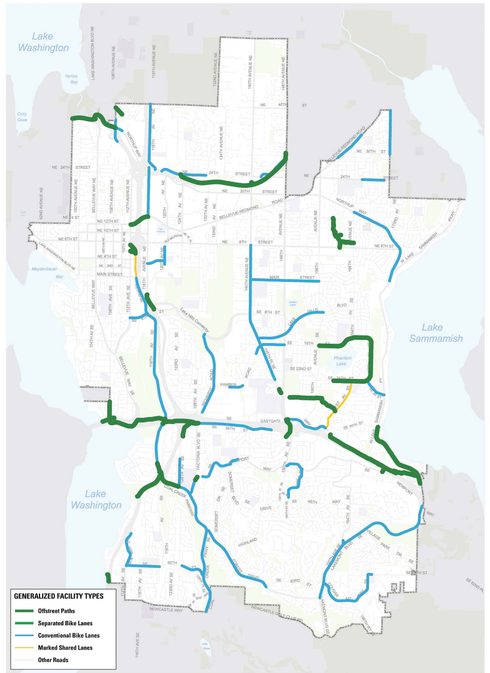
TRANSPORTATION

NEW BICYCLE FACILITIES

CREATING A CONNECTED, PROTECTED NETWORK

The Bicycle Rapid Implementation Program (BRIP)

Existing Bicycle Facilities, June 2016

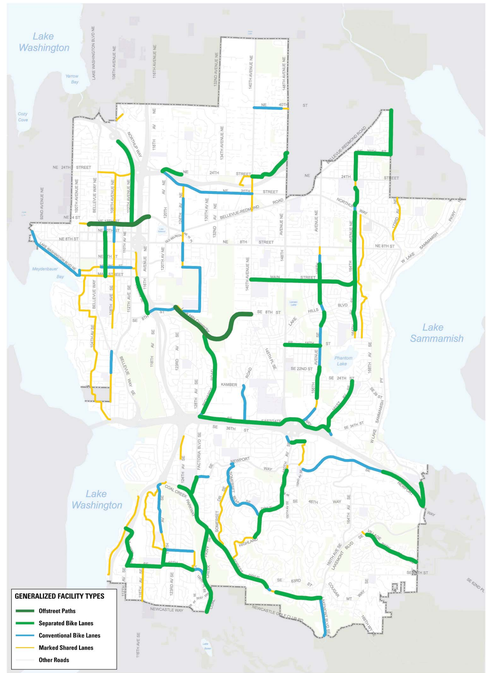


Bellevue has an existing Bicycle Network comprising **107 miles** of facilities. Of this, **42 miles** are facilities specifically designated for use by people on bicycles including...

13.5 mi of Off-street Paths
28.5 mi of Conventional Bike Lanes
1.2 mi of Marked Shared Lanes

The remaining **65 miles** of facilities are wide lanes and shoulders shared with motor vehicles that are not marked for use by people on bicycles. These unmarked shared facilities are not considered suitable for riders of all ages and abilities and are not shown in the maps above.

BRIP Project Ideas

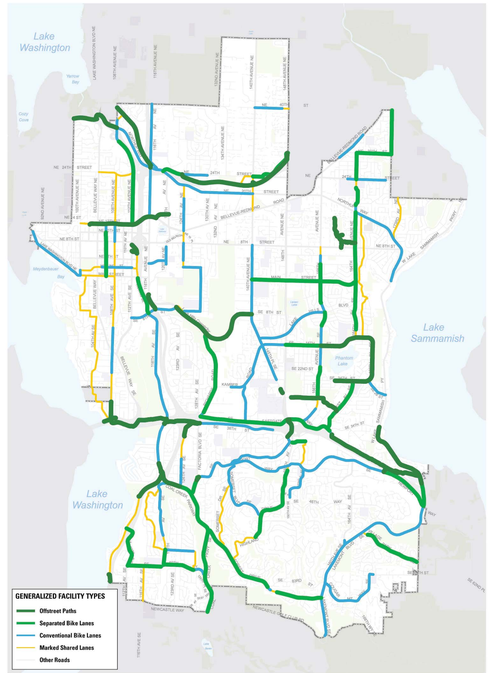


The Bicycle Rapid Implementation Program (BRIP) has identified 52 project ideas. These would install **57 miles** of new and upgraded existing bicycle facilities citywide over the next few years, including...

2.4 mi of Off-street Paths
23.5 mi of Separated Bike Lanes
12.9 mi of Conventional Bike Lanes
18.0 mi of Marked Shared Lanes

These investments would improve connections to dozens of schools, parks, and bus stops serving 60 percent of daily ridership. About 59,000 residents and 83,000 jobs would be within one-quarter mile of separated bike lanes. All BRIP project ideas are conceptual and subject to change following additional community consultation and engineering design.

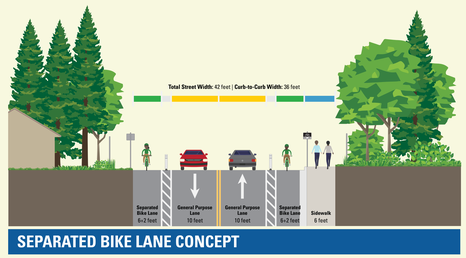
Resulting Bicycle Facilities, Post-BRIP



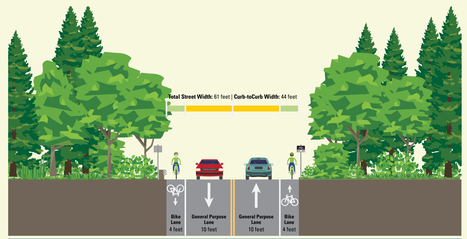
The Bicycle Rapid Implementation Program (BRIP)—together with several already funded projects—would expand the Bicycle Network to **128 miles** of facilities, including...

16.8 mi of Off-street Paths
23.5 mi of Separated Bike Lanes
35.0 mi of Conventional Bike Lanes
18.0 mi of Marked Shared Lanes

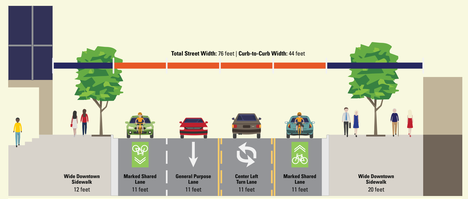
Unmarked shared facilities such as wide lanes and narrow shoulders would be reduced from **65 miles to 35 miles** citywide. The BRIP would complete several North-South and East-West cross-city bicycle corridors that connect Bellevue's neighborhoods and employment centers with the broader regional bicycle system.



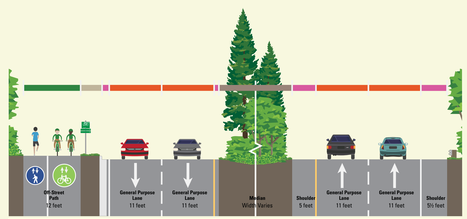
SEPARATED BIKE LANE CONCEPT



CONVENTIONAL BIKE LANE CONCEPT



MARKED SHARED LANE CONCEPT



OFF-STREET PATH CONCEPT