

**City of Bellevue
Pedestrian and Bicycle Program
Progress Report 2009**



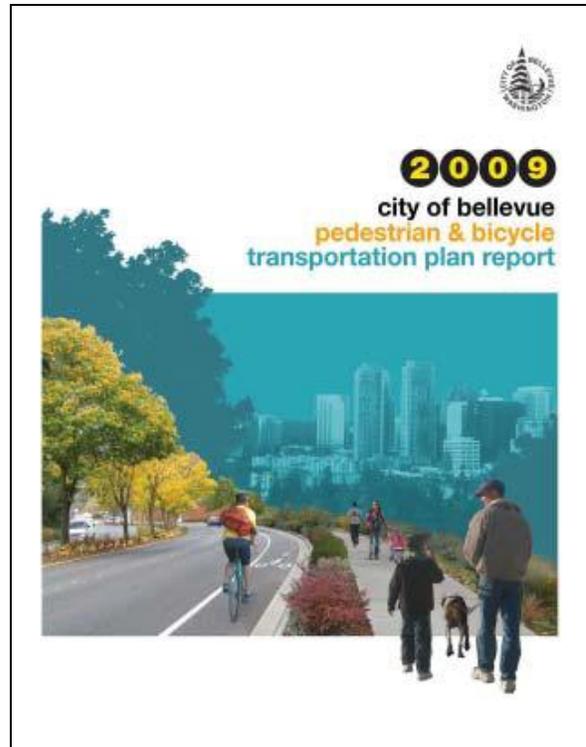
Table of Contents

Construction Projects.....	4
Project Summaries.....	8
SE 26th Street Sidewalk	8
Somerset Avenue SE Sidewalk	8
NE 5 th Street Sidewalk.....	9
119 th Ave SE Sidewalk (south of SE 58 th Street)	10
130 th Place SE Sidewalk (Newport Way to 130 th Avenue SE).....	11
164 th Avenue NE Widened Asphalt Shoulder (NE 6 th Street to NE 8 th Street)	12
Northup Way Sidewalk (165 th Avenue NE to 168 th Avenue NE)	13
SE 60th Street Sidewalk and Bike Lanes	13
Highland Middle School Trail	14
Main Street Pedestrian Facility.....	14
Drainage Grate Replacement.....	15
Sidewalk Curb Ramps.....	15
Development Review Projects.....	16
Ashwood Commons Sidewalk (909 112th Avenue NE).....	16
Residence Inn by Marriott (655 114th Avenue SE).....	16
Puget Sound Energy (13230 SE 32nd Street)	16
Chen Short Plat (4640 130th Avenue SE).....	16
Botch PUD (10448 SE 14 th Street)	16
Education, Evaluation, and Encouragement Programs	16
Downtown Bicycle Parking.....	16
Pedestrian Wayfinding Kiosks.....	17
Bicycle Wayfinding	17
Pedestrian and Bicycle Counts.....	18
TRACKS Outdoor Initiative	18
Bike Bellevue Web-Based Social-Networking.....	19
Bike Map	19
Bike Safety Fair.....	20
Bicycle Safety Brochure	20
Commuter Connection Bicycle Repair Service.....	21
Downtown Pedestrian Guide	21
Bike to Work Day	22

Public Relations.....	22
2010 Projects	23
116th Avenue SE Sidewalk (SE 60 th Street to SE 61 st Place).....	23
152nd Avenue SE (Newport Way to SE 46th Street)	23
NE 8 th Street Sidewalk Rehabilitation (west of 156 th Avenue NE)	24
100 th Ave SE Sidewalk (south of SE 5 th Street)	24
SE 24 th Street Sidewalk (west of Kamber Road).....	25
Northrup Way Roadway Improvements (120 th Avenue NE to 124 th Avenue NE)	25
Factoria Multi-Use Path Connection.....	26
145 th Place SE Improvements (SE 16 th Street to SE 24 th Street) and SE 22 nd Street Sidewalk (145 th Place SE to 156 th Avenue NE) –Phase II	26
2010 Overlay Program	27
SE 36 th Street (Factoria Blvd to 147 th Avenue).....	27
Factoria Blvd (Coal Creek Parkway to Newport Way).....	27
SE 60 th Street (Lake Washington Blvd – 120 th Avenue SE).....	28
SE 60 th Street (126 th – Coal Creek Way)	28
119 th Avenue SE (SE 60 th Street to SE 56 th Street)	28

The City of Bellevue supports walking and biking as safe, healthy and attractive alternatives to driving. In February 2009 the City Council approved a new [Pedestrian and Bicycle Transportation Plan](#). The 2009 Plan aims to achieve the following:

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



This report is a year-end update on progress made in implementing the Pedestrian and Bicycle Plan.

CONSTRUCTION PROJECTS

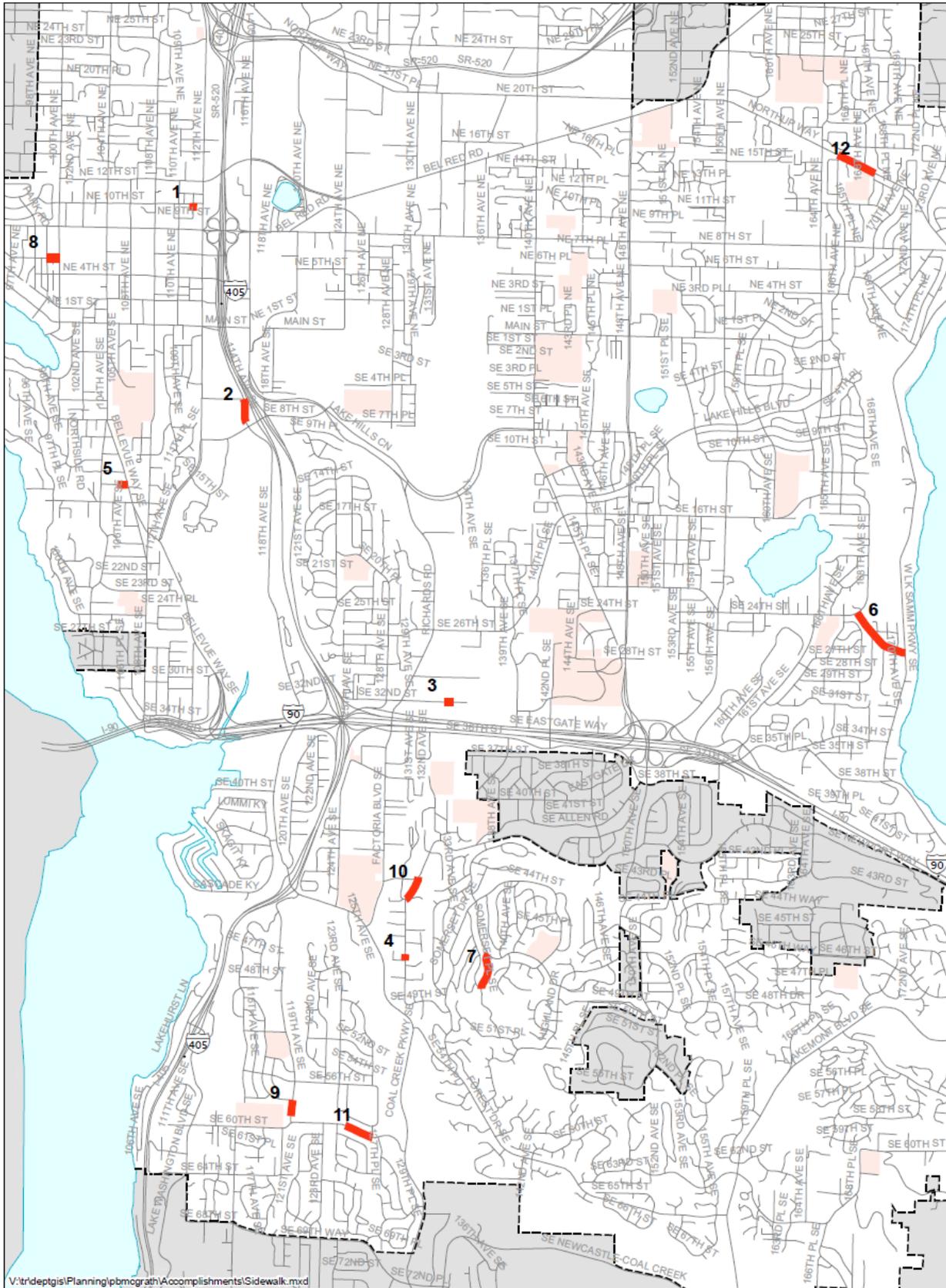
The 2009 Pedestrian and Bicycle Transportation Plan includes 435 projects that when built will yield 90 miles of sidewalk, 144 miles of bikeway, and 20 miles of trail facility improvements. Every year the City advances the implementation of the pedestrian and bicycle network as envisioned in the Ped/Bike Plan. Projects do not always construct the full design specifications detailed in the Ped/Bike Plan due to limited budgets or neighborhood opposition. However, progress toward completion of the non-motorized network is often a direct result of citizen involvement, innovative designs, and creative funding solutions including leveraging support from a variety of sources:

- Pedestrian Access Improvements Program of the Capital Investment Program (CIP) completes segments of sidewalk that fill gaps in the system along arterial streets, provide key linkages to community resources, or enhance pedestrian mobility and safety.
- Partnership funding from other CIP programs, such as the Neighborhood Enhancement Program (NEP). These programs usually build smaller scale pedestrian improvements along residential streets.
- Projects built in conjunction with CIP-funded roadway improvements. For example, when a street or intersection is upgraded to enhance vehicular circulation, sidewalk facilities are also constructed/improved to the specifications described in the Ped/Bike Plan or warranted by the City's development standards.
- Projects built by public or private developers responsible for constructing street frontage improvements or other pedestrian and bicycle facilities included in the site development plan.

During 2009, a number of projects identified in the 2009 Ped/Bike Plan were constructed. As indicated in Table 1 below, 6,828 feet of new sidewalk facilities identified in the 2009 Plan were added to the non-motorized network. An additional 740 feet of new sidewalk facilities were constructed by three development review projects at locations not referenced in the 2009 Plan. In 2009, 4,940 feet in new on-street bicycle facilities were added to the network. And, 350 feet in new off-street path facilities were added to the network. All of the on-street bicycle and off-street path facilities were identified in the 2009 Plan. These figures exclude the 7,835 feet of sidewalk facilities rebuilt in 2009; of which 6,835 feet are associated with development review requirements and 1,000 feet are associated two City CIP projects (NE 8th street widening and Lake Washington Blvd Trail repairs). The sidewalk and bicycle facility locations identified in Figures 1 and 2 correspond to the Id # reflected in Table 1.

Table 1: 2009 Non-Motorized Facilities (New)

Id	Name	Location	Source	PB_Proj	Status	Notes	Length
1	Ashwood Commons II	909 112th NE	DevRev				200
2	Residence Inn by Marriott	655 114th Av SE	DevRev	S-329-W	Complete		650
3	Puget Sound Energy	13230 SE 32nd St	DevRev		Partially complete		250
4	Chen Short Plat	4640 130th SE	DevRev	S-448-E	complete	170' of 2194' (8%)	170
5	Botch PUD	10448 SE 14th	DevRev				290
6	SE 26th Sidewalk	SE 26th St between 168th Ave SE and West Lake Sammamish Parkway	WB-76	S-347-S	Complete		1795
7	Somerset Sidewalk	Somerset Ave SE between Somerset Blvd SE and Somerset PI SE	WB-76	S-449-W	Complete		1011
8	NE 5th Sidewalk	NE 5th St between 99th Ave NE and 100th Ave NE	DevRev and WB56	S-411-N	Complete	Developer (Continental Apts) contributed 30k of \$72k.	300
9	119th Sidewalk	119th Ave SE between SE 58th St and	WB-56, PW-M-3	S-455-W	Complete		445
10	130th PI Sidewalk	130th PI SE between SE Newport Way and 130th Ave SE	NEP and WB56	S-448-E	Partially complete	S-448-E calls for sidewalks from Newport to SE 48th. This project complete from Newport to about SE 44th -- about 22%	717
11	SE 60th Sidewalk	SE 60th St between 126th Ave SE and 128th Ave SE	WB72	S-368-N	Partially complete	S-368-N completed from 126th to 128th (600 of 700', 86%). B-157-N completed from 126th to 128th (600 of 6287', 9.5%)	600
12	Northup Way Sidewalk	Northup Way NE between 165th Ave NE and 170th PI NE	NEP	S-311-N	Partially complete	Pervious material	1140
13	Highland Middle School Trail	15027 Bel Red Road	WB56	O-114	Partially complete	350' of 2929' (12%)	350
14	SE 26th Bike Lane	SE 26th St between 168th Ave SE and West Lake Sammamish Parkway	WB-76	B-143-N	Complete		1795
15	SE 60th Bike Lanes	SE 60th St between 126th Ave SE and 128th Ave SE	WB72	B-157-N	Partially complete	S-368-N completed from 126th to 128th (600 of 700', 86%). B-157-N completed from 126th to 128th (600 of 6287', 9.5%)	600
16	Northup Way Bike Lane	Northup Way NE between 166th PI NE and 168th Ave NE	NEP	B-117-N	Partially complete		1140
17	Main St Walking Area	Main St between 156th Ave NE and 158th PI SE	NEP	S-421-N	NA	Separated from travelway by curb	750
18	164th Wide Shoulder	164th Ave NE between NE 8th St and NE 6th St	NEP and WB56	S-324-E	NA	S-324-E called for sidewalk. Citizen requested a wide shoulder and that was built under NEP-1	655



V:\trdeptgis\Planning\pbm\grath\Accomplishments\Sidewalk.mxd

Figure 1: 2009 Pedestrian Projects

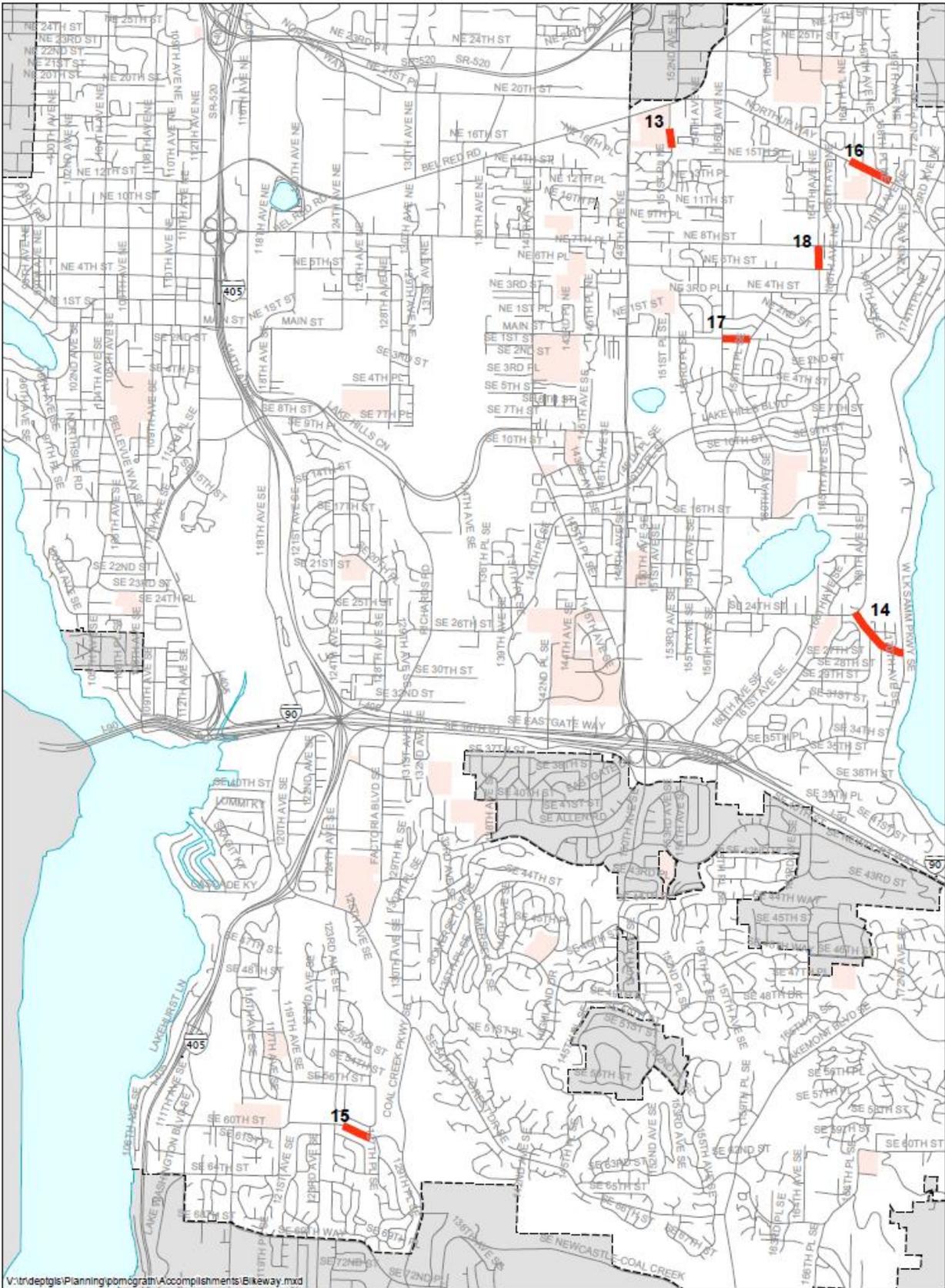


Figure 2: 2009 Bicycle Projects

PROJECT SUMMARIES

The following are project summaries of completed projects in 2009.

SE 26th Street Sidewalk

This project constructed approximately 1800' of 6' sidewalk on the south side of SE 26 St between 168th Ave SE and West Lake Sammamish Parkway SE, along with a 5' bicycle lane on the north side of 26th. The project was substantially complete in June 2009. It was funded through the Pedestrian Access Improvements program (PW-WB-56) and completes Pedestrian-Bicycle Plan projects S-347-S and B-143-N.

Before:



After:



Somerset Avenue SE Sidewalk

Completed in April 2009, this project constructed about 1011' of 5'-wide sidewalk on the west side of Somerset Ave SE between Somerset Blvd SE and Somerset Pl SE. It was funded through the Neighborhood Sidewalk program (PW-W/B-76) and completes Pedestrian-Bicycle project S-449-W.

Before:



After:



NE 5th Street Sidewalk

This project installed 300' of 6'-wide sidewalk, curb, and gutter on the north side of NE 5th St, from 99th Ave NE to 100th Ave NE, in the West Bellevue neighborhood. The redevelopment of the adjacent property provided the opportunity for a public-private partnership; the developer paid \$30,000 toward the \$72,682 cost with the rest funded through the Pedestrian Access Improvement program. This sidewalk completes Pedestrian-Bicycle Plan project S-411-N.

Before:



After:



119th Ave SE Sidewalk (south of SE 58th Street)

This project installed 445' of 5'-wide sidewalk, curb, and gutter on the west side of 119th Ave SE, south of SE 58th St. in the Newport neighborhood. This project also repaired sidewalk on SE 60th St. Construction was completed in June 2009. The Pedestrian Access Improvements program funded the construction of the sidewalk, while the Curb, Gutter, Sidewalk Rehabilitation Program (PW-M-3) paid for the curb and gutter. The sidewalk repair on SE 60th St was funded by the Major Maintenance Program (PW-M-19). This sidewalk completes Pedestrian-Bicycle Plan project S-455-W.

Before:



After:



130th Place SE Sidewalk (Newport Way to 130th Avenue SE)

This project installed about 700' of 6'-wide sidewalk, curb, and gutter on the east side of 130th PI SE, from Newport Way to the frontage of St. Madeleine Sophie Church near 130th Ave SE. This Factoria neighborhood project began construction in 2008 and was completed in February 2009. It was funded by the Neighborhood Enhancement Program (NEP-1) and Pedestrian Access Improvement program. It partially completes Pedestrian-Bicycle Plan project S-448-E. S-448-E calls for sidewalks from Newport to SE 48th St—this project installed sidewalks from Newport Way to SE 44th St, about 22% of the total recommended length.

Before:



After:



164th Avenue NE Widened Asphalt Shoulder (NE 6th Street to NE 8th Street)

This project widened 655' of existing 2'-wide shoulder to 5' on the east side of 164th Avenue NE, between NE 6th Street and NE 8th Street. Initiated by a citizen request to the Neighborhood Enhancement Program (NEP-1), the goal of the project was to help bicyclists transition from a widened shared lane, south of NE 6th St, to a bike lane, north of NE 8th St. The project also included some brush trimming and clearing. It funded by a combination of Neighborhood Enhancement and Pedestrian Access Improvement money, and was complete by December 2009.

Pedestrian-Bicycle Plan project S-324-E recommends a sidewalk for this location.

Before:



After:



Northrup Way Sidewalk (165th Avenue NE to 168th Avenue NE)

The project installed a 6' pervious sidewalk on the north side of Northrup Way between 165th Ave NE and 168th Ave NE, and extended the 5' bike lane within those same limits. This project was funded primarily by the Neighborhood Enhancement Program. It concluded in May 2009, and completes portions of Pedestrian-Bicycle projects S-311-N and B-117-N.

Before



After:



SE 60th Street Sidewalk and Bike Lanes

This project constructed approximately 600' of 6'-wide sidewalk and 5'-wide bike lane on the north side of SE 60th Street between 126th Ave SE and 128th Ave SE. It was completed in the late summer of 2009, and completes portions of S-368-N (about 85%) and B-157-N (9.5%).

Before:



After:



Highland Middle School Trail

The project constructed approximately 350' paved trail through Highland Middle School property, establishing a connection between the Chevy Chase neighborhood and the Bel-Red Corridor. It completes about 12% of Pedestrian-Bicycle Plan project O-114.

Before:



After:



Main Street Pedestrian Facility

This project created a walking area on the north side of Main Street between 156th Ave NE and 158th PI NE by separating a four foot section of the street from the westbound travel lane with a curb. This is a temporary improvement until funding is available for the construction of a sidewalk. It was funded through the Neighborhood Enhancement Program and corresponds to part of Pedestrian-Bicycle Plan project S-421-N.

Before:



Under construction:



Drainage Grate Replacement

Policy TR-82 of Bellevue's Comprehensive Plan policy instructs City staff to "[m]inimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk." Where bikes may be present, drainage grates that have bars parallel to the roadway are being replaced with a bicycle safe design. A bicycle-safe drainage grate at the proper height improves bicyclist safety. In 2009, 168 drainage grates were replaced by the Utility Department with bicycle compatible designs.



Sidewalk Curb Ramps

Since pedestrian facilities must be accessible to persons with disabilities, Bellevue addresses ADA compliance on all of its CIP related project streets and in the City's overlay program. The 2009 Overlay program, completed \$0.5 million in ADA ramp upgrades (replacing 80 sidewalk curb ramps).



DEVELOPMENT REVIEW PROJECTS

Bellevue Comprehensive Plan TR-55 directs the City to “[w]ork with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, office, and other types of development.” To that end, the Bellevue Land Use Code requires that private developers contribute money toward the construction of sidewalks and other frontage improvements (LUC 20.20.560D). In 2009, Transportation Department staff worked with private developers to build more than 1.6 miles of sidewalk in association with construction projects, about 1,860’ of which represent new facilities. Following is a list of projects that resulted in new sidewalk footage.

Ashwood Commons Sidewalk (909 112th Avenue NE)

200’ of 12’-wide sidewalk on east side of 111th Ave NE between NE 10th Street and NE 9th Street.

Residence Inn by Marriott (655 114th Avenue SE)

650’ of 6’-wide sidewalk on the west side of 114th Avenue SE between SE 6th Street and SE 8th Street. It completed Pedestrian-Bicycle Plan project S-329-W.

Puget Sound Energy (13230 SE 32nd Street)

250’ of 6’-wide sidewalk on SE 32nd Street east of Richards Road.

Chen Short Plat (4640 130th Avenue SE)

170’ of 6’-wide sidewalk on 130th Avenue SE north of SE 46th Street. It completed 8% of Pedestrian-Bicycle Plan project S-448-E.

Botch PUD (10448 SE 14th Street)

290’ of 6’-wide sidewalk on SE 14th Street west of Bellevue Way.

EDUCATION, EVALUATION, AND ENCOURAGEMENT PROGRAMS

Education, evaluation, and encouragement are three of the often cited “5 Es” needed for making a community bicycle and pedestrian friendly. These efforts are in support of Project P-100 in the 2009 Pedestrian and Bicycle Transportation Plan which directs staff to “[d]evelop an education program to better inform users of the pedestrian, trail, and bicycle system. The program should develop an effective share the road/share the trail concept for the broader public, and include updated system maps available from the City in a variety of forms. The program should also focus on implementing signage, wayfinding, and other mechanisms to help users navigate the pedestrian and bicycle system.”

Downtown Bicycle Parking

Transportation staff installed 24 bicycle racks on Downtown sidewalks. The project cost an estimated \$5,000 and was paid for through a \$300,000 Growth and Transportation Efficiency Center (GTEC) grant from WSDOT. 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 p149) 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).



Pedestrian Wayfinding Kiosks

Wayfinding is considered a key element of an established, complex downtown and the installations are seen as contributing to the character of public spaces. Staff from Planning & Community Development and Transportation collaborated over the past several years to develop a comprehensive way-finding design manual.

The installation of nine “wayfinding kiosks” – jointly funded by the City and a grant from Sound Transit – in 2009 helps downtown pedestrians navigate to significant cultural, entertainment, shopping, transit and civic attractions. Implementation took place in two phases. The first set of four wayfinding kiosks was installed along the Pedestrian Corridor and NE 6th Street. The second phase included five kiosks that were located on Main Street/112th Ave NE, Bellevue Way/NE 4th Street, 110th Avenue NE/NE 10th Street, and near the Rider Services Center in the Bellevue Transit Center.

The kiosks feature a downtown map, a panel that tells a story related to the kiosk location and directional signs to various destinations. The design includes a tree-like form of forged and fabricated steel (called “*Topos*”) that look like branches growing from the tops of the kiosks.



Bicycle Wayfinding

In 2009 the Puget Sound Regional Council awarded approximately \$150,000 to five Eastside cities (Bellevue, Bothell, Issaquah, Kirkland, and Redmond) to develop a network of bicycle wayfinding signs, similar to the network that Seattle is currently installing (example shown in photo at right). The Bellevue Transportation Department began planning the system and working with its partner jurisdictions to develop common signing guidelines, with installation scheduled to begin in spring 2010.

Bellevue’s wayfinding program is responsive to the 2009 Pedestrian and Bicycle Transportation Plan, which directs staff to “[i]ninstall way-finding and route signs and provide maps and internet based information to guide users through the pedestrian and bicycle systems” (PB-8). It is also consistent with regional planning goals to enhance multi-modal connections between centers and adjacent jurisdictions (PSRC Destination 2030, Policy RT 8.1).

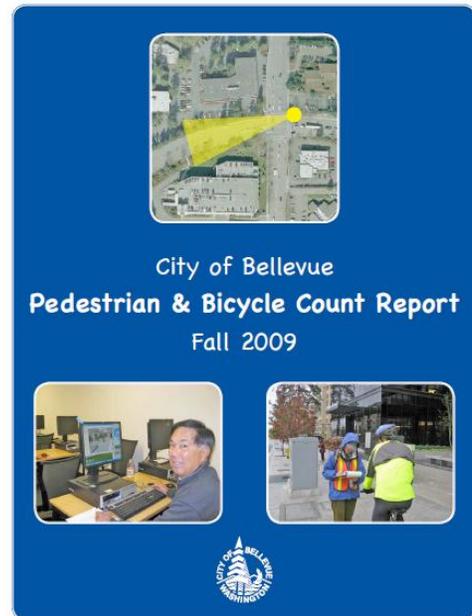


Pedestrian and Bicycle Counts

Policy PB-29 of Bellevue's Comprehensive Plan policy instructs Transportation Department staff to "develop procedures to collect data in order to measure pedestrian and bicycle usage on an ongoing basis." These data will help track Bellevue's progress toward its goals of improving bicycling and walking conditions in the city. The information has other potential uses as well: it can reveal usage and demand trends, enable detailed safety analyses, and help decision makers weigh competing transportation investments.

In response to this directive, City of Bellevue staff and citizen volunteers counted bicyclists and pedestrians at a total of 13 sites throughout the city on Tuesday September 29th 2009. This was the second annual count of its type, and the first to use video capture technology. Volunteers also conducted intercept interviews at one site downtown on October 1st, surveying a total of 62 pedestrians and bicyclists.

The [pedestrian and bicycle count](#) was part of a statewide effort to document commuters in the morning and evening of Sept. 29.



TRACKS Outdoor Initiative

[TRACKS](#) is a Parks & Community Services initiative promoting outdoor adventure, youth leadership and environmental stewardship. TRACKS' mission is to encourage outdoor opportunities for all ages, abilities and income levels, opportunities that develop life skills and knowledge for a healthy community.

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

The cycling classes were piloted in 2009 (3 courses offered). In 2010, the City is doubling programs to host 6 maintenance workshops, 2 Urban Cycling Techniques courses, 1 Riding with Confidence course, and 1 Teen Mountain Bike weeklong "Dirt Camp"

City of Bellevue Parks & Community Services is now offering
RIDING WITH CONFIDENCE

Get around Bellevue on a bicycle with safety and style this season. Familiarize yourself with bicycling basics and make safe trips a priority. This beginner level course will teach positive and confident riding techniques, rules of the road and more. It is an interactive course taught by professionals from Cascade Bicycle Club.

Three-part course. Helmet and bicycle required. \$75

April 6 & 8, 2010 • 6-8:30pm
April 10, 2010 • 9:30am-12:30pm
North Bellevue Community Center
Ages 18 and older

For more information call 425-452-6885 or visit www.myparksandrecreation.com
ACTIVITY 03087

This information will be provided in alternate formats for individuals with disabilities upon request. We make every effort to ensure participation, please provide two weeks notice for special needs requests. Assistance for the deaf and hard of hearing can be provided through the TTY (Telecommunications Relay Service).

Bike Bellevue Web-Based Social-Networking

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

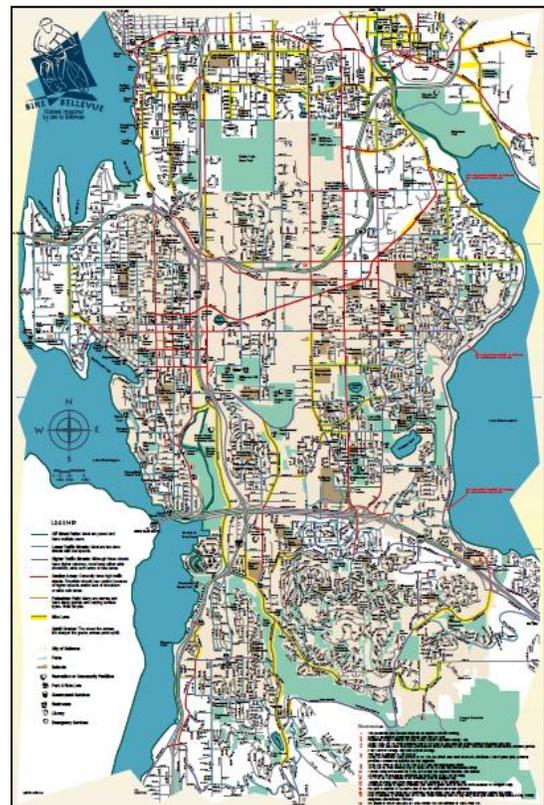
The [Bike Bellevue](#) group invites cyclists in Bellevue to identify their preferred bicycle routes so that others interested in cycling in the city will benefit from their knowledge. With narrative descriptions and elevations, the routes make clear how skilled or fit riders need to be to do a ride. There are quite a few routes identified, so if you're looking for the best alternative to get in and around city traffic, you'll find some good suggestions.



"I just looked at the (Bike Bellevue) site, and it looks like a great service," wrote Richard Edwards in an email to Transportation staff. Mr. Edwards regularly commutes by bike to Bellevue from Seattle. "It could be just the place to add routes my coworkers could use to get here. It's really quite amazing how tracing a route on a map can make the concept of riding to work appear as more of a real possibility," Edwards noted.

Bike Map

It had been six years since the last update of the City's Bike Map. In 2009, staff oversaw an update of the City's [bike map](#), a notable refinement is the identification of streets with bike lanes. The new map also features good cycling routes, including off-street paths, as well as safety tips.



Bike Safety Fair

Police and Transportation staff coordinated with the Optimist Club in organizing the 4th Annual Bike Safety Fair at Lake Hills Elementary School. The Bike Safety Fair teaches children the importance of rider safety and provides a fun outing for families.

The event was for children in kindergarten to fifth grade. Free attractions at the safety fairs included:

- **Bike safety:** A bicycle obstacle course, bike safety tips, bike and helmet inspections, and bike tune-ups.
- **Gear and goodies:** Free bike helmets for children who don't already have one. Also, prizes, crafts, face painting and goodie bags.
- **PedBee:** Bellevue Police officers were on hand for helmet fittings, a Transportation Department booth had information on pedestrian safety, and PedBee, the city's pedestrian safety mascot, buzzed in for the event.

Sponsors of the safety fairs include: Overlake Hospital Medical Center, Washington Imaging Services, Optimist International, Prevail Credit Union, 98.9 KWJZ, City of Bellevue, City of Issaquah, Beacon Plumbing, Gregg's Cycle, Banic Chiropractic, Huntington Learning Center, The Issaquah Press, Sammamish Review, Red Robin, Huntington Learning Center, Eastside Pediatric Dental Group, Forest Ridge School and The Girl Scouts.

Bicycle Safety Brochure

Police and Transportation Department staff collaborated in developing a [bike safety brochure](#) for children. These brochures are distributed at Bellevue schools and at community events like the Bike Safety Fair.

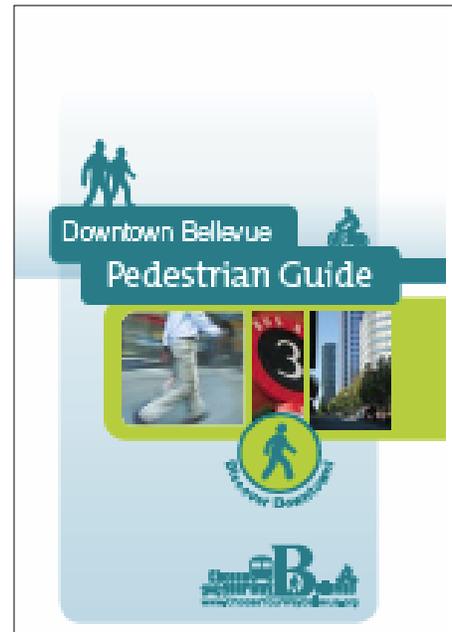
Commuter Connection Bicycle Repair Service

In October 2009, a bike repair service was launched at the Commuter Connection at the Bellevue Transit Center. The Bike Repair service complements the secure bicycle parking (available 24/7, on a membership basis) and walk-up commute planning assistance offered at the Commuter Connection. For 2010, the Commuter Connection will be offering several Free Minor Bike Repair Days for the public; these will be announced on the City's travel options website, ChooseYourWayBellevue.org.



Downtown Pedestrian Guide

In late 2009, the City released an updated and enhanced version of the Downtown Pedestrian Guide map. Developed in collaboration with the Bellevue Downtown Association/TransManage and King County Metro, the map is intended to help residents, workers and visitors understand their transit options and the services available in downtown and find their way on foot. Pick one up at the Commuter Connection, at City Hall or at office and residential building lobbies throughout downtown. Or visit ChooseYourWayBellevue.org to view or download a PDF version of the map.



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. Leading up to Bike-to-Work Day, national, regional, and local bicycle advocacy groups encourage people to try bicycle commuting as a healthy and safe alternative to driving by providing route information and tips for new bicycle commuters.

As in years past, the City of Bellevue (Transportation and Parks staff) participated in the regional Bike to Work Day event. Participation in the event involved staffing the I-90/Enatai Station, one of 44 commuter stations around the region for bicyclists heading to work in the morning. There were snacks, drinks and schwag available for bike commuters. Many stations had mechanics on duty for light repairs. 502 cyclists passed by the Bellevue Commute Station on I-90 in the 6 AM to 9 AM period.



Flickr: [ebis50](#)

Public Relations

In 2009, the City's pedestrian and bicycle program activities generated interest in the media. The public exposure from these news stories (both in print and television) promotes walking and cycling as healthy and safe travel options to residents. As such, these efforts present residents with a different viewpoint on how they might view their city, its environment, and future.

- *Bellevue Reporter 10/13 – “Bike maintenance classes coming to Bellevue”*
http://www.pnwlocalnews.com/east_king/bel/community/64141902.html
- *King 5 News story aired on 10/3 (at 5 and 11 PM) on Bellevue's efforts to promote cycling.*
The story launched with the message that Bellevue has “ambitious plans to make it easier and safer to get around by bicycle” then included some cover footage of downtown cyclists and people using the I-90 trail connection. The main message: “We’re working with our transit partners and neighboring cities to ensure that people have choices in how they get around Bellevue.”
- *Seattle Times article 10/2 – “Bellevue plan calls for 80 miles of bike lanes”*
http://seattletimes.nwsourc.com/html/localnews/2009985018_bellevebikes02m.html
- *Bellevue Reporter article 8/9 on “Bike safety fair Sunday in Bellevue”*
http://www.pnwlocalnews.com/east_king/bel/community/47446137.html
- *Bellevue Reporter article 4/30 – “Bellevue takes steps to increase cycling and walking”*
http://www.pnwlocalnews.com/east_king/bel/community/44083047.html



2010 PROJECTS

We know that the year ahead will be a great challenge, especially given the downturn in the global economy. Because experts predict significant economic recovery will take several years, we can expect our revenue challenges to continue for some time. That said the City is on schedule in 2010 to make investments in the following pedestrian and bicycle projects.

116th Avenue SE Sidewalk (SE 60th Street to SE 61st Place)

A 5' sidewalk will be constructed to fill the gap on the east side of 116th Ave SE between SE 60th St and SE 61st St. This sidewalk is funded by Pedestrian Access Improvement and Neighborhood Traffic Calming Programs, and will be constructed Spring 2010, weather permitting. This work will be done in advance of the 116th Avenue SE street resurfacing.

Before construction:



152nd Avenue SE (Newport Way to SE 46th Street)

This project is scheduled to begin in March 2010 and conclude by September 2010. It includes construction of a 6'-wide concrete sidewalk and 5'-wide bicycle lane on the west side of 152nd Avenue SE between Newport Way and SE 46th Street.

Before Construction:



NE 8th Street Sidewalk Rehabilitation (west of 156th Avenue NE)

This project will replace a 8'-wide tree root-damaged sidewalk with a 6'-wide sidewalk with 4' continuous planting strip on the north side of NE 8th St, west of 156th Ave NE.

Before Construction:



100th Ave SE Sidewalk (south of SE 5th Street)

This project will install approximately 95' of sidewalk to fill a gap on the west side of 100th Ave SE, south of SE 5th Street.

Before Construction:



SE 24th Street Sidewalk (west of Kamber Road)

Installing one block of 5' sidewalk, curb, and gutter on north side of SE 24th St, west of Kamber Rd.

Before Construction:



Northrup Way Roadway Improvements (120th Avenue NE to 124th Avenue NE)

This project is currently under construction and includes the addition of a second eastbound lane on Northrup Way between 120th Ave NE and 124th Ave NE, a second left turn lane at the intersection of Northrup Way and 124th Ave NE and a right turn lane on 124th Ave NE. This project also installed 6'-8' sidewalks and a 4' shoulders for bikes on both sides of Northrup Way. Work is expected to be substantially complete by June 2010

Before Construction:



Factoria Multi-Use Path Connection

This project is currently in design and will advertise for construction in the spring of 2010 with construction taking place in the summer and fall of 2010. The scope of this project is to construct a 10 ft wide asphalt pedestrian and bicycle path in WSDOT Right-of-Way/Limited Access to connect 124th Ave SE at Factoria Mall and the Mountains to Sound Trail at the Interstate 90 off-ramp near Factoria Blvd SE.

Before Construction:



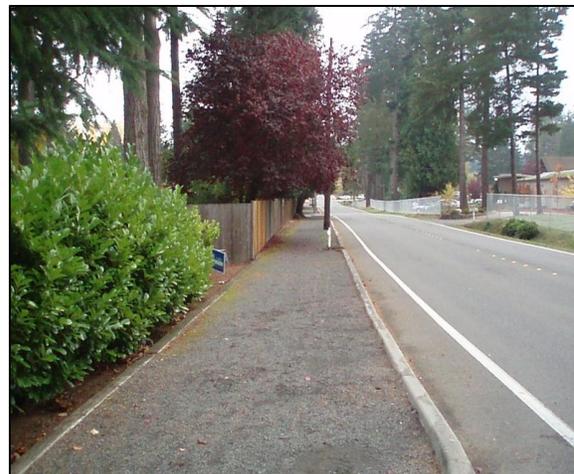
145th Place SE Improvements (SE 16th Street to SE 24th Street) and SE 22nd Street Sidewalk (145th Place SE to 156th Avenue NE) –Phase II

This phase will continue the improvements on 145th Place SE from SE 16th St. to SE 24th Street, and will also include pedestrian improvements on the north side of SE 22nd Street between 145th Place SE and 156th Avenue SE. The proposed improvements include construction of a 6'-wide concrete sidewalk and 5'-wide bicycle lane on both sides of 145th Place SE between SE 16th Street and SE 24th Street (5,300 feet). A sidewalk will be constructed to fill the gap on the north side of SE 22nd Street between 145th Place SE and 156th Avenue NE (1,315 feet). This project is scheduled to begin in summer of 2010 and conclude by fall 2011.

Before Construction on 145th PI SE:



Before Construction on SE 22nd St:



2010 OVERLAY PROGRAM

Pavement overlays offer opportunities to improve the riding surface for cyclists, and to restripe the street with bike lanes. As reflected below, the City of Bellevue's 2010 overlay program includes 14,415 feet of bicycle facility improvements.

SE 36th Street (Factoria Blvd to 147th Avenue)

Bike lanes both sides (7,390 feet).



Factoria Blvd (Coal Creek Parkway to Newport Way)

Bike lanes both sides (1,380 feet).



SE 60th Street (Lake Washington Blvd – 120th Avenue SE)

Bike lanes both sides (2,540 feet).



SE 60th Street (126th – Coal Creek Way)

North side bike lane and south side shoulder (1,950 feet).



119th Avenue SE (SE 60th Street to SE 56th Street)

Bike lanes on both sides (1,155 feet).

