



MEMORANDUM

DATE: November 14, 2008

TO: Chair Orrico and Members of the Planning Commission

FROM: Franz Loewenherz, Senior Transportation Planner
floewenherz@bellevuewa.gov 425-452-4077

SUBJECT: Public Hearing for Pedestrian and Bicycle Transportation Plan Update
Comprehensive Plan Amendment (File Number: 07-123138-AC)

On November 19, 2008, the Planning Commission is scheduled to conduct a public hearing to receive testimony related to a Comprehensive Plan Amendment (CPA) for the Pedestrian and Bicycle Transportation Plan Update.

The City Council initiated the update to the 1999 Pedestrian and Bicycle Transportation Plan consistent with Comprehensive Plan policy that calls for periodic updates. The proposed Pedestrian and Bicycle Plan Comprehensive Plan amendments are the product of extensive public outreach, background research, inter-agency coordination, and detailed field work. The policies, projects, and priorities for project implementation were reviewed multiple times and ultimately recommended by the Transportation Commission at its September 11, 2008, meeting.

In the October 30, 2008, staff report, city staff propose refinements to the Transportation Commission package based on Planning Commission direction from the October 22, 2008, study session on the Ped-Bike Plan CPA, which include:

- Revisions to Policy PB-2 to clarify its timing objectives and make it consistent with the Comprehensive Plan's general tone
- Revise Policy TR-79 clarifying the intent of providing facilities for residents with special accessibility needs
- Document the project prioritization methodology used to develop project priority rankings
- Editorially refine some text to make it consistent with the Comprehensive Plan's general tone

Proposed Ped-Bike Transportation Plan Update CPA amendments include:

Amend the Transportation; Urban Design; and Parks, Open Space, and Recreation Elements; and the Pedestrian and Bicycle Transportation Facility Plan (Ped/Bike TFP) of the Comprehensive Plan. The Pedestrian and Bicycle Update proposes amendments to existing policies and the addition of new policies to ensure the Plan realizes the overall vision of a robust, integrated non-motorized network, including:

- Amend existing Policies TR-14, TR-25, TR-26, TR-43, TR-46, TR-54, TR-55, TR-70, TR-79, TR-85, TR-94, and TR-98 and add a Goal statement to the Pedestrian and Bicycle Transportation System section

- Replace Figure TR-11 (Pedestrian System) and Figure TR-12 (Bicycle System) in the Transportation Element with new network maps
- Amend Policy UD-53 of the Urban Design Element articulating the overall vision of implementing the Mountains-to-Sound Greenway concept
- Amend Policy PA-21 of the Parks, Open Space and Recreation Element to make specific reference to the Burlington Northern Santa Fe (BNSF) trail system
- Amend existing policies and add new policies in the Pedestrian and Bicycle Transportation Facility Plan to update the overall vision of realizing a robust, integrated non-motorized network
- Amend the project list and maps in the Pedestrian and Bicycle Transportation Facility Plan to ensure the plan update responds to current transportation needs

The October 30, 2008, staff report provides additional background information, discusses the public notice process, and analyzes the consistency of the proposal with the Comprehensive Plan Amendment decision criteria. Please **bring the October 30 staff report** to the November 19 Planning Commission public hearing.

Questions raised at the October 22 Planning Commission Study Session include: (i) the prioritization methodology used in arriving at the prioritized project list for the Pedestrian and Bicycle Transportation Plan Update; and, (ii) the proposed pedestrian and bicycle projects along the 140th Avenue NE corridor. These two topics will figure prominently in the staff presentation at the November 19 public hearing.

Prioritization Methodology

The City's current and previous pedestrian and bicycle transportation facility plans include prioritized project lists. The 1993 Plan was structured similar to the proposed plan update, with each project in the project list assigned a general priority: high, medium, or low. High priority projects being those that are most urgent and are recommended for construction as soon as possible. The 1999 Plan was structured under the premise that the projects in the plan would be implemented in a 30 year time-period: (i) Priority A project being targeted for completion in the first half of the 30-year planning cycle; and, (ii) Priority B projects being targeted for completion in the second half of the planning cycle. Since the proposed plan update does not include a completion time-horizon, project prioritization is generalized to a high, medium, or low rating. Therefore, there is precedent for prioritized project lists being part of the facility plan, which have been part of the Comprehensive Plan. Transportation staff and the Transportation Commission believe that it is important to prioritize projects, given the number of projects overall, and the reality that it will take several decades to complete all of the projects in the plan. A prioritized project list will help direct decisions about which projects to implement first.

At the October 22 study session, the Planning Commission asked for more information about how the priorities were arrived at by the Transportation Commission; the policy basis for the project priorities and how this in turn informed the quantitative, GIS-based ranking, and subsequent refinements by the Commission. Additionally, the Planning Commission discussed how information about the prioritization process should be included in the Comprehensive Plan.

The prioritization methodology (see Attachment A) is proposed to be documented in the Pedestrian and Bicycle Plan, the separate stand-alone functional plan document (which, unlike the Pedestrian and Bicycle Transportation Facility Plan currently being considered by the Planning Commission, is

not part of the Comprehensive Plan). The functional plan document provides the opportunity to provide greater background information and detail, and therefore is a good location for retaining information about the current planning process and prioritization. In response to the Commission's question, staff recommends revising the following text at the beginning of the pedestrian and bicycle projects lists in the Comprehensive Plan to reference the methodology contained in the functional plan as the source for additional details:

“For more detailed policy and programmatic guidance, see the Pedestrian and Bicycle Transportation Plan and Parks and Open Space System Plan. For more detailed information on the methodology employed in arriving at the high, medium, and low rankings in the project list, see the Pedestrian and Bicycle Transportation Plan Update.”

As noted, the benefit of including prioritization in the Comprehensive Plan is that it provides the first level of project prioritization for Bellevue's funded seven year-priorities outlined in the Capital Investment Program (CIP). It also assists the City in formulating the Transportation Facilities Plan (TFP), the city's 12-year, or intermediate-range, transportation planning document. Both the CIP & TFP documents include high-priority projects from other long-range plans and projects that address emerging needs and opportunities.

Staff recommends that the plan contain the prioritized project list as currently proposed. If the Planning Commission feels that it is inappropriate for it to pass on a prioritization recommendation to Council, it could include in its recommendation a note that Commission takes no action on the prioritization allowing the Council to consider the Transportation Commission's recommendation directly. The Planning Commission could also choose to recommend removal of the prioritization column from the project list in the Comprehensive Plan, while keeping it in the functional plan. Should the Planning Commission elect to eliminate the prioritization column, staff would propose to retain the prioritized ranking system in the Pedestrian and Bicycle Transportation Plan (the functional plan document) and modify the following text at the beginning of the pedestrian and bicycle project lists in the Comprehensive Plan:

“Pedestrian and Bicycle Project Maps show locations of proposed projects and identify each project by facility type. Project numbers listed on these maps are cross-referenced to the Project Lists. ~~All projects listed in the plan are prioritized. Priority A “High priority” projects address safety issues, provide access to activity centers, create links to transit or school bus systems, or complete connections between planned pedestrian or bicycle facilities or trails. System connectivity is an additional consideration for “high priority” Priority A projects. These projects should be completed within the first half of the 30-year plan. Priority B projects, on the other hand, will be built as opportunities arise. Therefore, these projects may or may not be completed within the first half of the plan's timeframe.~~ The prioritization of the projects in Table 1: Pedestrian Network Plan Update and Table 2: Bicycle Network Plan Update of the Comprehensive Plan is documented in the Pedestrian and Bicycle Transportation Plan Update. For more detailed information on project priorities and the methodology employed in arriving at the high, medium, and low rankings in the project list, see the Pedestrian and Bicycle Transportation Plan Update.”

140th Avenue NE Corridor Project

As indicated in the staff report, the proposed pedestrian and bicycle projects along the 140th Avenue NE corridor have generated the greatest level of public interest and discussion of all of the projects included in the plan. While some in the affected Bridle Trails neighborhood support the project as recommended by the Transportation Commission, many have been opposed. Those opposed support a narrower roadway prism that does not include bike lanes; others have recommended removing any bicycle facility from 140 Avenue NE.

The Transportation Commission determined that the 140th Avenue NE corridor represents a critical component in the City's north-south bike corridor network linking bicyclists and other non-motorized users between Redmond and I-90. After extensive deliberation, the Transportation Commission felt strongly that an integrated bicycle route network is needed that connects the boundaries of the city limits, and connects to the broader regional bicycle system. Therefore, the Commission recommends bicycle lanes along 140th Avenue NE to fill the missing link and connect to existing bicycle lanes at NE 60th in Redmond down to existing bike lanes at NE 8th to the south. This action is consistent with the current (1999) Pedestrian and Bicycle Transportation Plan.

At the October 22 study session, the Planning Commission received public testimony on the corridor. The public's testimony prompted the Commission to request a field packet (see Attachment B) to assist in its review of the 140th Avenue NE projects. The Planning Commission expressed interest in arriving at a project description that is flexible enough to account for both neighborhood interests while supporting the City's non-motorized network. In the staff report, staff does not recommend changes to the Transportation Commission recommendation for the 140th Avenue NE corridor from NE 60 to NE 24:

- S-304-E: Add a 6 foot wide pathway or sidewalk on the east side of NE 140th Avenue NE from NE 60th Street to NE 40th Street.
- B-105-E: Add a 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.
- B-105-W: Add a 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.

It is anticipated that the Commission will hear additional public comments on this issue at the Public Hearing. Following public input, staff will be prepared to review with the Planning Commission the language of the project descriptions and consider options to ensure that the projects are designed with public input and sensitive to their local context, if needed. Context sensitive design is already a major policy theme in the plan update.

PUBLIC COMMENT

Additional comments, for and opposed to the projects on the 140th Avenue NE corridor, have been received on the Ped/Bike Plan Update, which are attached.

STAFF RECOMMENDATION

As detailed in the October 30 staff report, this proposal satisfies the decision criteria for a Comprehensive Plan Amendment. Following the November 19 public hearing and consideration of the public comment and analysis in the staff report, staff recommends **APPROVAL** of the proposed Comprehensive Plan Amendment.

PLANNING COMMISSION ACTION

We request that you conduct and close the public hearing, discuss the proposal, ask questions of staff and reach a recommendation.

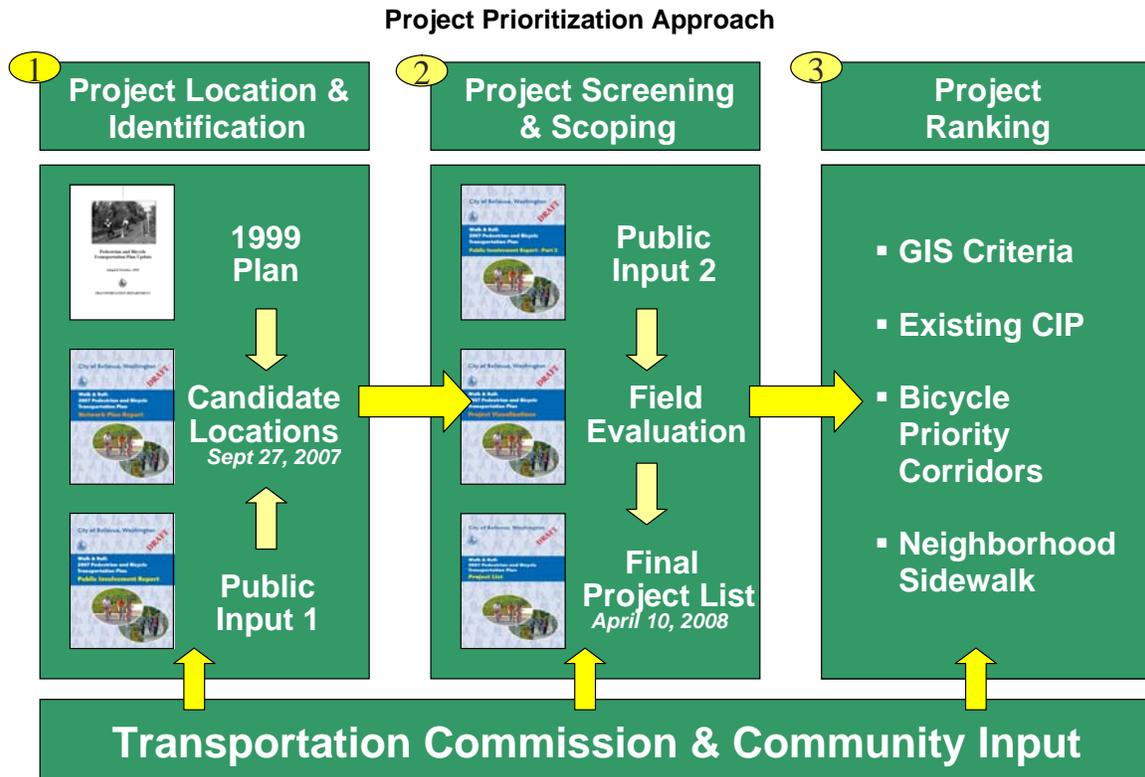
ATTACHMENT

- A. Prioritization Methodology
- B. 140th Avenue NE Corridor Packet Information Request
- C. Public comments

ATTACHMENT A
PRIORITIZATION METHODOLOGY

Prioritization Methodology

The Pedestrian and Bicycle Transportation Plan Update project list and prioritization process took shape out of the following three phased approach: (i) project location and identification; (ii) project screening and scoping; and, (iii) project ranking. Each of the phases of the project prioritization process are reflected in the image below.



- Phase I: Project Location & Identification** – This phase built on the project list in the current (1999) Pedestrian and Bicycle Transportation Plan and provided staff a snapshot of citywide pedestrian and bicycle conditions. While many areas of Bellevue have extensive sidewalk, bicycle, and trail coverage, there are also areas with only partial coverage or lacking sidewalks, bicycle facilities, and trail connections altogether. Phase I involved an extensive community outreach effort with various user groups to document barriers to walking and cycling in Bellevue; the results of this outreach is documented in the Phase 1 Public Involvement Report. Community input at this phase of the planning process was instrumental in helping the City formulate the first Draft Network Plan, released for public review and comment in September 2007. The Draft Network Plan provided the public with a proposed network of facility improvements aimed at responding to the many different issues faced by various user groups throughout the City.
- Phase II: Project Screening & Scoping** – Between September 2007 and April 2008, City staff employed a variety of community engagement strategies to review and refine the Draft Network Plan. During this phase of work the Transportation Commission also focused on reviewing and updating the policy framework in the existing Plan. The community feedback received from this second phase of outreach (documented in the Phase 2 Public Involvement Report) prompted numerous rounds of public and staff consultation, field assessments, and technical evaluation. Photo visualizations of project recommendations provided elected officials, staff, and the public with an opportunity to review and comment on visual representations of proposed projects outlined in the Draft Network Plan. On April 10, after

months of technical review and public input, and based on the policy deliberations to date, the Transportation Commission recommended a list of projects to include in the updated plan. This list of projects would result in 90 miles of additional sidewalks, 143 miles of bicycle routes, and 21 miles of trail facility improvements.

- *Phase III: Project Ranking* – Between April and September 2008, staff worked with the Transportation Commission in arriving at a recommended “high, medium, and low” priority scoring for each of the projects. The Transportation Commission regarded all of the following evaluation considerations as critical to this assessment: GIS analysis; existing CIP projects; Neighborhood Sidewalk Program priorities; priority bicycle corridors; and, plan policy direction.

This next section provides additional details on Phase III of the prioritization process; specifically examining the factors informing the project rankings.

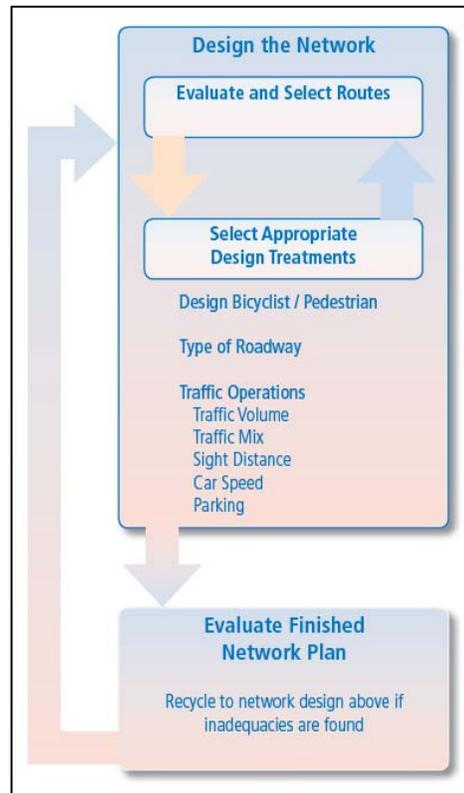
GIS Analysis

In general, non-motorized activity is directly attributable to factors such as the density of development, mix of land uses, and proximity to major destinations. The greater the intensity of these factors, the higher the potential for walking and bicycling, and the greater the need for these facilities.

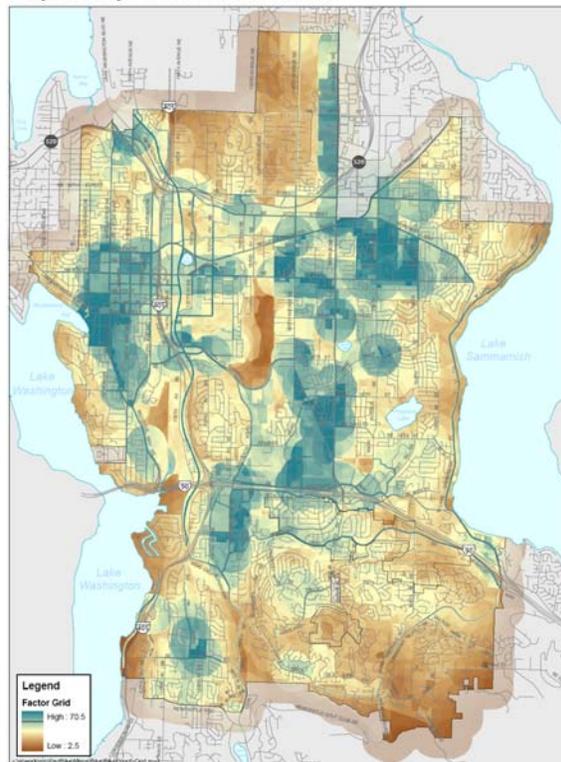
By overlapping a series of maps, each representing one of several characteristics, one can easily visualize the concentration of resources in a particular area. If each characteristic is assigned a number value based on its importance or potential for a given condition, then the cumulative intensity of all characteristics at a specific location can be determined. Geographic Information System (GIS) effectively adapts this methodology by identifying the specific characteristics that most affect the potential for walking and cycling. The figure at right illustrates how this prioritization approaches utilizes the overlay concept.

The GIS-based quantitative overlay system, approved by the Transportation Commission builds on guidance reflected in Comprehensive Plan Policy TR-79. Reflected below are Transportation Commission’s suggested amendments to this policy language:

Phase II Project Scoping



Bicycle Projects Prioritization Grid



Policy TR-79: Assign high priority to pedestrian and bicycle projects that:

1. Address safety issues;
2. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes;
3. Complete and connect planned pedestrian or bicycle facilities or trails;
4. Conform to and are consistent with Bellevue's roadway classification system;
5. Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing; and commercial areas;
6. Provide accessible linkages to the transit and school bus systems; and
7. Serve concentrations of residents with special accessibility needs.

After deliberating on the policy language, the Transportation Commission then discussed the relative weighting of each of these criteria. Based on this discussion, on April 24, 2008, the Commission directed staff to employ the following GIS-based prioritization point structure in identifying areas of strong walking and bicycling potential.

GIS-Based Prioritization Framework

Category	Indicator	Points
Corridor Conditions	System linkage (connectivity to other sidewalk/bikeway facilities)	20
	Severity of problem (how many collisions have occurred)	10
	Roadway arterial classification	10
	Bus stop level ridership (1/4 mile proximity)	10
Social Justice	Vehicle ownership (%)	5
	Below poverty level (%)	5
	Under 18, 65 or over (%)	5
Destination Network	Park proximity (%)	5
	School proximity (%)	5
	Community center/social service/library proximity (%)	5
	Retail proximity (%)	5
	Major employment center (Comprehensive Plan)	5
	Housing density (Comprehensive Land Use Plan)	10

Appendix A includes representative maps that were layered to derive a composite score for a particular geographic area or street. The areas or streets with the greatest concentrations of non-motorized characteristics receive the highest scores, and therefore have the highest priorities. Appendix B presents the detailed GIS criteria and proposed weighting system.

The GIS-based priority ranking resulted in project scores ranging from: (i) 1 to 238 for pedestrian projects; (ii) 1 to 142 for bicycle projects; and, (iii) 1 to 55 for trail projects. While the advantages of GIS for analyzing spatial data are recognized, the Commission determined that it would be beneficial to refine the GIS scores by taking into account a number of other considerations; these include information on whether a given project is: (i) already identified in the current CIP; (ii) along a corridor that is a component of a priority bicycle corridor; and, (iii) along a corridor that was identified as a priority neighborhood sidewalk program. The decision to focus on projects along priority bicycle corridors was based on previous policy direction about the importance of completing connections (see draft Comprehensive Plan Policy PB-2).

Existing CIP and Neighborhood Sidewalk Projects

At three of its meetings in June/July 2008, the Transportation Commission evaluated the results of the GIS prioritization analysis and refined the rankings of the pedestrian, bicycle, and trail project lists based on whether or not the projects were along the same corridor of an existing CIP project or along corridors identified as priority neighborhood sidewalk projects.

The pedestrian prioritized project list included GIS priority rankings from 1 to 238. Of these 238 projects, there were 23 neighborhood projects that initially ranked either medium or low, and 11 CIP projects ranked medium or low.

Given the extensive public buy-in on the Neighborhood Sidewalk Projects and dedicated funds programmed to CIP-related projects, the Transportation Commission determined that all of these projects should move into the high priority category, regardless of their GIS-based ranking.

Bicycle Priority Corridors

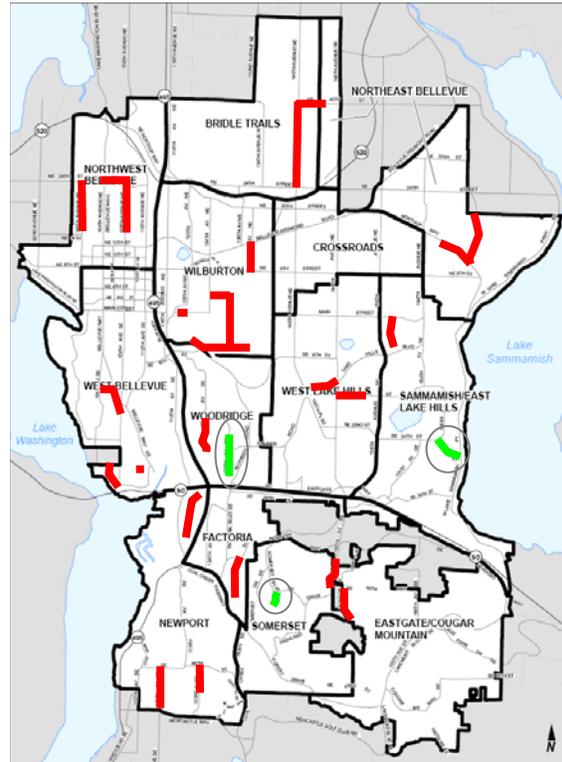
In the case of the bicycle projects, a significant determinant of the Transportation Commission's ranking was whether the project helped realize one of the priority bicycle corridors (five east/west, six north/south) that provide general bicycle mobility throughout the City.

Bellevue staff undertook a significant public outreach process for this project. A recurring message from the on-line survey effort, the focus-groups sessions, public meetings, and on-line interactive map was the need for improved connectivity to facilitate cross-city bicycle trips. As noted, this was also reflected in the Commission's discussion of plan policies. There is broad public agreement that many of the existing bicycle corridors, particularly on-road segments, have been implemented in a piecemeal approach and therefore lack a connected and easily navigable cycling network. In discussions held with the Transportation Commission on the policy framework of the Pedestrian and Bicycle Plan, the desire for a more connected set of bicycle routes has also been articulated by the Commission

Responding to this public input, the Commission directed staff to designate a series of proposed cross-city bicycle corridors that link together the numerous project segments documented in the bicycle project list. Regardless of the facilities that these proposed primary routes will be made up (bike lanes on major streets, separate bicycle paths, routes on quieter streets), the components of the routes *must* be well connected and each ought to provide safe and reasonably direct ways of traveling from destination to destination.

Bellevue staff identified 11 primary bicycle corridors (five east/west, six north/south) comprised of existing and proposed bicycle facilities that provide general bicycle mobility throughout the City. Together, these primary cross-city bike corridors represent a continuous network aimed at promoting connections to surrounding jurisdictions, while at the same time creating links among communities within the City.

Neighborhood Sidewalk Projects



- Neighborhood Sidewalk Projects funded through the 2007 Supplemental CIP Process
- 26 remaining unfunded Neighborhood Sidewalk Projects

The following primary north/south and east/west routes are designed to provide direct links between major nodes throughout Bellevue, including commercial, employment, institutional, residential and recreational destinations.

▪ **East-West Corridors:**

- (i) EW-1: 520 Trail
- (ii) EW-2: Downtown-Overlake Connection
- (iii) EW-3: Lake-to-Lake Trail
- (iv) EW-4: Mountain-to-Sound Greenway
- (v) EW-5: Coal Creek-Cougar Mountain

▪ **North-South Corridors:**

- (i) NS-1: Enatai - Northtown Connection
- (ii) NS-2: Lake Washington Loop Trail
- (iii) NS-3: BNSF Trail Corridor
- (iv) NS-4: Somerset-Redmond Connection
- (v) NS-5: Spirit Ridge-Sammamish River
- (vi) NS-6: West Lake Sammamish Parkway

The Transportation Commission referenced this bicycle corridor framework during the prioritization process to inform their decision-making. Projects that might have scored a lower numerical point ranking on the GIS network (because they were not proximate to densely populated areas) were elevated in their “high, medium, and low” rankings to account for their importance in realizing priority bicycle corridor connections.



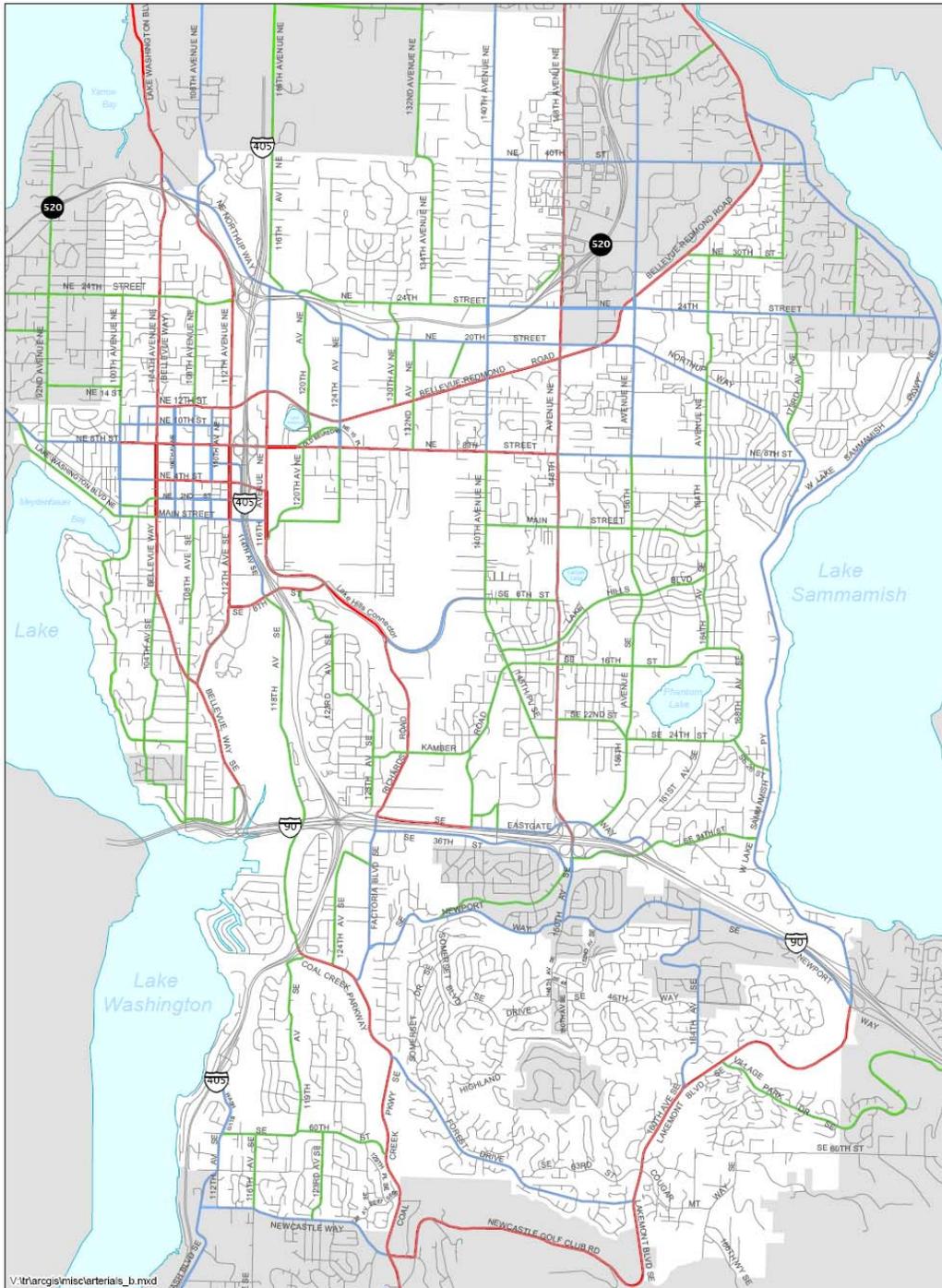
After grouping the 69 component projects that make up the 11 priority bicycle corridors, the Transportation Commission examined each of the corridors and arrived at a determination of which of these corridors should receive a “high” or “medium” level priority rating. The outcome of these deliberations is: (i) high rating bicycle corridors: EW-1: 520 Trail; EW-3: Lake-to-Lake Trail; NS-2: Lake Washington Loop Trail; NS-4: Somerset-Redmond Connection; and, NS-6: West Lake Sammamish Parkway; and, (ii) medium rating bicycle corridors: EW-2: Downtown-Overlake Connection; EW-4: Mountain-to-Sound Greenway; EW-5: Coal Creek-Cougar Mountain; NS-1: Enatai - Northtown Connection; NS-3: BNSF Trail Corridor; and, NS-5: Spirit Ridge-Sammamish River. A “high” or “medium” rating was then assigned to each of the project segments that make up the priority corridors.

Summary

In summary, the project priorities proposed by the Transportation Commission are a result of an extensive process that involved project identification and refinement, policy direction (particularly relating to TR-79), a quantitative, GIS-based ranking, then further refinement by the Commission.

APPENDIX A
SAMPLE MAPS FOR PROJECT PRIORITIZATION

City of Bellevue Bellevue Arterial Classifications



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 = 3,300 feet

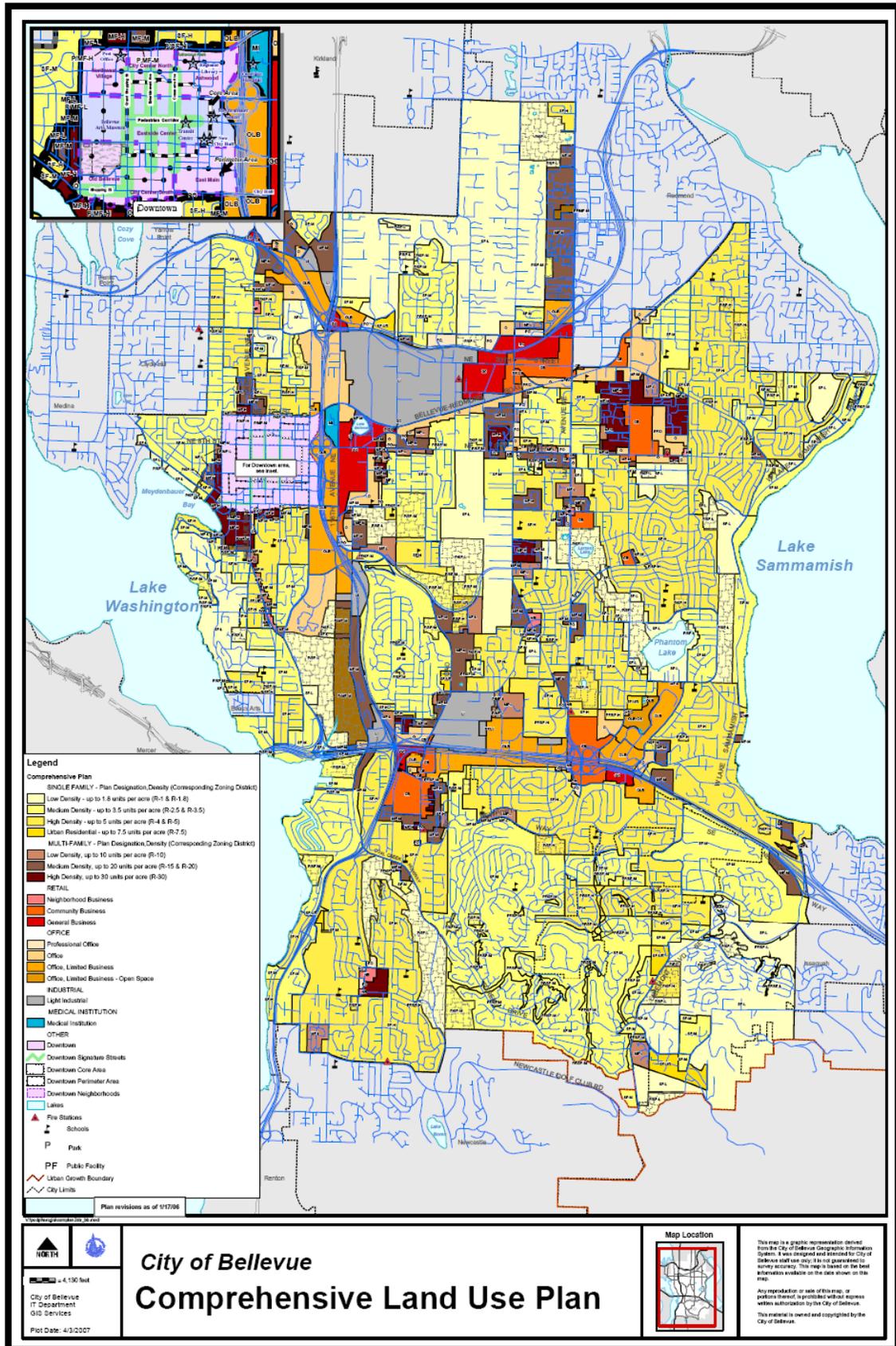
City of Bellevue
IT Department
GIS Services
Plot Date: 4/2/2007

- Legend of Map Symbols:**
-  Major Arterial
 -  Minor Arterial
 -  Collector Arterial

This map is a graphic representation derived from the City of Bellevue Geographic Information System. It was designed and intended for City of Bellevue staff use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. Any reproduction or use of this map, or portions thereof, is prohibited without express written authorization by the City of Bellevue.

NOTE: If you have specific questions concerning information contained on this map, please contact the sponsoring department as shown on this map.

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APPENDIX B

DETAILED GIS CRITERIA AND PROPOSED WEIGHTING SYSTEM

Category	Indicator	Weight	Indicator Score	Rating Value
Corridor Conditions = 50 points	System Linkage	20	No connection to existing facilities	0
			One connection to existing facilities	25
			Two connections to existing facilities	50
			Multiple connections to existing facilities	100
	Collisions (average annual ped/vehicle collisions)	10	0-0.1	10
			0.2-0.3	20
			0.4-0.5	40
			0.6-0.7	60
			0.8-0.9	80
			1.0+	100
	Roadway Arterial Classification Proximity (ft)	10	Collector	10
			Minor	50
			Major	100
Bus Stop Level Ridership (1/4 Mile Proximity)	10	25+ boardings	100	
		10 - 24 boardings	50	
		<10 boardings	20	
Social Justice = 15 points	Vehicle Ownership (%)	5	0-10	100
			11-20	80
			21-30	60
			31-40	40
			41-50	20
			51-60	10
			60+	0
	Below Poverty Level (%)	5	0-5	0
			6-10	10
			11-15	20
			16-20	40
			21-25	60
			26-30	80
			30+	100
	Under 18, 65 or over (%)	5	0-5	0
			6-10	10
			11-15	20
			16-20	40
21-25			60	
26-30			80	
30+			100	

Category	Indicator	Weight	Indicator Score	Rating Value
Destination Network = 35 points	Park Proximity (ft.)	5	0 - 660	100
			661 - 1320	80
			1321 -1980	60
			1980 - 2640	40
			2641 -3960	20
			3961 - 5280	10
			5280+	0
	School Proximity (ft.)	5	0 - 660	100
			661 - 1320	80
			1321 -1980	60
			1980 - 2640	40
			2641 -3960	20
			3961 - 5280	10
			5280+	0
	Community Center/Social Service/Library Proximity (ft.)	5	0 - 660	100
			661 - 1320	80
			1321 -1980	60
			1980 - 2640	40
			2641 -3960	20
			3961 - 5280	10
			5280+	0
	Retail Proximity (ft.)	5	0 - 660	100
			661 - 1320	80
			1321 -1980	60
			1980 - 2640	40
			2641 -3960	20
			3961 - 5280	10
			5280+	0
	Major Employment Center (Source: Comp Plan)	5	In Center	100
			Not in Center	0
	Housing Density (Source: Comprehensive Land Use Plan)	10	SF to 1.8 units/acre	0
			SF to 3.5 units/acre	10
			SF to 5 units/acre	20
			SF to 7.5 units/acre	40
			MF to 10 units/acre	60
MF to 20 units/acre			80	
MF to 30 units/acre			100	



ATTACHMENT B

Memorandum

DATE: October 27, 2008

TO: Chair Orrico and Members of the Planning Commission

FROM: Franz Loewenherz, Senior Transportation Planner
floewenherz@bellevuewa.gov 425-452-4077

SUBJECT: 140th Avenue NE Corridor Packet Information Request

The Commission requested a field packet to assist their review of the 140th Avenue project. Enclosed are:

- 1) A description of how the 140th Ave corridor helps realize NS-4: Somerset-Redmond Connection; one of the six primary north-south bicycle corridors referenced in the 2008 Pedestrian and Bicycle Transportation Plan Update.
- 2) Ortho-photo map (11x17) of the 140th Avenue NE corridor; from NE 60 to NE 8 Street.

If you have any questions, please contact staff at 425-452-4077.

Primary Cross-City Bicycle Corridors

Bellevue staff undertook a significant public outreach process for this project. A recurring message from the on-line survey effort, the focus-groups sessions, public meetings, and on-line interactive map was the need for improved connectivity to facilitate cross-city bicycle trips. There is broad public agreement that many of the existing bicycle corridors, particularly on-road segments, have been implemented in a piecemeal approach and therefore lack a connected and easily navigable cycling network. In discussions held to date with the Transportation Commission on the policy framework of the Pedestrian and Bicycle Plan, the desire for a more connected set of bicycle routes has also been articulated by the Commission

Responding to this public input and Commission direction to date, the City has designated a series of proposed cross-city bicycle corridors that link together the numerous project segments documented in the bicycle project list. Bellevue staff identified eleven primary bicycle corridors (5 east/west, 6 north/south) comprised of existing and proposed bicycle facilities that provide general bicycle mobility throughout the City. Together, these primary cross-city bicycle corridors represent a continuous network aimed at creating links among communities within the City; while at the same time promoting connections to surrounding jurisdictions.



NS-4: Somerset-Redmond Connection

At its northernmost point, the Somerset-Redmond Connection begins when 140th Avenue NE enters Bellevue at NE 40th Street from Redmond. 140th Avenue NE in Redmond has 6 foot wide sidewalks with 4 foot planters, as well as 5 foot-wide bike lanes on both sides, but as cyclists and pedestrians enter Bellevue these facilities end.

A 6 foot wide porous asphalt pathway was constructed by the City on the west side of 140th Avenue NE from NE 60th Street to NE 40th Street by CIP project W/B-70. The east side of the street in Bellevue remains unimproved with only a narrow shoulder.

Originally, the 1999 Pedestrian Bicycle Transportation Plan proposed adding a 5 foot wide bike lane on both sides of 140th Avenue NE from NE 60th Street, all the way to NE 24th Street.

In the 2008 Pedestrian and Bicycle Transportation Plan Update, the Transportation Commission discussed the importance of maintaining this north-south corridor, linking bicyclists and other non-motorized users between Redmond and I-90. As such, the Commission arrived at the following recommendation for the corridor from NE 60 to NE 24:

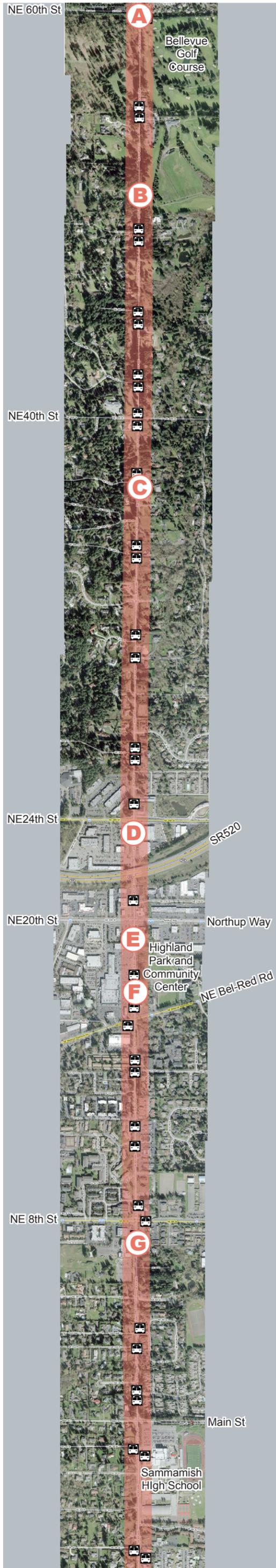


- S-304-E: Add a 6 foot wide pathway or sidewalk on the east side of NE 140th Avenue NE from NE 60th Street to NE 40th Street.
- B-105-E: Add a 5 foot-wide bike lanes on the east side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.
- B-105-W: Add a 5 foot-wide bike lanes on the west side of 140th Avenue NE between NE 60th Street and NE 24th Street. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.

The following ortho-photo map reflects the portion of NS-4: Somerset-Redmond Connection from NE 60th Street to NE 8th Street. The ROW and roadway widths for these segments are approximately:

- 140th Ave NE (NE 60 to NE 40): ROW = 60'; Road = 26'
- 140th Ave NE (NE 40 to NE 24): ROW = 58' to 72'; Road = 26' to 50'

NS-4: Somerset-Redmond Connection



The bicycle and pedestrian facilities that exist along both sides of 140th Avenue NE in Redmond, north of SE 60th Street, end at the Bellevue city limits.



140th Avenue NE, at the Bellevue Golf Course, facing north towards Redmond. The east side of the road does not have any pedestrian or bicycle facilities, and a goat path has developed in the grass.



Looking north, the recently constructed 6 foot-wide porous asphalt pathway and planter strip/buffer can be seen on the west side.



140th Avenue NE and NE 24th Street, facing south towards the SR520 overpass. Currently there are no bicycle facilities in place along this section of the NS-4 Corridor.



Along the Highland Park and Community Center frontage on 140th Avenue NE, a boardwalk has been built separating pedestrians and bicyclists from the traffic lanes. (pg 43)



The boardwalk transitions into an asphalt off-street path further south. Taking advantage of the extra space along the Parks Department property frontage, which allows for a significant separation between users and vehicles.



Along 140th Avenue NE, south of NE 8th Street the bicycling environment becomes much friendlier with 5 foot-wide bike lanes on either side, in addition to sidewalks and planter strips. There are also multiple marked mid-block crosswalks.



V:\tr\arcgis\planning\Ped_Bike2007\140thCorridor_NE40_NE24.mxd

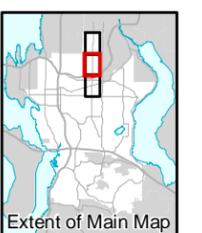


City of Bellevue
IT Department
GIS Services
Plot Date: 10/28/2008

City of Bellevue

140th Ave NE Corridor

NE 40th to NE 24th Street



Extent of Main Map



V:\tr\arcgis\planning\Ped_Bike2007\140thCorridor_NE24_NE8.mxd

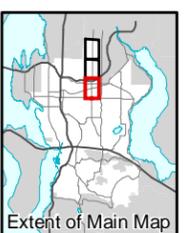


= 370 feet

City of Bellevue
IT Department
GIS Services
Plot Date: 10/28/2008

City of Bellevue

140th Ave NE Corridor NE 24th to NE 8th Street



Extent of Main Map

ATTACHMENT C

Recent Public Comments

From: gentry mcgrath [mailto:gentrymcgrath@hotmail.com]

Sent: Wednesday, October 22, 2008 3:32 PM

To: Council

Subject:

To Whom It May Concern,

I have the opportunity to read the letter from the Bridle Trails Community Club (BTCC), 140th Avenue Steering Committee regarding the Bridle Trails Community Club Concerns-Pedestrian/Bicycle Transportation Plan Update 2008 and I would like to voice the fact that I completely disagree with their concerns.

As a Bridle trails resident, I understand and appreciate the specificity of our neighborhood, I enjoy the park and respect the horse community.

However, as an avid cyclist, and a parent of a child who happens to enjoy cycling, I strongly support the improvement of the 140th Avenue multipurpose lane into a bike specific lane. As the BTCC pointed out, " There are 58 driveways and side roads that connect onto 140th at present, between just NE 24th and NE 40th". the lack of visibility and the cars exiting their driveways are endangering the riders using the multipurpose lane.

At this moment in time, Bridle trails is not a bike friendly community and I strongly support any plan to improve this issue.

Sincerely,

Alexie Montaland
13211 NE 54th PL
Bellevue WA 98005

Inghram, Paul

From: Joel Glass [joelg@designguildhomes.com]
Sent: Wednesday, October 22, 2008 4:50 PM
To: PlanningCommission; Inghram, Paul; Loewenherz, Franz; O'Neill, Kevin
Cc: Cieri, Dave; lisenorthey@comcast.net
Subject: FW: Bridle Trails Community Club Concerns re. Ped/Bike Transportation Plan

RE: Response and Thoughts on the Ped/Bike Plan for the 140th Ave NE through Bridal Trails

Dear Planning Commissioners,

I am in receipt of the letter below that expresses concerns and objections to the Transportation Commission's recommendation to include sidewalks and bike lanes on 140th Ave through Bridal Trails. First let me state, while I am a member of the Transportation Commission, I have not sought the input, nor do I or this email necessarily represent the views of the Transportation Commission. I disagree with the Bridal Trails Community Club (BTCC) in regards to their opinion on the proposed Ped/Bike plan for 140th Ave. The objections raised by the BTCC do not tell the entire story, I will very briefly try state to why I support the Transportation Commission's recommendation, and would encourage the Planning Commission to further endorse the proposed plan and Comprehensive Plan amendments.

Just a brief bit of background on the Ped Bike plan and how the Transportation Commission arrived at its recommendation. The City staff and the Transportation Commission conducted one of the most extensive and exhaustive public outreach efforts I have ever seen. The outreach lasted well over a year. One of the main things I took from all of these many comments was to try to complete something useable, have bike system that could take you from A to B. The plan contains a lot of little projects and route segments all over the city. So one of the main policy objectives the Transportation Commission endorsed with was to have some North-South bicycle routes and some East-West bicycle routes. We further supported trying to set time goals to complete some of these routes. The 140th Ave route is one those main North-South routes.

We heard from groups and citizens that are in support of 140th plans and the BTCC who opposed the plan. We heard from some residents of Bridal Trails who are supportive of the 140th Ave plan as well. When listening to the BTCC, I was lead to believe they represent all of Bridal Trails, not true. Having these completed routes will be a benefit to Bridal Trails, all of the citizens of Bellevue as a whole, and those who would simply like to pass through on their bike.

To address the points raised in the BTCC letter I point out the following:

Safety

Regarding the point raised about safety, the Ped/Bike facilities will certainly enhance the safety aspect for cyclist and pedestrian uses by providing a place for all users to go. The number of driveways is precisely why the existing "multi-use" path is not safe in my opinion. The site lines to and from the driveways to the path are in many areas very short, there by not allowing either the driveway user or the path user time to react to one another. Additionally the path is quite narrow and not sufficient for multiple users at the same time. The argument has been made that the multi use path suits the neighborhood needs just fine and that when they, BTCC, watch the use of the road they don't see very many cyclists so the added facility is not needed. We heard opposing views, one person pointed out the obvious that people did not see trains very much until they laid the tracks. As it stands now, 140th Ave through the Bellevue portion of Bridal Trails is not a very safe road to bicycle on, so cyclists are forced to go out of their way to get around it.

Environment

Certainly some trees would likely need to removed to provide the space necessary to widen the road so it could accommodate the additional uses, but new trees can be planted and the "damage" is not quite as extreme as I think the BTCC letter makes it out to be. When I look at the roadway section there are many areas that look like very little would need to be done in terms of clearing or grading to accommodate the added uses.

Comprehensive Plan

The Planning Commission is certainly aware that the Comprehensive Plan for the city and this sub area contain language that would overwhelmingly support providing walkways and bikeways. The context of the discouraging commuter traffic through Bridal Trails, as it would be through any of the city's neighborhoods, is the desire to reduce motor vehicles from creating traffic congestion, noise and air pollution in our neighborhood streets.

GIS Ranking

The GIS scoring argument was raised to the Transportation Commission. The Commission put together the ranking criteria and purposefully left off the connection to the North-South and East-West bike routes so that we could see how the projects would rank for other criteria. The other criteria will always favor more populated areas. The large lots in Bridal Trails make it less dense, so these projects will always score lower.

Finally, my reason for supporting the 140th Ave plan was to try and provide a good and much needed route for cyclists in particular for going north south. Looking at the map it of the north-south routes its an obvious choice and without 140th the next nearest routes are quite far away. The initial plan contemplated using 132nd Ave/134th Ave. This road could be very desirable to cyclists but after listening to the concerns raised by the Bridal Trails residents it seemed that impact to the rural character would be much more severe, so I opted to support 140th Ave. It has been suggested that 148th be considered for the north-south route, unfortunately its my understanding that there is not room to further widen this arterial and would likely require losing a travel lane, something we simply can't afford to do on 148th.

Joel Glass
1652 105th Ave SE
Bellevue, WA 98004

From: DCieri@bellevuewa.gov [mailto:DCieri@bellevuewa.gov]
Sent: Tuesday, October 21, 2008 5:20 PM
To: Lise.Northey@Seattle.Gov; lisenorthey@comcast.net; Tanaka.T@portseattle.org; tomtanaka@comcast.net; thekiels3@msn.com; Joel Glass; ernie@esimas.com; francoislarrivee@comcast.net; flarrivee@hope-link.org; DWendle@parametrix.com
Subject: FW: Bridle Trails Community Club Concerns re. Ped/Bike Transportation Plan

Dear Commission Members,

I am forwarding this email to you from the Bridal Trails Community Club pertaining to the 140th Ave NE bike corridor in the Ped/Bike Plan.

David J. Cieri
City of Bellevue
CIP Construction Manager
425-452-2753

Help save paper - do you need to print this email?

From: jamesbinder@att.net [mailto:jamesbinder@att.net]
Sent: Tuesday, October 21, 2008 1:31 PM
To: Council; Inghram, Paul
Cc: Terry, Matthew; Sparrman, Goran; Cieri, Dave; wardbriend@comcast.net; ltrosperss@aol.com; tere@thompsonfam.net; potter.d@ghc.org; jmantell@hotmail.com; jill_lum@msn.com; loretta@mstarlabs.com; bugsyk1@hotmail.com; patriciajanes@verizon.net; Hansennp@aol.com; whalvrsn@gte.net; heidibenz@verizon.net; nancy.bennett@soundtransit.org

10/27/2008

Subject: Bridle Trails Community Club Concerns re. Ped/Bike Transportation Plan

(Electronic version of letter delivered October 21, 2008 to COB Council Office - Planning Commission COB Staff Liaison)

October 21, 2008

To: Honorable Mayor Degginger and Councilmembers, City of Bellevue
Planning Commission, City of Bellevue

From: Bridle Trails Community Club (BTCC), 140th Avenue Steering Committee

Subject: Bridle Trails Community Club Concerns-Pedestrian/Bicycle Transportation Plan Update
2008 Comp Plan

Dear Honorable Mayor Degginger, Councilmembers and Planning Commissioners:

The Transportation Commission's recommendation in April to add 140th Ave NE commuter bike lanes as a north/south priority in Bridle Trails within the COB's Ped/Bike plan was a surprise to the board and membership of the Bridle Trails Community Club (BTCC).

Since last October, our membership has expressed neighborhood concern in expanding the width of 140th Ave NE in Bridle Trails by about 11 feet. After many meetings and review, the BTCC general membership voted unanimously at its May 22, 2008 meeting in objection to the Transportation Commission's inclusion of 140th Ave NE bike commuter lanes in Bridle Trails. (Please note that the 140th commuter bike lane was proposed to the Transportation Commission by only a single individual, not even a resident of Bellevue).

Our position is that a better **north/south option** for commuter bike lanes is to connect Redmond/Overlake at NE 24th Street and 148th Ave NE, using the recently completed \$15 million NE 29th Place connector (with existing on-road commuter bike lanes). This is a major employment center and is expected to have significant increased housing density in this urban area.

Our existing recreational bike and pedestrian path on 140th Ave NE in Bridle Trails is compatible with our neighborhood character and livability. Following are some of our neighborhood issues for your consideration:

- **Safety**

Transportation Staff advises that increasing the road width will increase vehicle speeds. We concur that *any* widening or perceived width changes up to 11' will increase both vehicular volumes and speeds. Already, 85% of traffic travels at 41 mph - 6 mph above the posted 35 mph speed limit! 140th Ave NE functions as a neighborhood street with many driveways and residential service characteristics for refuse pickup, school bus and mail stops. There are 58 driveways and side roads that connect onto 140th at present, between just NE 24th and NE 40th. We believe that a commuter bike lane will just be an accident(s) waiting to happen!

- **Environment**

For many years the community has placed a high value on preservation of trees and other vegetation

10/27/2008

along 140th Ave. NE, with the desire to maintain the rural tree canopy street design as provided in our Comprehensive Plan Document Policy S-BT-35. On-road bike facilities would require road widening and result in an unacceptable loss of tree canopy. We are concerned that any reconfiguration of 140th Ave NE, with tree and vegetation removal, will cause irreparable and permanent change to our neighborhood character, traffic congestion and property values.

We live here because of the neighborhood's rural appearance, in sharp contrast to the urbanization of many surrounding streets and neighborhoods.

- **Comprehensive Plan**

The addition of bike paths along 140th Ave NE is inconsistent with the Bridle Trails Sub Area Comprehensive Plan which sets forth that our rural and equestrian character be maintained and preserved. Furthermore, Policy BT-22 states: "**Discourage the use of Bridle Trails arterials by regional/commuter traffic**"

- **Priority Ranking of a North/South Bike Commuter Route in Bridle Trails**

The GIS model developed by the Transportation Department indicated a very low priority score for 140th Ave NE, north of NE 24th, **scoring near the bottom at 123 out of 150 points**. The proposed 140th Ave NE N/S connector is really not a connector at all. It is essentially, to borrow a term, "a road to nowhere." No parks are connected. No employment is connected. No retail is connected. No schools are connected. No bus service is provided. Most of all, it is in the middle of our equestrian overlay with very low-density housing of R-1 horse acre zoning. Bridle Trails, with its low density is certainly not a commuter sought-after destination, other than a rural, wooded R-1 residential neighborhood that values its tree canopy, equestrian nature and access to a safe roadway.

For over a decade, the existing 6' wide recreational bike and pedestrian multipurpose path has satisfactorily provided a safe, attractive and neighborhood-consistent means for bicycles and pedestrians to use the corridor, extending from NE 24th Street to NE 60th Street.

We encourage the Councilmembers and Planning Commissioners to evaluate the logical connection to the recently completed NE 29th Place connector (NE 29th already has on-road commuter bike lanes) from NE 24th Street to 148th Ave NE, with a destination of the Redmond large employment and retail centers in the Overlake Urban BROTS core.

As residents and taxpayers within the City of Bellevue, we strongly believe that a north/south Ped/Bike build on 140th Ave NE is a costly, redundant measure. We already have a multipurpose bicycle and pedestrian pathway. Many neighborhoods in the City have neither. It is costly from a build perspective. It is costly to the homeowners who could realize diminished property values. It is costly to the character and quality of the neighborhood.

We look forward to discussing our concerns with you.

Respectfully,

James A. Binder, for:

Bridle Trails Community Club-140th Ave Steering Committee:

James Binder
Maryanne Halverson
Warren Halverson
Norm Hansen
Loretta Lopez
James Mantell
Don Potter, M.D.
Teresa Thompson
Brien Dale Ward

Cc: Transportation Commission, City of Bellevue
Mr. Goran Sparrman, Director, Transportation Department, City of Bellevue
Mr. Matt Terry, Director, Planning Department, City of Bellevue



October 28, 2008

Planning Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

RE: 140th Ave NE

Planning Commissioners,

In our review of Bellevue's proposed update to the non-motorized transportation plan, we were impressed with the comprehensiveness of the plan, and look forward to working with you as you continue to develop Bellevue's non-motorized transportation network. The following comments are in response to the concerns expressed by the Bridle Trails Community Club (BTCC) Steering Committee, pertaining to the inclusion of 140th Avenue NE as a component of the bicycle network plan for Bellevue.

The Cascade Bicycle Club respects the concerns of the BTCC regarding the planned bicycle facilities for 140th Avenue NE. However, we feel that removing this route from Bellevue's non-motorized plan would directly conflict with the community's non-motorized mobility and accessibility goals and significantly reduce the potential for a locally and regionally connected network of bicycle facilities. The proposed bicycle facilities on 140th NE are vital to Bellevue's overall non-motorized network. Improved facilities on this street will provide a direct north-south route, link existing bicycle facilities and regional trails, and connect a significant percentage of Bellevue's population to community destinations. The existing facility on 140th Avenue NE, a 6-foot wide multi-use path, does not meet federal trail guidelines, and therefore does not sufficiently accommodate the non-motorized needs of the community.

Removing bicycle facilities from the plan impedes the ability to achieve the goals and objectives established under the Transportation Element of the Comprehensive Plan, directly conflicting with the following:

- To maintain and enhance mobility for residents and businesses through the creation and maintenance of a balanced system of transportation alternatives that:
 - Provides a wide range of travel choices;
 - Reflects the regional role of the city in transportation issues; and
 - Reduces the overall dependency on automobiles throughout the city.
- Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes
- Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, and education centers.

p: 206.522.3222

PO Box 15165

f: 206.522.2407

Seattle Washington 98115

e: info@cascadebicycleclub.org

www.cascade.org



- Address the special needs of physically challenged and disabled citizens in planning, designing, implementing, and maintaining transportation improvements, particularly non-motorized improvements, and other transportation facilities, and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA).

Specifically, 140th Avenue NE:

- 1) Extends the existing bicycle facility south of NE 8th St
- 2) Connects to Kirkland's existing bicycle facility on 140th Avenue NE
- 3) Is a failed segment of the regional route network, identified and prioritized by the Cascade Bicycle Club in the *Left by the Side of the Road* report
- 4) Improves the fragmented bicycle network currently existing on 140th NE
- 5) Provides connections to at least 6 education facilities, community parks and open spaces
- 6) Connects to at least 11 existing/ or proposed east –west bicycle facilities
- 7) Provides a critical link and non-motorized connection under the SR 520 overpass

The proposed alternative, 148th Avenue NE, would route bicyclists onto a street with an ADT close to 60,000 in some parts – as compared to 20,000 at the high end of 140th Avenue NE. This lacks desirability as a north-south route and has a greater potential to precipitate conflict between cyclists and motor vehicles. (Refer to Figures 1 and 2).

We encourage the Bellevue Planning Commission to move forward with the inclusion of bicycle facility recommendations on 140th Avenue NE. We urge the Bellevue Bridal Trails Community to be involved in the discussion regarding the design of these facilities, as plans move forward, to ensure neighborhood context sensitive design and compatibility with neighborhood character.

Thank you for your time and attention to our concerns. We look forward to the continued progress of non-motorized transportation in Bellevue, and we hope to provide valuable support along the way.

Sincerely,



Tessa Greigor
Principal Planner
Cascade Bicycle Club

Figure 1: Google Earth Images comparing 140th and 148th Avenue NE



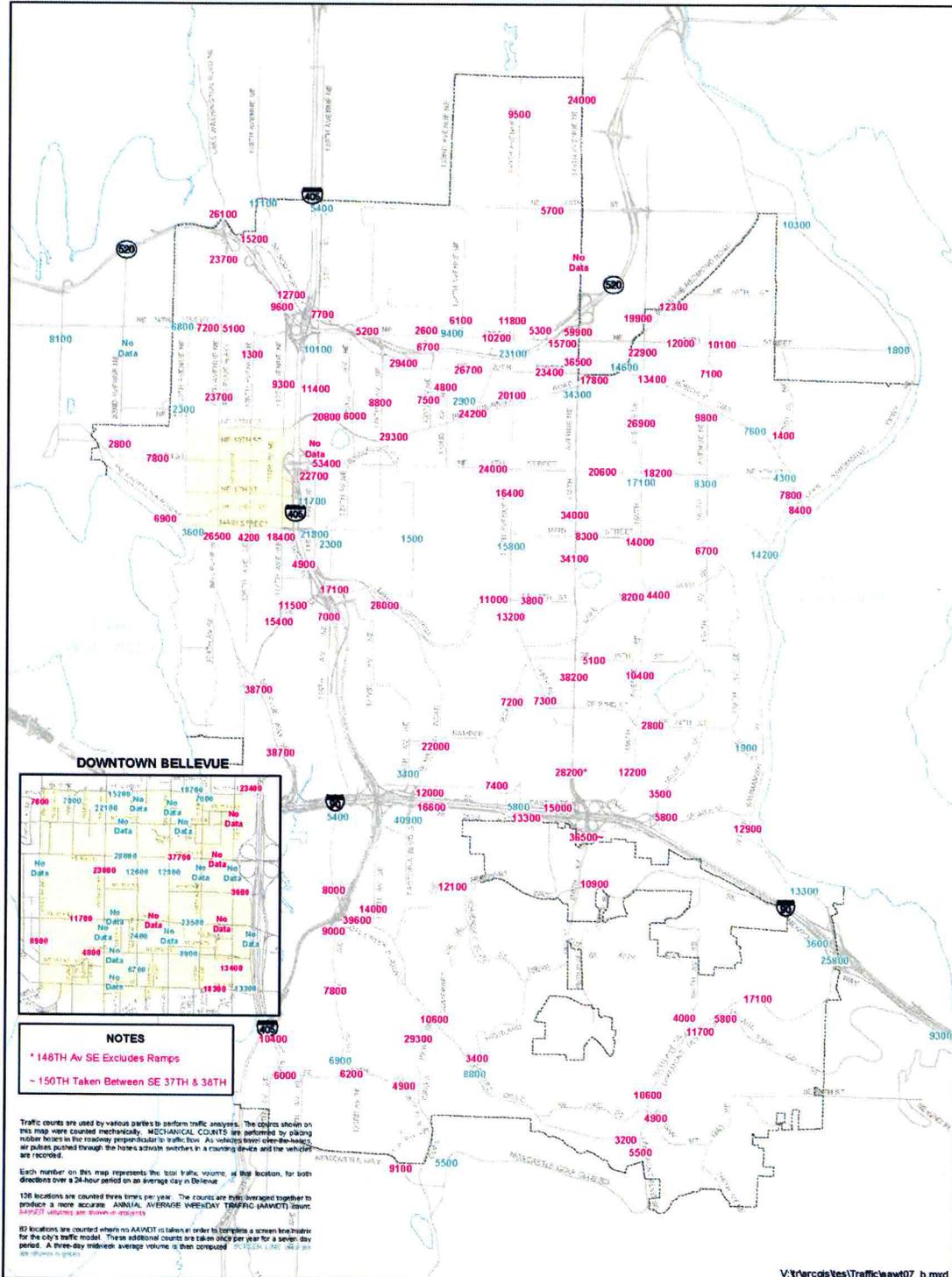
148th Avenue NE



140th Avenue NE

Figure 2: Bellevue ADT

City of Bellevue 2007 Annual Average Weekday Traffic



= 3,600 feet

City of Bellevue
IT Department
GIS Services
Plot Date: 2/5/2008

This map is a graphic representation derived from the City of Bellevue Geographic Information System. It was designed and rendered for City of Bellevue staff use only. It is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. Any reproduction or sale of this map, or portions thereof, is prohibited without express written authorization by the City of Bellevue.

NOTE: If you have specific questions concerning information contained on this map, please contact the sponsoring department as shown on this map.

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From: Tere Thompson <tere@thompsonfam.net>
Subject: Ped/Bike Plan/Bridle Trails
To: veorrigo@yahoo.com
Date: Wednesday, November 12, 2008, 5:43 AM

Dear Vicki,

I just wanted to personally thank you for coming out to 140th ave to tour the area with me and Jim Binder a couple of weeks ago. As a relative newcomer to Bellevue and the Pacific Northwest (5 years) my husband and I have been impressed with the way that the city of Bellevue listens to the needs and concerns of its citizens.

Shortly after we met, I read an article in the October 29 Bellevue Reporter by our mayor Grant Degginger about the environmental efforts of the city of Bellevue moving forward in which he discusses the importance of tree canopy preservation in an effort to minimize the carbon footprint of our city. It is clear that the widening of 140th ave ,which runs parallel to the Valley Creek, would require significant tree removal. This would not only have a negative impact on the environment but also on safety (cars would travel much faster in a purely residential area). When a multi-purpose path already exists for pedestrians and bicyclists to travel safely along 140th, widening of the road would be redundant and have a negative impact on safety, the environment and property values not too mention the cost of such a project. Furthermore, there are alternative north/south routes in addition to 140th ave. We hope that the department of transportation and the city of Bellevue will consider all of these factors in developing and finalizing its ped/bike plans.

I truly appreciate your interest and support as we try to work with the city of Bellevue to craft what is best for all. Please let me know if there is anything that we can do to be of help in improving our wonderful city. Again, thanks for your proactive involvement.

Sincerely,

Tere Thompson (Peter Thompson)

14075 NE 30th PL

Bellevue

425-881-3131