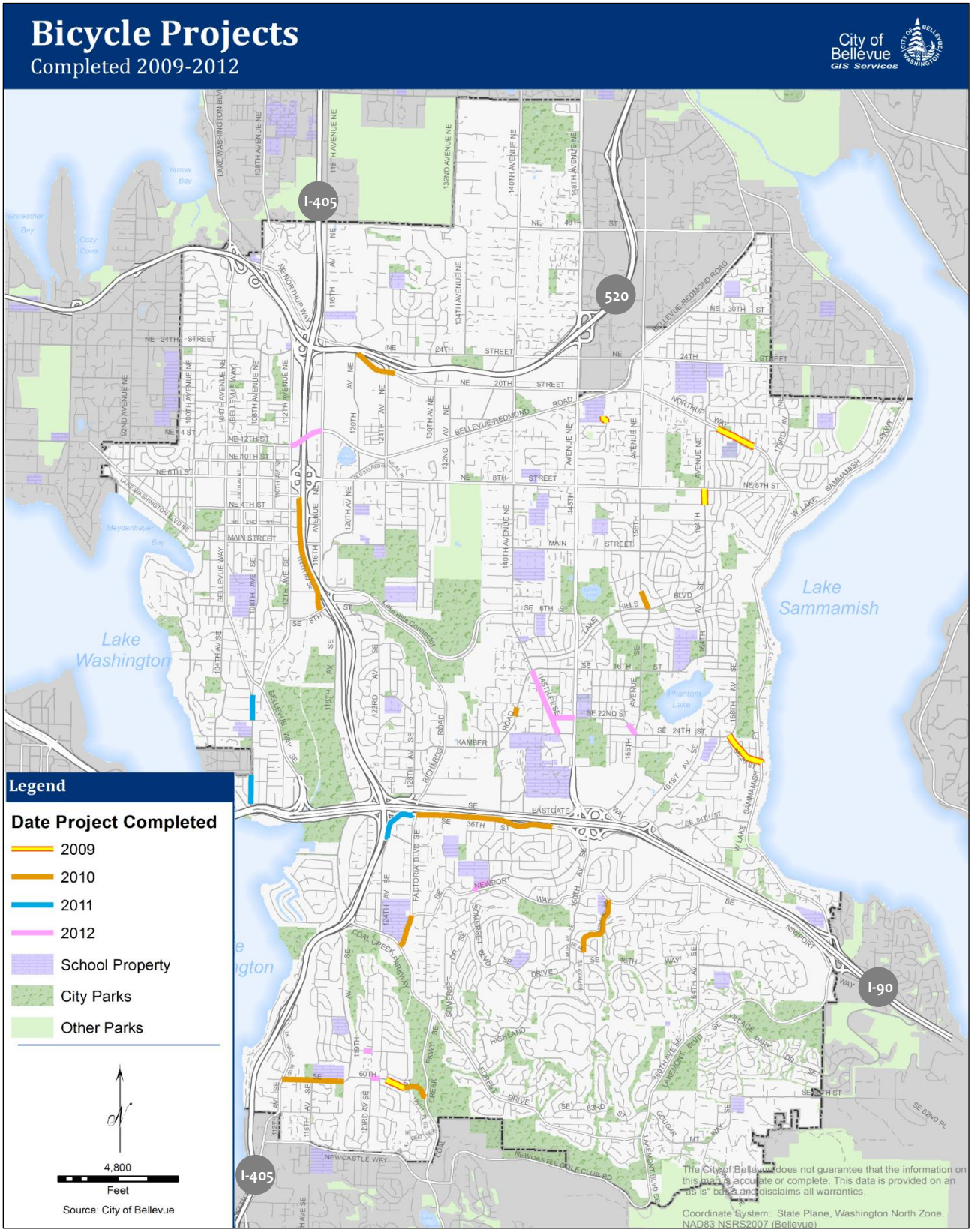


Figure 8: Map of Bicycle Projects completed by year from 2009 to 2012

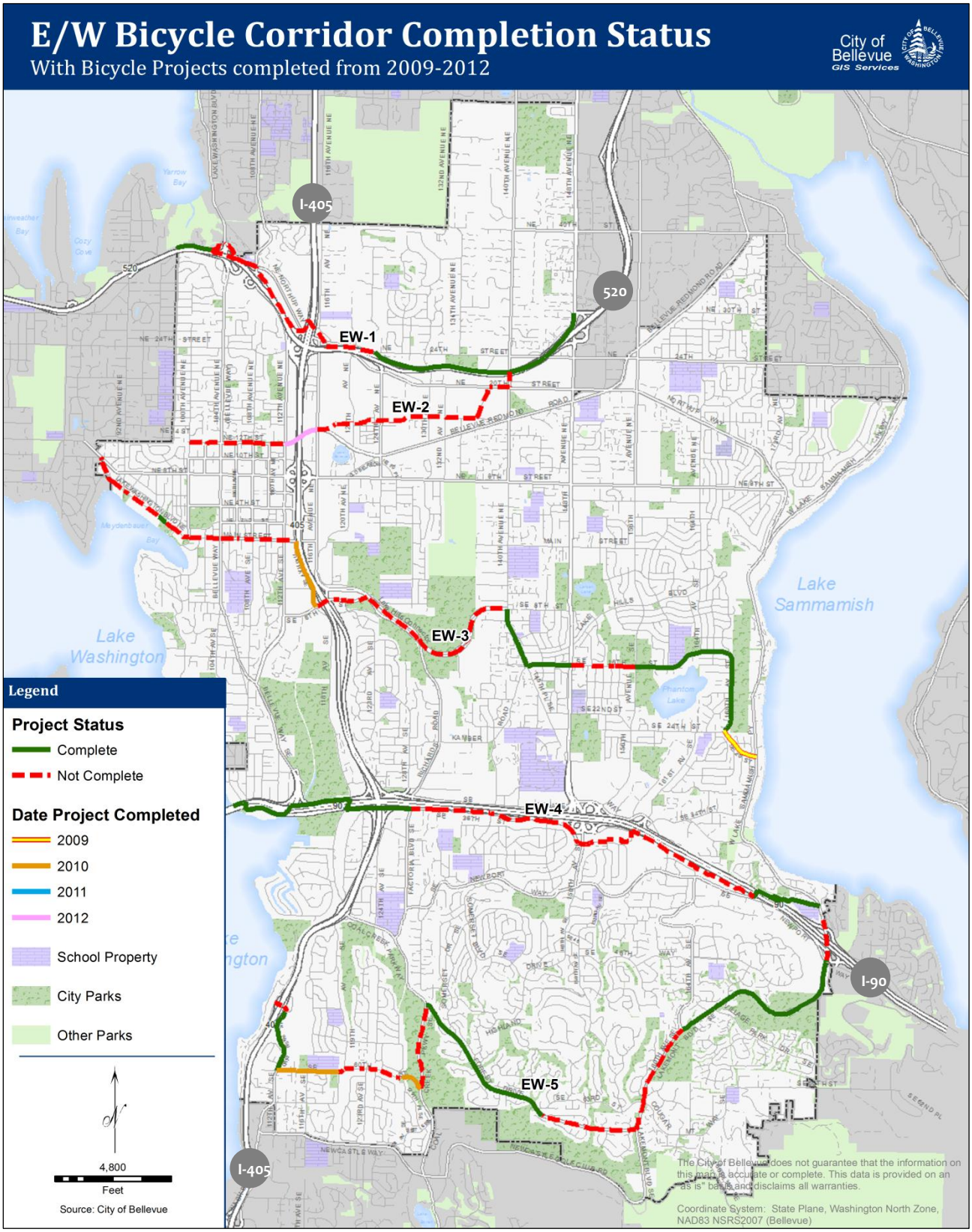


Figure 9: Map of E-W Priority Bicycle Corridors Completion Status (See Appendix, Table 5 for detail)

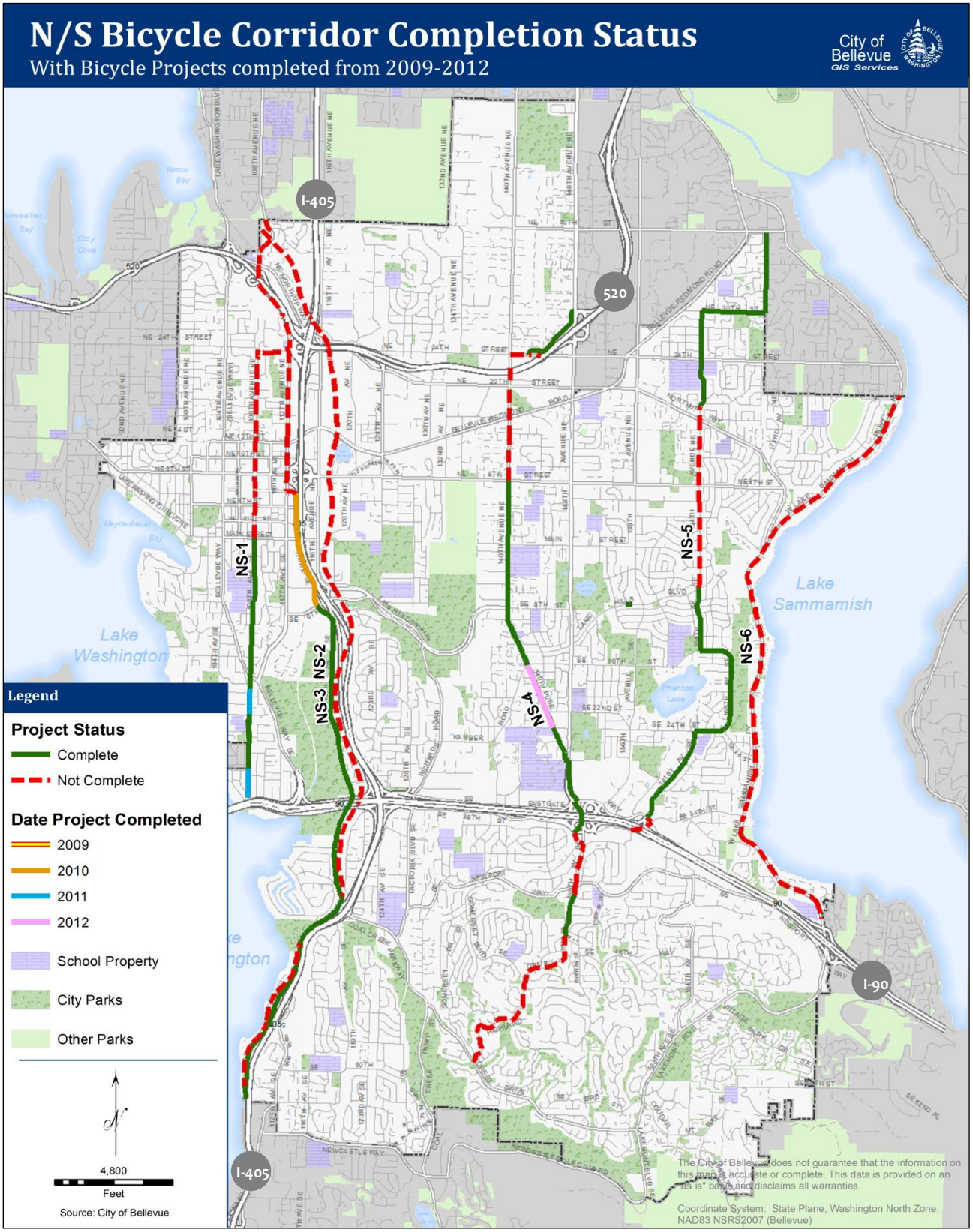
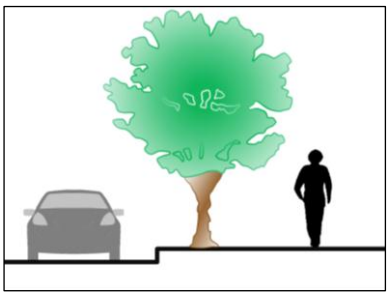
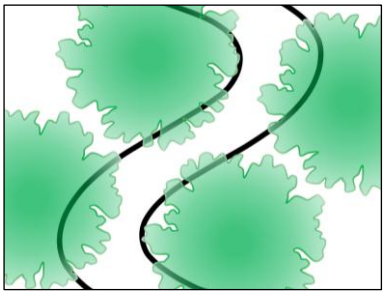
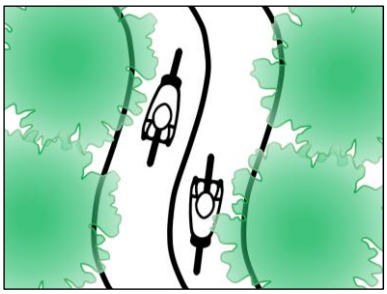


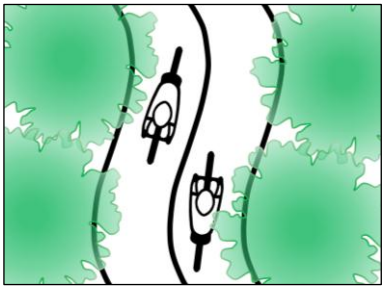
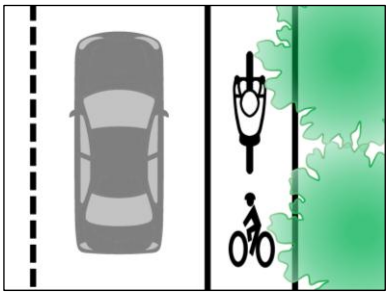
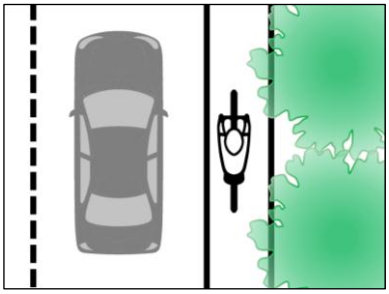
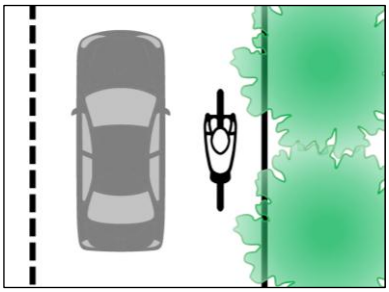
Figure 10: Map of N-S Priority Bicycle Corridors Completion Status (See Appendix, Table 5 for detail)

Summary of Results

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

Icon	Pedestrian Facility Type	Linear Feet Completed in 2012
	Sidewalk	12,680
	Pedestrian Trail	304
	Multi-Use Trail (Off-Street Path)	1,482

Summary

Icon	Bicycle Facility Type	Linear Feet Completed in 2012
	Multi-Use Trail (Off-Street Path)	1,482
	Bike Lane	5,637
	Bike shoulder	2,995
	Wide Outside Lane	957

145th Place SE, SE 22nd Street and SE 22nd Place Improvements, Phase II

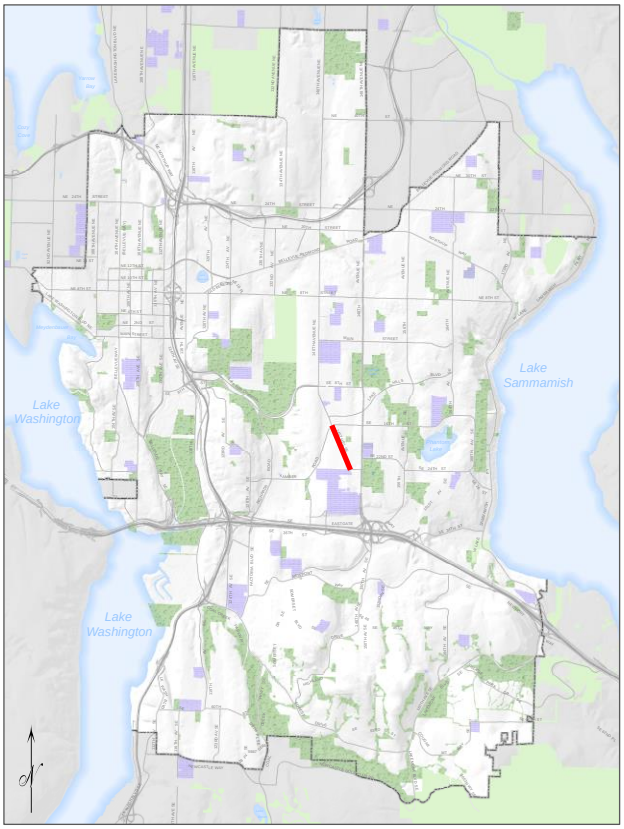
As part of the City's West Lake Hills Neighborhood Investment Strategy, a Citizen's Advisory Committee (CAC) in 2002 identified pedestrian safety and connectivity along the 145th Place SE corridor and SE 22nd Street/SE 22nd Place as one of their highest priorities for the entire West Lake Hills area.

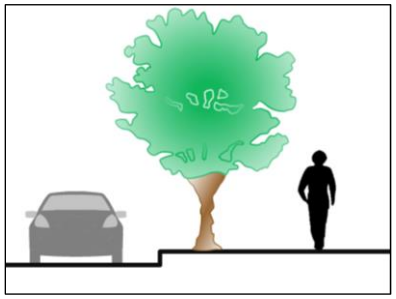
In 2007, the City completed major improvements to 145th Place SE between SE 8th Street and SE 16th Street, adding bike lanes, sidewalks, a median and landscaping.

This project, completed in 2012, implements Phase II of the improvements.

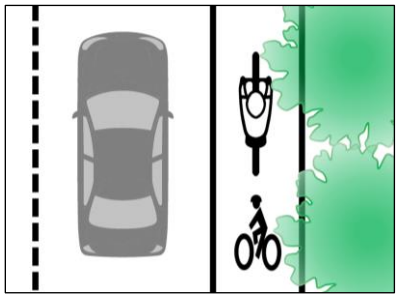
The project was funded from the City Capital Budget (CIP PW-R-151).

145th Place SE – SE 16th Street to SE 24th Street



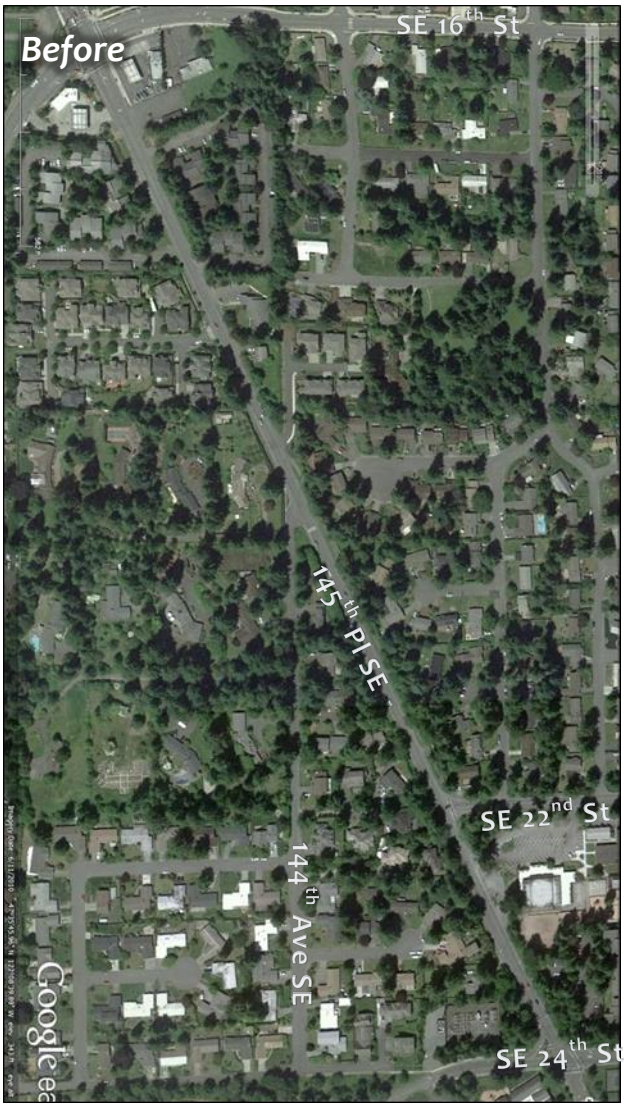


2,650'



2,820'

The project constructed a 12-foot center left turn lane, approximately 2650 LF of eight-foot wide sidewalks, four-foot planter strips for most of the segments, and approximately 2820 LF of five-foot wide bicycle lanes on both sides of 145th Place SE between SE 16th Street and SE 24th Street.



145th Pl SE – SE 16th St to SE 24th St, Aerial Photos

145th Pl SE just south od SE 22nd St, looking south

The project also modified the existing signal at the 145th Place SE and SE 24th Street intersection, upgraded street lighting, and installed other street landscaping and irrigation.

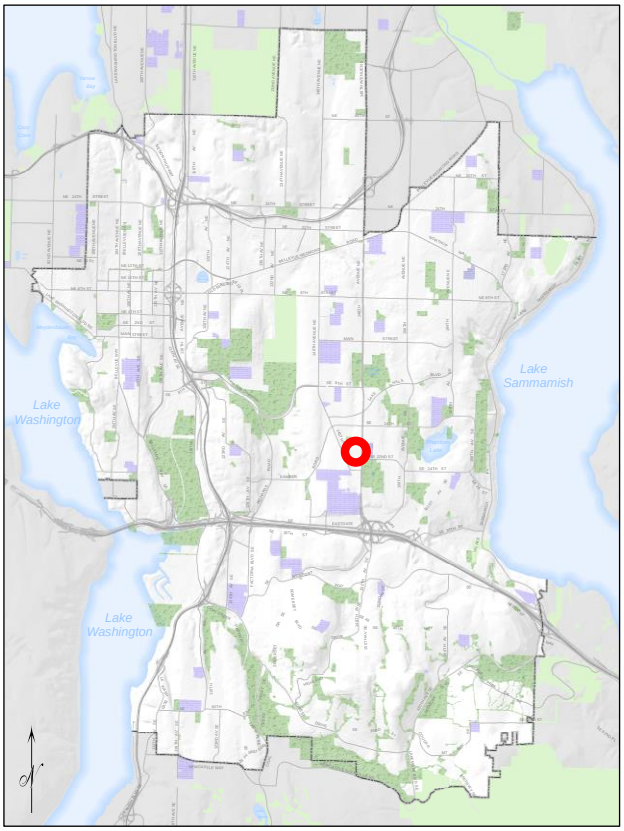
SE 24th St and 145th Pl SE Intersection, looking north

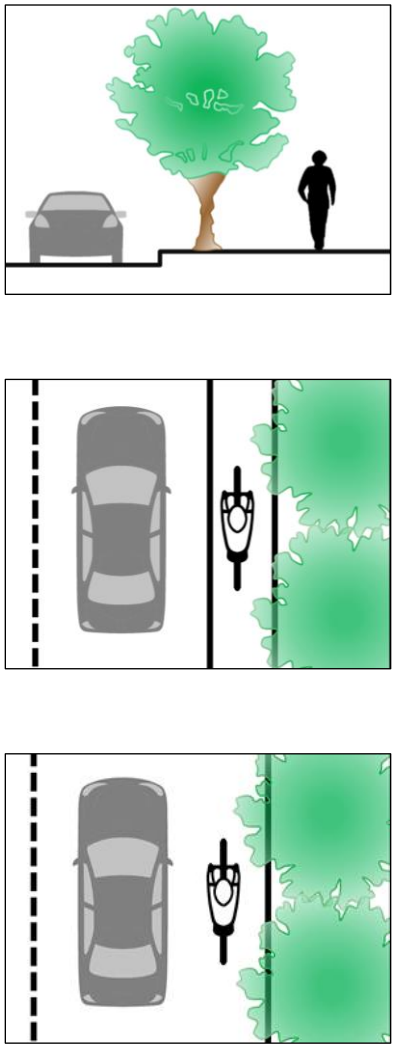
The project is one of the first to incorporate Natural Drainage Practice features such as pervious concrete sidewalks, rain gardens, bio retention swales and compost amended soil to treat and detain and filter roadway runoff.

Rain Garden on the west side of 145th Pl SE north of 144th Ave SE, looking south

Rain Garden on the east side of 145th Pl SE north of 144th Ave SE, looking north

SE 22nd Street – 148th Avenue to 145th Place





The project also constructed 960 LF of six- foot sidewalk with and three-foot bike shoulder on the north side of SE 22nd Street from 145th Place SE to 148th Avenue SE.

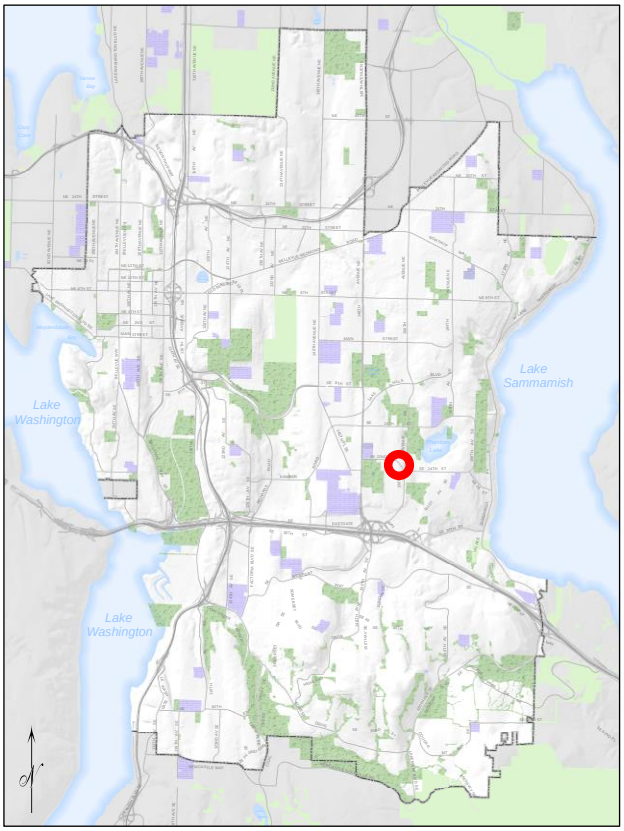
A Wide Outside Lane was created on the south side of the street to accommodate bicyclists to ride safer on the road. The project also implemented Bio Retention Swales on the south side of SE 22nd.

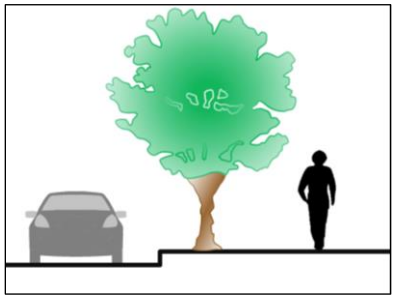
SE 22nd St, 148th to 145th Pl Aerial Photos

SE 22nd St, looking east

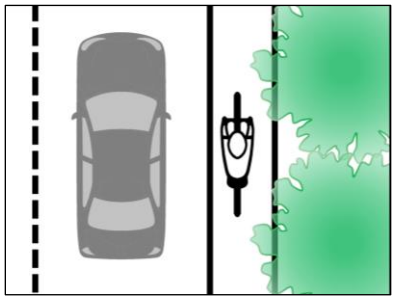
Natural Drainage Practices implemented on the south side of SE 22nd St, looking east

SE 22nd Place – East of 154th Avenue SE to 156th Avenue SE





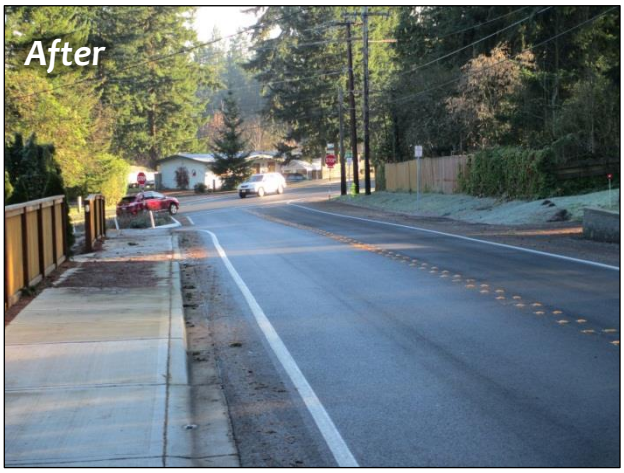
525'



550'

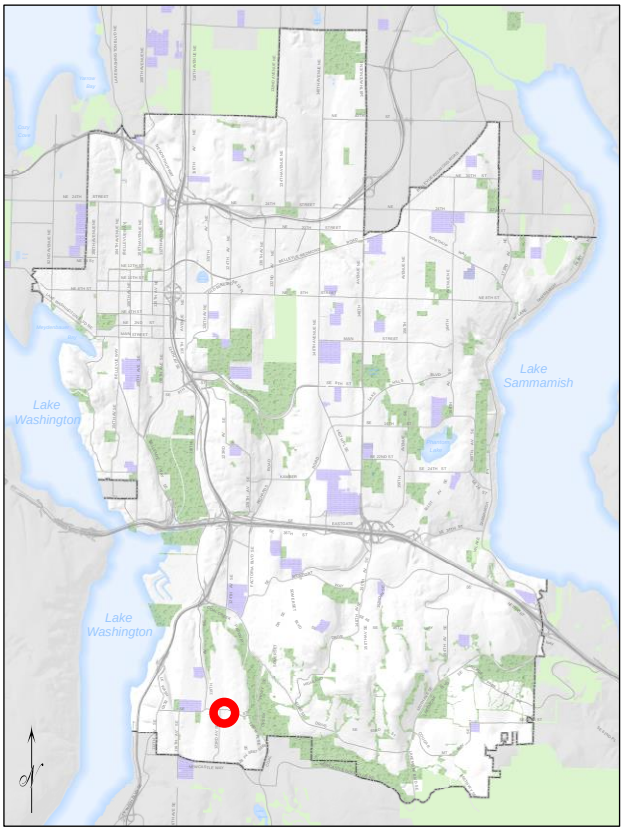
Along with the improvemebnts on 145th Pl SE and SE 22nd St, the project also constructed a new six- foot sidewalk and three-foot shoulder on the north side of SE 22nd Place from east of 154th Avenue SE to 156th Avenue SE. This improvement filled the gap in the sidewalk and resulted in a continuous sidewalk on the north side of SE 22nd Stereet from 145th Place SE to 156th Avenue SE.

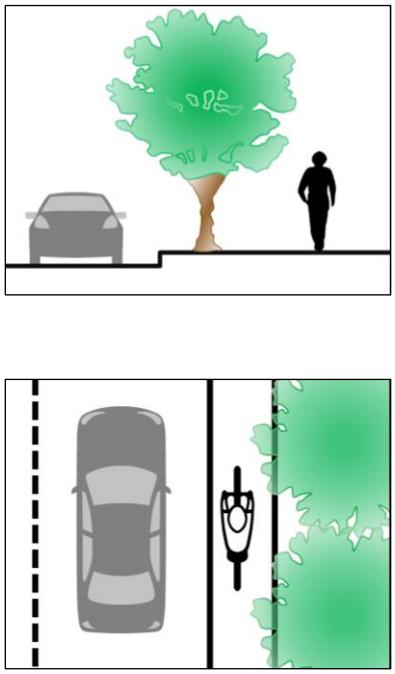
SE 22nd Pl Aerial Photos



SE 22nd Pl just west of 156th Ave SE, looking east

SE 60th Street – 123rd Avenue SE Sidewalk

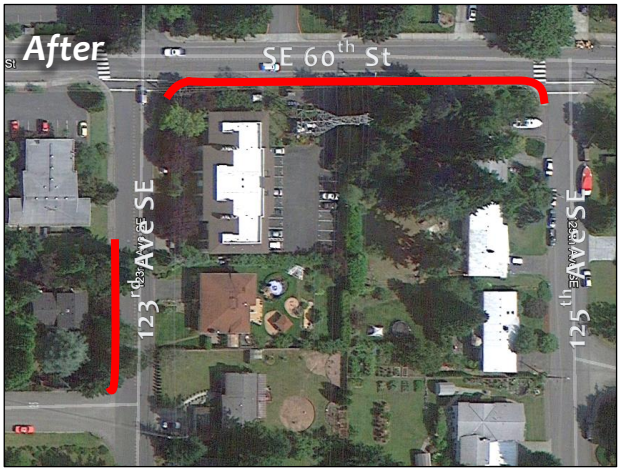




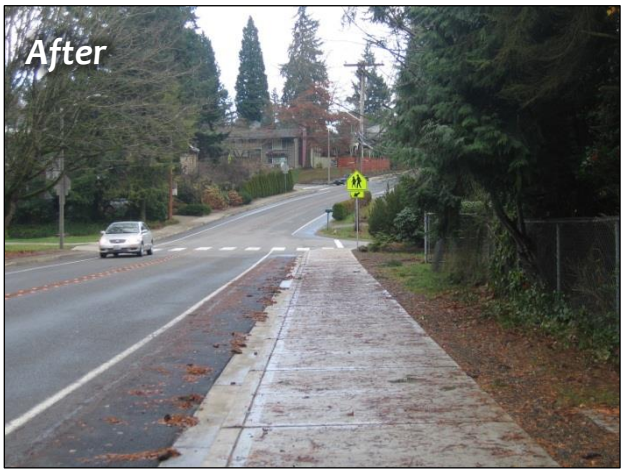
This project installed approximately 360 LF of six-foot wide concrete sidewalk, curb and gutter on the south side of SE 60th Street from 123rd Avenue SE to 125th Avenue SE and approximately 90 LF of six-foot wide sidewalk, curb and gutter on the west side of 123rd Avenue SE, from the existing sidewalk end (just south of SE 60th Street) to SE 60th Place.

In addition, the project constructed 360 LF of fife-foot wide bike shoulder adjacent to the sidewalk on SE 60th St.

The project was funded by the City Capital Budget Pedestrian Access Improvements Program (CIP PW-W/B-56).



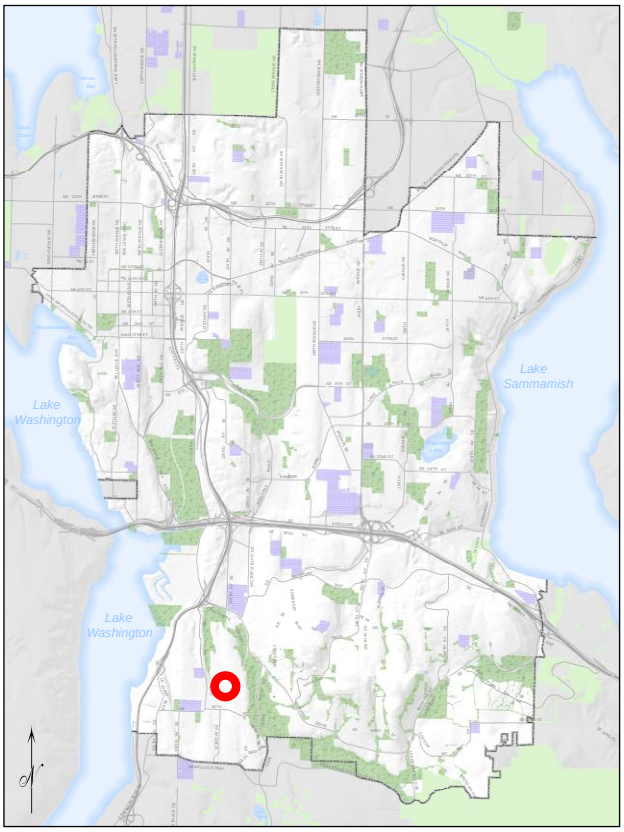
SE 60th St, Aerial Photos (After Photo is not available; see red lines for project location)

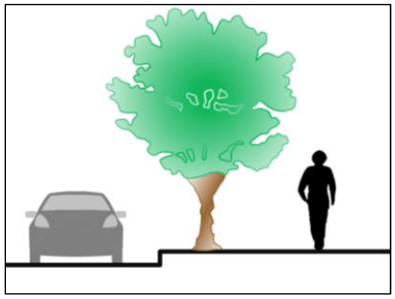


SE 60th St, looking east

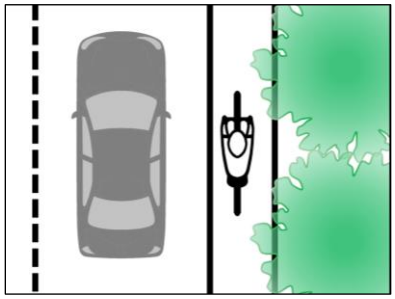
123rd Ave SE, looking north

SE 56th Street Sidewalk – 122nd Avenue SE to 123rd Avenue SE





315'



330'

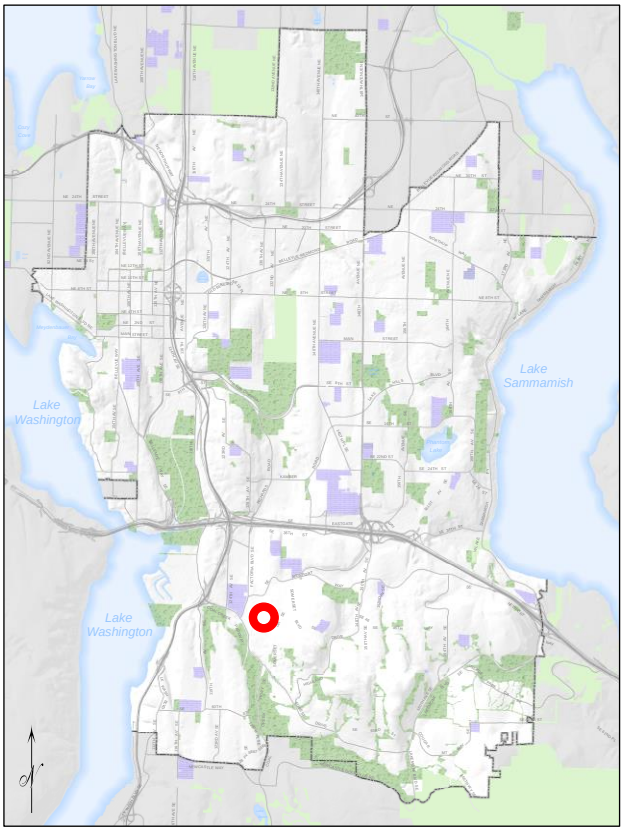
This project installed approximately 315 LF of six-foot wide concrete sidewalk, curb and gutter on the north side of SE 56th Street from the existing sidewalk end at 122nd Avenue SE, continuing east to 123rd Avenue SE. The new sidewalk creates a complete pedestrian facility on the north side of SE 56th Street from 119th Avenue SE to 123rd Avenue SE. The project also included a four-foot planter strip between the curb and the sidewalk.

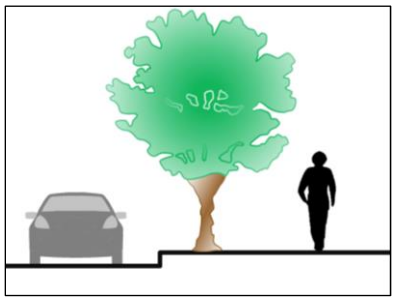
Project was funded by the City Capital Budget Neighborhood Enhancement Program (CIP PW-NEP-1).

SE 56th St - 122nd Ave SE to 123rd Ave SE, Aerial Photos

SE 56th St, looking west

130th Avenue SE Sidewalk – SE 45th Lane to SE 46th Street



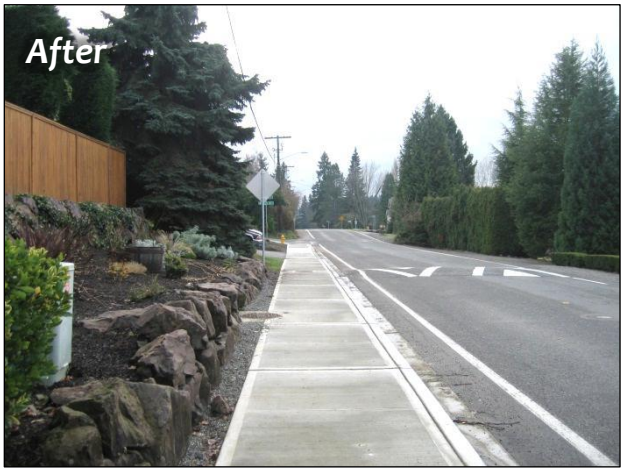


470'

This project installed approximately 470 LF of a five-foot wide concrete sidewalk, curb, and gutter on the east side of 130th Avenue SE, from SE 45th Ln to SE 46th St. The sidewalk connects to an existing sidewalk on SE 46th St (which is a private roadway). There is an easement obtained from the property.

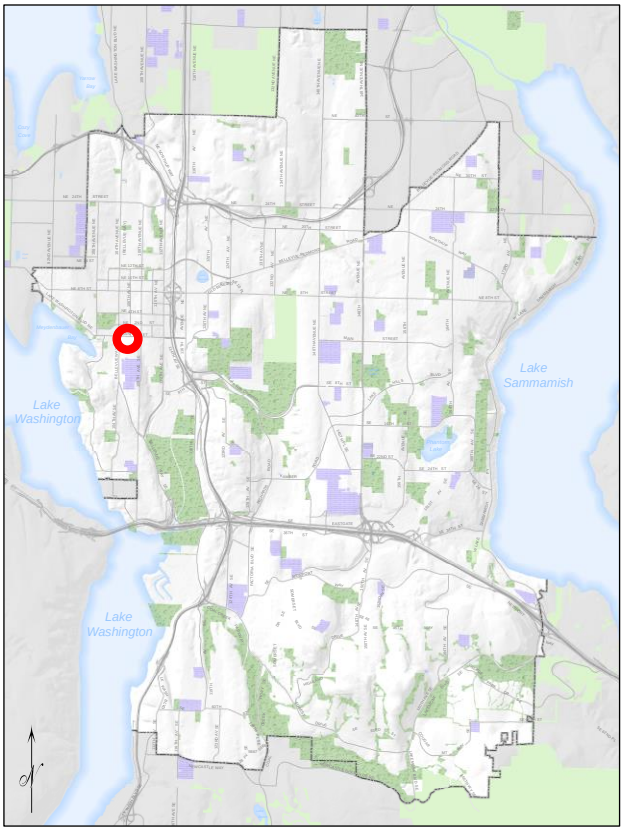
The project was funded by the City Capital Budget Neighborhood Enhancement Program (CIP PW-NEP-1) and the Pedestrian Access Improvements Program (CIP PW-W/B-56).

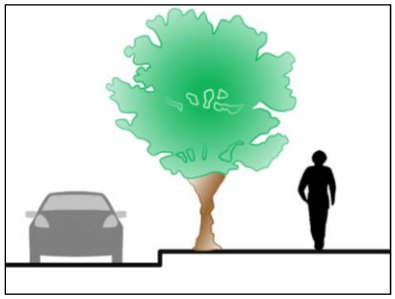
130th Ave SE – SE 45th Ln to SE 46th St Project Aerial Photos



130th Ave SE, looking south

105th Ave SE Sidewalk Repair, South of Main Street





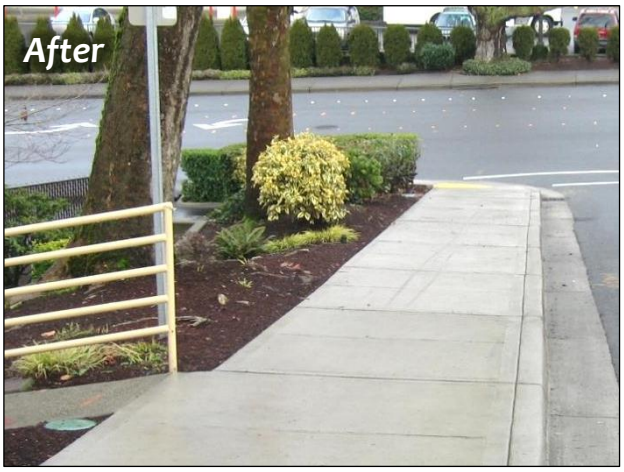
360'

The existing curb, gutter and sidewalk on 105th Avenue SE immediately south of Main Street had fallen into a state of disrepair due to heaving from tree roots.

The project removed the existing curb, gutter and sidewalk, selectively pruned tree roots, and then constructed new six-foot wide curb, gutter and sidewalk along a 360-foot long segment.

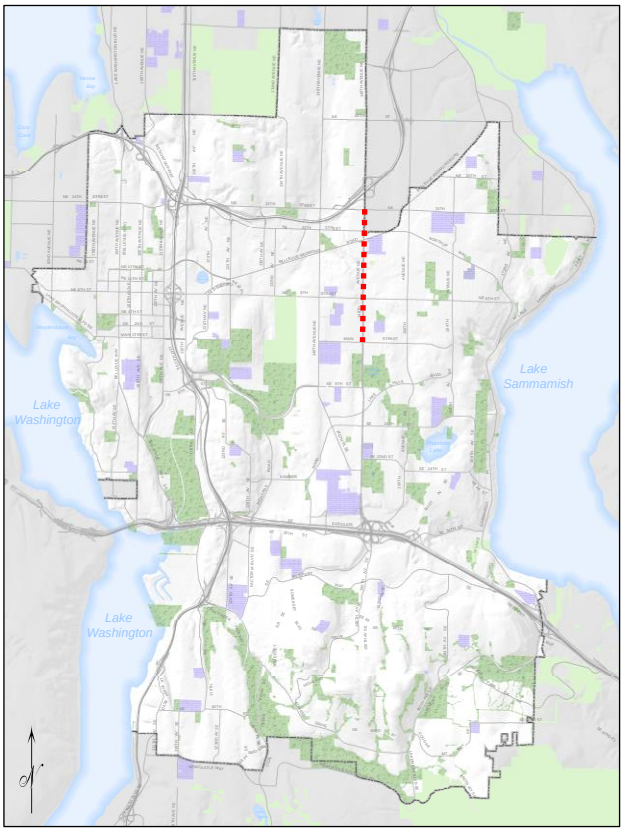
The project was funded by the City Capital Budget Enhanced ROW and Urban Boulevards Program (CIP CD-22).

105th Ave SE Sidewalk Project Aerial Photos (After Photo is not available; see red line for project location)

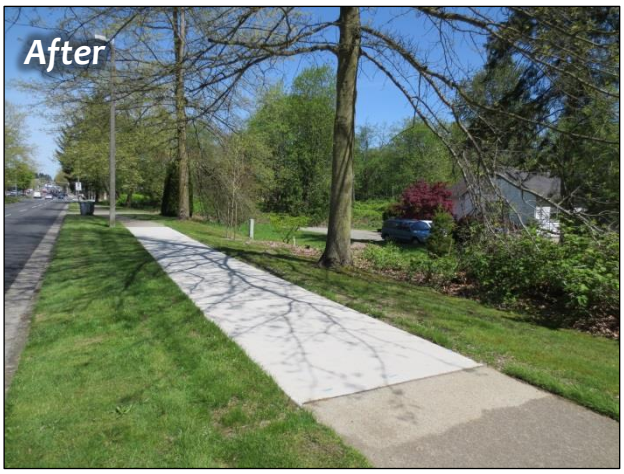


105th Ave SE, looking north

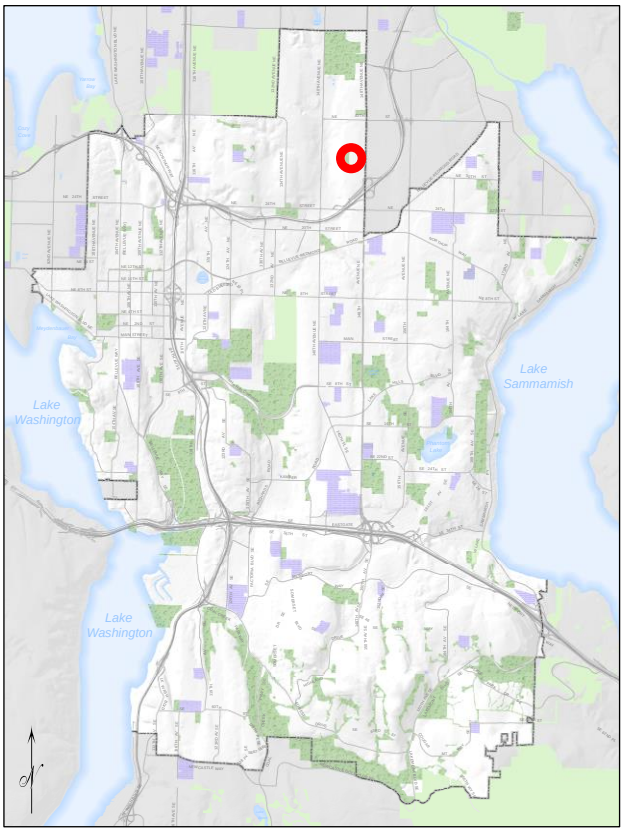
2012 Overlay Program – Sidewalk Repairs



As part of the 2012 Overlay Program the City replaced a significant number of damaged or misaligned sidewalk panels on the east side of 148th Avenue NE between Main Street and NE 24th Street. Curb ramps on both sides of 148th Avenue NE north of Main Street were also rebuilt to meet ADA requirements, as needed.



148th Ave SE south of Bel-Red Rd, looking north

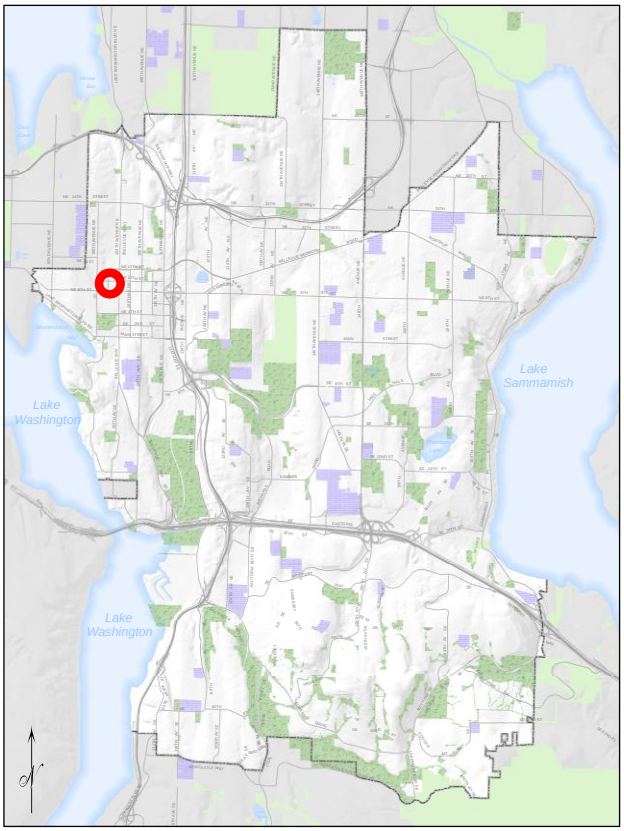


On NE 35th Street west of 148th Avenue, leading to Goldsmith Park, approximately 210 LF segment of sidewalk on the north side was replaced where the existing sidewalk had been damaged by tree roots.

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

NE 35th St, west of 148th Ave NE, looking west

Downtown Midblock Crossing at 102nd Avenue NE



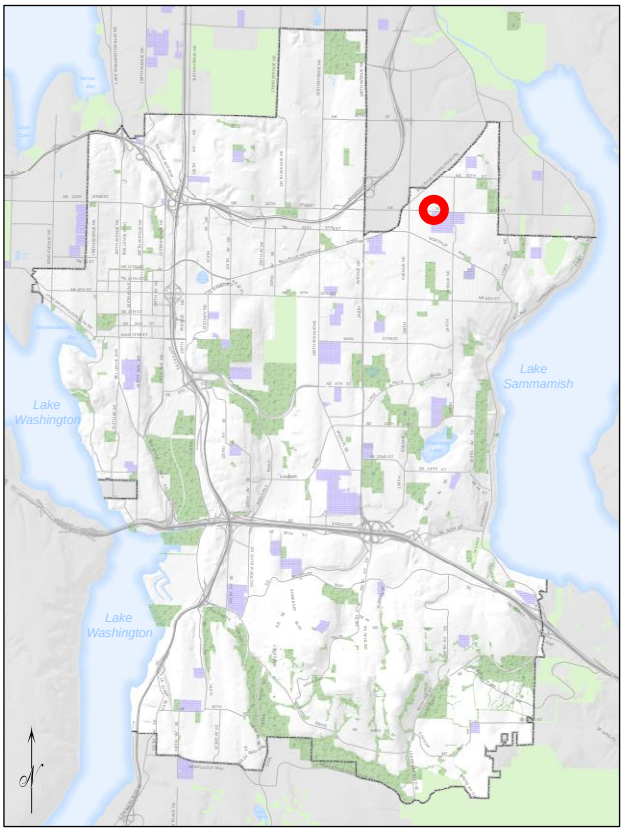
The midblock crossing at 102nd Ave NE between NE 8th St and NE 10th St was upgraded to enhance safety for pedestrians. Previously curb ramps were missing and pedestrians had to cross four lanes. The improvements include a traffic island to shorten the crossing distance and installation of ADA compliant curb ramps.

The project was funded by the City Capital Budget (CIP PW-W/B-77) and Federal Grant Funds.

102nd Ave NE Midblock Crossing Aerial Photos

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

NE 24th Street at 161st Avenue NE Crosswalk Enhancements

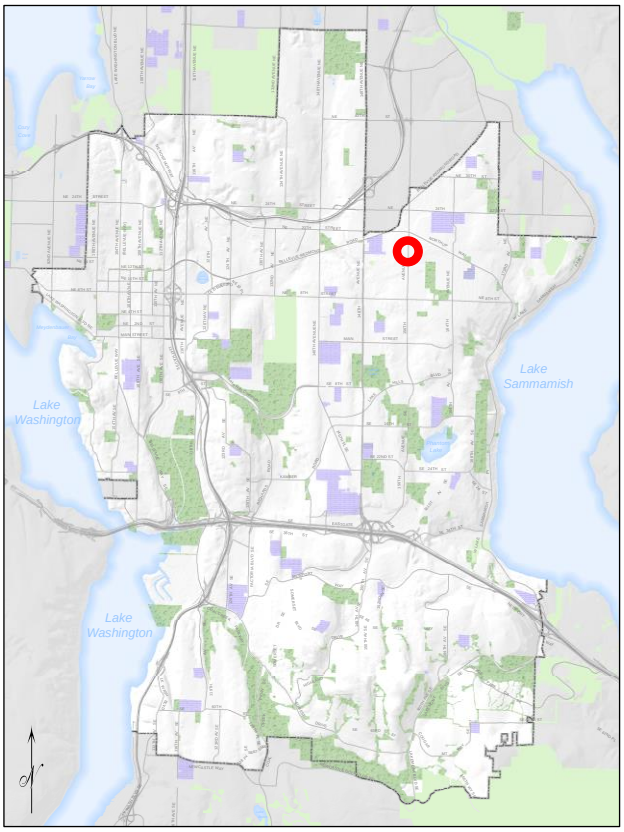


New solar powered flashing lights activated by push button were installed at the NE 24th Street crosswalk at 161st Avenue NE, a location used by mainly high school students. The flashing lights are a relatively new type of flashing crosswalk system called a Rectangular Rapid Flashing Beacon (also known as RRFB) which flashes in a varying pattern to better grab driver's attention. RRFB pedestrian activated systems produce 80% to 90% driver compliance in yielding to pedestrians at high-risk uncontrolled crossings. (This is the highest yielding rate of all devices not featuring a red display, and up to 4 times greater than standard round beacons.) It is the first solar powered radio frequency application in the city.

The project was funded from the City Capital Budget Minor Capital - Traffic Operations (CIP PW-M-2).

NE 24th St and 161st Ave NE, looking west

156th Avenue NE/1600 Block Pedestrian Crossing Signal



This project converted a pedestrian crossing signal at 156th Avenue NE/1600 Block from in-pavement flashers and internally illuminated overhead signs to a full pedestrian crosswalk signal.

The new signal requires all cars to stop for the red light which helps coordinate the traffic flow on 156th Avenue NE while also reducing the risk of one lane stopping and the other not on each two-lane approach (there are approaches northbound and southbound).

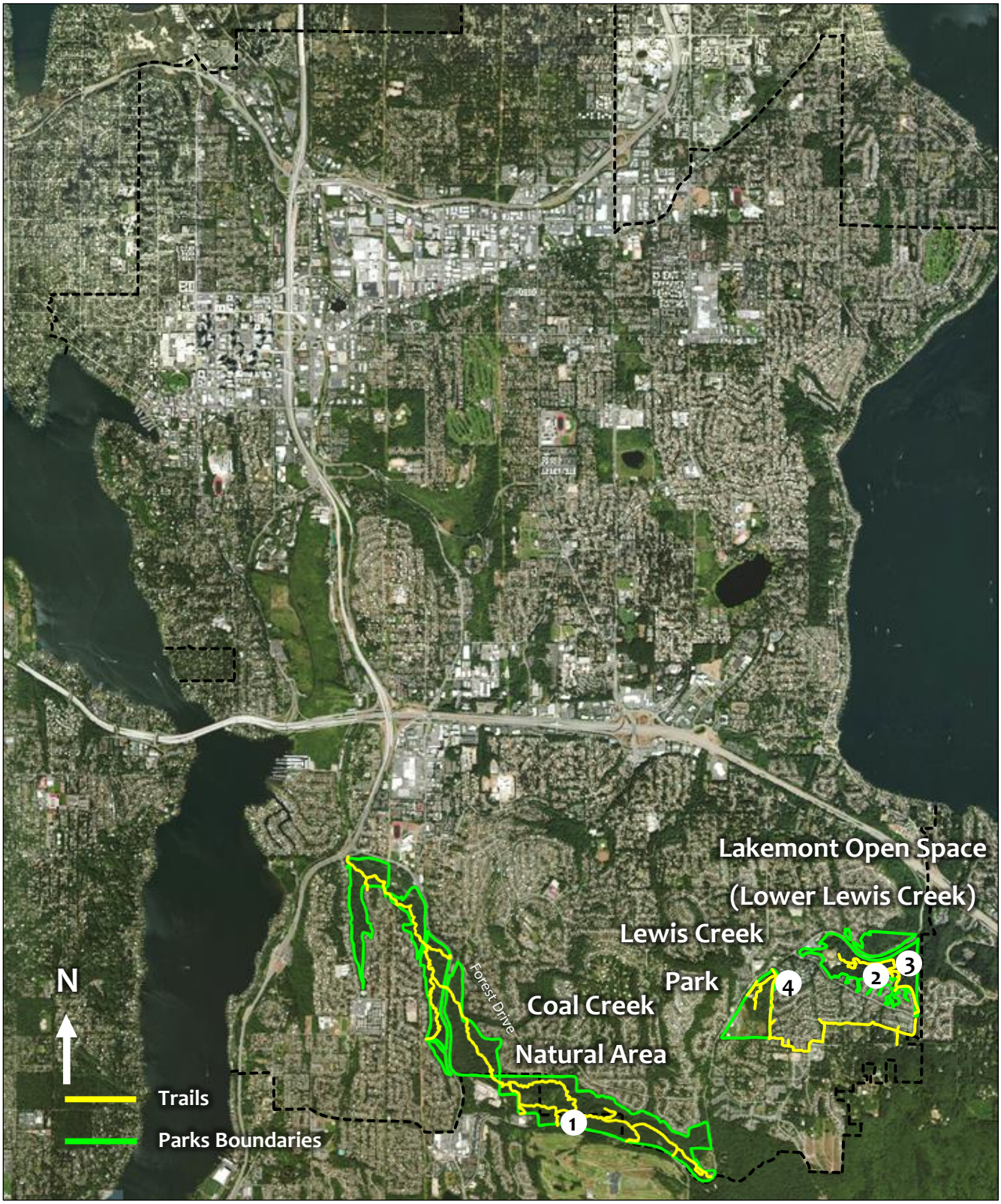
A LED street light was also added to better illuminate the crosswalk.

The project required retraining pedestrians more than retraining drivers. Drivers know to stop for a red light, so they just had to be aware that a new signal exists. Pedestrians were used to pushing a button to activate flashers and then stepping off the curb. Now, when they push the button, they need to wait for the walk sign to come up. Bellevue police were present for enforcement of both pedestrians and drivers for a few days following opening of the signal so that these issues could be resolved.

Funding came from the City Capital Budget Major Maintenance Program (CIP PW-M-19).

156th Ave NE at 1600 Block, looking north

Map of Completed Parks Projects



Coal Creek Park Trail System Directional Bollards and 911 Locator ID

Location 1

Old Signage

New Bollard Design with Signage and Locator ID

The Coal Creek Park Natural Area was acquired from King County in 2004, and is the largest park in Bellevue's Park and Open Space system. The site has a passive recreational trail that is approximately 4.2 miles long. This trail provides both non-motorized recreational use and allows access for maintenance and management of the open space.

In 2012 the Parks and community Services Department analyzed the existing trail bollards and directional signage throughout the Coal Creek Trail system and determined that it was inadequate and needed to be brought up to City standards. The directional way finding signage was recalculated and manufactured to City of Bellevue bollard sign specifications. There were 22 new bollards designed to match the new glulam bridges installed in 2010. This glulam design helps tie the site together by adding an element of identity specific to Coal Creek.

Coal Creek Natural area is a remote site. As an added security measure for trail users, the Parks Department worked cooperatively with the city's Informational Technology Department and Police and Fire to develop a locator ID numbering system. This system provides a way for trail users to indicate their position using the locator bollard number nearest them in case 911 assistance is needed. All of these locations have been identified on a GIS grid map using quadrant coordinates. All bollards and signage are maintained by the Parks Department.

These projects were funded by the Parks Levy Implementation Fund (P-AD-89).

Lower Lewis Creek Boardwalk

Location 2

Upper Boardwalk

Stairs and Landings to Trail Grade

The Lower Lewis Creek boardwalk was installed in 2012 and 2013 in response to a large landslide in 2009 that destroyed the existing trail that leads hikers through the Lower Lewis Creek drainage. Situated way above the creek high water mark, this boardwalk offers a great view of Lewis Creek below and the amazing topography of the ravine. The boardwalk is approximately 70 feet in length extending to the existing trail below using a series of stairs and landings where trail hikers can stop and enjoy the view. The boardwalk and stair system was constructed in an environmentally sensitive manner using diamond pier technology to reduce soil compaction, erosion and runoff to protect sensitive areas from degradation. This boardwalk provides trail users with year round access to Lower Lewis Creek and is a vital connection to the rest of the City's Lakemont area trail system. The trail and boardwalk are maintained by the Parks Department.

This project was funded by the Parks Levy Implementation Fund (P-AD-89)

Lewis Creek Trail Connection

Location 3

Woodland Bark Trail

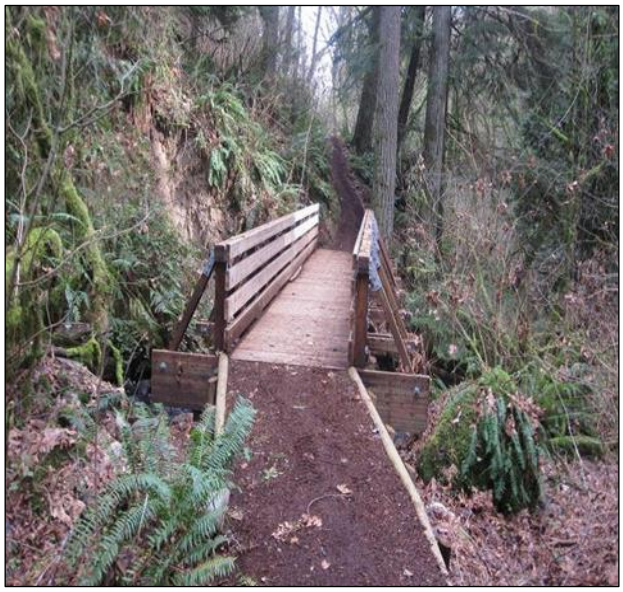
Bark Trail and Santa Rosa Bridge

The Lewis Creek trail connection is a soft surface pedestrian trail with one 25 foot Santa Rosa Bridge crossing the headwaters of Lewis Creek. The trail completes the missing link connecting the Lewis Creek Picnic area and Lewis Creek Park to the rest of the Lakemont trail system. Trail construction was carried out in an environmentally sensitive way, using only hand tools and small power equipment. The trail route was designed to work with the site topography while guiding trail users through areas of interest in the open space. The Santa Rosa Bridge was installed in an environmentally sensitive manner using diamond pier technology to reduce soil compaction, erosion and runoff to protect sensitive areas from degradation. This project was completed in 2012. The trail is maintained by the Parks Department.

This project was funded by the Parks Levy Implementation Fund (P-AD-89).

Lower Lewis Creek Trail Stream Crossings

Location 4



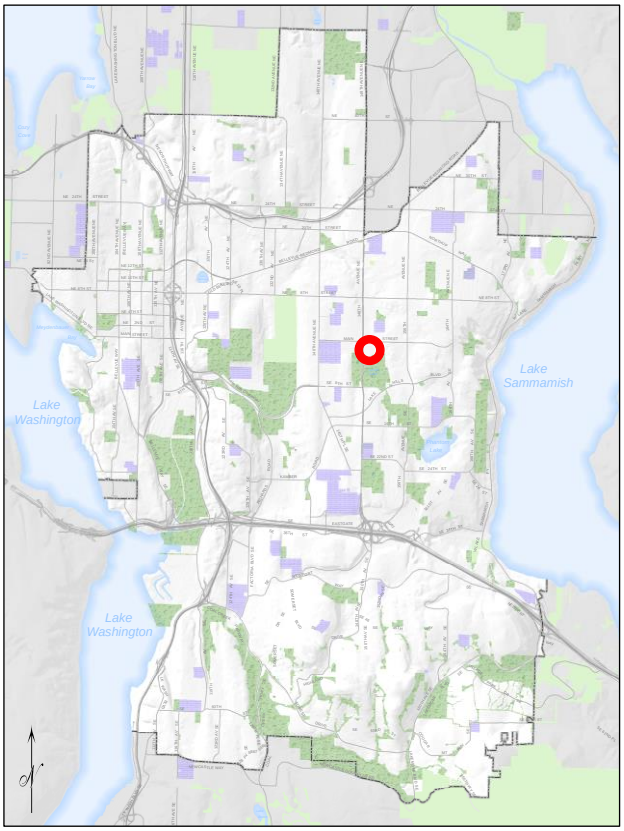
45ft Santa Rosa Glulam Bridge

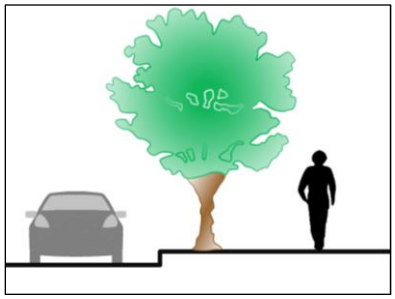
50ft Santa Rosa Glulam Bridge

This project was a 2007 Neighborhood Enhancement Program request to install two Santa Rosa Glulam bridges over the Lower Lewis Creek drainage to provide pedestrian access to the ravine trail below Lakemont Community Park. The City of Bellevue has adopted the Santa Rosa style bridge standard for stream crossings throughout the city's trail system. The first bridge installed was 45 feet long, and was placed below Lakemont Community Park to provide trail users with a way to cross the Lower Lewis drainage. The other bridge, a 50 foot long bridge, was installed at the east end of the Lewis Creek Ravine trail to provide a creek crossing giving trail users access to the rest of the City's Lakemont trail system. These bridges were constructed in an environmentally sensitive manner using diamond pier technology to reduce soil compaction, erosion and runoff to protect sensitive areas from degradation. (This project was completed in 2011.) The bridges and trail are maintained by the Parks Department.

This project was funded by the City Capital Budget Neighborhood Enhancement Program (NEP-1), Parks Renovation and the Parks Levy Implementation Fund (P-AD-89).

Kelsey Creek Center





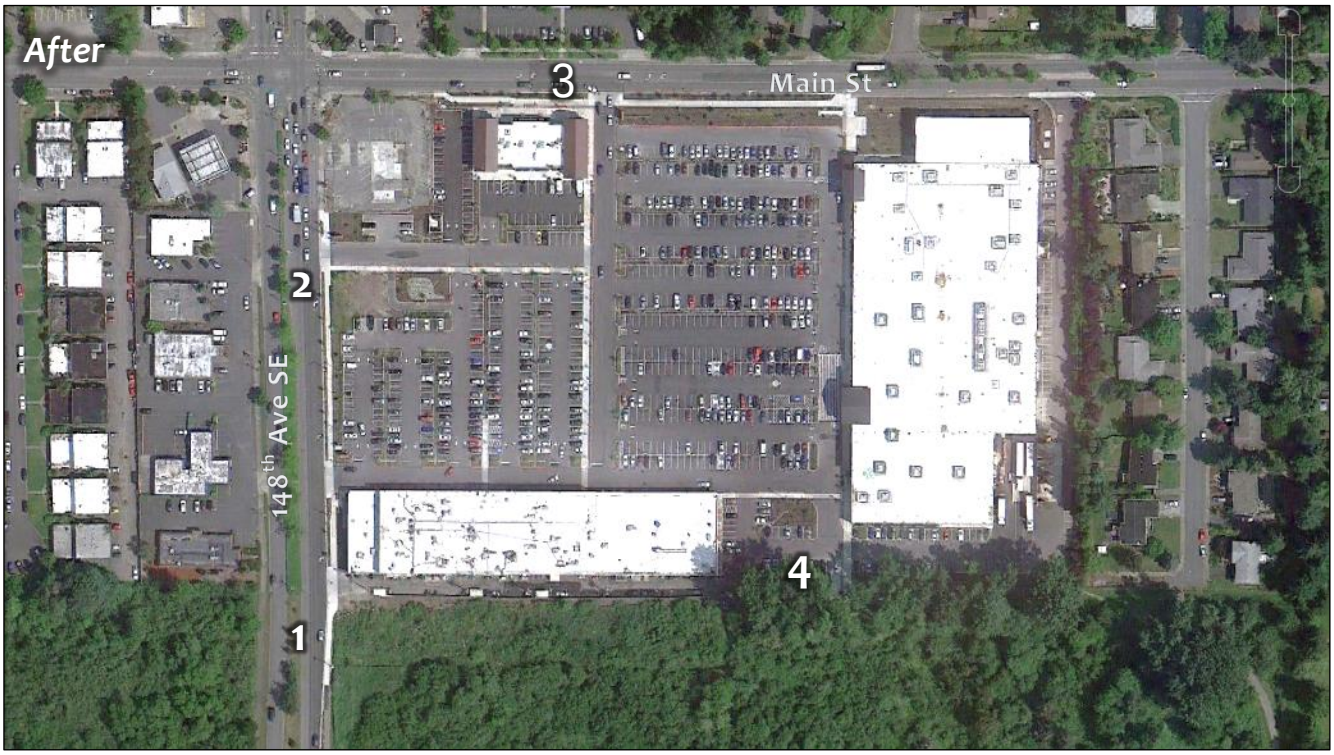
950'

The Kelsey Creek Center redevelopment improved 1260 LF of sidewalk, mostly with planter strip on the south side of Main Street and on the east side on 148th Avenue SE.

830 LF of these improvements replaced previously 6-foot wide sidewalk with 8-foot wide sidewalk. In addition, a new 6-foot wide concrete sidewalk replaced 120 LF of asphalt path along 148th Avenue SE, south of the line where previously the sidewalk ended.

The sidewalks were constructed in accordance with the Americans with Disabilities Act requirements, adding 6 access ramps on 148th Ave SE and 4 access ramps on Main Street.

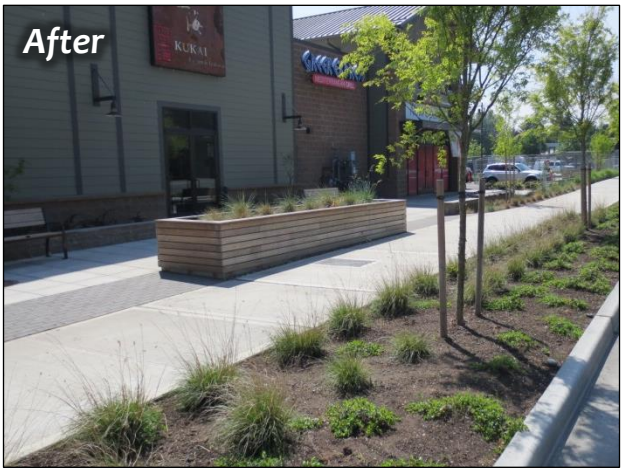
Kelsey Creek Center Aerial Photo



Kelsey Creek Center Aerial Photo

Location 1 looking north

Location 2, looking north

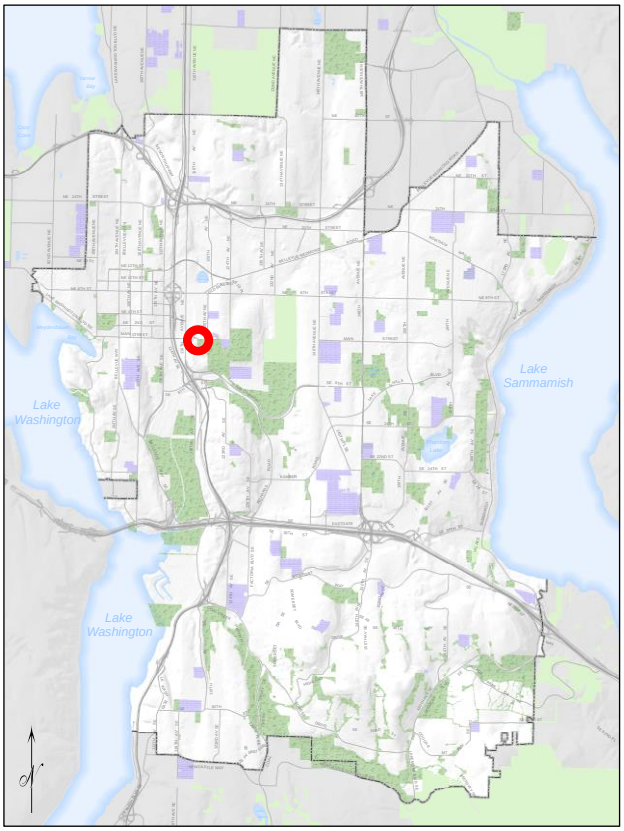


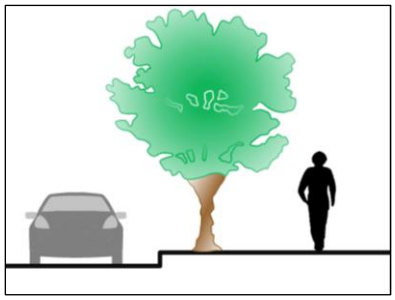
Location 3, looking west

Location 4, Picnic Area

The project also constructed an approximately 1000 SF concrete and brick paved picnic area at a trailhead of the Lake Hills greenbelt. Picnic table with seats, benches, garbage bin and lights were provided to enhance trail users' experience.

Bella Vista

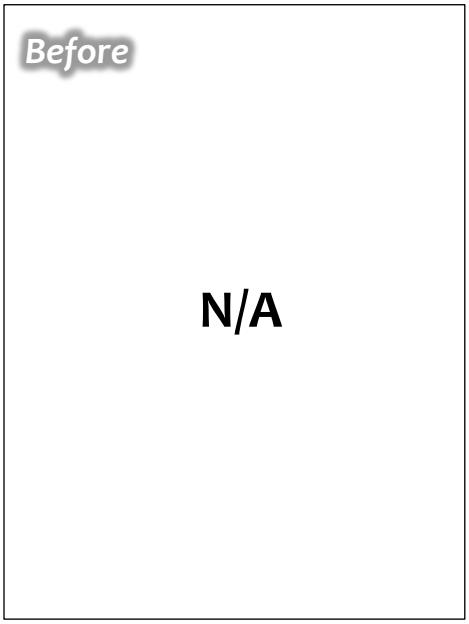




125'

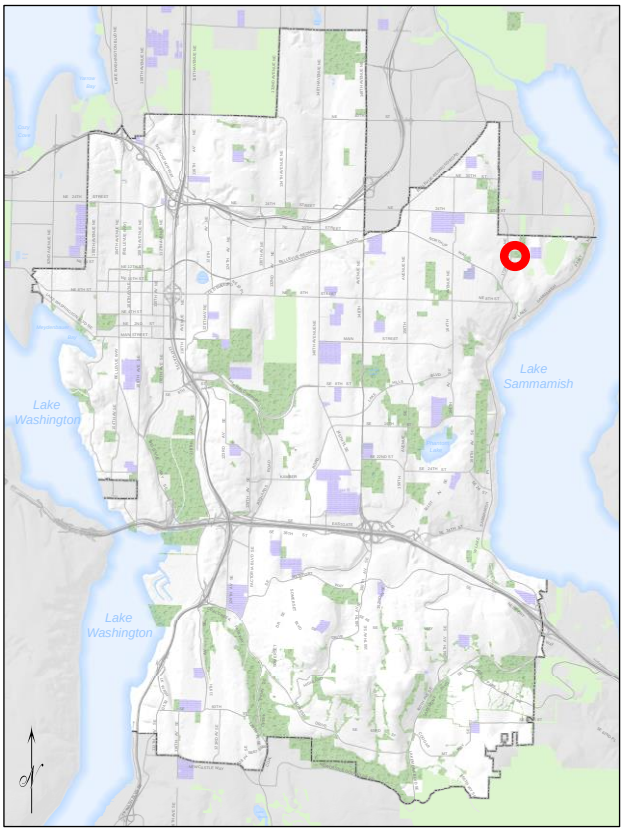
This development constructed approximately 125 LF of new 6-foot wide sidewalk with four-foot wide landscaped planter strip, curb, gutter, on the west side of 118th Ave SE south of Main Street in front of the Belle Vista residential development. With this added segment of sidewalk, there is now a continuous sidewalk on 118th Avenue SE from Main Street to SE 5th Street.

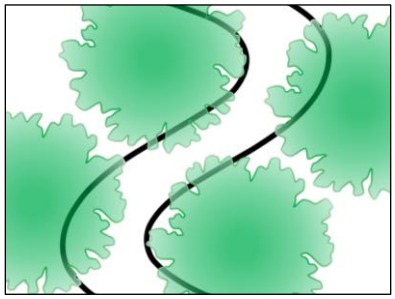
Bella Vista Development Aerial Photos



118th Ave SE just south of Main St, looking south

Fahim Short Plat





305'

The Fahim Short Plat development resulted in 305 LF of five-foot wide gravel pedestrian trail, located in a 10-foot wide pedestrian access easement. The trail links residences located on 175th Place NE to Tam O'Shanter Park and Richard Bennett Elementary School. The trail replaces informal path that previously existed in this link.

Fahim Short Plat Trail Aerial Photos

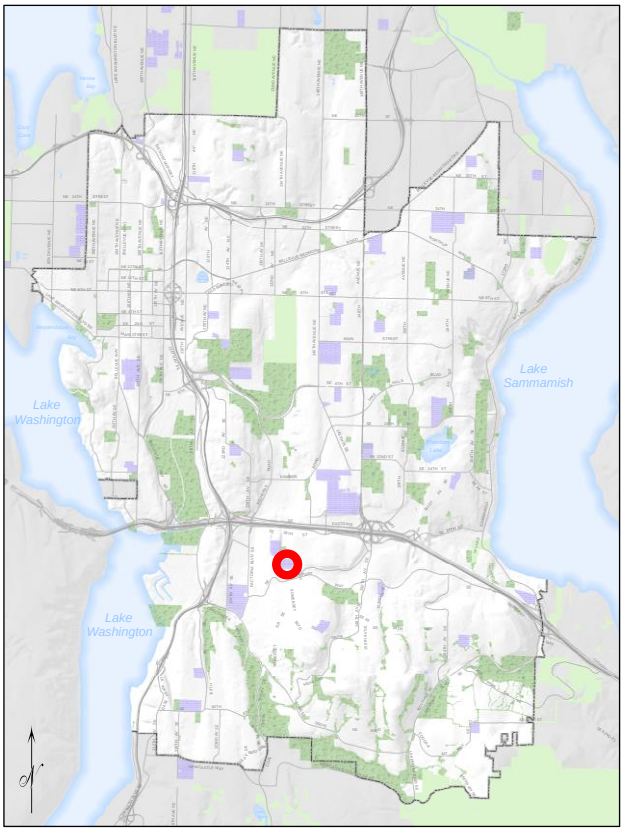
Looking east from position 1 – New Trail (this E-W segment is 12-foot wide to accommodate a future driveway)

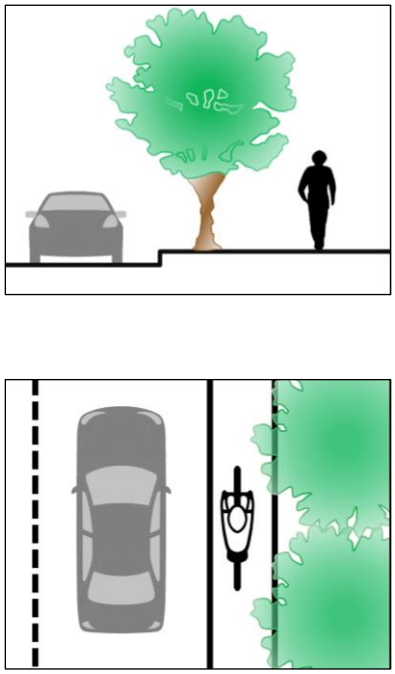
Looking north from position 2 – New Trail

Looking north from position 3 – New Trail

Looking east from position 4 - Existing Trail (along NE 16th Street right-of-way)

Tyee Middle School



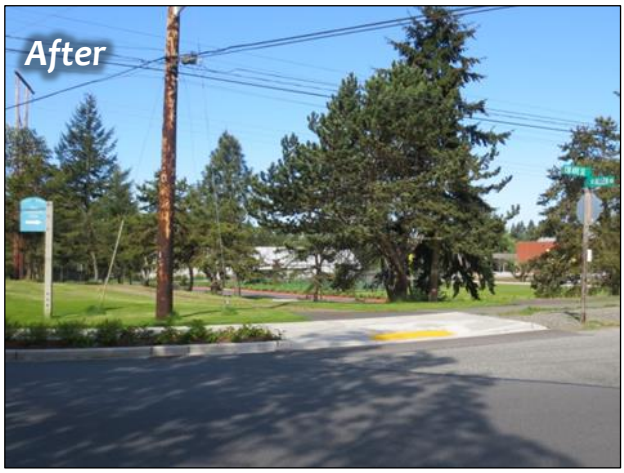


The Tyee Middle School redevelopment constructed approximately 675 LF of 6-foot wide concrete sidewalk, curb and gutter on the north side of SE Allen Road from the school entrance driveway near SE Newport Way to 138th Avenue SE. An adjacent trail north of the sidewalk was also improved and connected to the new sidewalk at the driveway. The project also added a bike shoulder on the road adjacent to the sidewalk.

SE Allen Rd Sidewalk Project Aerial Photo

SE Allen Rd Sidewalk Project Aerial Photo

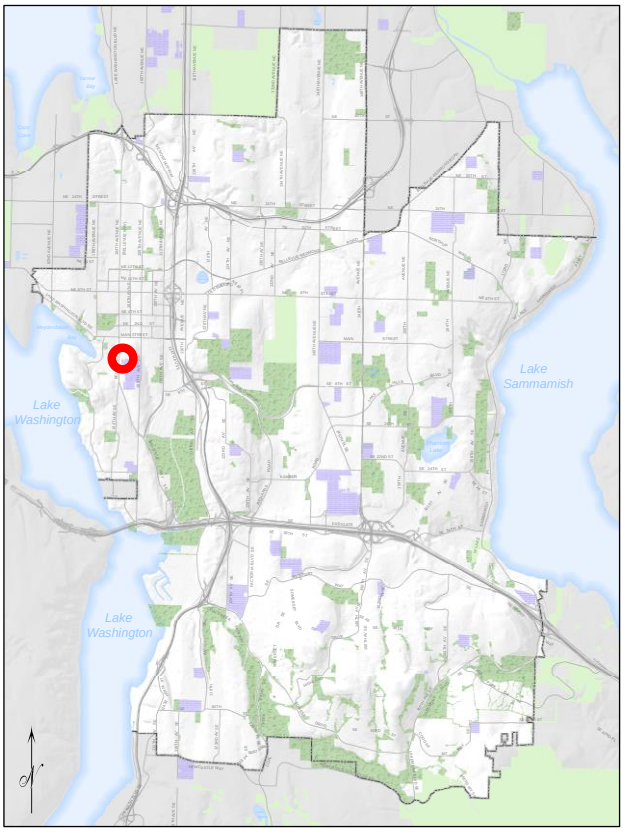
SE Allen Rd, east of SE Newport Way, looking east

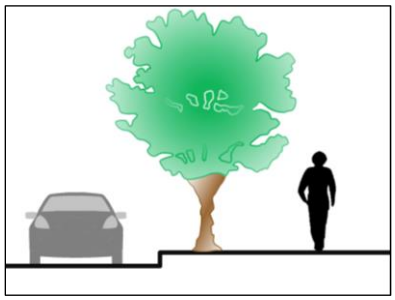


SE Allen Rd and 138th Ave SE, looking west

SE Allen Rd and SE Newport Way, looking north

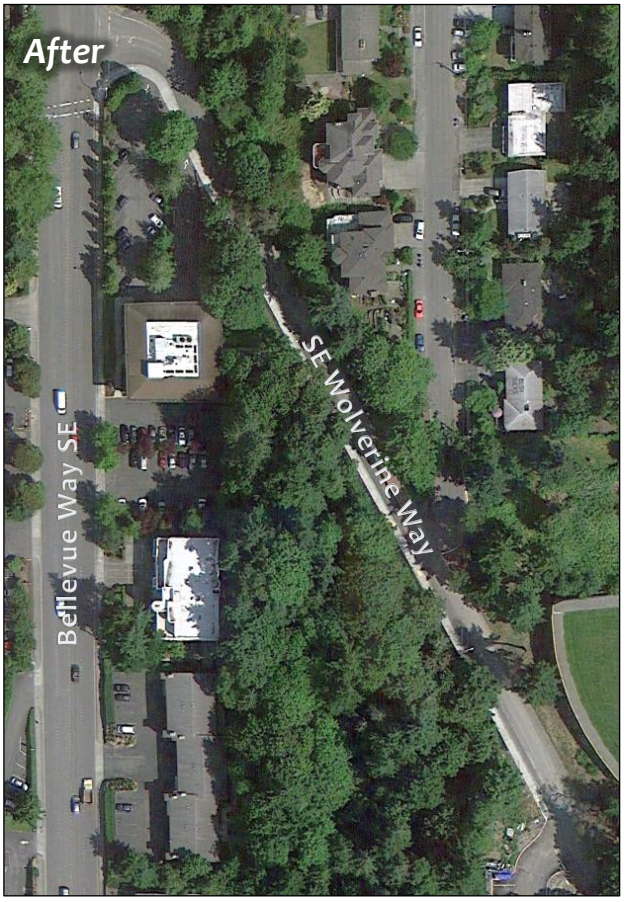
Bellevue High School





500'

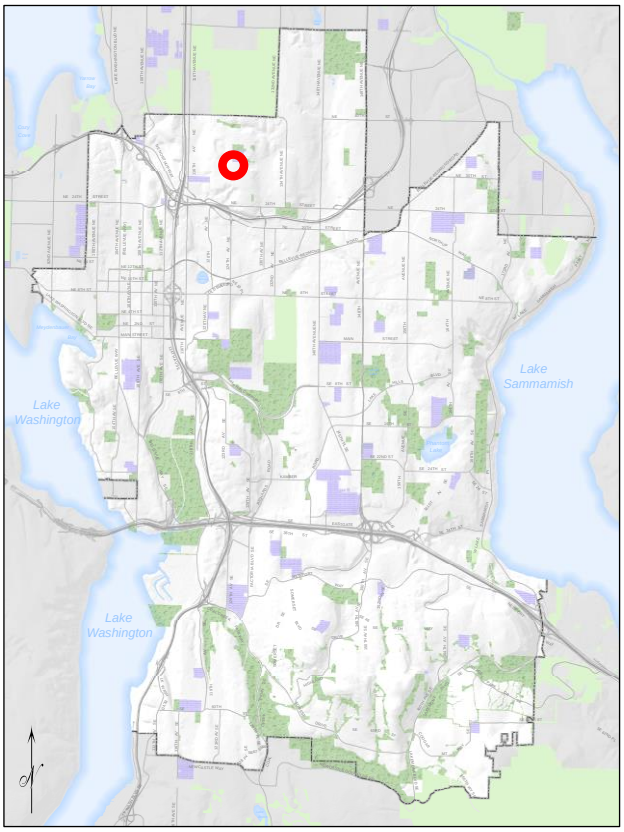
Bellevue High School redevelopment replaced approximately 500 LF of asphalt sidewalk with 6-foot wide concrete sidewalk, curb and gutter on the west side of SE Wolverine Way from Bellevue Way SE to the school property. The project also installed a fence along the sidewalk to protect pedestrians from the slope adjacent to the sidewalk.



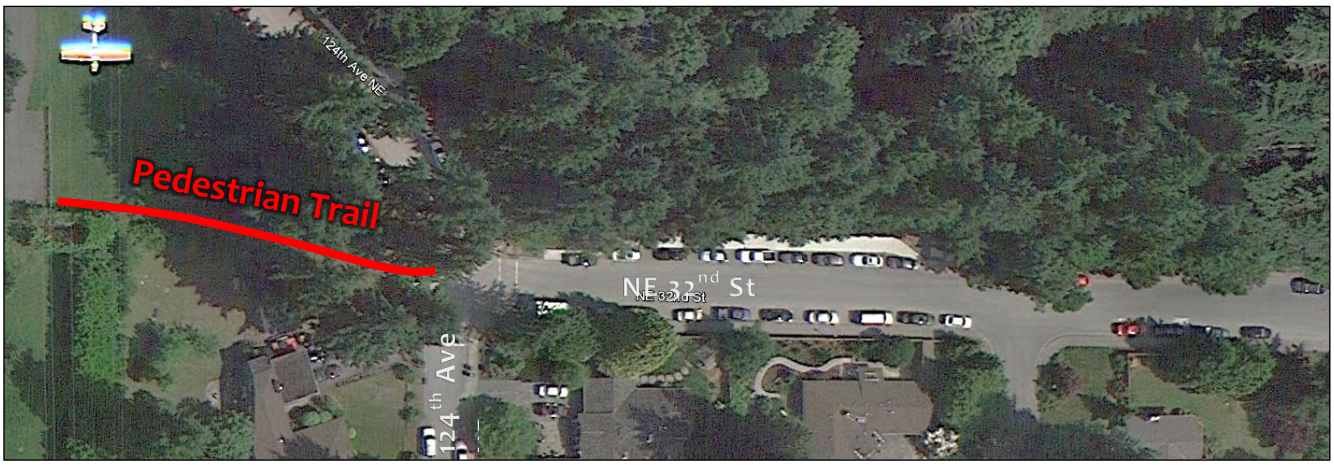
SE Wolverine Way Sidewalk Project Aerial Photos

SE Wolverine Way, looking north-west

Cherry Crest Elementary School



The Cherry Crest Elementary School redevelopment replaced 60 LF of 8-foot wide concrete sidewalk on the north side of NE 32nd Street, just east of the NE 32nd Street and 124th Avenue NE intersection, and added curb and gutter. It also improved the crosswalk at 124th Ave NE, added two access ramps on the northeast corner of the intersection and a ramp on the northwest corner connecting to the pedestrian trail west of 124th Avenue NE. The improvements facilitate the school driveway crossing by pedestrians traveling in the east-west direction.

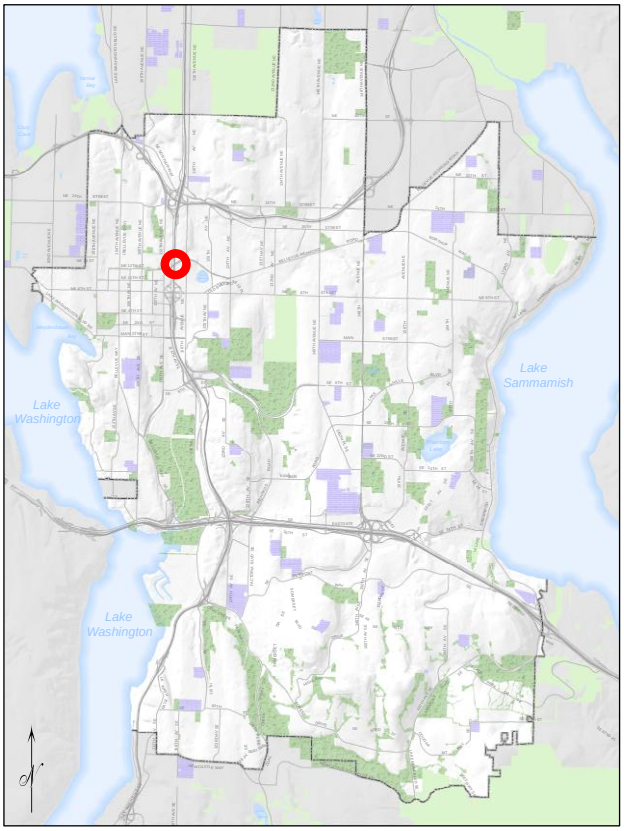


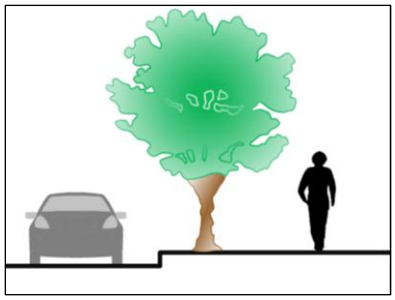
124th Ave NE and NE 32nd St Intersection Aerial Photo

124th Ave NE and NE 32nd St Intersection, looking west

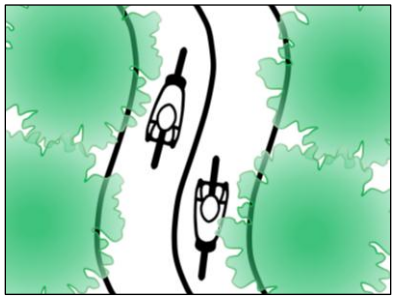
124th Ave NE and NE 32nd St Intersection, looking north

NE 12th Street Bridge Reconstruction – 112th Ave NE to 116th Ave NE





1,105'



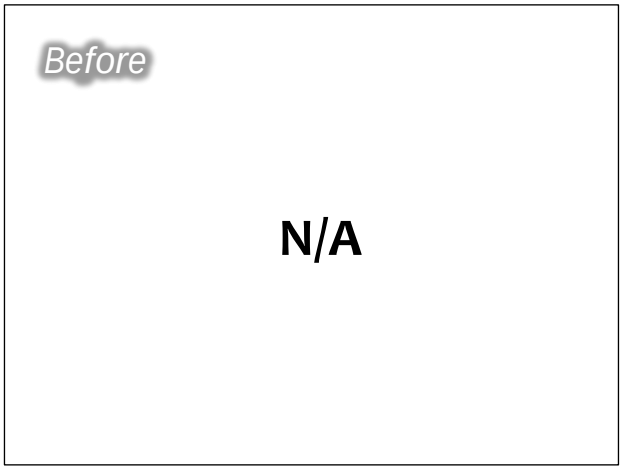
1,482'

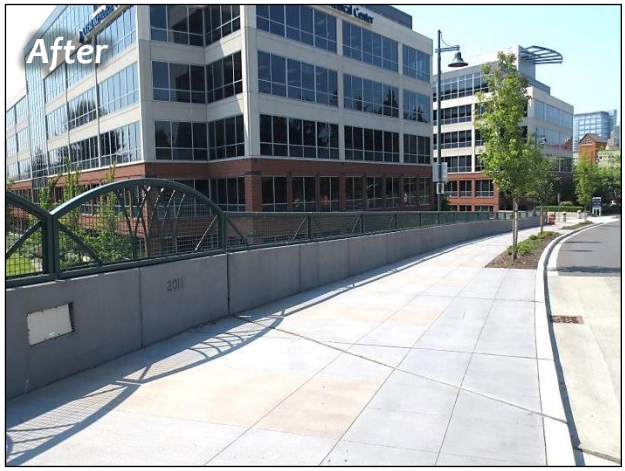
In conjunction with reconstruction of the NE 12th Street Bridge over I-405, the Washington State Department of Transportation constructed 1,482 LF of 14- to 17-foot wide off-street path on the north side of NE 12th Street from 112th Avenue NE to 116th Avenue NE. This segment is a component of the EW-2 – Downtown-Overlake Connection Priority Bicycle Corridor.

In addition, the project upgraded 640 LF of 6-foot wide sidewalk to 8-foot wide sidewalk with 4-foot planter strip and 465 LF of 6-foot wide sidewalk to 12-foot wide sidewalk.

NE 12th St Bridge Aerial Photos

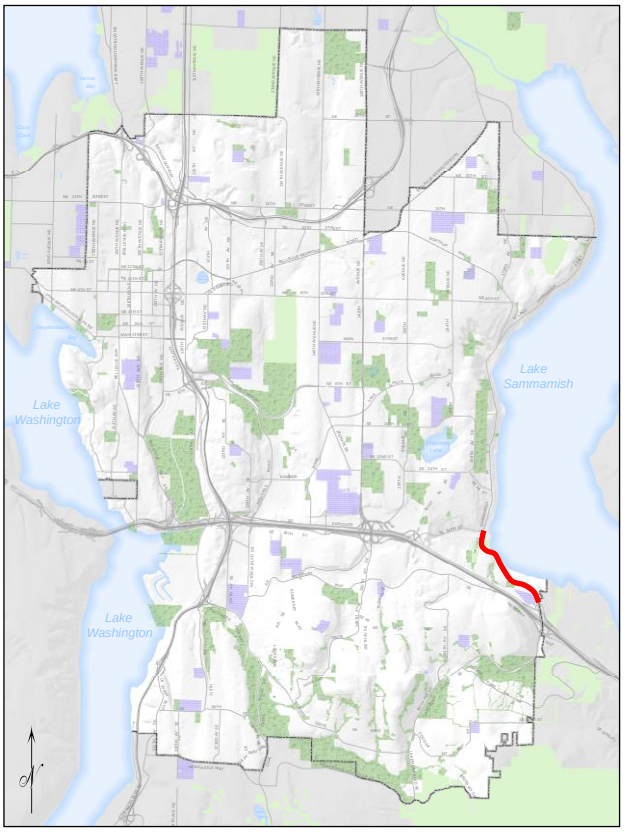
NE 12th St and 112th Ave NE, looking east (at north side Multi-Use Trail)





NE 12th St Bridge, looking west (at south side Sidewalk)

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



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

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, a 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.

The first segment of the project is located at the south end of the corridor between Interstate 90 and SE 34th Street.

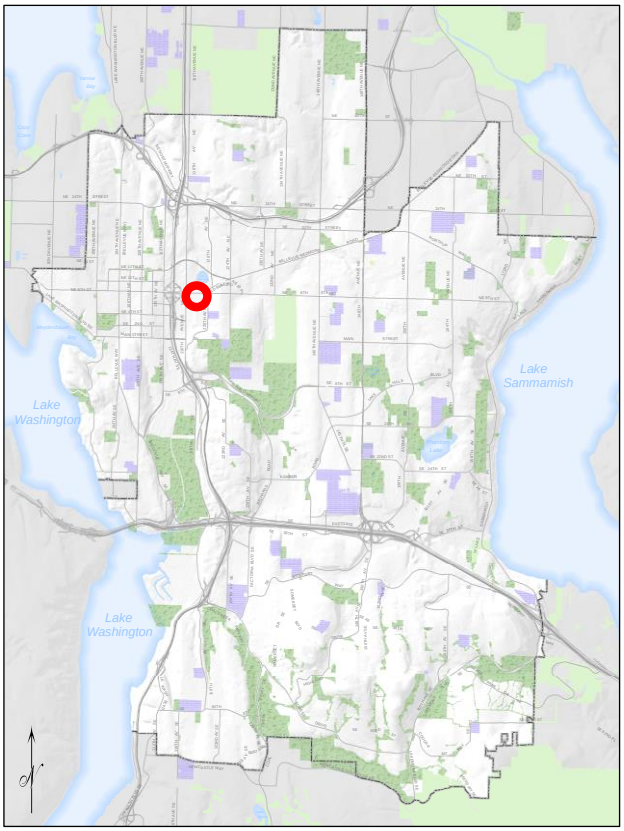
Improvements will include a four-foot shoulder on the east side of the roadway and a paved multi-use path on the west side, separated by a two-foot to five-foot wide landscape buffer where space is available. There will be sidewalk and ADA ramp upgrades at SE 34th Street, SE 38th Street, and SE 40th Place. Pedestrian crossings will be added near SE 38th Street and SE 40th Place, near the entrance of 41.5 neighborhood.

Along with roadway improvements, the city will install new storm drains and replace existing water mains. The project will also make fish passage improvements throughout the corridor.

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

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

NE 8th Street Sidewalk



This project will add 210 LF of eight-foot wide sidewalk on the south side of NE 8th Street, between 120th Avenue SE and BNSF. Staff has received complaints about the missing sidewalk in the location for several years.

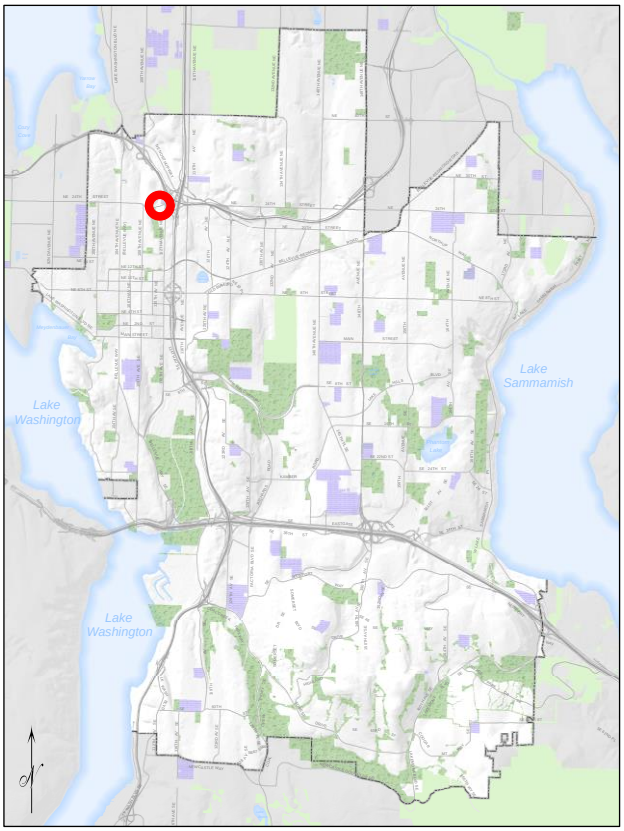
Previously, only a narrow dirt path served as the pedestrian route on this section. The new sidewalk will provide a safer connection for pedestrians and improve access to transit, including the future light rail hospital station, local shopping and medical facilities.

This project will be 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.

NE 8th Street Sidewalk Project Location Aerial Photo

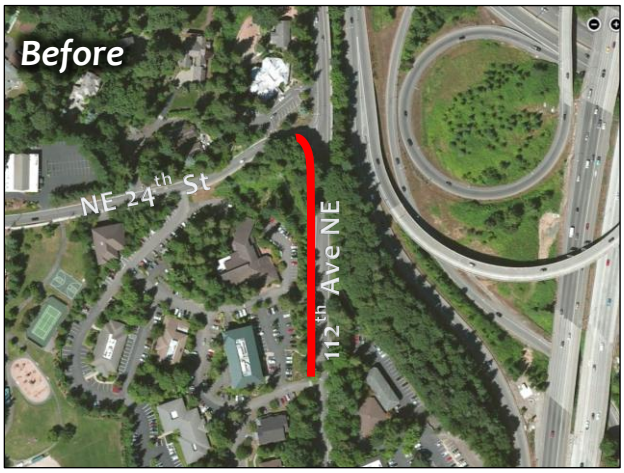
SE 8th St, just west of Bel-Red Rd, Looking east

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



The City of Bellevue Transportation Department has 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 will construct approximately 360 LF 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).

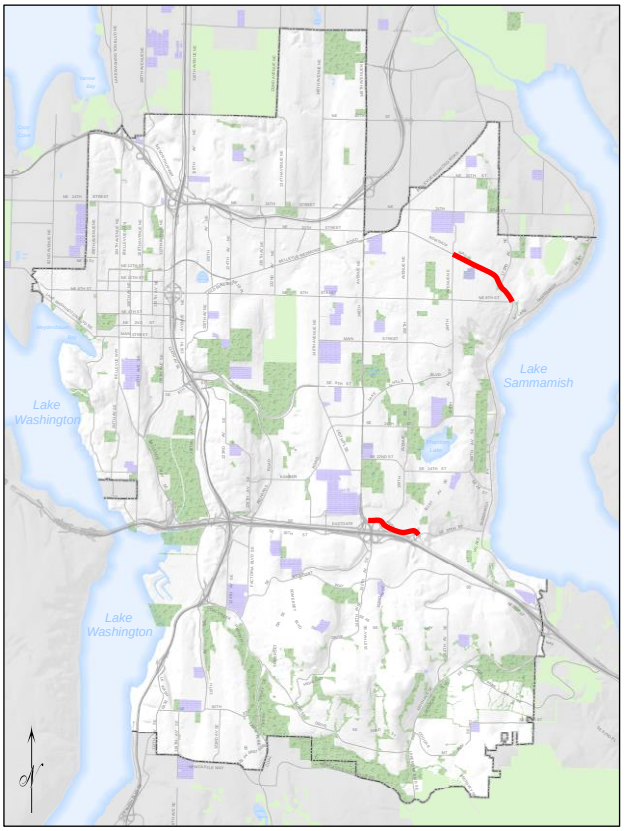
This project will be funded by the City Capital Budget Pedestrian Access Improvement Program (CIP PW-W/B-56). A rain garden will be constructed at the corner of 112th Avenue NE and NE 24th Street and the Parks Department will landscape this area following the construction of the sidewalk.



112th Ave NE Sidewalk Project Location

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

2013 Overlay Program – Bicycle Lanes



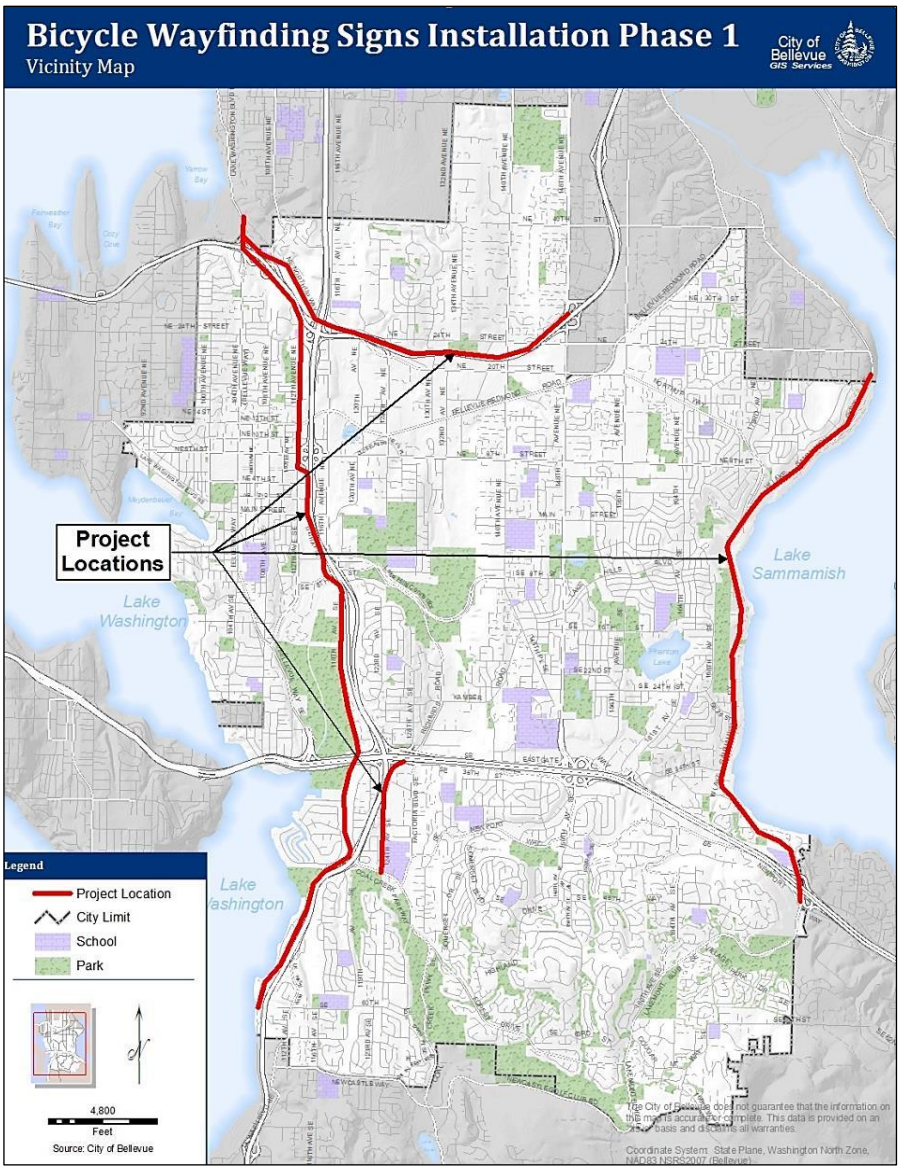
The 2013 Overlays program will install new bike lanes at two locations in 2013: west bound on Northup Way from NE 8th Street to 164th Avenue NE and westbound Eastgate Way between SE 35th Place and 150th Avenue SE.

Funding will come from the City Capital Budget Street Overlay Program (CIP PW-M-1).

Northup Way, at 170th Avenue NE and Northup Way intersection, looking west

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

Bicycle Wayfinding Signs Installation, Phase I



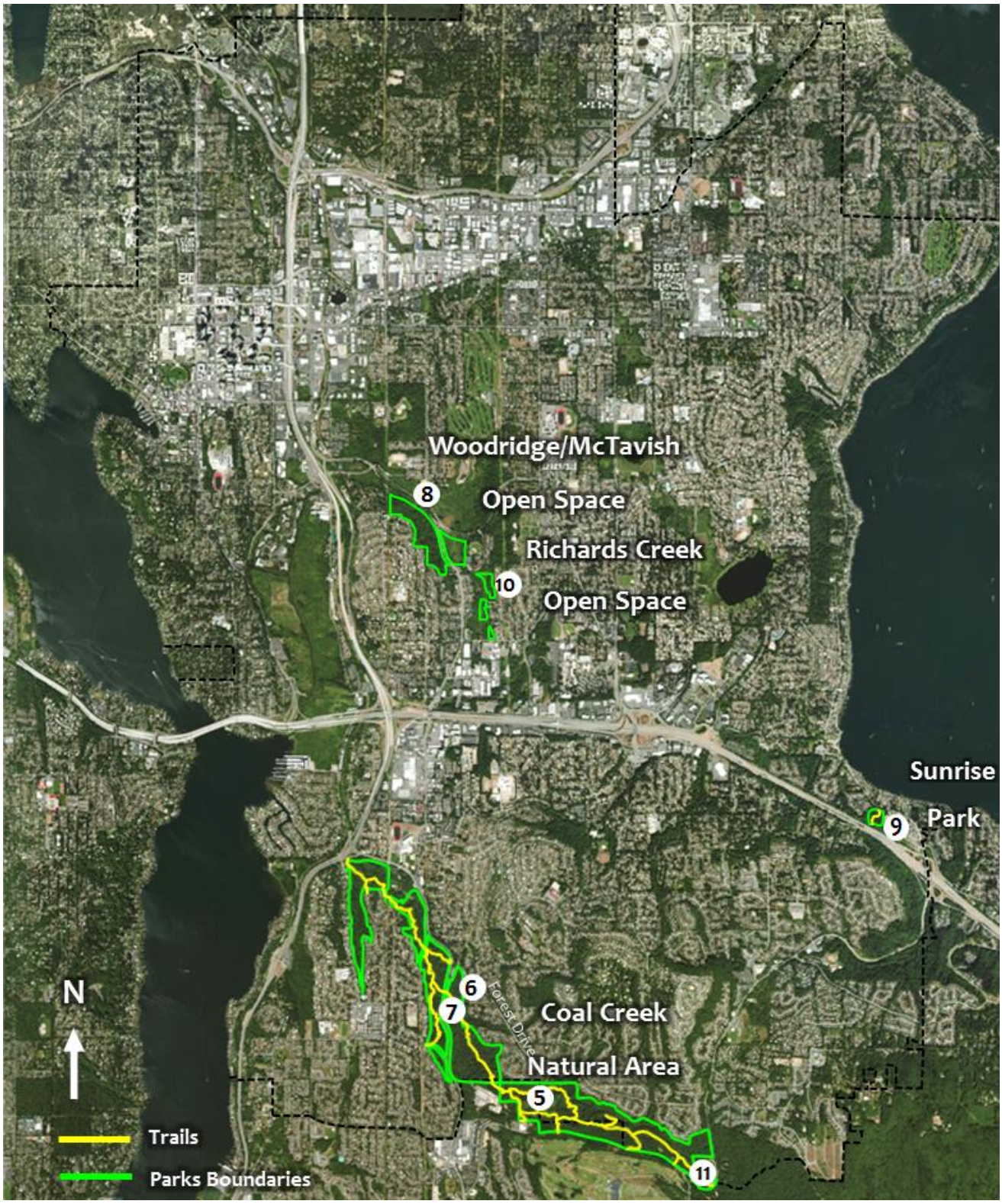
Bicycle Wayfinding Signs Installation Phase I Map

This project will implement 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).

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 will be funded by a federal grant and the City Capital Budget (CIP PW-W/B-56).

Map of Anticipated Parks Projects 2013



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 35-36 for summary of wayfinding improvements completed in 2012.)

Coal Creek Primrose Loop Trail

Location 5

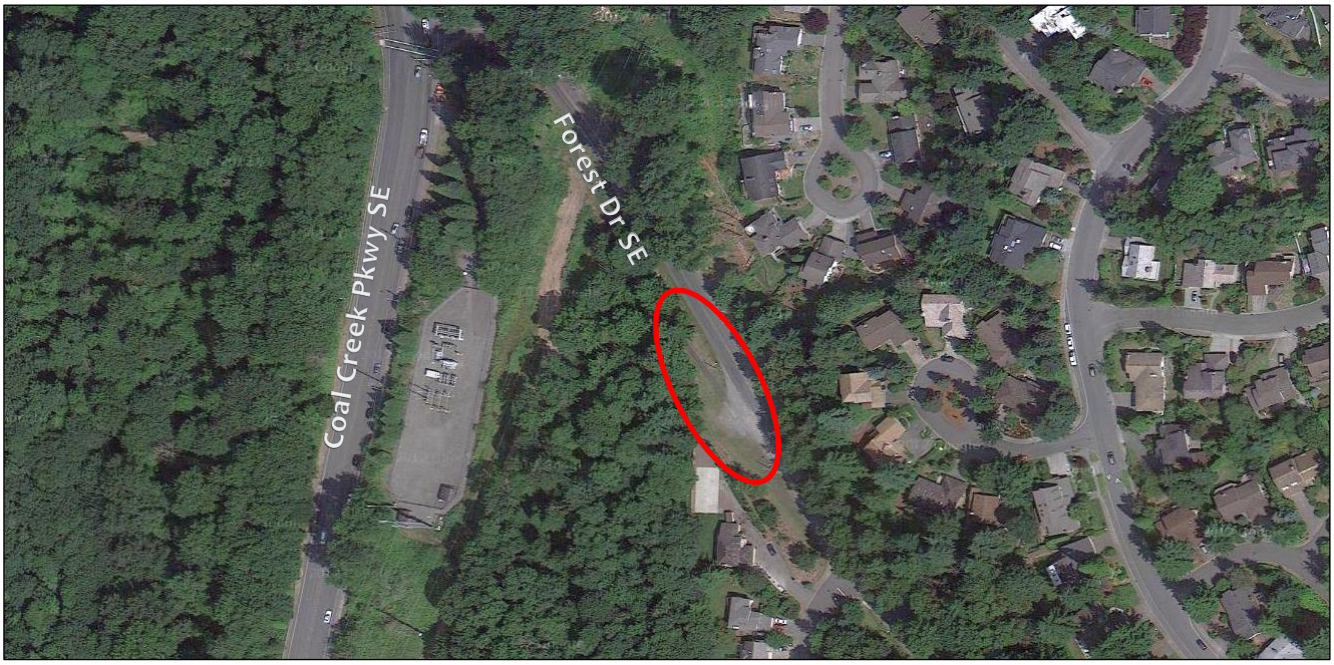
Complete renovation of the 1.1 mile Primrose Trail including replacement of three dilapidated bridges, new stair and railing structures, and upgrading the trail surface to City of Bellevue standards.
This project will be funded by the Parks Levy P-AD-89.

Coal Creek Primrose Loop Trail Map

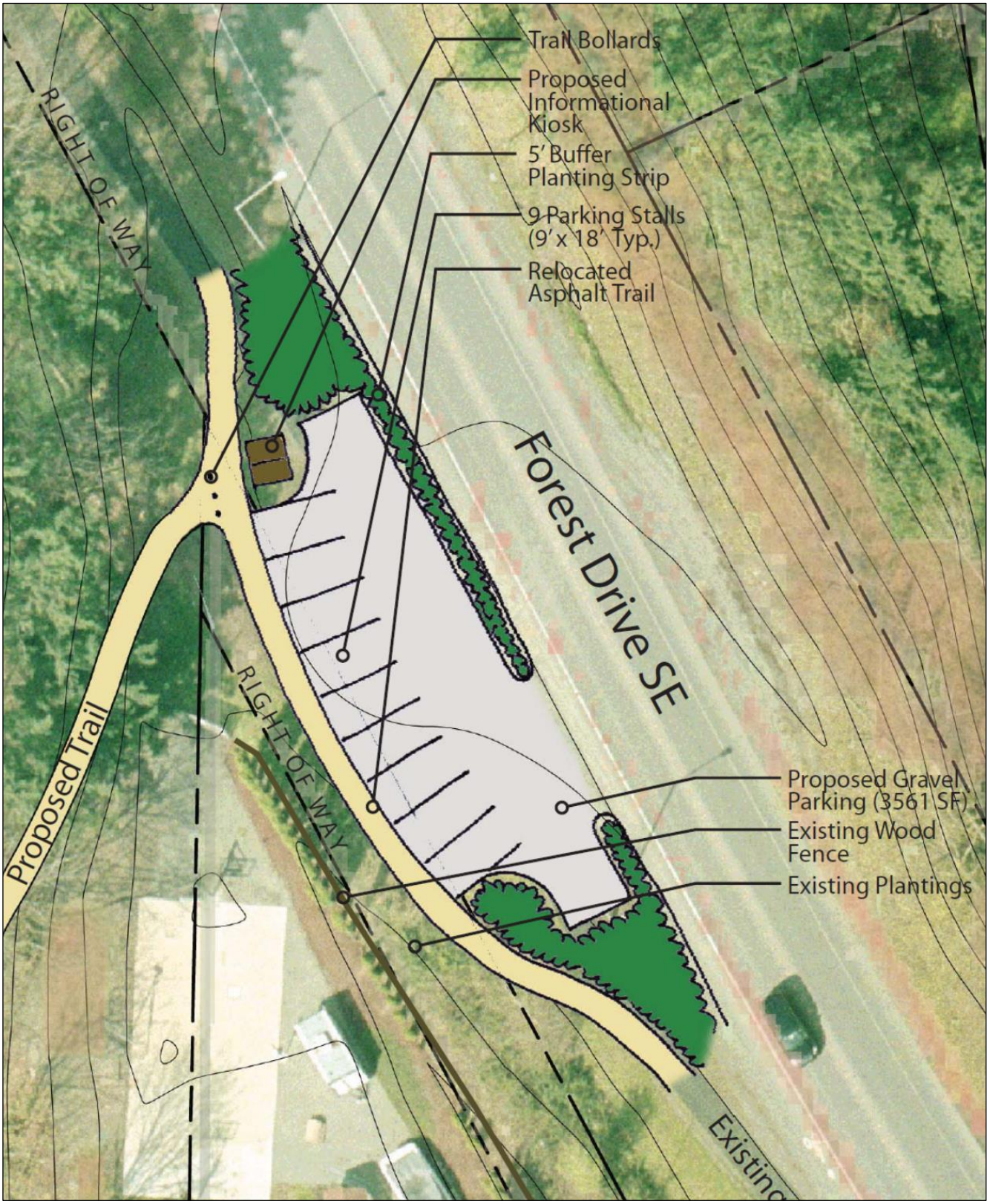
Coal Creek Forest Drive Trailhead

Location 6

A temporary trailhead and parking lot with new 0.75 mile trail connection into Coal Creek the park will be constructed for user access during the closure of the Coal Creek Parkway trailhead for the Utility culvert replacement project, scheduled for 2013-2014. (See page 67 for description of Culvert Replacement Project.)



Coal Creek Forest Drive Trailhead Project Location Aerial Photo



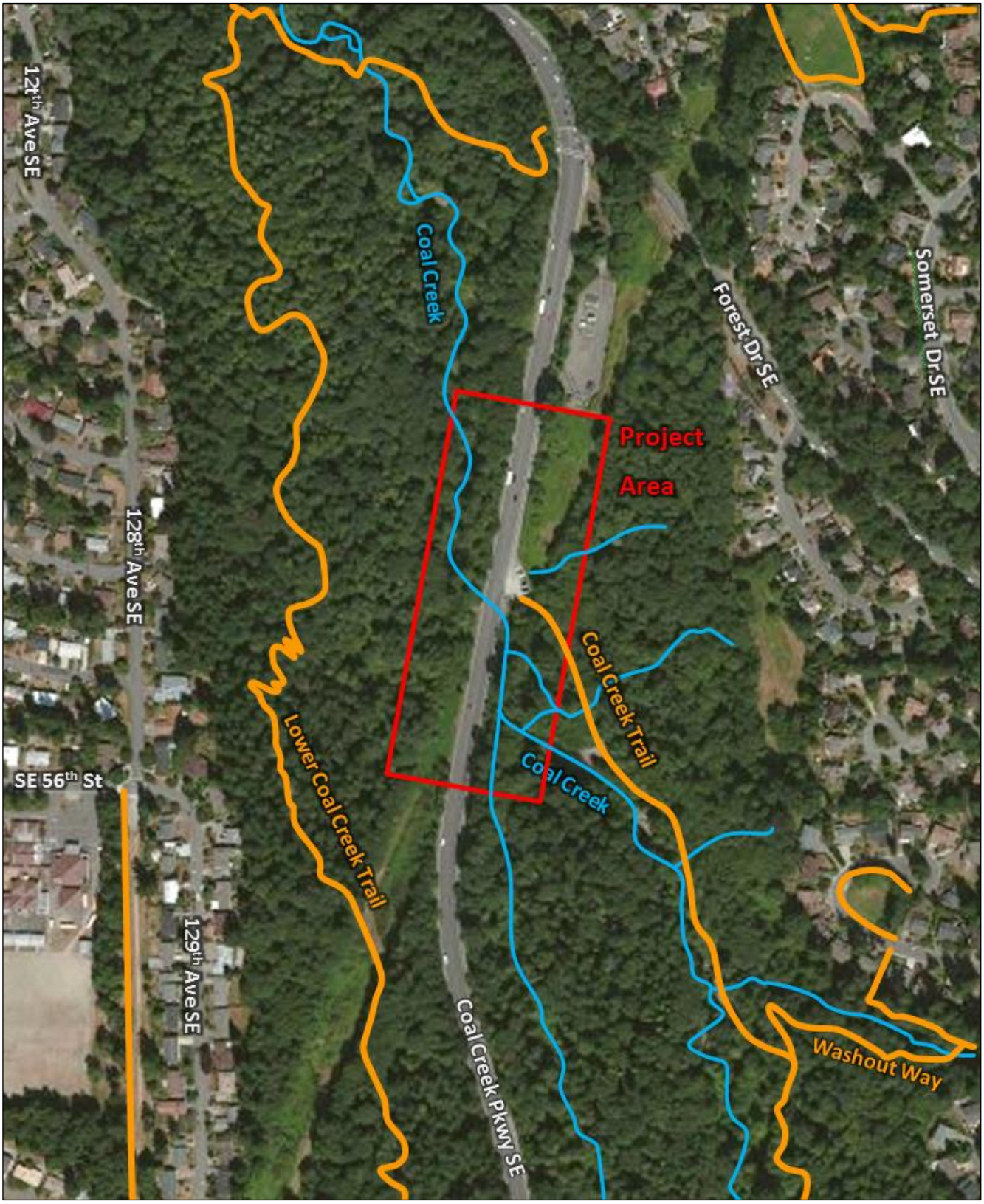
Coal Creek Forest Drive Trailhead Project

Coal Creek Parkway Pedestrian Underpass

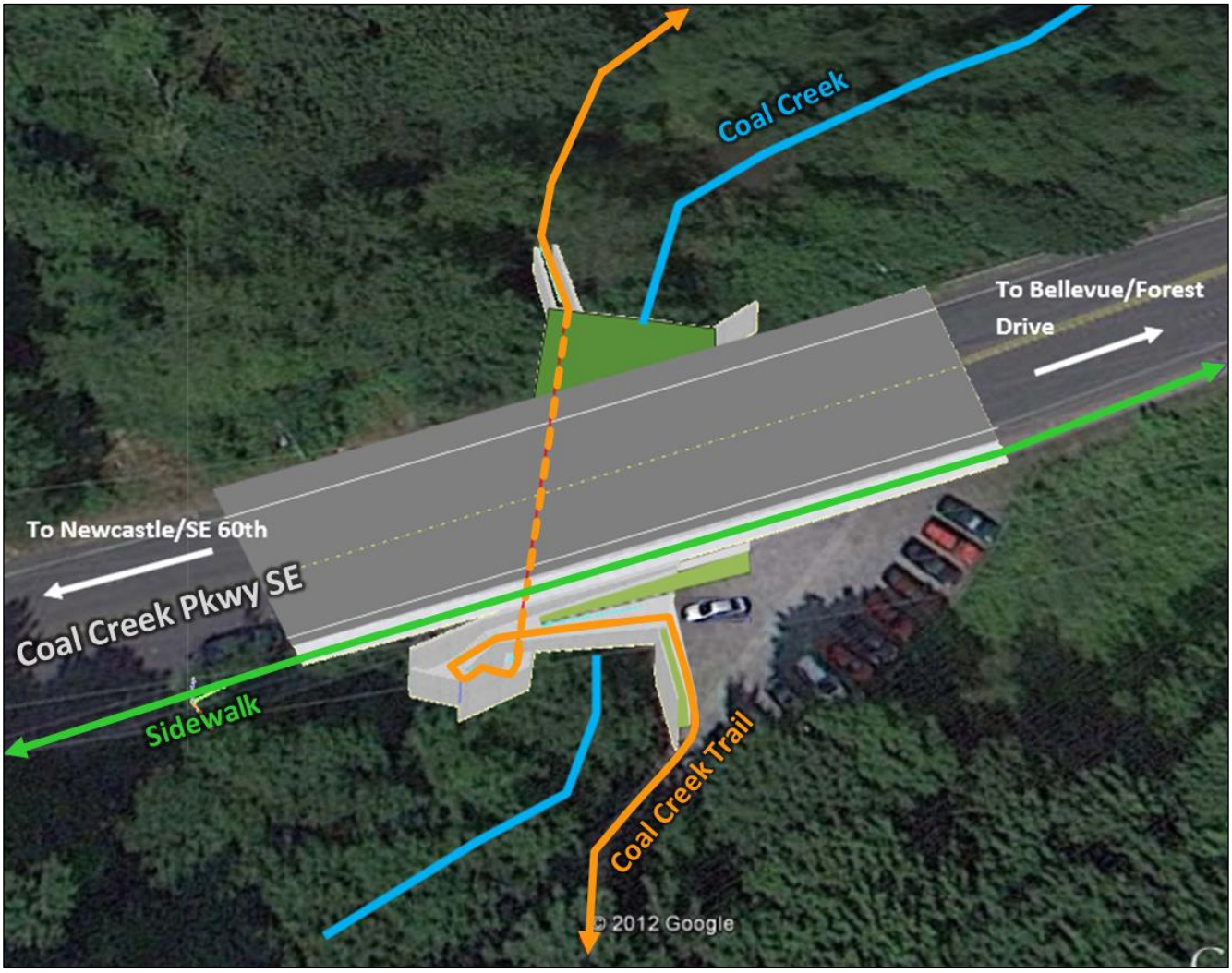
Location 7

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.



Coal Creek Parkway Pedestrian Underpass 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.

Deteriorated culvert upstream

New bridge upstream Visualization

Culvert downstream

New bridge downstream Visualization

Lake Hills McTavish Trail Extension (T-305)

Location 8

This project will construct approximately 900 LF of asphalt trail along the west side of Lake Hills Connector, from SE 8th Street to SE 9th Street, 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.

All work is within existing, improved right of way. The project area is within 200 feet of wetlands associated with Lake Washington which is a shoreline of the state and requires approval under the Shoreline Management Act.

The project is a component piece of Project T-305 identified in the City Ped-Bike Plan.

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

McTavish Trail Project Location Map

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

Sunrise Park Trail

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 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.

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

Sunrise Park Trail Project Location Aerial Photo

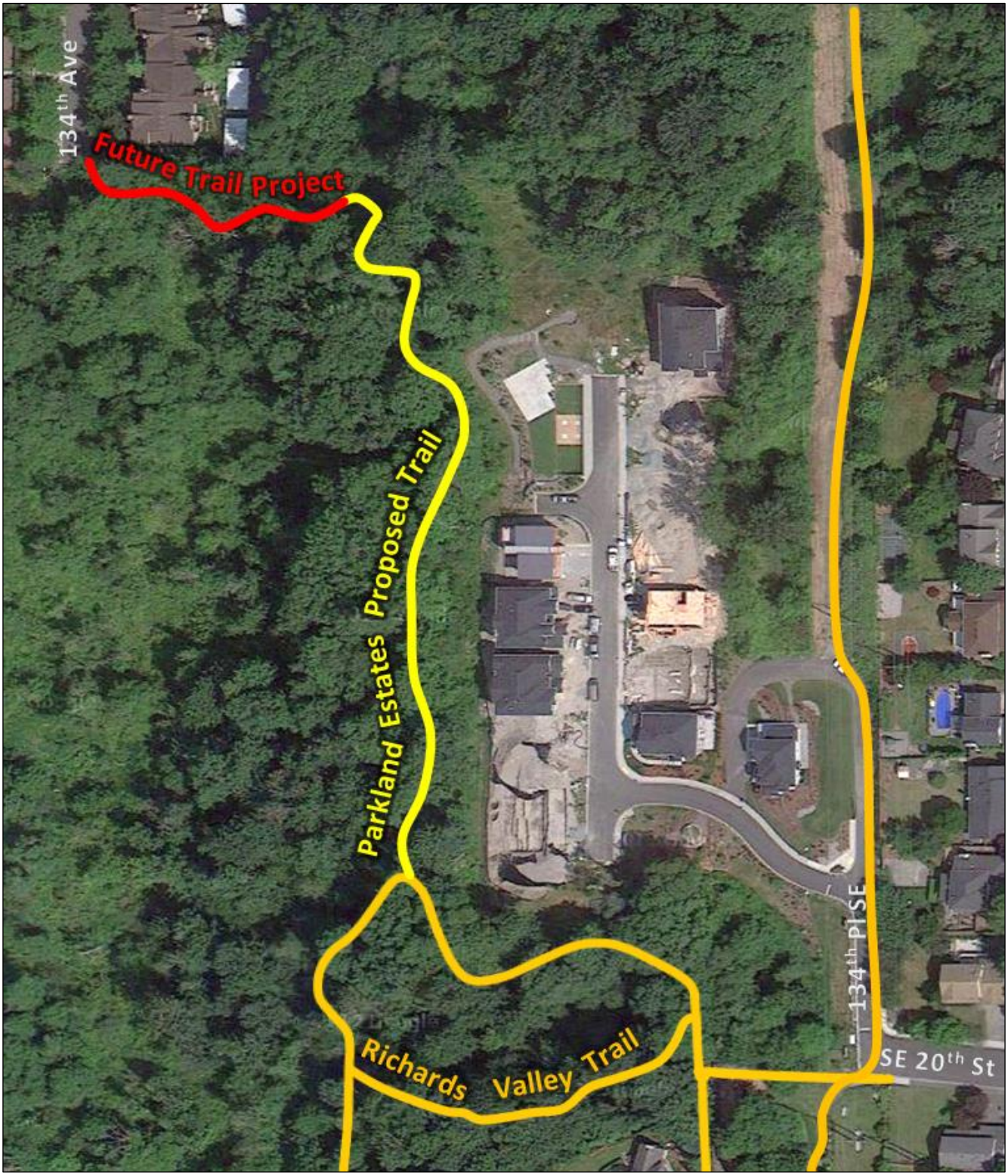
West Lake Sammamish Parkway SE, looking east toward Trailhead and Sunrise Park Trail Entrance

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*)



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.

Existing Coal Creek Red Town Trailhead

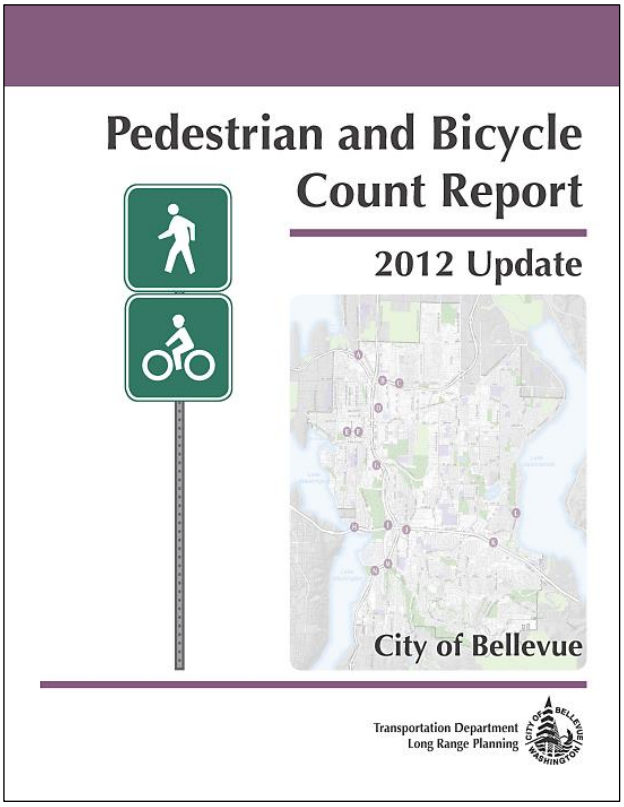
Proposed Coal Creek Red Town Trailhead

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 2012.

Bicycle and Pedestrian Counts

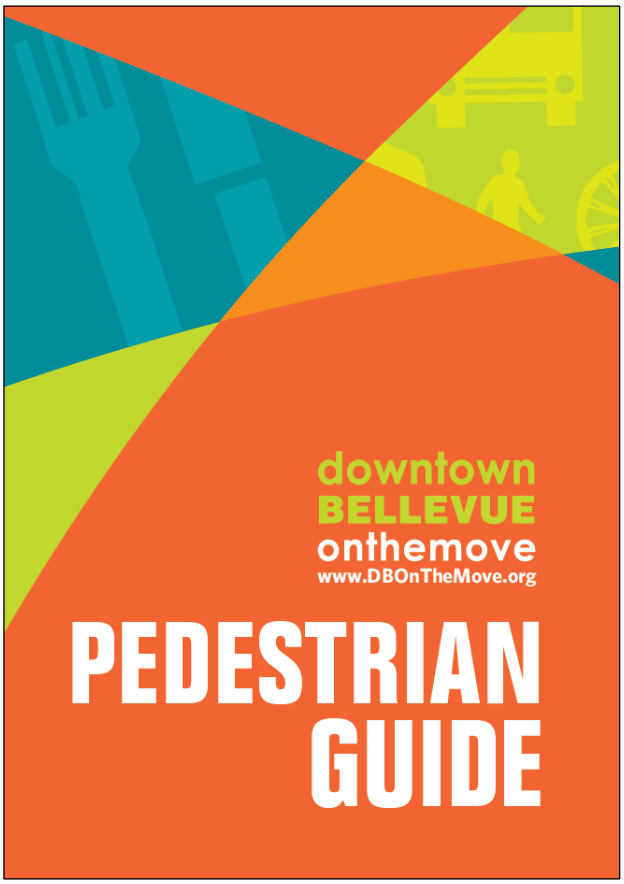


2012 Pedestrian and Bicycle Count Report Front Page

Bellevue counts bicyclists and pedestrians each year to help track its progress toward the goal of improving bicycling and walking conditions in the city. The information also contributes to a larger effort in Washington State to improve decisions about where to put transportation funds and how to improve safety. Led by the Washington State Department of Transportation, Cascade Bicycle Club and Puget Sound Regional Council, 32 cities across the state conducted counts in late September. Data from these counts are used to inform investments in bike lanes, sidewalks and educational programs statewide.

In 2012 City of Bellevue staff in collaboration with Cascade Bicycle Club and volunteers counted bicyclists and pedestrians at a total of 14 sites throughout the city on September 25, 26 and 27th, from 7:00-9:00am and 4:00-6:00pm. The City of Bellevue conducted video counts at four of those locations. This was the fourth annual count of its type, and the third to use video capture technology.

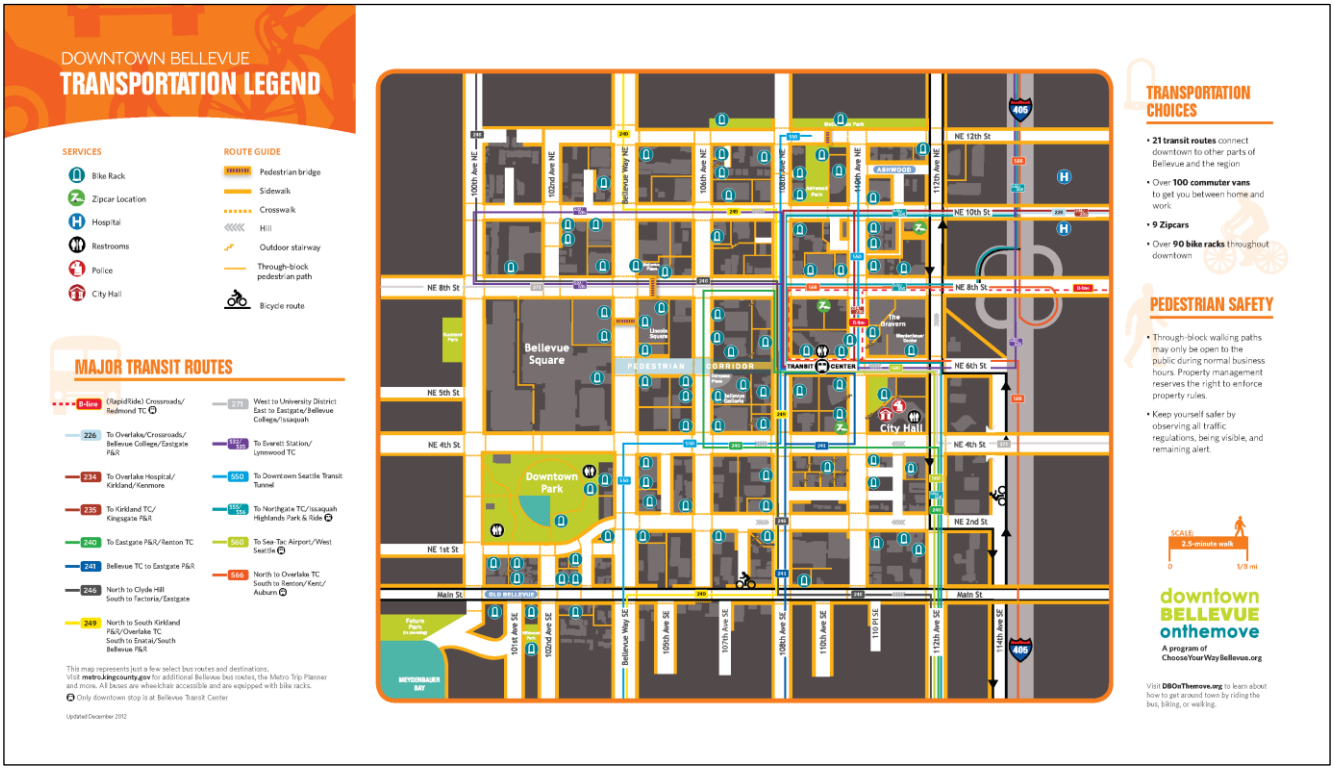
Downtown Pedestrian Guide



Downtown Pedestrian Guide Cover Page

In late 2012, the City released an updated and enhanced version of the Downtown Pedestrian Guide map. Developed in collaboration with the Bellevue Downtown Association/TransManage and King County Metro, the map is intended to help residents, workers and visitors understand their transit options and the services available in downtown and find their way on foot.

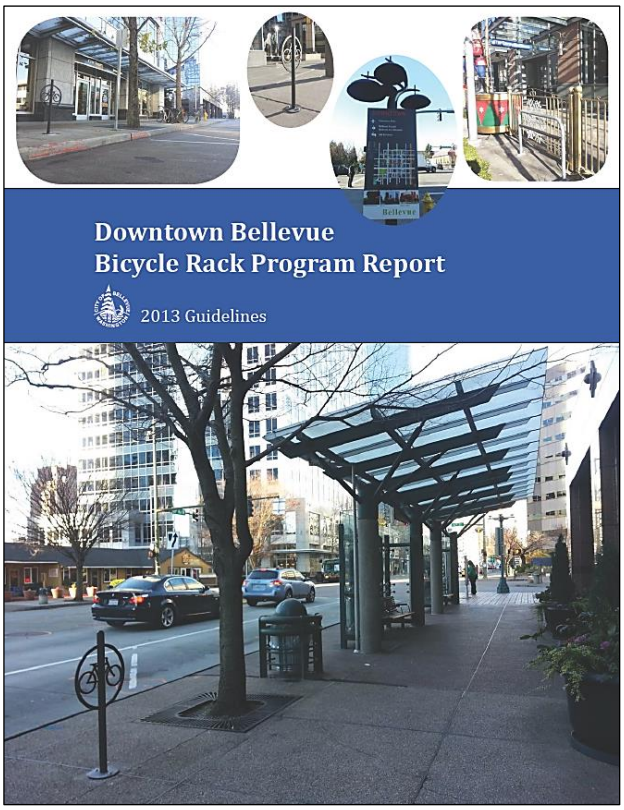
The Downtown Pedestrian Guide is available at City Hall and at office and residential building lobbies throughout downtown, or it can be downloaded in a .PDF format at, www.ChooseYourWayBellevue.org.



Downtown Pedestrian Guide, Transportation Map

Downtown Pedestrian Guide, Services Map

Downtown Bicycle Parking



2012 Downtown Bellevue Bicycle Rack Program Report, Front Page

The City installed 20 new bicycle racks on Downtown sidewalks in 2012. This project is consistent with Bellevue's Comprehensive Plan goals to ―plan, design, build, and maintain an integrated, comprehensive network of pedestrian and bicycle facilities in collaboration with community stakeholders,‖ (Transportation Element, Pedestrian and Bicycle Transportation System Goal, p.149) and to ―[e]nsure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc., without interfering with pedestrian circulation‖ (UD-40). Including the new racks, the number of City-owned racks in Downtown now totals 118.

Types of Bicycle Racks installed in Downtown Bellevue in 2012

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 one-hour class, held on Thursday, April 26, 2012, at City Hall, was taught by a certified Cascade instructor, and focused on ways bicyclists can share the road safely with cars and plan the best route for a ride to work. Choosing and adjusting a bike; clothing, helmets and gear; and basic bike maintenance were also covered.

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.

Bicycle Appreciation Day

The Bicycle Appreciation Day was on May 7th 2012. At the bicycle station at Bellevue Transit Center, set up for the event, bicyclists received $5 Starbucks cards.

Bike to Work Day

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 18th 2012. At each station volunteers handed out treats and information to bicycle commuters, helping to encourage bicycling as a transportation mode.

One station was on 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. The location counted 169 riders during morning peak hour between 6 am and 9 am.

Bike to Work Day Station at Bellevue Transit Center

Maintenance Overview class

One-hour bicycle class taught by Cascade Bicycle Club as part of Bike Month was held on May 22nd 2012 in the Bellevue Downtown Association Office.

Lake to Lake Walk

Bellevue's annual Lake to Lake Walk was held on Saturday, September 15, 2012. The event was sponsored by Bellevue Parks & Community Services, the American Volkssport Association and Northwest Striders.

The walking route was approximately 10.6 miles (17 kilometers), and took about four hours to walk. 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.

Officially 143 people registered for the 2012 Lake to Lake walk. More than 75 % of them traveled from other cities. A lot more local residents joined the event along the day.

Map of 2012 Lake-to-Lake Walk

Mercer Slough Nature Park, west end of Lake-to-Lake Trail

Part of Lake-to-Lake Trail

Weowna Park, east end of Lake-to-Lake Trail

Wilburton Park on the Lake-to-Lake Trail

Pictures' source: http://www.walkoninbellwa.com/2012/09/bellevues-lake-to-lake-walk-2012/

Lake to Lake Bike Ride

Lake-to-Lake Bike Ride Brochure

Participants in the Lake-to-Lake Bike Ride

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

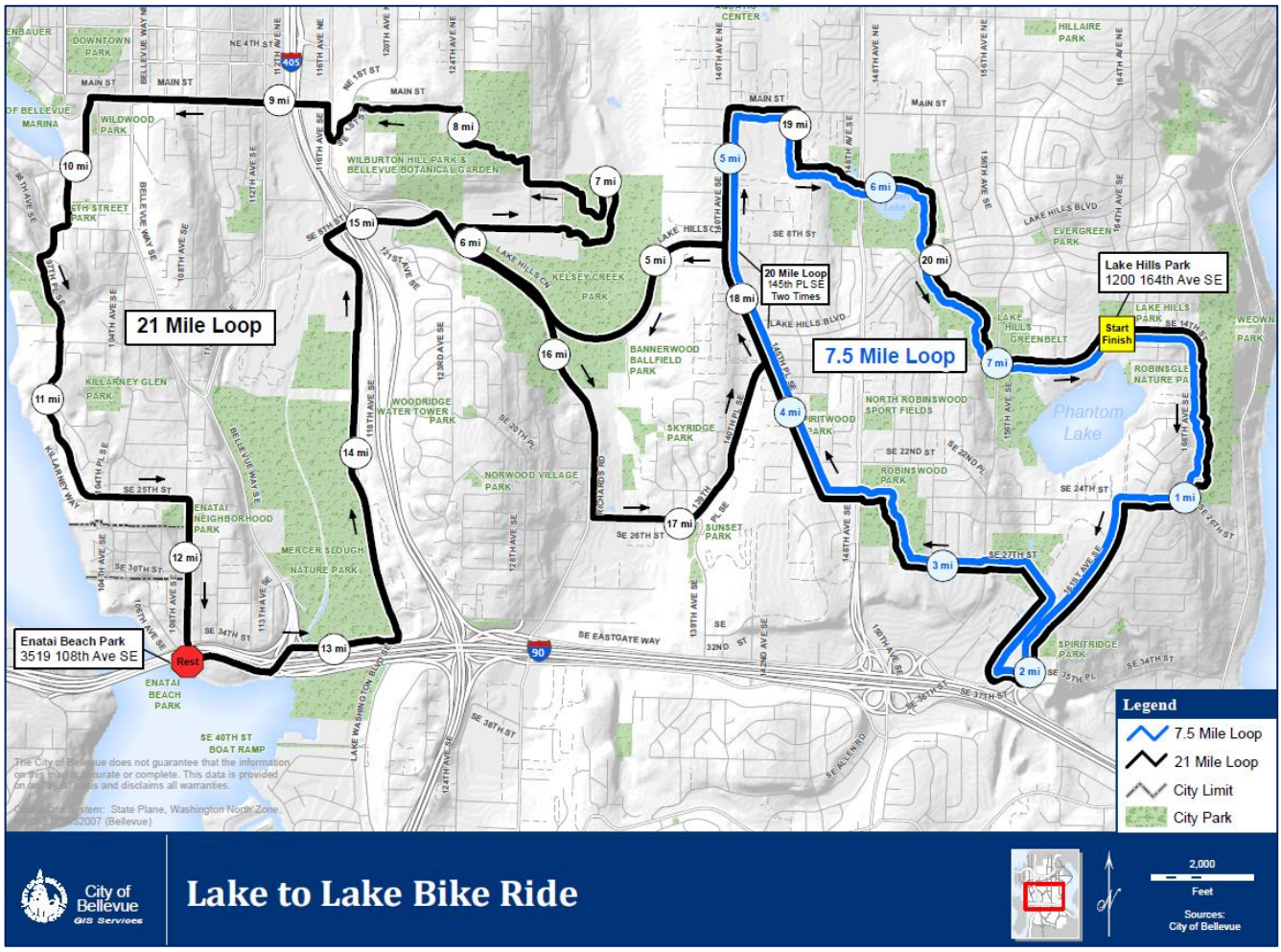
The First Annual Lake to Lake Bike Ride was held on Saturday, September 22nd.

Riders could choose between two different routes: a mostly flat 7.5-mile Greenbelt Loop including Robinswood Park, Weowna Park and the Lake Hills Greenbelt trails, and the more challenging 21-mile Lake to Lake Loop also exploring Kelsey Creek Park, Wilburton Hill Park, West Bellevue, and the eastern edges of Lake Washington.

In spite of the initially rainy weather, the event hosted 113 riders (148 people registered) and support from 25 volunteers.

The event was sponsored by Chaplin's Bellevue Subaru, Microsoft Store and Bellevue Parks & Community Services. Supporting sponsors also included Honest Tea, Choose Your Way Bellevue, REI, Crossroads Shopping Center, Escape Outdoors and Whole Foods Market.

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 2012 Lake-to-Lake Bike ride

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.

High Adventure Summer Camp Participants

TRACKS Programs

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

The High Adventure Summer Camp is a week-long camp for kids 12 to 17 that teaches essential outdoor skills such as high ropes course, riding mountain bike trails, climbing, hiking and spending a night backpacking deep in the Cascade Mountains.

On Friday, March 9th, at the South Bellevue Community Center, The Pacific Crest Trail Film Night screened the "Six Million Steps A Journey Inward", a documentary that chronicles the lives and accomplishments of hikers during their adventures on the Pacific Crest Trail. The event was co-sponsored by the Mountaineers Foothills branch Hiking & Backpacking Committee and by the City of Bellevue Parks & Recreation department TRACKS program.

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	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
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

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	0.00	0.00	1.44	0.00	0.06	1.50
	2010	0.19	1.34	0.50	0.04	2.07	0.00	0.00	2.07
	2011	0.17	0.22	0.00	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
Cumulative	2009	0.30	1.14	0.00	0.00	1.44	0.00	0.06	1.50
	2010	0.49	2.48	0.50	0.04	3.51	0.00	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

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
	2012	6,359	304	1,482	8,145
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

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
	2012	1.20	0.06	0.28	1.54
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

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	6,915	20,245	20,105
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			0.95	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			
2014		12.50			
2015		15.00			
2016		17.50			
2017		20.00			
2018		22.50			
2019	25.00				

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

New Bicycle Facilities Toward the 2009 Ped-bike Plan (Linear Feet)

	Year	Type A Off-Street Path Linear Feet	Type B Bike Lane Linear Feet	Type C Bike Shoulder Linear Feet	Type D Shared Shoulder Linear Feet	Type E Wide Outside Lane Linear Feet	Type F Shared Wide Outside Lane Linear Feet	Type G 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
	2012	1,482	5,637	2,995		957			11,072
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

New Bicycle Facilities Toward the 2009 Ped-bike Plan (Miles)

	Year	Type A Off-Street Path Miles	Type B Bike Lane Miles	Type C Bike Shoulder Miles	Type D Shared Shoulder Miles	Type E Wide Outside Lane Miles	Type F Shared Wide Outside Lane Miles	Type G 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
	2012	0.28	1.07	0.57		0.18			2.10
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

Table 5: Bicycle Corridors Completion Status

Bicycle corridors completion status (Linear Feet)

Corridor	EW-1	EW-2	EW-3	EW-4	EW-5	NS-1	NS-2	NS-3	NS-4	NS-5	NS-6
Total Length, Linear Feet	22,125	18,893	38,717	28,251	38,975	20,200	39,776	39,465	37,327	31,486	26,125
Prior to 2009 Ped-Bike Plan Segment Length, Linear Feet	11,092	3,876	12,195	12,203	17,967	8,739	22,500	3,183	17,543	19,349	0
2009 Annual Segment Length, Linear Feet	0	0	1,800	0	0	0	0	0	0	0	0
2009 Cumulative Segment Length Linear Feet	11,092	3,876	13,995	12,203	17,967	8,739	22,500	3,183	17,543	19,349	0
2010 Annual Segment Length Linear Feet	0	0	2,919	0	3,537	0	4,785	0	0	0	0
2010 Cumulative Segment Length Linear Feet	11,092	3,876	16,914	12,203	21,504	8,739	27,285	3,183	17,543	19,349	0
2011 Annual Segment Length Linear Feet	0	0	0	0	0	2,247	0	0	0	0	0
2011 Cumulative Segment Length Linear Feet	11,092	3,876	16,914	12,203	21,504	10,986	27,285	3,183	17,543	19,349	0
2012 Annual Segment Length Linear Feet	0	1,482	0	0	0	0	0	0	2,818	0	0
2012 Cumulative Segment Length Linear Feet	11,092	5,358	16,914	12,203	21,504	10,986	27,285	3,183	20,362	19,349	0
2012 Percent Complete	50.1%	28.4%	43.7%	43.2%	55.2%	54.4%	68.6%	8.1%	54.5%	61.5%	0.0%
Remaining Segment Length Linear Feet	11,032	13,535	21,802	16,048	17,471	9,215	12,491	36,282	16,965	12,137	26,125
Percent Remaining	49.9%	71.6%	56.3%	56.8%	44.8%	45.6%	31.4%	91.9%	45.5%	38.5%	100.0%

See Figure 9 and Figure 10 for Maps of East-West and North-South Priority Bicycle Corridors

Table 5: Bicycle Corridors Completion Status (continue)

Bicycle Corridors Completion Status (Miles)

Corridor	EW-1	EW-2	EW-3	EW-4	EW-5	NS-1	NS-2	NS-3	NS-4	NS-5	NS-6
Total Length, Miles	4.19	3.58	7.33	5.35	7.38	3.83	7.53	7.47	7.07	5.96	4.95
Prior to 2009 Ped-Bike Plan Segment Length, Miles	2.10	0.73	2.31	2.31	3.40	1.66	4.26	0.60	3.32	3.66	0
2009 Annual Segment Length Miles	0	0	0.34	0	0	0	0	0	0	0	0
2009 Cumulative Segment Length Miles	2.10	0.73	2.65	2.31	3.40	1.66	4.26	0.60	3.32	3.66	0
2010 Annual Segment Length Miles	0	0	0.55	0	0.67	0	0.91	0	0	0	0
2010 Cumulative Segment Length Miles	2.10	0.73	3.20	2.31	4.07	1.66	5.17	0.60	3.32	3.66	0
2011 Annual Segment Length Miles	0	0	0	0	0	0.43	0	0	0	0	0
2011 Cumulative Segment Length Miles	2.10	0.73	3.20	2.31	4.07	2.08	5.17	0.60	3.32	3.66	0
2012 Annual Segment Length Miles	0	0.28	0	0	0	0	0	0	0.53	0	0
2012 Cumulative Segment Length Miles	2.10	1.01	3.20	2.31	4.07	2.08	5.17	0.60	3.86	3.66	0.00
2012 Percent Complete	50.1%	28.4%	43.7%	43.2%	55.2%	54.4%	68.6%	8.06%	54.8%	61.5%	0.0%
Remaining Segment Length Miles	2.09	2.56	4.13	3.04	3.31	1.75	2.37	6.87	3.21	2.30	4.95
Percent Remaining	49.9%	71.6%	56.3%	56.8%	44.8%	45.6%	31.4%	91.9%	45.2%	38.5%	100.0%

See Figure 9 and 10 for Maps of East-West and North-South Priority Bicycle Corridors