BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Bellevue Pedestrian & Bicycle Implementation Initiative

Bungie Staff Presentation
June 9, 2016

David Berg, Director
Franz Loewenherz, Senior Planner
Transportation Department
City of Bellevue

"We were thrilled to hear of the work being done through the Pedestrian and Bicycle Implementation Initiative, and offer our support for the Bicycle Rapid Implementation Program (BRIP) and associated CIP investment priorities, and strongly encourage the emphasis of protected bike paths whenever possible."

- *Pete Parsons, Chief Executive Officer*

BUNGiE

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Bungie Invitation

1) Introductions
2) Bellevue's Evolving Landscape
3) BRIP Proposal
4) Keypad Polling
5) Public Hearings
6) Photo Message Boards

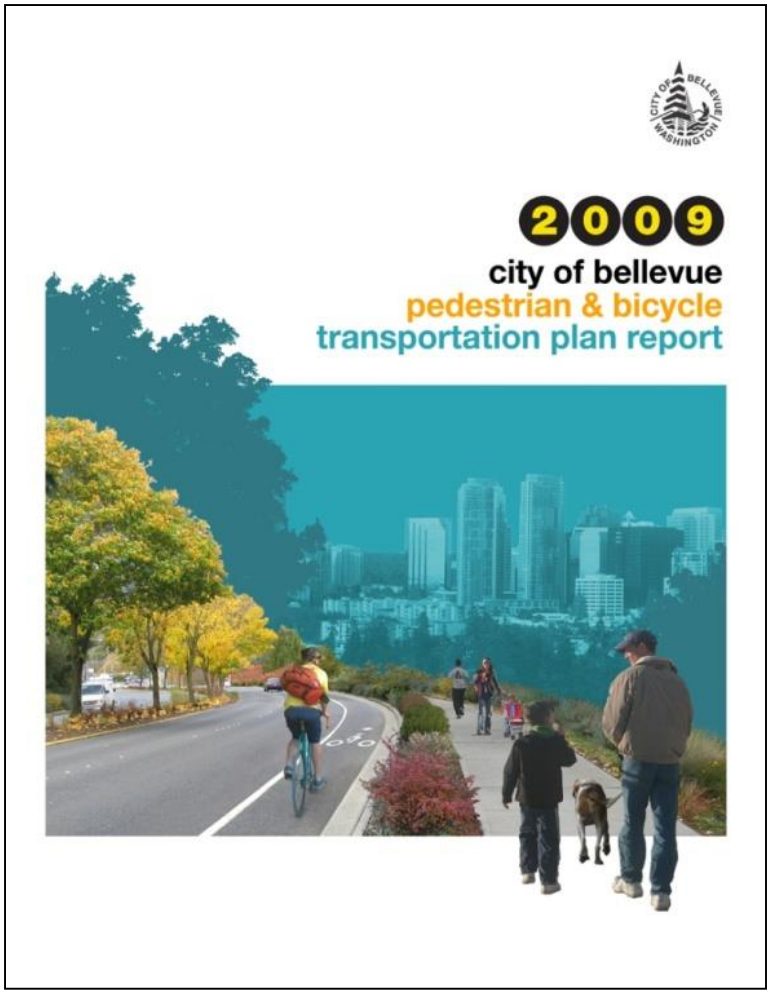
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Agenda

- Downtown Residents
  - *2013:* 10,500
  - *2035:* 20,000
- Downtown Employees
  - *2013:* 44,800
  - *2035:* 72,000
- Diverse Downtown population
  - 46% minorities
  - 20% seniors (65+ years of age)
  - 10% low income
  - 10% disabled

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Bellevue's Evolving Landscape

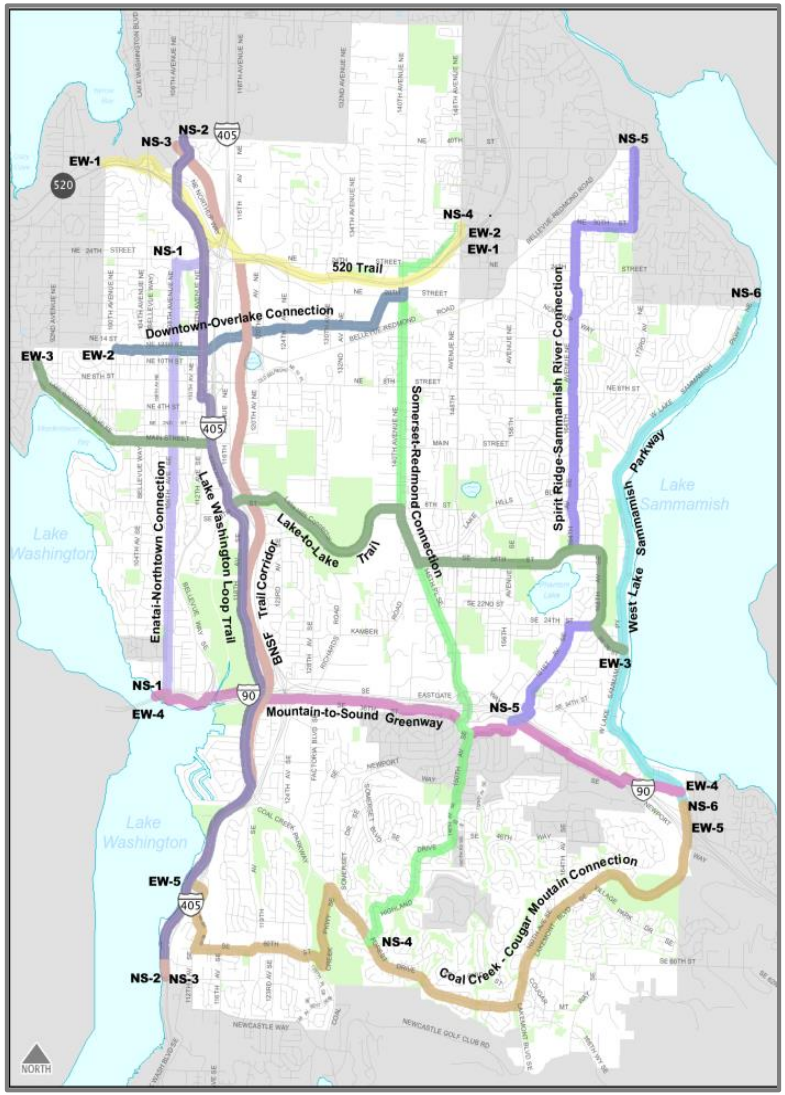


Ordinance No. 5861 (2/17/2009)

- **Formulated vision, goals, objectives.**
- **Assessed gaps in the non-motorized network.**
- **Established performance targets.**

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

2009 Pedestrian & Bicycle Plan



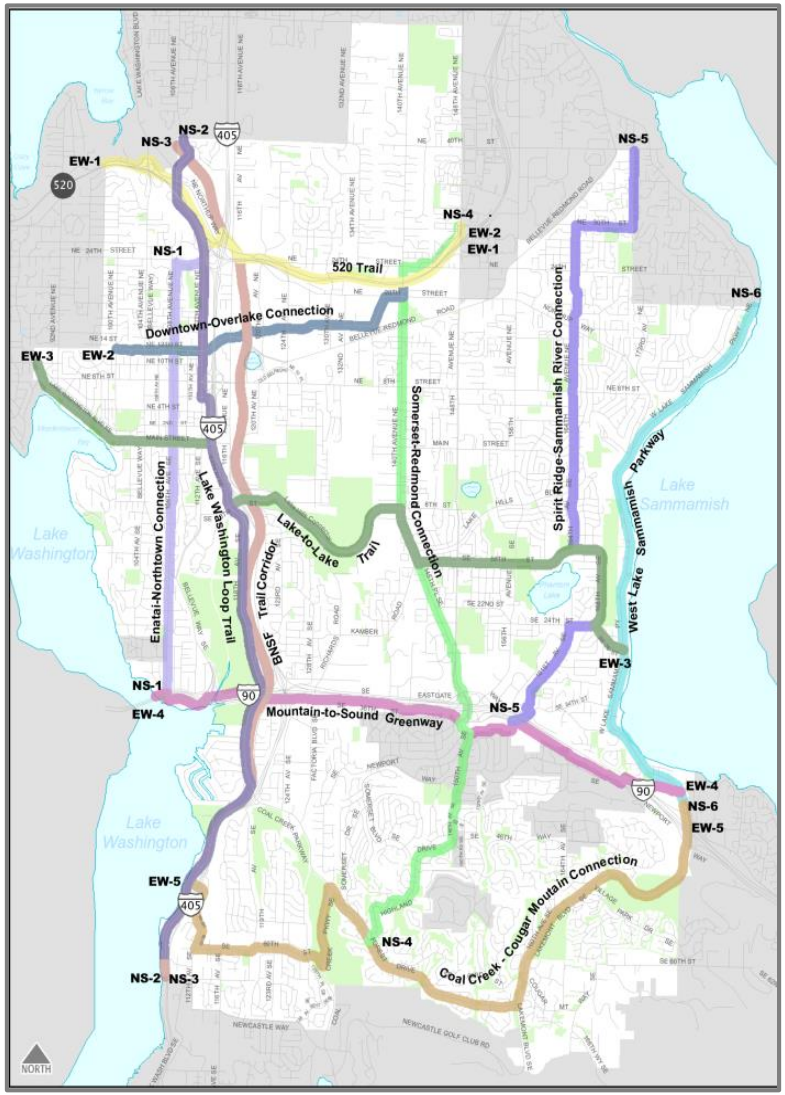
2014 Performance Target:

"Within 5 years, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue."

- 2009 Pedestrian & Bicycle Transportation Plan

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Priority Bicycle Corridors



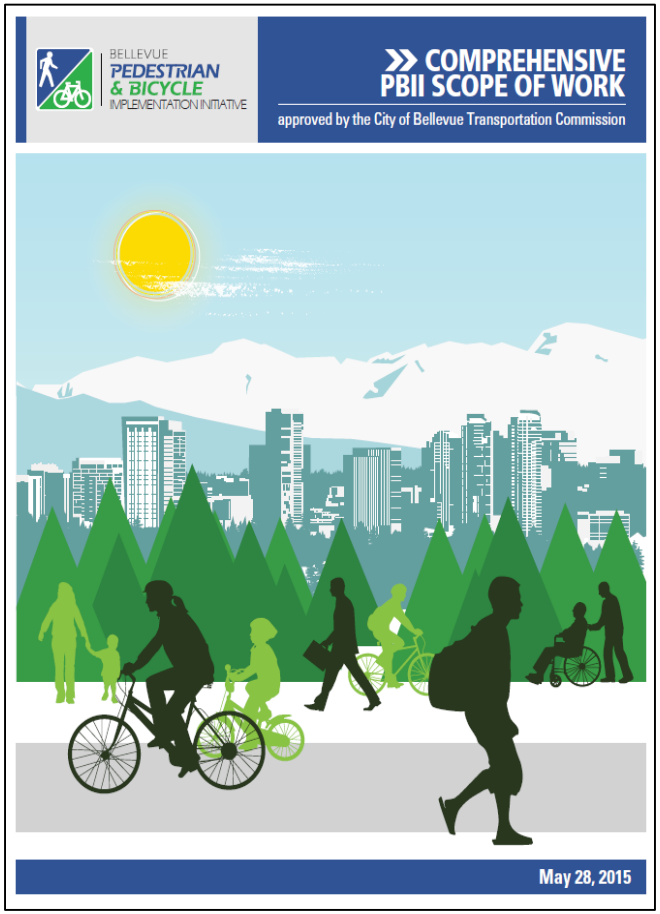
2019 Performance Target:

"Within 10 years, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system."

- 2009 Pedestrian & Bicycle Transportation Plan

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Priority Bicycle Corridors

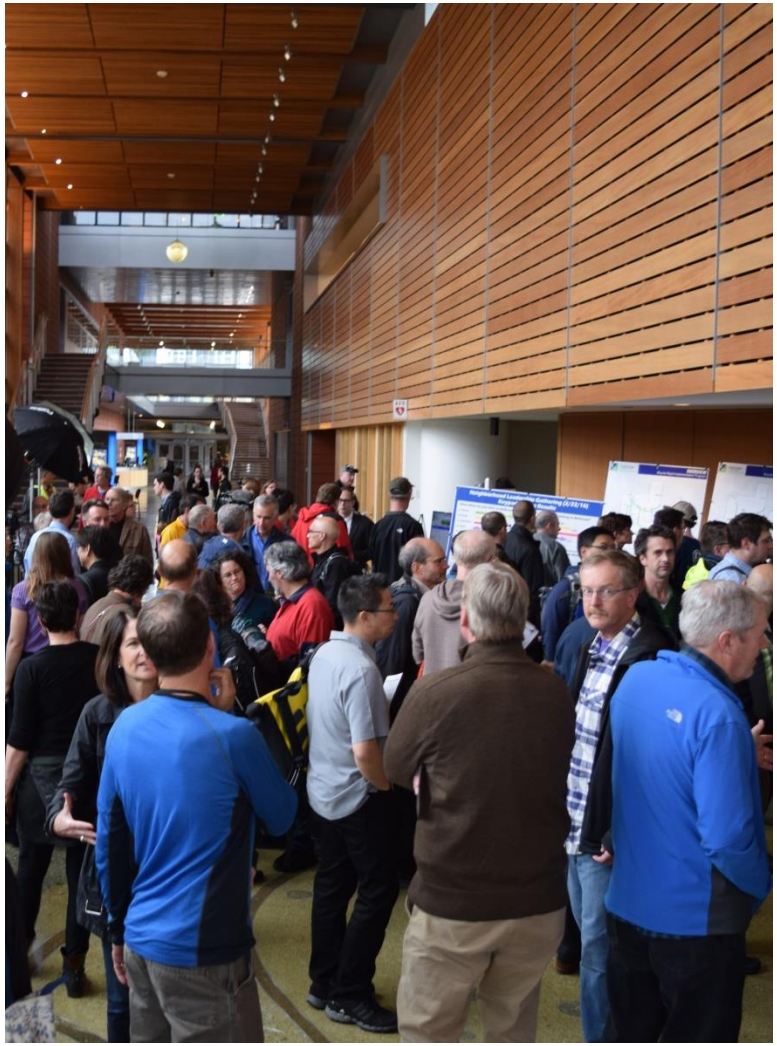


1. Ped-Bike Safety Assessment Report
2. Bicycle Priority Corridor Design Report
3. Transit Master Plan Integration Report
4. Implementation/Funding Strategy Report
5. Count Technology Report
6. Bike-Share Implementation Report
7. Performance Management Report

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

PBII Scope of Work

- Extensive Public outreach
  - PBII Wikimap 1 (safety issues)
  - PBII Wikimap 2 (project ideas)
  - Bike Lanes Open House
  - 11 public meetings
  - Letters of support from corporate, institutional, and non-profit stakeholders
  - Cascade bike network policy ride
- Inter-agency coordination
- Transportation Commission review and approval of Bicycle Rapid Implementation Program
  - Council-appointed body serving advisory role



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Community Support

"The separated lane is very attractive for safety reasons. My greatest concern is the taking of scarce roadway space for a limited user base." – Lampe

"Separating the biker from traffic is a given…. We provide it for cars to prevent accidents. We should provide it for bikers given the imbalance in protection." – Barksdale

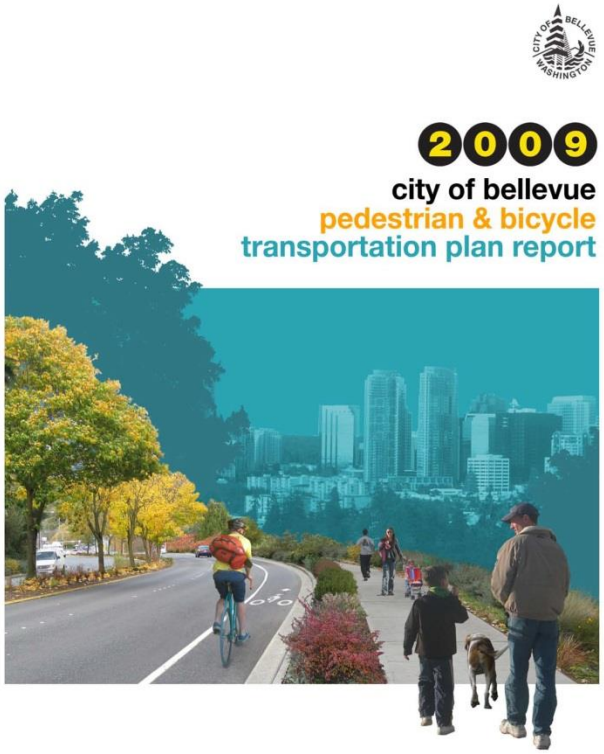
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Bellevue Boards and Commissions

The Bicycle Rapid Implementation Program (BRIP) strives to fill gaps **[Connected]** along the Priority Bicycle Corridor network, and planned bicycle network, with facilities that appeal to "interested but concerned" bicyclists **[Protected]**. The BRIP approach emphasizes implementation of low cost/ short timeframe **[Rapid]** projects.

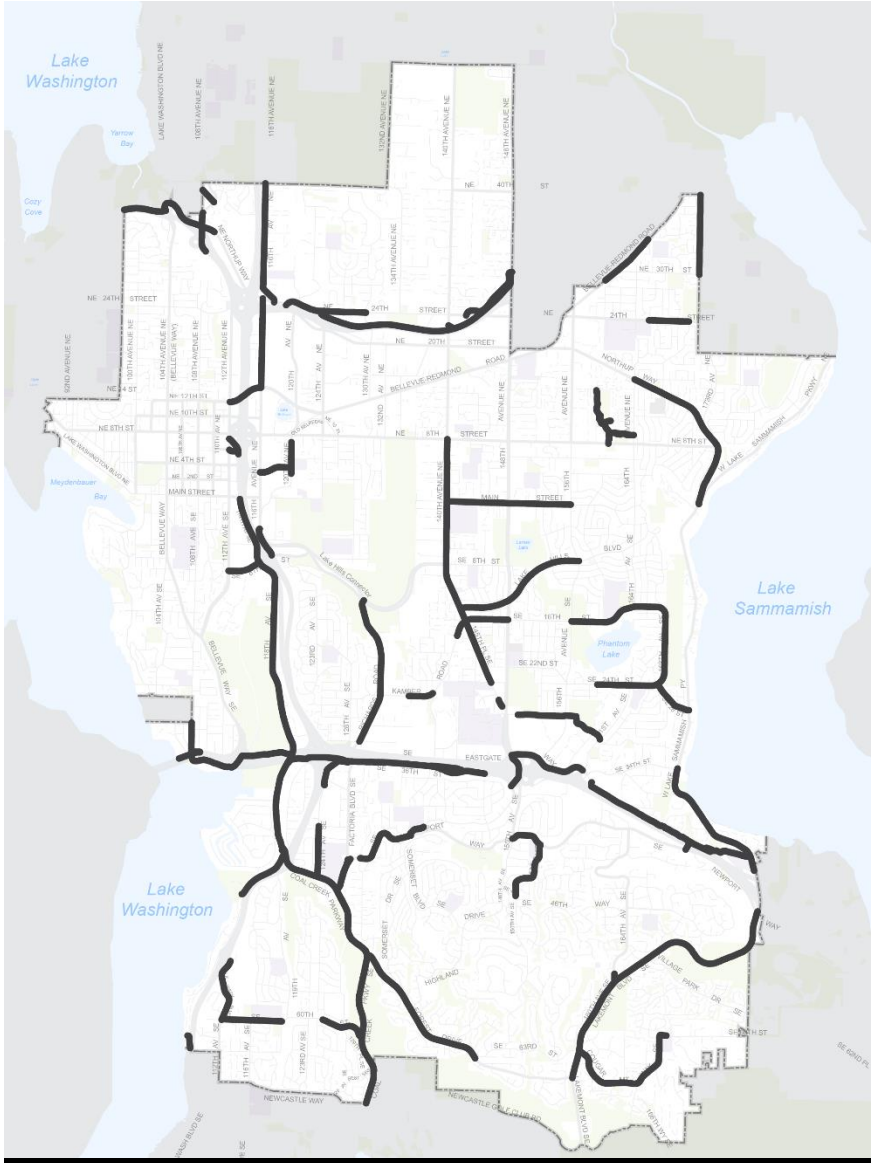
- **Connected**: Prioritizes a connected network that "fills the gaps" in lieu of piece-meal implementation.
- **Protected**: Promotes physically separated facilities to minimize conflicts between roadway users where possible.
- **Rapid**: Identifies early-win opportunities that can be implemented quickly to advance project delivery.

BRIP Strategy

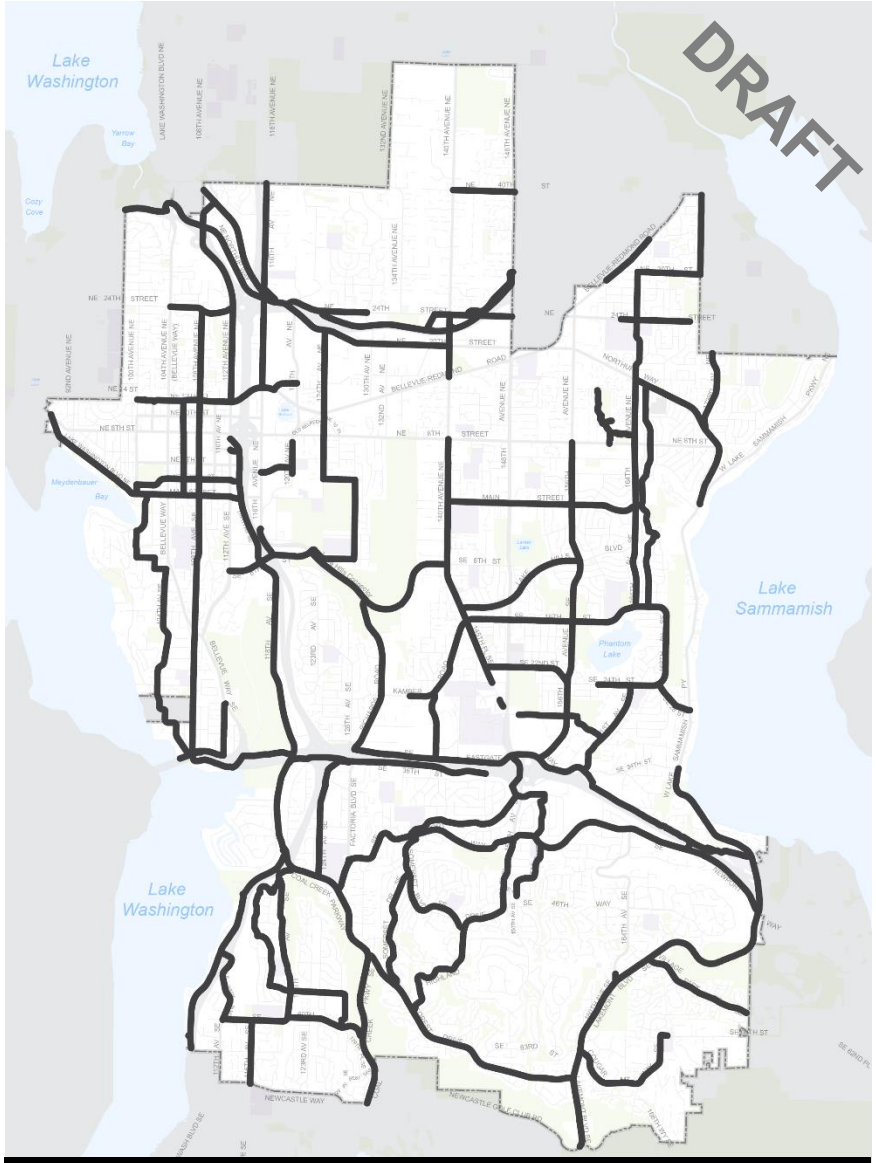


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

From Planning to Implementation



Existing Bicycle Network



Bicycle Rapid Implementation Program Network

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Project Ideas

http://www.bellevuewa.gov/12236.htm

CITY OF Bellevue

Text Size F F F

Pedestrian and Bicycle Implementation

Pedestrian and Bicycle Implementation Initiative

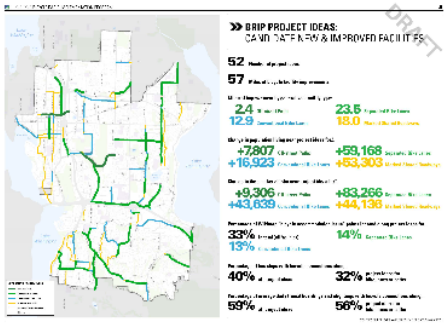
- Public Involvement
- Document Library
- Bicycle Rapid Implementation Program

Walking and Biking in Bellevue

- 2009 Pedestrian-Bicycle Plan

Bicycle Rapid Implementation Program

The Bicycle Rapid Implementation Program (BRIP) makes recommendations for citywide investments in bicycling infrastructure.



The current version of this program identifies 52 project ideas that, with only a few exceptions, would use low-cost materials installed within existing roadway widths to install new bicycle facilities and upgrade existing accommodations to improve the connectivity, coverage, and comfort of bicycling infrastructure in Bellevue.

All of these project ideas are preliminary and subject to revision following additional community consultation and engineering design.

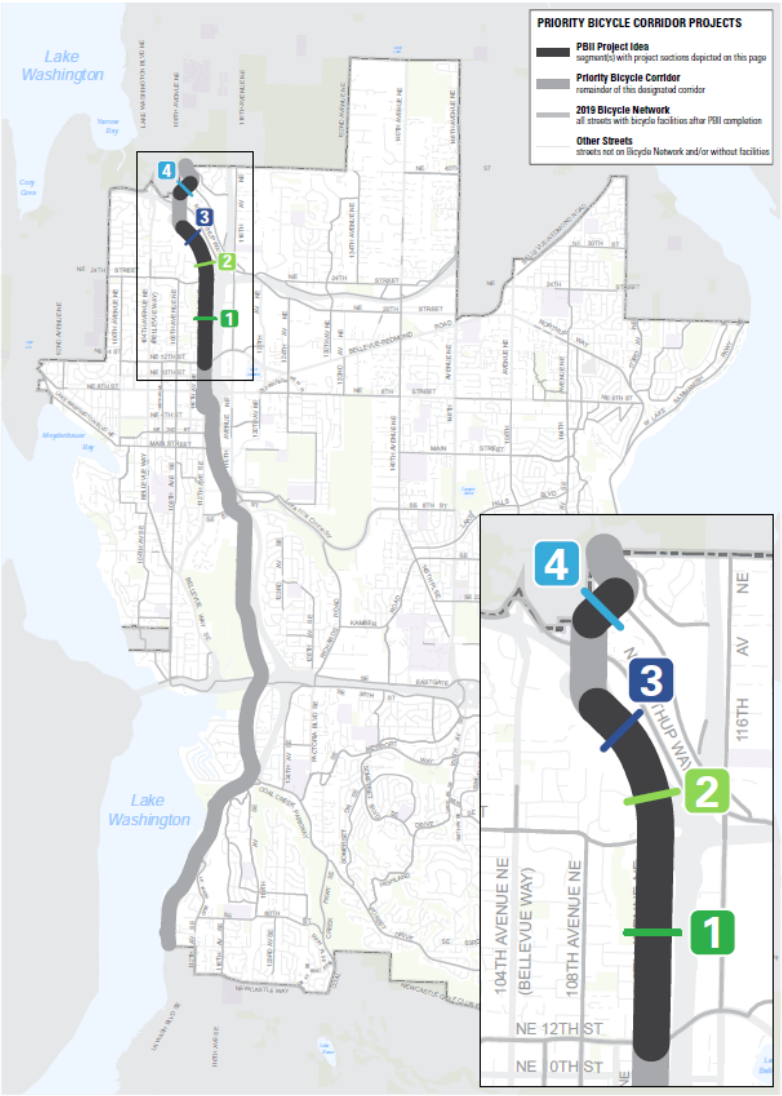
Draft Bicycle Rapid Implementation Program

Download the Full Report (235 MB)

- Introduction and Summary (12 MB)
- Priority Bicycle Corridor Project Ideas (90 MB)
- Bicycle Network Project Ideas (128 MB)
- Neighborhood Bikeway Project Ideas (8 MB)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Rapid Implementation Program



PROJECT IDEA PBC-6: 112TH AVE NE, 108TH AVE NE

DRAFT

Bicycle Classification: Priority Bicycle Corridor

Street Classifications: Minor/Major Arterial

Traffic Volumes (AAWT): 8,900 (NE 12th St to NE 24th St); 10,000 (NE 24th St to SR-520); 12,500 (SR-520 to Eastside Rail Corridor)

Posted Speed Limits: 30–35 MPH

Existing Bicycle Facilities: Bike Shoulders, One or Both Sides (NE 12th St to NE 24th St); Shared/Wide Outside Lane (NE 24th St to SR-520 and Northup Way to NE 38th Pl)

Major Nearby Destinations: Downtown Bellevue, Bellevue Montessori School, South Kirkland Park-and-Ride, McCormick Park

Bicycle Network Connections: NE 12th St (PBC EW-2), Northup Way, Eastside Rail Corridor (PBC NS-3)

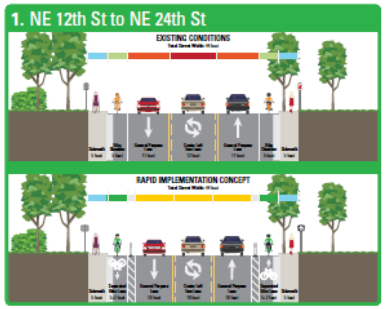
Population (¼-mile buffer): 5,209 residents

Employment (¼-mile buffer): 13,712 jobs

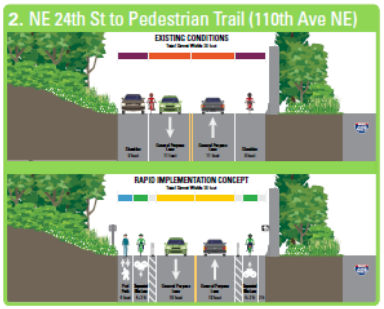
2009 Plan Projects: B-101 (High), B-104 (High), S-303 (High)

Typical Street Sections:

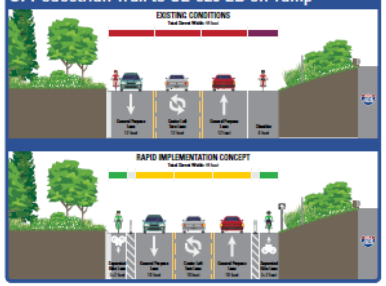
1. NE 12th St to NE 24th St



2. NE 24th St to Pedestrian Trail (110th Ave NE)



3. Pedestrian Trail to SE-520 EB on-ramp



4. NE 38th Pl to Eastside Rail Corridor

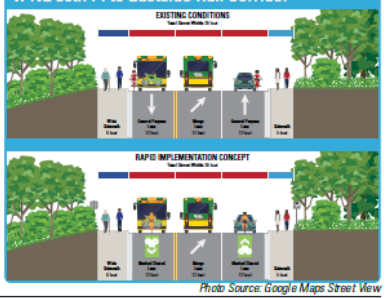


Photo Source: Google Maps Street View

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Representative Project Idea

This project would implement:

- **Separated Bike Lanes** on both sides of the street, from NE 12th St to SR-520
- An **On-Street Pedestrian Path** for 1/4-mile on one side of the street, where no sidewalks are present
- Two **Mid-Block Crossings** with a Rectangular Rapid Flashing Beacons (RRFB)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Representative Project Idea PB-6

"We strongly urge you to prioritize funding for a complete, connected 57 mile network of bike/ped infrastructure throughout Bellevue, emphasizing protected bike paths as much as possible."

- Eric Artz, Chief Operating Officer

"We support increased investment in bicycling infrastructure and taking rapid action on the following projects …"

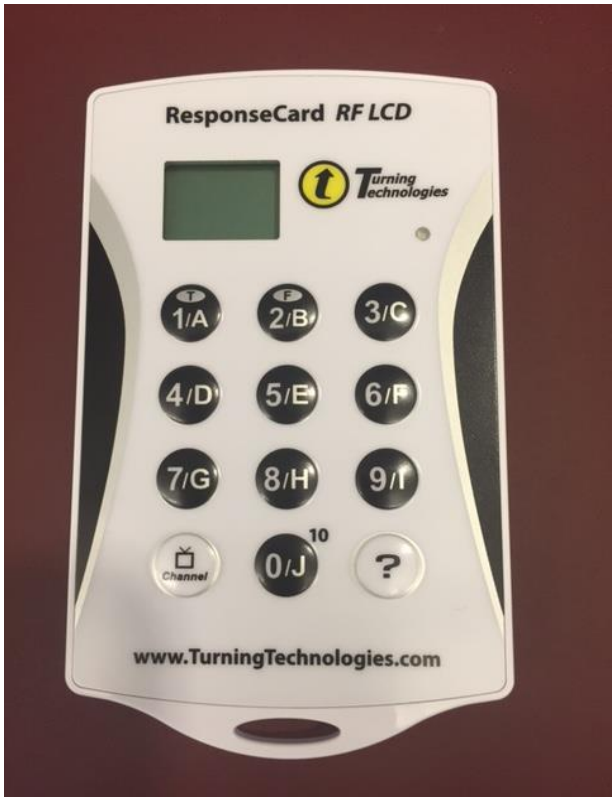
- Al Kinisky, Senior Director of Real Estate

"… the Bicycle Rapid Implementation plan is a cost-effective strategy to help transform Bellevue into a safe and inviting urban center for bicyclists and vital for improving station access in preparation for Sound Transit's East Link…."

- Lisa Brandenburg, President

Corporate Support

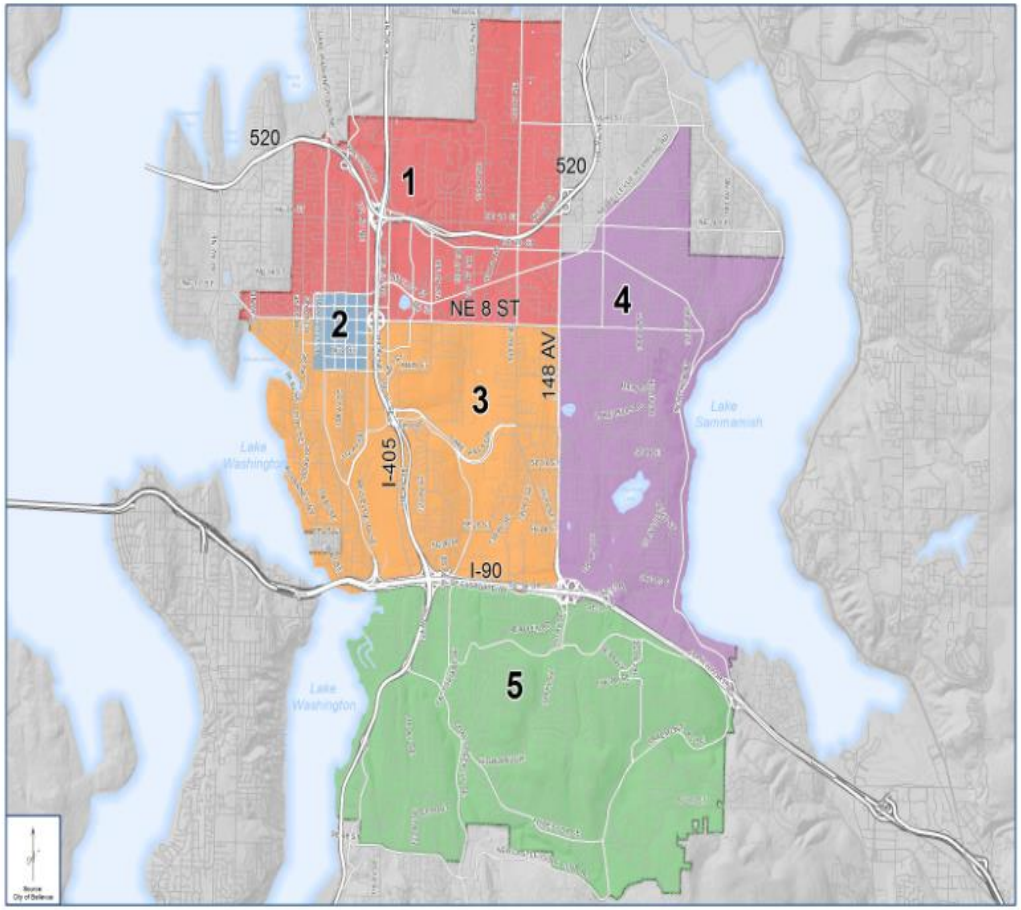
Keypad Polling

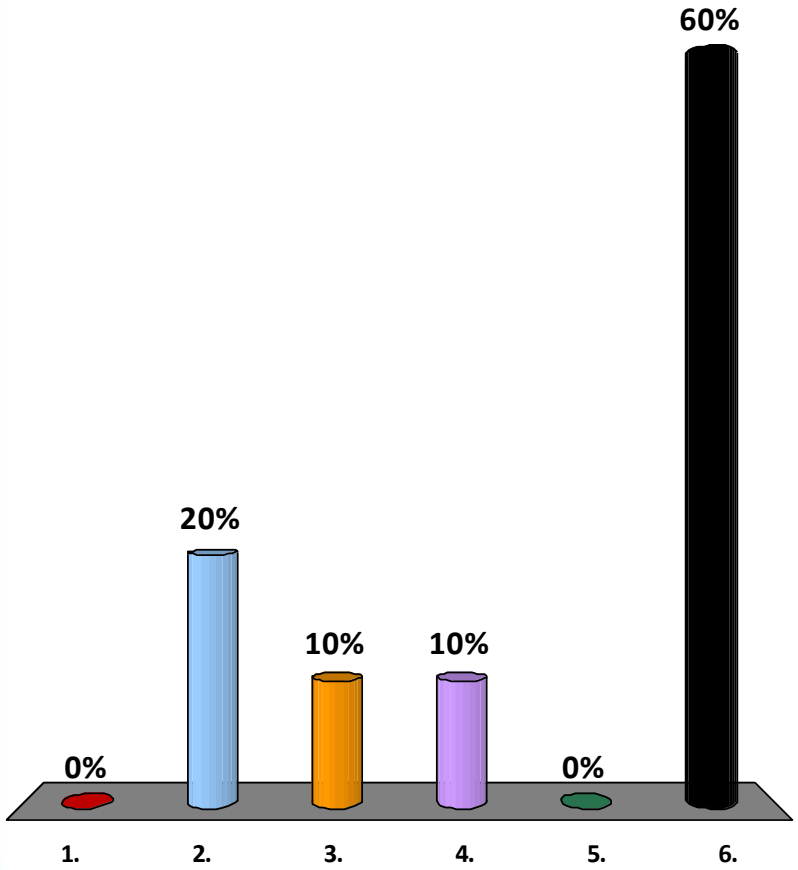


"Engage community stakeholders in setting the priorities for investment in non-motorized facilities."

- Bellevue City Council, Project Principles (Approved February 9, 2015)

Where do you live?

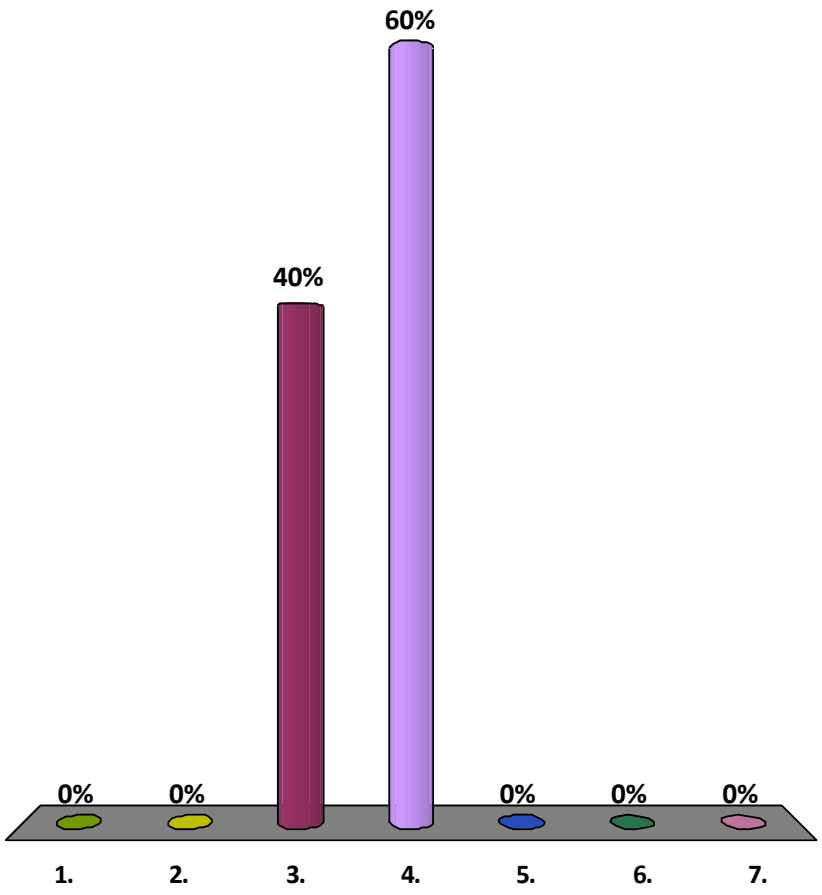




6. None of the above

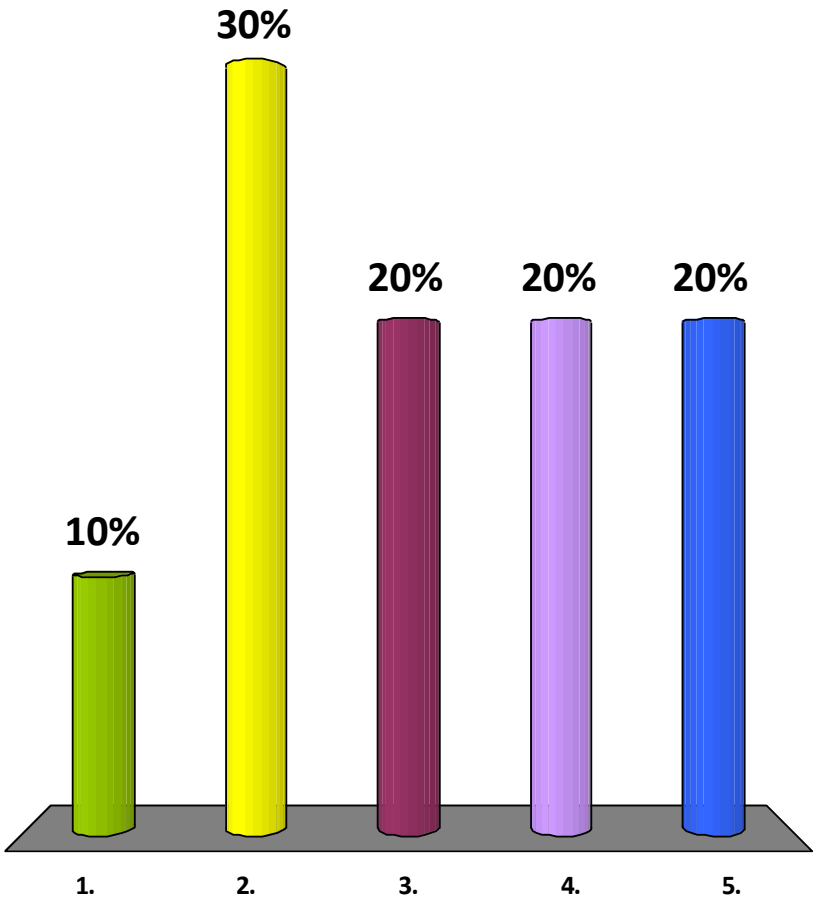
How old are you?

1. Under 16
2. 16 - 24
3. 25 – 34
4. 35 - 44
5. 45 – 54
6. 55 – 64
7. 64 +



How often do you bicycle in Bellevue?

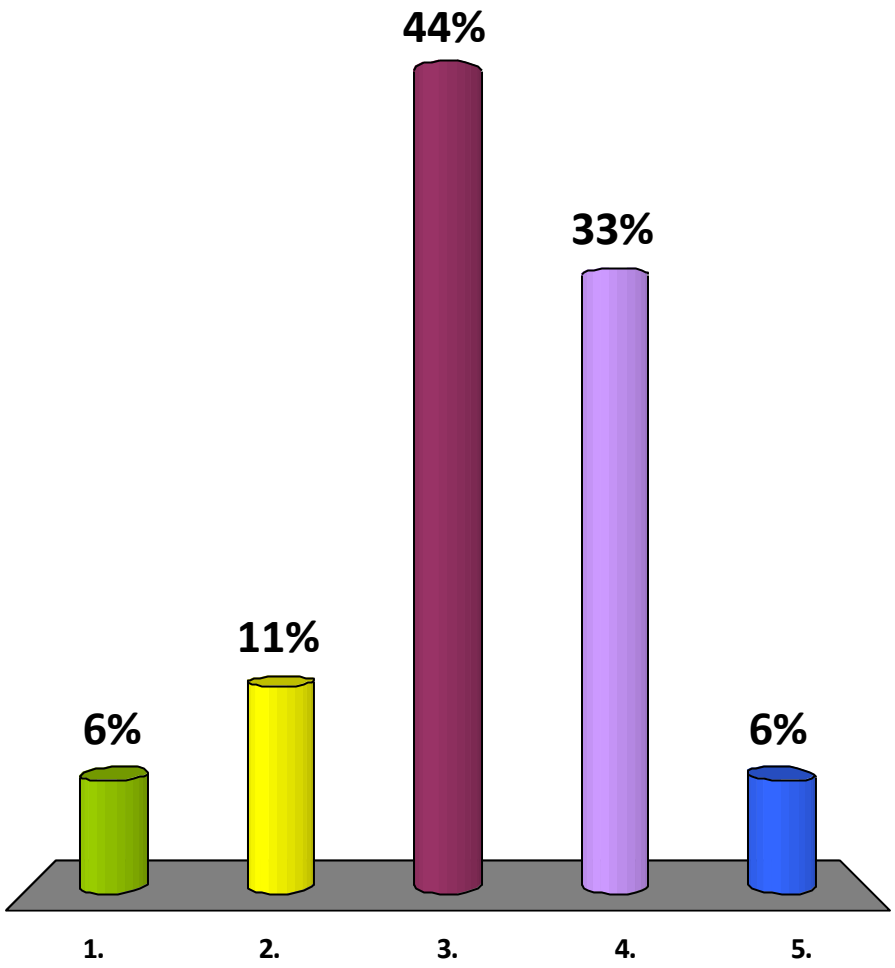
1. Never!
2. Rarely
3. Sometimes
4. Often
5. All the time!



What would prompt you to bicycle more?

SELECT YOUR TOP 2 THAT APPLY

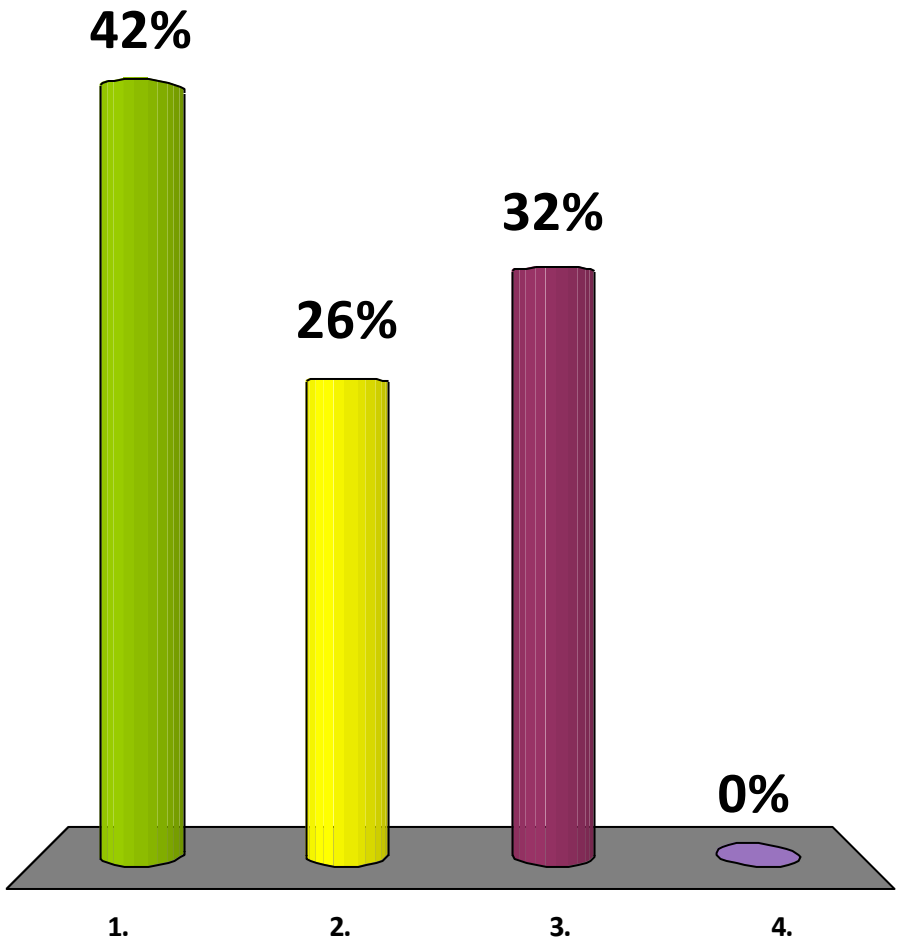
1. Slower traffic
2. Fewer vehicles
3. More separation of bikes from cars
4. More traditional bike lanes
5. Other



What kind of bicycle trips would you want to take?

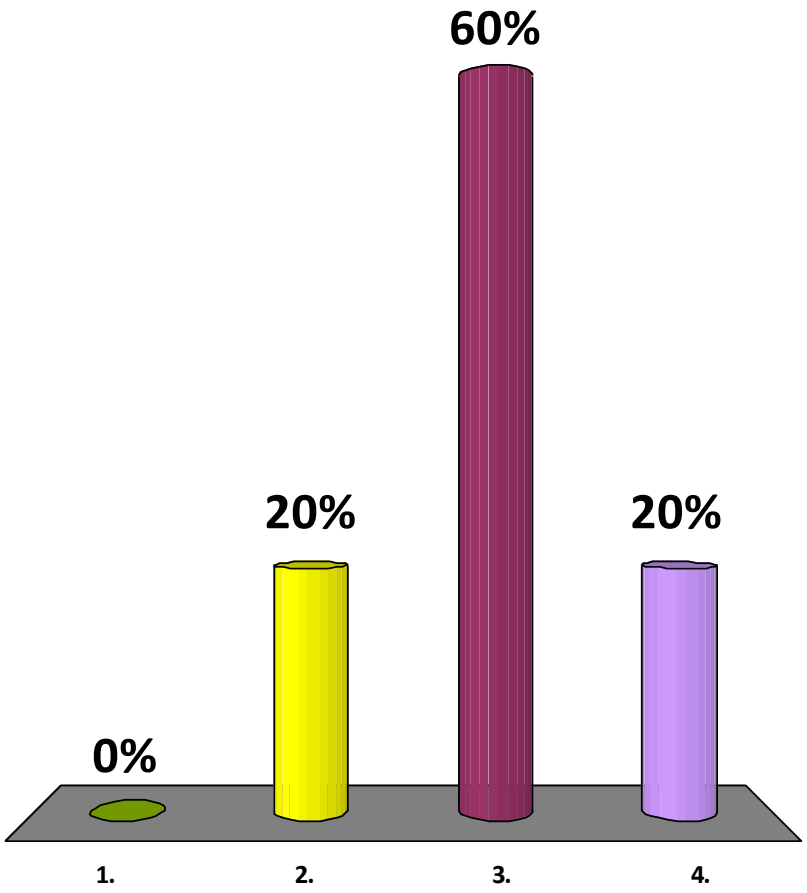
SELECT ALL THAT APPLY

1. Longer trips (across town, commute to work, etc.)
2. Shorter trips (school, local park, etc.)
3. Recreational biking around neighborhood
4. Other



Do you feel safe bicycling in Bellevue?

1. Yes
2. Sometimes
3. No
4. Not applicable



What kind of a bicyclist are you?

1) Strong & Fearless

[Will ride anywhere regardless of conditions]

2) Enthusiastic & Confident

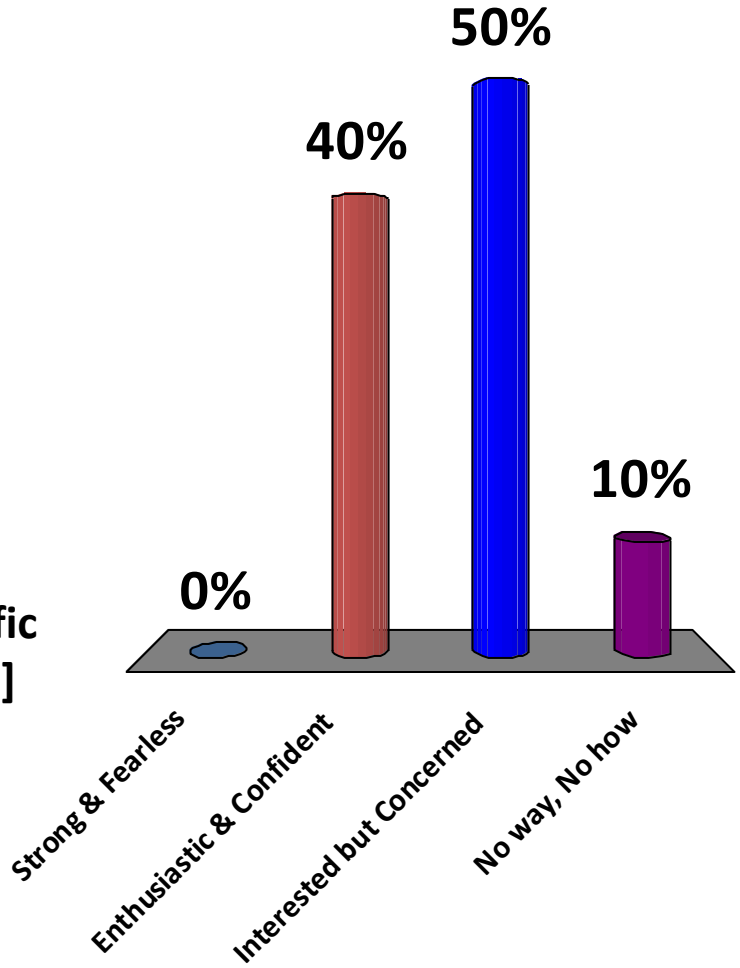
[Confident in traffic, prefer a bike lane]

3) Interested but Concerned

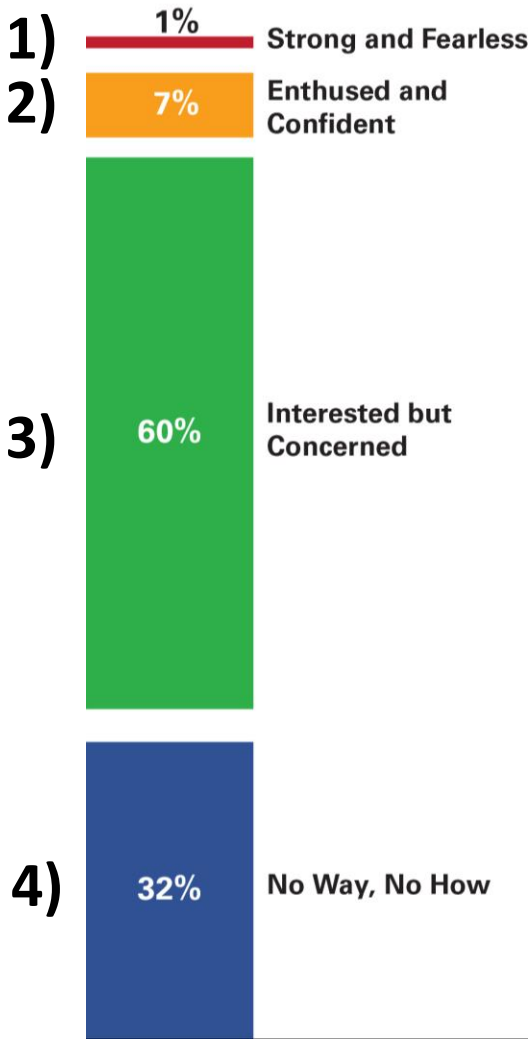
[Fearful of riding in traffic; only ride on low traffic streets, protected bike lanes, or off-street paths]

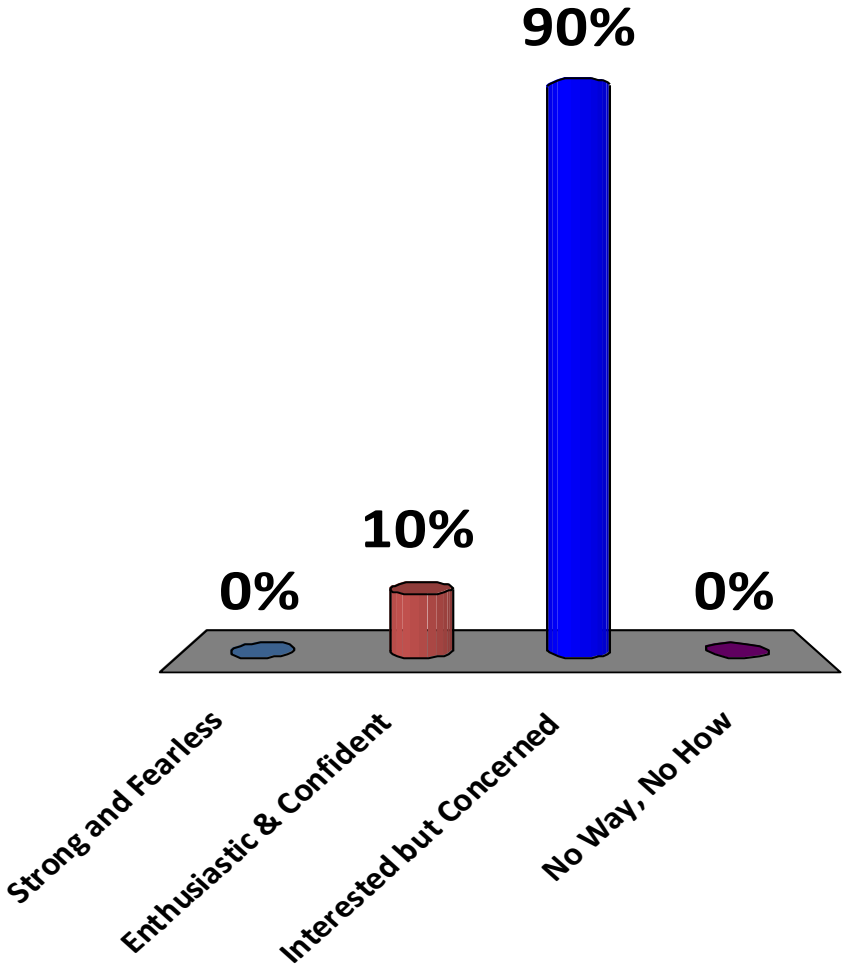
4) No way, No how

[No interest in bicycling; will not ride under any circumstances]



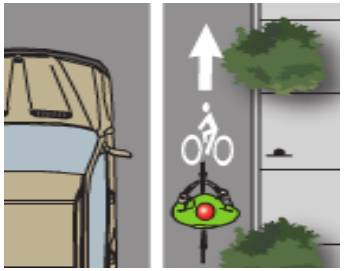
What kind of bicyclist should we design facilities for on priority corridors in Bellevue?



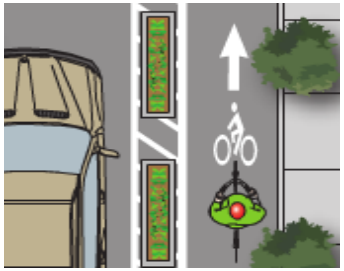


Which of these types of facilities would encourage you to bicycle in Bellevue?

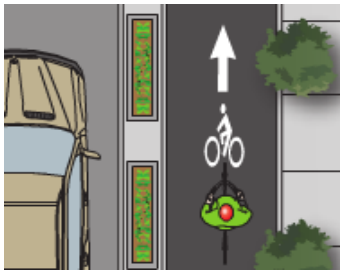
1) Shared Lane Marking



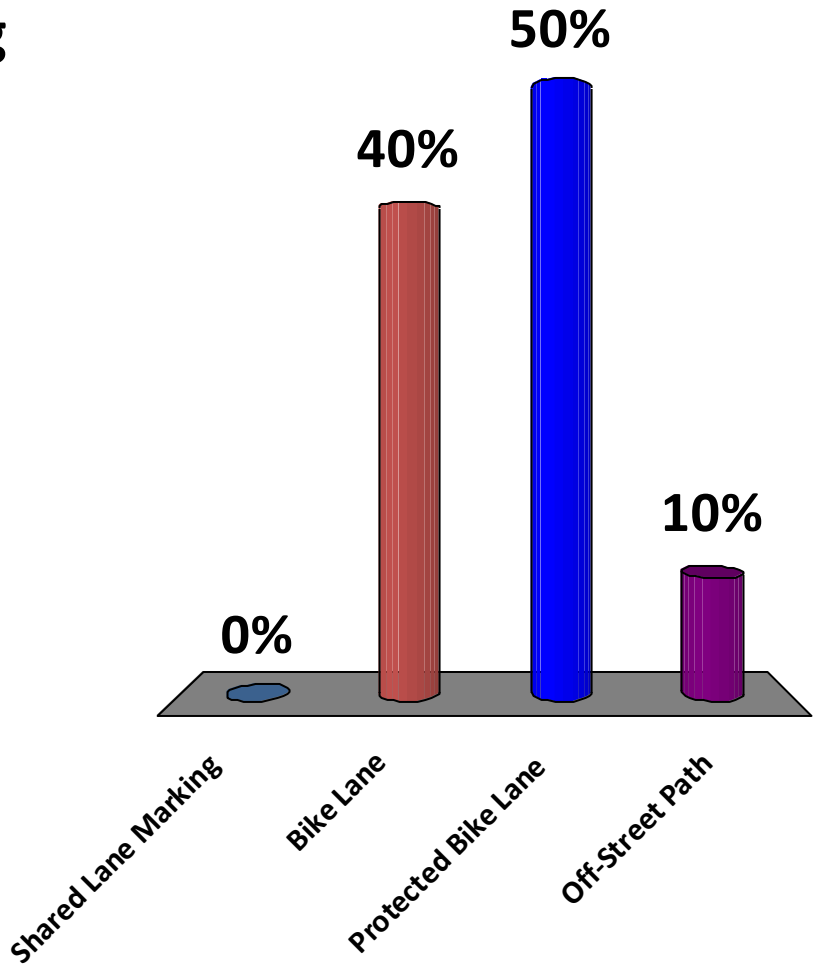
2) Bike Lane



3) Protected Bike Lane

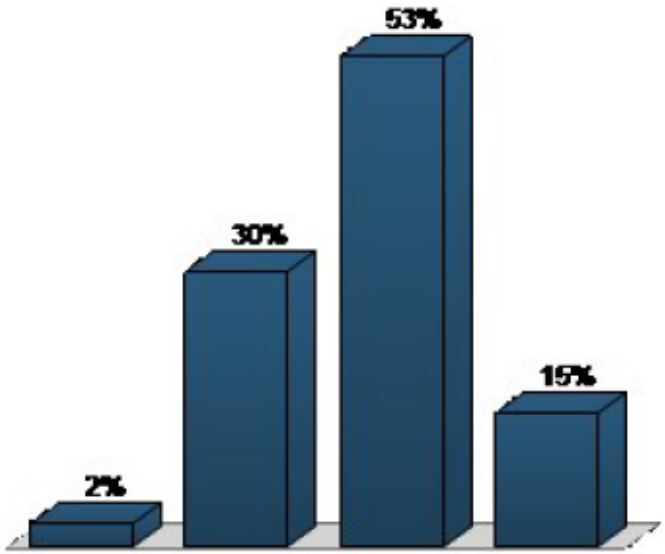


4) Off-Street Path



Which of these types of facilities would encourage you to bicycle in Bellevue? (Multiple Choice)

	Responses	
	Percent	Count
Shared Lane Marking	2.42%	3
Bike Lane	29.84%	37
Protected Bike Lane	53.23%	66
Off-Street Path	14.52%	18
Totals	**100%**	**124**



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Open House (Keypad Polling)

July 18 held during normal council regular session meetings (typically at 8 PM at Bellevue City Hall in the Council Chambers; room # 1E-126).

The agendas is reflected at:
https://bellevue.legistar.com/Calendar.aspx

Budget Hearing

Residents and businesses will have the opportunity to learn more about potential transportation and fire facility projects and provide feedback at three open houses throughout Bellevue. These open houses will be 5-7 p.m. at:

- June 28 -- Bellevue Youth Theatre
- June 29 -- South Bellevue Community Center, community rooms A & B
- June 30 -- City Hall, room 1E-108

The current capital investment plan identifies approximately $400 million available for funding of capital projects not financed through voter indebtedness or ongoing maintenance, but it also identifies more than $1.2 billion in potential capital projects.

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Potential Ballot Measure Hearings

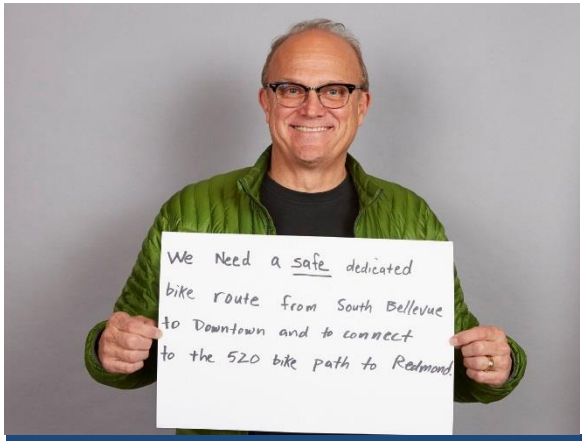
Richard Strophy (West Bellevue Resident)

Peggy Albin (Woodridge Resident)

Diann Stran (Tam O'Shanter Resident)

June Campbell (Cougar Mountain Resident)

Alice Fong (West Bellevue Resident)



Janice Zahn (Newport Resident)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Photo Message Board

Franz Loewenherz
Transportation Department
floewenherz@bellevuewa.gov
425-452-4077

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

For Additional Information