BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

COMMUNITY OUTREACH SUMMARY REPORT, VOL. 2

stakeholder outreach and community engagement events

October 2016

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Making Bellevue a great place to walk and bike.

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INTRODUCTION: PURPOSE, BACKGROUND, NEXT STEPS

Purpose

Pedestrian and bicycle activity is an essential part of Bellevue's vibrancy—it enlivens our streets, strengthens local businesses, creates safer neighborhoods, provides access to jobs, and leads to a healthier community. Given these benefits, Bellevue's streets must be comfortable and safe for all users. The city, residents, visitors, businesses, and community groups must ensure that everyone can travel safely. This shared responsibility relates to how we design our streets, enforce our traffic laws, and how all of us travel—whether by driving, walking, or bicycling.

The life, safety, and health of residents, employees, and visitors is the City Council's highest priority, and the City has endorsed Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030. The Council envisions an accessible, well-connected network of pedestrian and bicycle facilities for Bellevue that enhances livability, supports economic vitality, and serves the mobility needs of people of all ages and abilities. The Pedestrian and Bicycle Implementation Initiative (PBII) is a collection of action-oriented strategies to improve safety for people who walk and bike in Bellevue.

The PBII considers where safety issues currently exist, how new facilities can be designed to make walking and bicycling safe for all people, and how education and enforcement programs can support safe facilities. Community engagement in the PBII process is vitally important to ensuring that the solutions ultimately advanced help to solve the issues that people experience. Where do people who already walk and bike in Bellevue feel unsafe? And what perceived barriers prevent other people from doing so who want to walk or bike but do not feel it is safe?

The Pedestrian and Bicycle Implementation Initiative has leveraged a variety of techniques and tools in an effort to obtain answers to these questions. Some have been as simple as talking with people—and more importantly, listening to people and their concerns. Others have involved giving people the opportunity to speak for themselves in their own words to the rest of the community. Some have been as straightforward as going on a bike ride, while others have used technology like keypad polling and interactive online maps. All of these have provided valuable insights that will help Transportation Department planners and engineers design more useful and effective facilities and programs.

This report documents an assortment of events and activities undertaken between late 2014 and June 2016 as part of the PBII public engagement process. This includes both targeted outreach to individuals, such as the stakeholder photo messages project, and special events to which the broader community was invited and encouraged to attend, such as the PBII Open House and the Bike Network Policy Ride.

Figure 1. Bellevue's *2009 Pedestrian and Bicycle Transportation Plan* and 2015 *PBII Scope of Work*.

Background

The 2009 Pedestrian and Bicycle Transportation Plan (see Figure 1) was approved by Council Ordinance (No. 5861) on February 17, 2009. This plan established a vision for Bellevue as a walkable and bikeable community. The 2009 Plan is the product of extensive public outreach, including online surveys, focus groups, and public events, as well as research, inter-agency coordination, field work, and review by the Transportation Commission.

As a result of these efforts, the Plan aims to achieve the following:

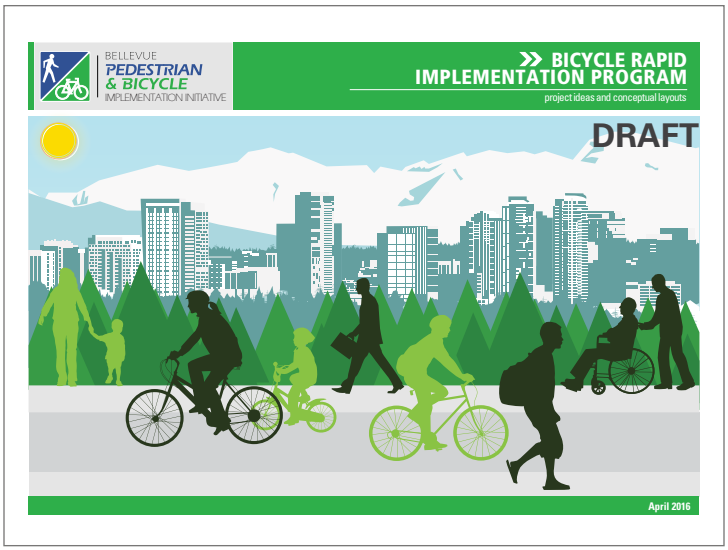
- implementation targets related to network completion, usage, and collision reduction;
- facility designs that are safe, attractive, and compatible with surrounding land uses;
- public education and encouragement programs and policies that support pedestrian and bicycle mobility;
- incorporation of best practices from innovative pedestrian and bicycle initiatives in other cities;
- consideration of the needs of people on foot and on bikes when planning and designing roadway projects.

When fully implemented, the 435 projects identified by the plan will yield 90 miles of sidewalk, 144 miles of bikeway, and 20 miles of trail facility improvements. All of the project descriptions are framed as "conceptual," requiring additional design, engineering, and a long-term commitment to funding projects. Improvements have been made annually along various corridors as opportunities arise, but the City will not meet the Plan's ten-year goals in 2019 at the current rate of investment.

In February 2015, the Bellevue City Council commenced the Pedestrian and Bicycle Implementation Initiative (PBII) to link the 2009 Plan with a coordinated strategy for expedited implementation. The PBII Scope of Work (see Figure 1) approved by the Transportation Commission establishes the seven primary tasks by which this will be accomplished through engineering, education, encouragement, evaluation, and enforcement. Maintaining dialog with the public is critical to ensuring that the outcomes of this initiative reflect the priorities and perspectives of the community. The PBII Team has therefore undertaken a public engagement strategy that has to date included:

- Two Wikimap online surveys—the first to identify locations that feel unsafe for people walking and bicycling, and the second to comment on 52 project ideas under consideration.
- Held over 20 public meetings with the Transportation Commission and other groups;
- Gathered input using key-pad polling and comment cards at an open house that attracted over 140 attendees.
- Had over 100 people share story-telling photo messages to communicate their personal perspectives on walking or bicycling in Bellevue.
- Led over forty participants on a bicycle ride along corridors in and around Downtown where project ideas are being considered.

The individual stakeholder outreach activities and community engagement events are the focus of this report. Additional information about the Wikimap online surveys is available in the *PBII Community Outreach Report, Vol. 1*.



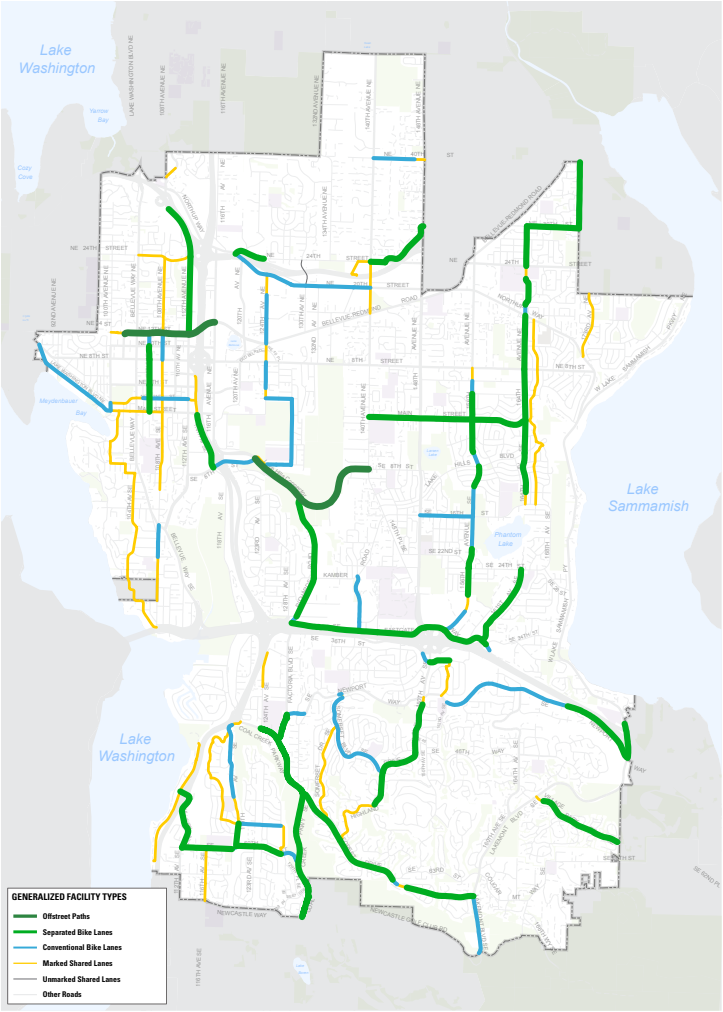


Figure 2. The Bicycle Rapid Implementation Program draft report and map of its 52 constituent project ideas.

Progress & Next Steps

The PBII aims to deliver a pragmatic solution set of projects, programs, and policies that fits within the Bellevue context, is affordable, and can be implemented in a reasonable time frame. The PBII Team has leveraged technical analysis and public input to identify barriers to walking and bicycling, prioritize improvements, and develop the Bicycle Rapid Implementation Program (BRIP) budget proposal to guide citywide bicycle investments over the coming years. The BRIP (see Figure 2) is a collection of 52 project ideas that would add 57 miles of new and upgraded bicycle facilities that are:

1. **connected**, prioritizing a network that "fills the gaps" in lieu of piece-meal implementation,
2. **protected**, promoting physically separated facilities to minimize conflicts between roadway users where possible, and
3. **rapid**, leveraging early-win opportunities that can quickly advance project delivery.

Community input provided through the various engagement activities helped to inform and refine the conceptual designs for the BRIP project ideas; however, all project ideas remain conceptual and are subject to revision. The ultimate package of projects to be funded and implemented by the BRIP will be determined through additional consultation of the Transportation Commission, community, and engineering staff. In April 2016, the Transportation Commission voted to recommend the allocation of $6.8 million for the BRIP through 2019. This recommendation will help inform City Council in their deliberations for the 2017–2019 budget.

The BRIP is among the programs that the Neighborhood Safety, Connectivity and Congestion ballot measure would help contribute funding toward if approved by voters in November 2016, though how much and which projects would be funded remains uncertain at this time. The ballot measure would also provide additional funding for the Neighborhood Sidewalks Program, Neighborhood Traffic Calming and Safety projects, pedestrian crossings projects, and maintenance.

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STAKEHOLDER PHOTO MESSAGES: COMMUNITY MEMBERS IN THEIR OWN WORDS

Pedestrian and Bicycle Implementation Initiative

alerts Receive email or text notification when this page is updated

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Submit a personal photo and message about walking or bicycling in Bellevue

They say a picture is worth a thousand words. If you walk or bike in Bellevue—or if you wish that you could but feel unsafe doing so—you have a chance to add your voice to the growing visual chorus being created by members of the community.

A local professional photographer has volunteered his services to help communicate your message about walking or bicycling in Bellevue in support of improvements to pedestrian and bicycle accommodations. We want to know. Why is walking or bicycling important to you or your business? What is your top priority related to walking or bicycling? How can we encourage more people to walk and bike in Bellevue?

Contact John Tiscornia (206-949-9041 or John@johntiscornia.com) to arrange a meeting to have your photo taken in your neighborhood, favorite local park or trail, at your place of work, or anywhere in Bellevue that represents your message. To see some of the messages we have already received, check out the Community Photo Messages Poster

Figure 3. The PBII webpage encouraged interested members of the community to arrange a meeting in a location of their choice to have their photo message taken.

Purpose and Process

It is often said that a picture is worth a thousand words. The photo messages submitted by members of the community expressing their perspectives on walking and bicycling in Bellevue are even more valuable. And with more than one hundred and thirty photo messages collected over the course of the PBII to date, that all adds up to quite the collection of words! More importantly, it demonstrates broad interest in and support for making Bellevue a great place to walk and bike from a wide range of stakeholders—from parents and students, business executives and employees, and neighbors of all ages, abilities, and backgrounds.

The purpose of the photo message project is to offer people a simple outlet to express in their own words their values and concerns, hopes and dreams, and anything in between related to walking and bicycling in Bellevue. Interested participants were provided with a blank placard and a marker and encouraged to write a short statement that communicates why they walk or bike in Bellevue, why walking or biking is important to them, or their priorities for making Bellevue a better place to walk and bike. Participants were then photographed holding their poster to help humanize the message and reinforce that these are the thoughts of real members of the Bellevue community.

In contrast to most other PBII community engagement efforts, which were either one-time events or were available for public comment for several weeks, the stakeholder photo messages project has been an ongoing effort throughout the entirety of the PBII. In fact, before the PBII had even formally commenced, Transportation Department staff began meeting with members of the community who contacted the City with an interest in walking and bicycling and offering the opportunity to

provide a photo message. The following are some of the ways that people have come to take part in the photo message project:

- People who called or sent emails to staff, Transportation Commissioners, or City Council-members related to walking or biking issues, incidents, or projects were invited to meet with staff and provide a photo.
- The City of Bellevue's PBII webpage invited residents, workers, and business and organization leaders to contact staff to schedule a meeting.
- Placards and photographers were available at the Bellevue Neighborhood Leadership Gathering, the PBII Open House, and the Bike Network Policy Ride to allow attendees the chance to add their message to the conversation.
- Staff had a table at the annual Bellevue Mingle event on October 15, 2015 to publicize the PBII Wikimap and photo message project.
- People who provided their contact information to City staff at Bike Month and rider appreciation events organized by Cascade Bicycle Club and the Bellevue Downtown Association were invited to meet to provide a photo message.
- Members of the Connect Eastside bicycle advocacy group were notified of the opportunity to both participate themselves and encouraged to reach out to other group members.
- As part of their internship work supporting the PBII, students at Interlake High School interviewed their peers and photographed those interested in submitting a photo message.

Figure 4. Local professional photographer and Bellevue resident John Tiscornia volunteered his time and talents to help capture photo messages from members of the community, pictured here at the Neighborhood Leadership Gathering.

Figure 5. (top) Twitter post advertising the PBII Wikimap.

Figure 6. (bottom) Postcard advertising the PBII Open House, front and back.

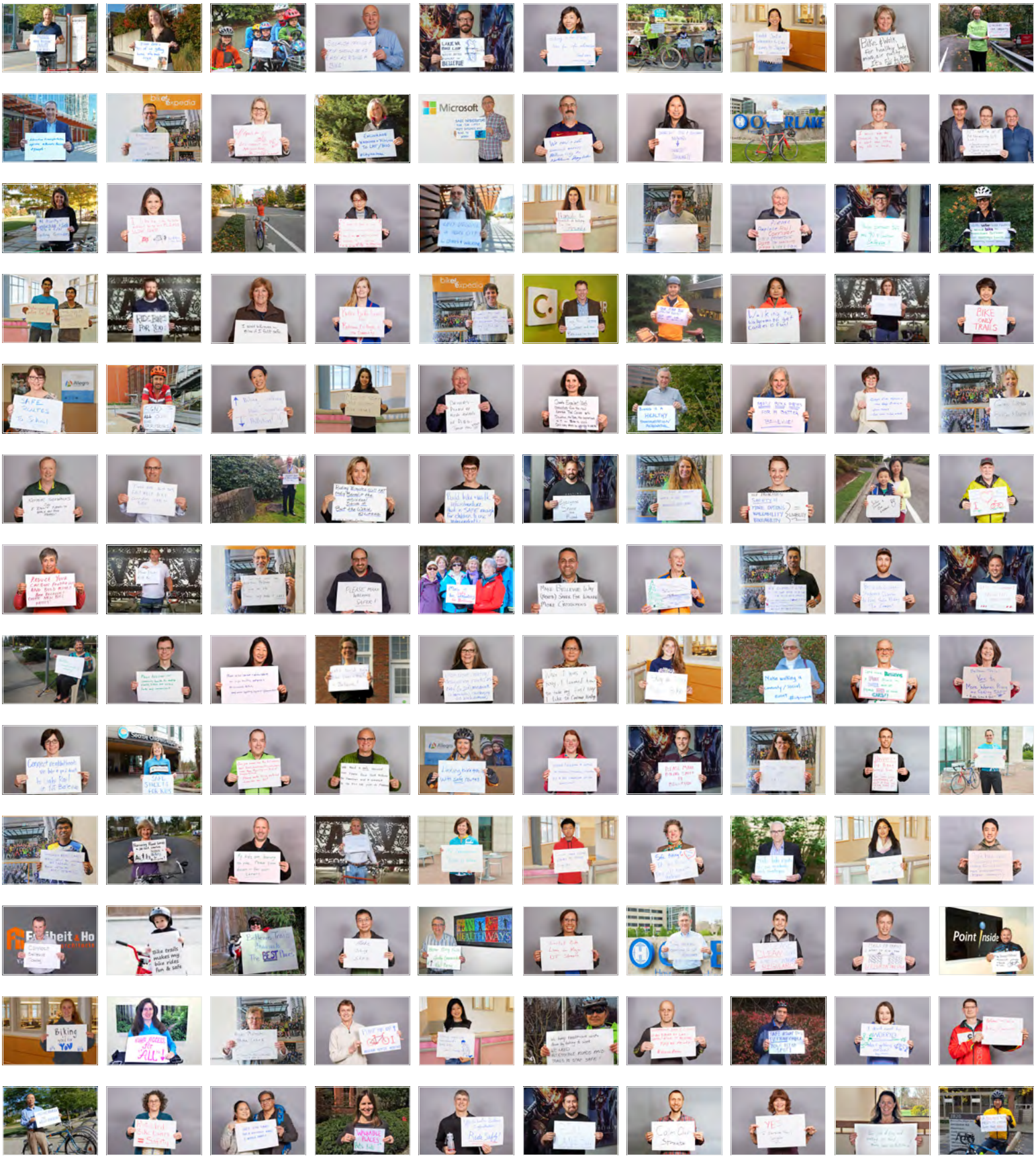
Figure 7. (opposite) Photo messages from 130+ people.

Use of Photo Messages

The primary use of these photo messages is to provide a means for members of the community to communicate their perpsectives and priorities in their own words directly to the rest of the community. Whereas most forms of public input like survey responses and comment card feedback are directed to City staff and elected officials, the photo messages are often framed more universally. By describing more fundamental values, they serve as much as a call to action for fellow citizens as they do to transportation officials.

For this reason, many of these photo messages have been used throughout the PBII process to help inform the public about special events (e.g. the PBII Open House) or formal opportunities to learn and provide their own comments about walking and biking in Bellevue (e.g. the Wikimap online surveys). They have also been included in staff presentations to the Transportation Commission, at outreach events, and to businesses that have invited staff to provide informational presentations to their employees (e.g. Bungie, Expedia). Select photo messages have appeared on postcards distributed to inform the public about the PBII Open House, in posts on City of Bellevue social media pages (i.e., Twitter, Facebook), and on poster boards on display at various events related to walking and bicycling in Bellevue.

The PBII Team will continue to accept photo messages to help convey the stories of residents, employees, students, and anyone else who walks or bikes in Bellevue as long as they keep coming in. If you want to submit your own photo message, visit the PBII webpage and contact Transportation Planning staff. For a closer look at all of the photo messages received to date, refer to the Appendices beginning on page 39.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BIKE ONLY TRAILS
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NEIGHBORHOOD LEADERSHIP GATHERING: THE ROAD AHEAD

Figure 8. (top) Neighborhood Outreach Manager Mike McCormick-Huentelman welcomes neighborhood leaders.

Figure 9. (bottom) Transportation Director Dave Berg presents "The Road Ahead" and facilitates the audience polling.

Background

Bellevue residents know their neighborhoods better than anyone. Neighborhood Leadership Gatherings are open to any neighborhood leader who has a passion for investing in their community and a willingness to share their heart, vision, and priorities with other like-minded leaders across Bellevue. Held in the spring and fall, these meetings provide an opportunity for neighborhood association board members and emerging leaders to share best practices, learn from each other, and dialogue with Neighborhood Outreach and City staff about current issues facing Bellevue's neighborhoods. The format usually includes an interactive opportunity to share neighborhood priorities, learn from a keynote speaker on a current neighborhood issue, and table discussions.

On February 22, 2016, the Neighborhood Outreach team hosted a Neighborhood Leadership Gathering titled "Transportation: The Road Ahead," which assembled more than 114 neighborhood leaders. Councilmember Vandana Slatter as well as East Bellevue Community Council members Steven Kasner and Gerald Hughes were in attendance. Transportation director Dave Berg affirmed that transportation challenges are a priority, as they affect the quality of life of the community on a daily basis. He provided an overview of Bellevue's growth and traffic challenges and facilitated interactive audience polling about questions regarding car commuting, bicycling, walking, and neighborhood protection. There was also a question and answer session with transportation staff. After the meeting, residents were provided the opportunity to submit photo messages for the Pedestrian and Bicycle Implementation Initiative, share commuter stories with the What's the Flux? radio program from 91.3 KBCS, and learn about resources that could assist commuting with Choose Your Way Bellevue.

Resident Priorities

In general, neighborhood leaders expressed concerns about cut-through traffic and the need to reduce speeds in neighborhood streets. Leaders affirmed the priority for local sidewalk and trail improvements to local parks and schools and pedestrian and bicycle connections to the future Eastside Rail Corridor Trail. Residents expressed a desire for increases in transit service and additional park-and-ride capacity. Neighborhoods close to the future East Link light rail alignment wanted to learn more about how construction will impact their ability to get in and out of their neighborhoods. Anxiety about how Bellevue plans for growth was also expressed, given that congestion is already a concern for some.

The following are a few key takeaways from audience polling related to bicycling in Bellevue:

- Nearly half (48 percent) of attendees "never" bike in Bellevue. Of those who do, most (23 percent) bike "rarely" and 21 percent bike "sometimes."
- Nearly half (44 percent) of attendees do not feel safe biking in Bellevue, while one-quarter (26 percent) "sometimes" feel safe.
- More than a third (35 percent) indicated that "more separation of bikes from cars" would prompt them to bike more, followed by "more traditional bike lanes" (23 percent).

The following are a few key takeaways from audience polling related to walkways in Bellevue:

- Nearly half (45 percent) of attendees feel safe from traffic when walking in their neighborhoods, while more than a third (37 percent) "sometimes" feel safe.
- The two most common things identified by attendees that would help them feel safer in their neighborhoods are "more sidewalks, trails, etc." (27 percent) and "lower speeds" (16 percent).
- The type of walkway preferred by the largest number of attendees are "raised/separated asphalt walkways" (44 percent).
- Given limited funds, 41 percent of attendees believed that walkway improvement resources should first be spent along "routes to local destinations (parks, schools, etc.)"

The following are a few key takeaways from audience polling related to crosswalks in Bellevue:

- Compared with sidewalks, 45 percent of attendees indicated that crosswalks are "more important," while 39 percent believed they are "just as important."
- More than half (57 percent) of attendees believe that "improving existing crosswalks with flashing lights" and "building new crosswalks" should be prioritized equally.

PBII OPEN HOUSE: INTRODUCING BRIP PROJECT IDEAS

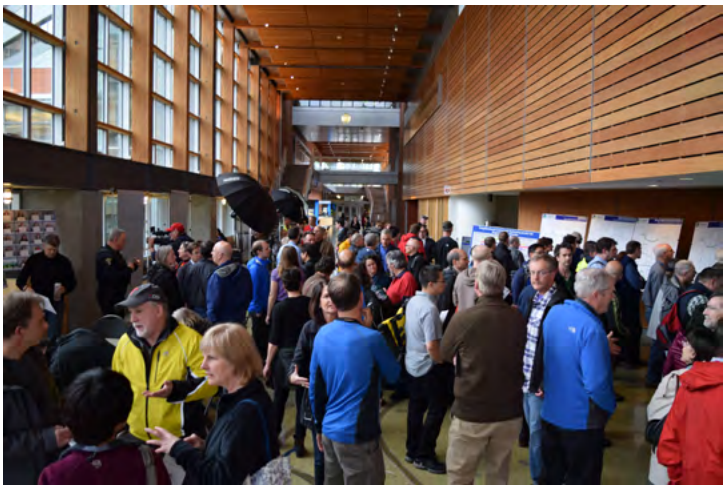


Figure 10. (top) The Open House took place in the main concourse of Bellevue City Hall.

Figure 11. (bottom) Transportation Director Dave Berg welcomes Open House attendees and introduces the PBII.

Introduction

On March 23, 2016, the community was invited to attend the PBII Open House at Bellevue City Hall to learn about bicycle facility project ideas being considered for implementation in the coming years. The Open House marked the official public unveiling of 52 project ideas collectively referred to as the Bicycle Rapid Implementation Program (BRIP), which had been in development for several months under the guidance of the Transportation Commission. The BRIP would realize a network of bicycle facilities that are:

1. **connected**, prioritizing a network that "fills the gaps" in lieu of piece-meal implementation,
2. **protected**, promoting physically separated facilities to minimize conflicts between roadway users where possible, and
3. **rapid**, leveraging early-win opportunities that can quickly advance project delivery.

The 2009 Pedestrian and Bicycle Transportation Plan established goals to implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connect the boundaries of the city limits and at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue. The project ideas proposed by the BRIP aim to realize these goals and reflect public input received through various channels, including the first PBII Wikimap.

PBII Open House attendees had the opportunity to review poster boards and street section drawings describing the BRIP project ideas, talk to Transportation staff and commissioners, hear a presentation about PBII progress and next steps, and contribute to the conversation by submitting their own photo message.

Presentation and Audience Polling

Transportation Commissioner Janice Zahn and PBII project manager Franz Loewenherz led the PBII Open House presentation. The presentation began by providing an overview of the Pedestrian and Bicycle Implementation Initiative, including its foundation in the vision and goals of the 2009 Pedestrian and Bicycle Transportation Plan, the City Council-approved program principles, and the seven PBII task elements.

The principle most directly relevant to the topic of the Open House states: "Advance the implementation of Bellevue's planned Bicycle Priority Corridors to facilitate continuous bicycle travel along a connected grid of safe facilities throughout the city and the region." Given that the 2009 Ped-Bike Plan established corridor completion goals for 2019, this principle is being pursued according to the themes "connected, protected, and rapid." The Bicycle Rapid Implementation Program (BRIP) is the result, but its development represents an early stage in the process, with additional consultation with the public, Transportation Commission, and engineering staff still to come.

Another PBII program principle is to "engage community stakeholders in setting the priorities for investment in non-motorized facilities." To that end, community input played a significant role in the development of the BRIP project ideas. The first PBII Wikimap was highlighted as one example, which provided the public with an opportunity to identify locations with issues that make it feel unsafe to walk or bike in Bellevue. The survey also allowed respondents to indicate whether they regarded the location as safe or unsafe, whether they had ever experienced or witnessed a near miss at those locations, and to suggest potential solutions to help address the issues they identified.

Figure 12. (top) Transportation Commissioner Janice Zahn describes the importance of walking and biking in Bellevue.

Figure 13. (bottom) PBII project manager Franz Loewenherz polls the audience about their bicycling habits and preferences.

Figure 14. Audience polling results to the question: "What would prompt you to bicycle more?"

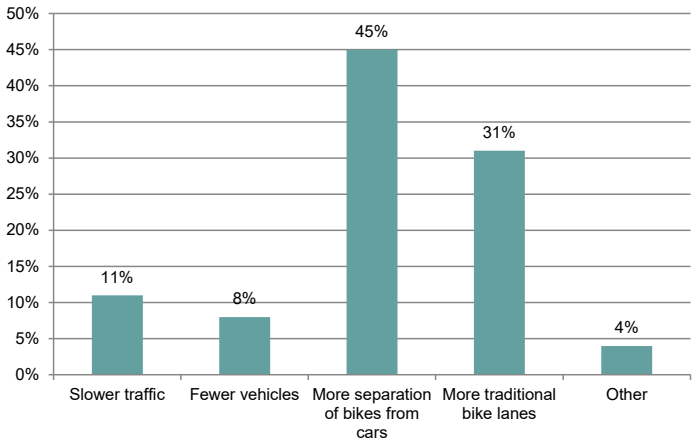
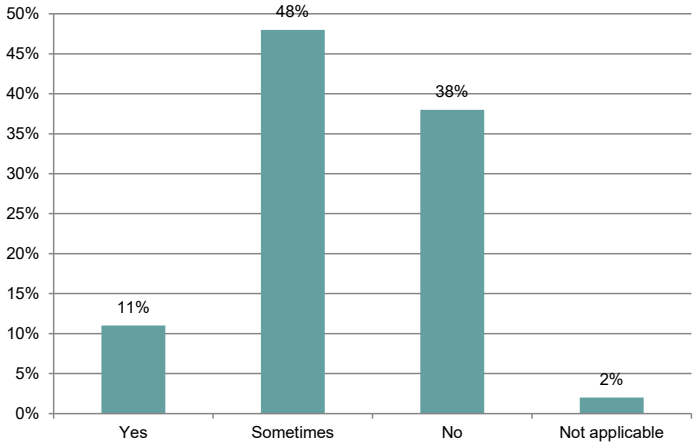


Figure 15. Audience polling results to the question: "Do you feel safe bicycling in Bellevue?"



The PBII Open House offered the community an opportunity to reflect on the BRIP project ideas developed in response to earlier public input, as well as to provide other useful feedback to help the City better understand the habits and preferences of people who bike in Bellevue. Based on the audience polling activity, the following can be said about those who attended the PBII Open House:

- Attendees were generally older than Wikimap respondents, with more than three-quarters (76 percent) over the age of 45, compared with about half of Wikimap respondents.
- The bicycling habits of PBII Open House attendees are virtually the opposite of those expressed by Neighborhood Leadership Gathering attendees, with 25 percent of Open House attendees bicycling in Bellevue "all the time" and another 34 percent bicycling in Bellevue "often."
- Despite this, PBII Open House attendees indicated that they only feel somewhat safer bicycling in Bellevue than did Neighborhood Leadership Gathering attendees: 11 percent feel safe (compared with 8 percent), while 38 percent feel unsafe (compared with 44 percent).
- Like Neighborhood Leadership Gathering attendees, PBII Open House attendees indicated that the two factors that would prompt them to bike more are "more separation of bikes from cars" (45 percent) and "more traditional bike lanes" (31 percent).
- PBII Open House attendees expressed the most interest in "recreational biking around neighborhoods" (33 percent), but less interest in "shorter trips" (25 percent) and more interest in "longer trips" (30 percent) than Neighborhood Leadership Gathering attendees.
- The majority (58 percent) of PBII Open House attendees describe themselves as "Enthusiastic & Confident" bicyclists, and about one-quarter (28 percent) identified as "Interested but Concerned."

- Despite their self-identification, the vast majority of attendees (81 percent) believe that Bellevue should design bicycle facilities along Priority Bicycle Corridors for "Interested but Concerned" bicyclists, which research in other cities has shown represents about 60 percent of the population.
- More than half of PBII Open House attendees (53 percent) indicated that "protected bike lanes" would encourage them to bicycle in Bellevue, while nearly a third (30 percent) selected "bike lanes" and 15 percent selected "off-street paths."

Following the audience polling, attendees were encouraged to review the poster boards on display in the City Hall main concourse and complete comment cards to help inform any revisions that should be considered to the project ideas. Interested attendees were also encouraged to contribute a personal photo message to the PBII. Finally, attendees were informed about PBII Wikimap 2, a second online survey that offered the community an opportunity to review and comment on any and as many of the 52 BRIP project ideas as they are interested in. Staff provided a brief tutorial on how to use Wikimap 2 before thanking everyone for their attendance at the PBII Open House and concluding the presentation portion of the evening.

Figure 16. Audience polling results to the question: "What kind of bicyclist should we design facilities for on Priority Bicycle Corridors in Bellevue?"

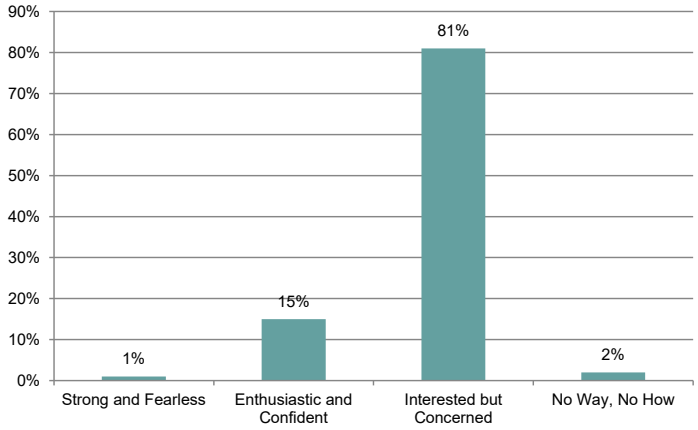
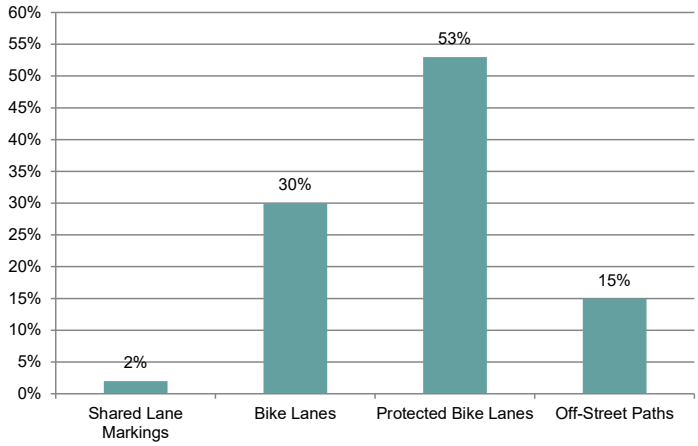


Figure 17. Audience polling results to the question: "Which of these types of facilities would encourage you to bicycle in Bellevue?"



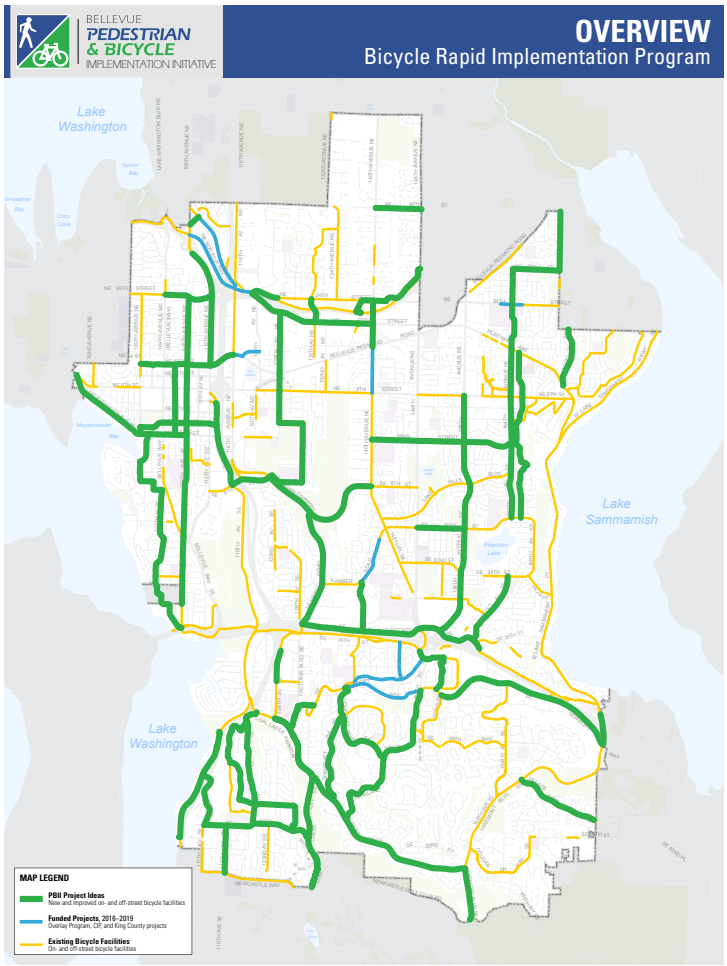


Figure 18. (top) BRIP Overview poster board.

Figure 19. (bottom) Transportation Department staff were available to answer attendees' questions about the BRIP project ideas and how they relate to other bicycle facility investments in Bellevue.

PBII Poster Boards

Nine posters were on display at the PBII Open House. These posters provided an overview of the 52 projects that compose the Bicycle Rapid Implementation Program (BRIP), how they relate to Bellevue's existing Bicycle Network, and the resulting Bicycle Network after the project ideas are implemented. Two poster boards depicted how the BRIP project ideas would help to complete continuous north-south and east-west cross-city corridors. Another poster depicted four street section graphics representative of the types of projects identified by the BRIP—separated bike lanes, conventional bike lanes, marked shared lanes, and off-street paths. Finally, a poster summarized the results of audience keypad polling from the Neighborhood Leadership Gathering, held on February 22, 2016. All of the posters on display at the PBII Open House are reproduced in the Appendices section of this report.

Photo Messages and Comment Cards

Blank placards and markers were available and a professional photographer was present to help Open House attendees contribute their perspectives on walking and bicycling in Bellevue to the visual narrative of stakeholder photo messages.

Forty-nine attendees completed and submitted comment cards following the PBII Open House presentation. The following is a sample of the feedback provided on comment cards by Open House attendees. Refer to the Appendices to view scans of all comment cards submitted.

- "We need urgent change - especially in the Downtown area. We have skyscrapers being built and no way for people to bike around Downtown... Get to it today!"
- "Looking forward to bike rides through Bellevue after crossing over from Seattle on the 520 bridge. Getting more people biking as soon as possible is a high priority."
- "The section of 140th Ave NE between NE 24th St and NE 8th St is terribly hostile and dangerous to cyclists. But it's the only way to

get to the 520 Trail from the south. Please fix that mess! It's on the route that Sammamish High School and Bellevue College students might take."

- "Gaps in the network are barriers for families and all those who are not brave about biking in traffic. Intersections need care - that's where most of the danger lies. Use all available space for wider bike lanes and wider buffers."
- "I would really like to see more separated bike lanes and traditional bike lanes in Bellevue. I bike recreationally all the time on the weekends when I can plan routes that are safe and I would really like to be able to also bike to my errands in Bellevue, but I don't feel safe doing so."
- "Outside of heavy traffic, the large Downtown streets are over-built and encourage speeding. Calm our streets."
- "Please improve the overpass over I-90 at Eastgate P&R. Also, a lot of bikers go through Bellevue College and that could be better. The focus on lanes is good, but I think many of the most dangerous places are intersections (e.g. SE 36th St and Factoria Blvd)."
- "Do not sacrifice complete bikeways for the sake of excessive turn-only lanes."
- "No matter how much infrastructure you build, there will still be locations where cars and bikes have to travel together. Therefore, it is imperative that drivers are taught how to drive near bicycles and pedestrians. Please spend some of the transportation money on driver education."
- Student cyclists at Bellevue College have consistently complained that they do not feel safe riding to campus. This proposal is necessary for students to feel more comfortable riding to campus."

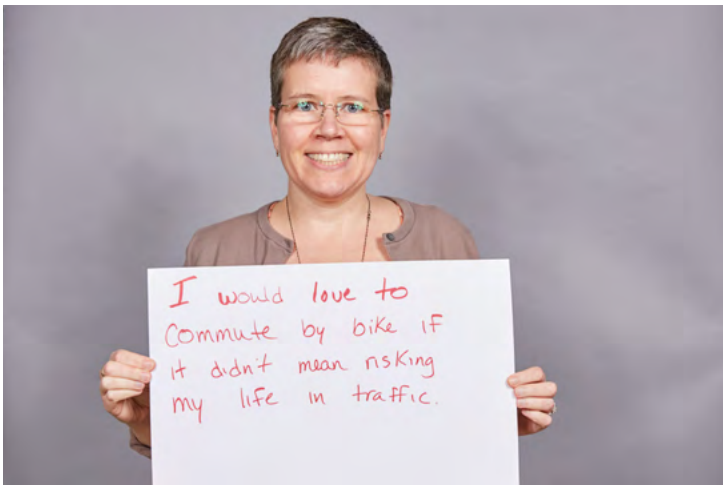


Figure 20. (top) Open House attendees create their personal message boards and complete comment cards.

Figure 21. (center) Cathleen Blackburn, resident of Northwest Bellevue.

Figure 22. (bottom) Mia Gunthe, resident of Grass Lawn.

BIKE NETWORK POLICY RIDE: DOWNTOWN & NORTHWEST BELLEVUE BY BIKE

Figure 23. (top left) Transportation Director David Berg, Cascade Bicycle Club Executive Director Elizabeth Kiker, Councilmember Lynne Robinson, Mayor John Stokes, and former Councilmember Kurt Springman.

Figure 24. (center left) Mayor John Stokes with Bellevue Police bicycle patrol officers.

Background

On May 25, 2016, Cascade Bicycle Club hosted the Bellevue Bike Network Policy Ride in partnership with the City of Bellevue. Over forty participants attended the 4.2-mile mid-day ride. It began and ended at City Hall, taking riders on a figure-eight route through Downtown and Northwest Bellevue that highlighted corridors where the PBII's Bicycle Rapid Implementation Program (BRIP) has identified project ideas.

All attendees were provided a route map and comment card upon arrival at the event (see Figure 37 on page 22). Participants rode along NE 6th St, 108th Ave NE, NE 24th St, 112th Ave NE, NE 12th St, 106th Ave NE, NE 2nd St, and 114th Ave NE. The comment card also depicted the facilities being contemplated for these corridors, which include separated bike lanes along 106th and 112th Ave NE, conventional bike lanes along NE 2nd St and portions of both 106th and 108th Ave NE, an off-street path along NE 12th St, and green-backed sharrows along 114th Ave NE.

People of all ages and abilities were encouraged to join the ride. In recognition of the current absence of any designated bicycle facilities along the route, the Bellevue Police bicycle patrol escorted the ride to help ensure the safety of all participants and hold lunch-hour traffic as needed while the large group navigated turns and construction areas.

Figure 25. (above) Over forty people attended the Bike Network Policy Ride.

Figure 26. (top right) Kirkland resident Marypat Meuli with a personal message emphasizing safety.

Figure 27. (center right) Kurt Springman offers a hopeful vision for people bicycling in Bellevue.

Figure 28. (bottom right) Several attendees at the policy ride added their personal photo messages to nearly one hundred others submitted in support of the PBII.

Figure 29. (top) Cascade Bicycle Club Eastside policy coordinator McKayla Dunfey welcomes attendees.

Figure 30. (center) Mayor Stokes provides opening remarks supporting expanding Bellevue's bike network.

Figure 31. (bottom) Councilmember Lynne Robinson offers her committment to bicycling in Bellevue.

Segment 01 - NE 6th St, 108th Ave NE

McKayla Dunfey of Cascade Bicycle Club formally welcomed attendees to the event. As the organization's Eastside policy coordinator, McKayla worked with City of Bellevue staff to organize the policy ride. Mayor John Stokes offered opening remarks, stating that Bellevue is committed to Vision Zero, to building a robust transportation system, and to creating a network of physically protected bike lanes. He noted that many members of the community have expressed a strong interest in these priorities and encouraged those present to "keep pushing us" to realize these important investments. Councilmember Lynne Robinson added her appreciation for the opportunity to experience first-hand the need for bicycle improvements in Downtown.

Departing from City Hall, the route first passed through Bellevue Transit Center, then turned north onto 108th Ave NE. BRIP Project Idea PBC-2 has identified the potential for marked shared lanes south of NE 8th St (see street section 1) and curb-side conventional bike lanes from NE 8th St to NE 10th St (street section 2). Related to the segment with marked shared lanes, participants offered the following comments:

- "Not good enough in a busy downtown area with lots of car traffic!"
- "Many drivers are ignorant of what the sharrows mean. Green is good."
- "I would make this conventional [bike lanes] for continuity and increased safety."
- "Good for a low traffic, fairly flat route... but I am not a fan of sharrows."

Related to the segment with conventional bike lanes, participants offered the following feedback:

- "Bike lanes, all for them. Easy for bikes and less confusing for drivers."
- "What happens with the right turn lane at 108th & 10th? Really hard to navigate when you are going straight on a bike and there are right turning cars."
- "Need to be cleaned regularly. Can be dangerous at turns/intersections."

Photo by John Tiscornia

Photo by John Tiscornia

Photo by John Tiscornia

Figure 32. (top left) Participants begin the ride departing City Hall.

Figure 33. (center left) Riding west through the Bellevue Transit Center, where paving improvements are planned.

Figure 34. (bottom left) Traveling north along 108th Ave NE through its intersection with NE 8th St.

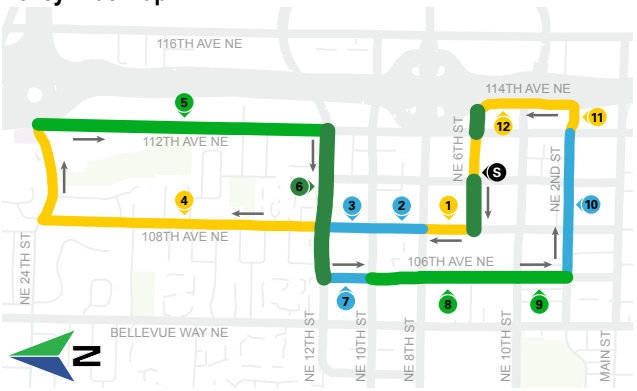
Figure 35. (top, center right) Continuing north along 108th Ave NE, where bike lanes are envisioned as part of the BRIP.

Figure 36. (bottom right) PBII project manager Franz Loewenherz describes project ideas along the next route segment.

Cascade Bicycle Club
Bellevue Bike Network Policy Ride

cascade BICYCLE CLUB

Policy Ride Map:

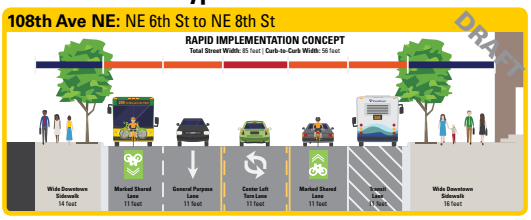


Start: Bellevue City Hall
Left (west) on NE 6th St through Bellevue Transit Center
Right (north) onto 108th Ave NE
Stop at NE 10th St
Continue north along 108th Ave NE
Right (east) onto NE 24th St
Stop at 112th Ave NE
Right (south) onto 112th Ave NE
Stop at NE 12th St
Right (west) onto NE 12th St
Left (south) onto 106th Ave NE
Stop at NE 6th St
Left (east) onto NE 2nd St
Left (north) onto 114th Ave NE
Left (west) onto NE 6th St
End: Bellevue City Hall

Potential Future Typical Street Sections:

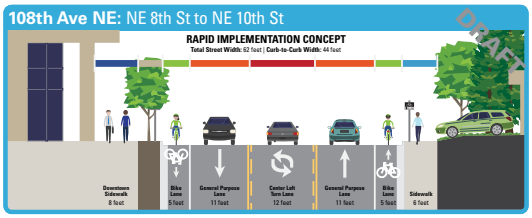
Comments:

1 **108th Ave NE:** NE 6th St to NE 8th St



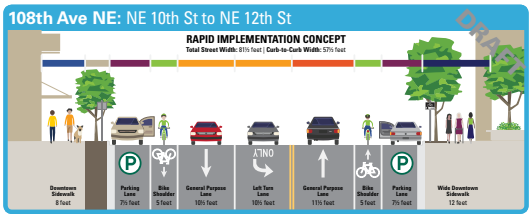
These marked shared lanes...

2 **108th Ave NE:** NE 8th St to NE 10th St



These conventional bike lanes...

3 **108th Ave NE:** NE 10th St to NE 12th St

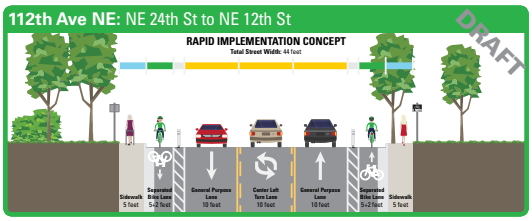


These conventional bike lanes...

4 **108th Ave NE, NE 24th St:** NE 12th St to 112th Ave NE
Neighborhood Bikeway Representative Treatments

This neighborhood bikeway...

5 **112th Ave NE:** NE 24th St to NE 12th St



These separated bike lanes...

Note: The above typical street sections refer to project ideas for Bellevue's Bicycle Rapid Implementation Program (BRIP), part of the Pedestrian & Bicycle Implementation Initiative. All project ideas are subject to change following additional community consultation and engineering design. As of May 2016, the BRIP and its associated project ideas have not yet been funded for implementation between 2016–2019.

Figure 37. Bike Network Policy Ride handout with route map, PBII project idea typical street sections, and areas to provide comments.

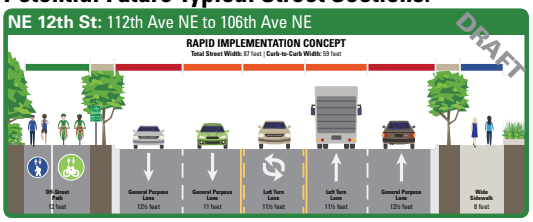
Cascade Bicycle Club

Bellevue Bike Network Policy Ride

Potential Future Typical Street Sections:

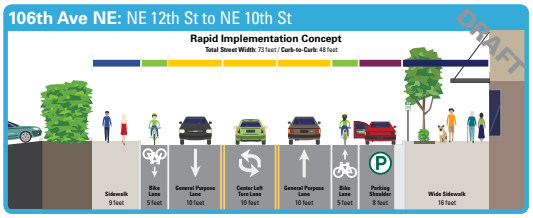
Comments:

6



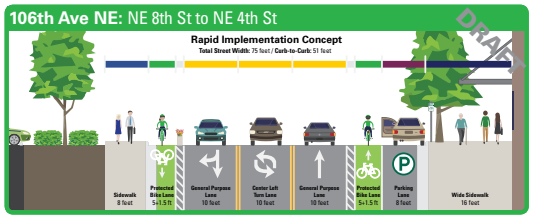
This off-street path...

7



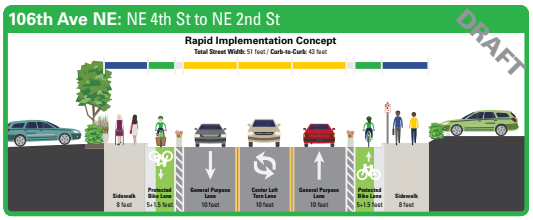
These conventional bike lanes...

8



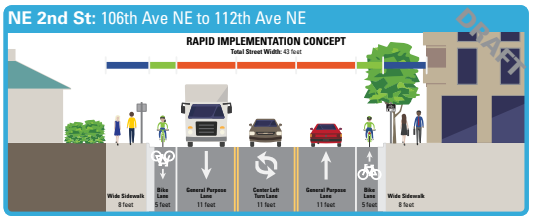
These separated bike lanes...

9



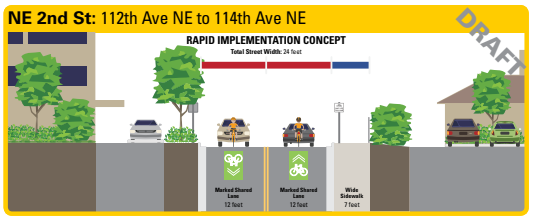
These separated bike lanes...

10



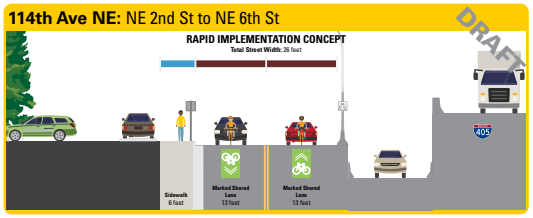
These conventional bike lanes...

11



These marked shared lanes...

12



These marked shared lanes...

Note: The above typical street sections refer to project ideas for Bellevue's Bicycle Rapid Implementation Program (BRIP), part of the Pedestrian & Bicycle Implementation Initiative. All project ideas are subject to change following additional community consultation and engineering design. As of May 2016, the BRIP and its associated project ideas have not yet been funded for implementation between 2016–2019.

Segment 02 - 108th Ave NE, NE 24th St

After stopping at the corner of 108th Ave NE and NE 10th St to discuss the next segment, the route continued north on 108th Ave NE. Between NE 10th St and NE 12th St, BRIP Project Idea PBC-2 has identified the potential for conventional bike lanes on both sides (street section 3). Today, there is an unmarked door-zone buffer lane in the northbound direction only, and bicycles share either the general purpose lane with motor vehicle traffic or the sidewalks with pedestrians in the southbound direction. Participants offered the following feedback on the proposed bike lanes:

- "Bike lanes + parking. Plus for both bikes and cars."
- "Can be dangerous from vehicle doors and cars exiting parking."
- "Can the bike lane be put near the curb and move parking over to avoid door threats? Like 2nd Ave in Seattle."
- These conventional bike lanes "are dangerous in the door zone."

North of NE 12th St, BRIP Project Idea PBC-3 has identified the potential for a neighborhood bikeway along 108th Ave NE and NE 24th St (street section 4), which would at minimum include green-backed sharrows, traffic calming treatments, and wayfinding. Some traffic calming features are already present along the corridor, including four speed humps and two speed dots. Participants offered the following feedback on this project idea:

- "An excellent example of a (potential) greenway. Max speed = ? 20 mph? Speed humps YES."
- This neighborhood bikeway "must have sharrows."
- "Good, 108th is a low traffic area and a good way into town from the north."
- This neighborhood bikeway "is an oasis. But as Bellevue grows these are going to become arteries."

Figure 38. (top) Participants travel along 108th Ave NE, north of NE 10th St through an existing unmarked parking buffer lane on the east side.

Figure 39. (bottom) Riders approaching NE 12th St, an east-west Priority Bicycle Corridor that spans the northern edge of Downtown.

Photo by Cascade Bicycle Club

Photo by John Tiscornia

Photo by John Tiscornia

Photo by John Tiscornia

Photo by Cascade Bicycle Club

Figure 40. (top left) Continuing along 108th Ave NE, entering the residential area of Northwest Bellevue.

Figure 41. (center left) Riders travelling north along 108th Ave NE.

Figure 42. (bottom left) Shoulder widths vary and also serve as de facto walkways along segments without sidewalks.

Figure 43. (top right) 108th Ave NE and NE 24th St currently have 25 MPH speed limits.

Figure 44. (center right) Bellevue Police bicycle patrol leading riders along NE 24th St.

Figure 45. (bottom right) Policy ride participants regroup at the second stop at Bellevue Montessori School.

Segment 03 - 112th Ave NE, NE 12th St

The route continued south on 112th Ave NE, where BRIP Project Idea PBC-6 has identified the potential for separated bike lanes from SR-520 to NE 12th St (see street section 4). Currently, there are 5-foot wide unmarked shoulders along this street. Participants offered the following feedback on the proposed separated bike lanes:

- "This is a great idea. I see cars driving in bike lanes quite often."
- "Great! Would be a more direct way into town from Kirkland. Would be nice to see PBLs all the way to the north end at 112th (by 520 ramps)."
- "Great. What about cleaning? Intersections?"
- "While nice to have it protected, if I were to cut costs, I would make this part a conventional lane."
- "Needs to extend past 12th for cyclists coming from 520 into Downtown, or provide wayfinding so people unfamiliar with the area can easily locate safe bike facilities."

The route then turned east onto NE 12th St, where participants rode along the sidewalk through McCormick Park that BRIP Project Idea PBC-12 envisions reconstructing as a 12-foot wide, shared use off-street path (street section 5). Participants provided the following comments:

- "Two-way biking? This could be crowded if combined with pedestrians."
- "This is my commute route. I like the plan, will make a big difference."
- "Not good for faster riders."
- "Boo! I want to see a bike lane on the south side too. When I go through Bellevue west to east, it's inconvenient to do extra zigzags and stop lights to get into the two-way bikeway. Seriously, we wouldn't expect cars to do this."
- "Mixed use paths make pedestrians the vulnerable party."

Photo by Cascade Bicycle Club

Photo by John Tiscornia

Figure 46. (top) Riding southbound on 112th Ave NE.

Figure 47. (bottom) Participants travel along 112th Ave NE along an existing unmarked bike shoulder.

Figure 48. (top left) Riding southbound on 112th Ave NE, approaching NE 12th St.

Figure 49. (center left) Policy ride participants regroup at the third stop at McCormick Park at 112th Ave NE and NE 12th St.

Figure 50. (bottom left) Bikes on NE 12th St must share lanes with motor vehicles or a narrow sidewalk with pedestrians.

Figure 51. (top right) For young riders, the sidewalk is currently the only safe option to reach Bellevue Library.

Figure 52. (center right) Riding westbound along the sidewalk on the north side of NE 12th St.

Figure 53. (bottom right) Participants waiting to cross 108th Ave NE.

Segment 04 - 106th Ave NE

The route turned south onto 106th Ave NE. BRIP Project Idea BN-2 has identified the potential for conventional bike lanes from NE 12th St to NE 10th St (street section 7) and separated bike lanes from NE 10th St to Main St (see street sections 8 and 9). Participants offered the following feedback on the segment with conventional bike lanes:

- "OK. As usual, the real trick is at intersections, especially if there is a right turn lane."
- "I would consider making this protected."
- "Need to be kept clean."
- "Again - door zone."

Participants provided the following comments on the segments of BN-2 with separated bike lanes identified:

- These separated bike lanes "will be so freaking awesome!"
- "Very necessary to have protected bike lane."
- "Need to be kept clean if separated. Good buffer zone. Could have door issue."
- "Love PBLs."
- "If they are PBL, protect from cars and put next to curb."
- "Would be welcome. Learn from the lessons from Seattle implementation."
- " :) "

Photo by Cascade Bicycle Club

Figure 54. (top) How should people on bikes turn left onto 106th Ave NE? As vehicles, after crossing through two lanes of traffic? As pedestrians, by passing through the intersection and using the far-side crosswalk? No wayfinding or pavement markings are currently provided to help people on bikes navigate this intersection.

Photo by John Tiscornia

Photo by Cascade Bicycle Club

Photo by Cascade Bicycle Club

Figure 55. (top left) Continuing south along 106th Ave NE, where the BRIP identified the potential for separated bike lanes.
Figure 56. (center left) Crossing NE 8th St on 106th Ave NE.
Figure 57. (bottom left) Riding along 106th Ave NE at the NE 6th St Pedestrian Corridor.
Figure 58. (top right) Participants yielding to construction activities at 106th Ave NE north of NE 4th St.
Figure 59. (center right) The route passed large new developments under construction at NE 4th St and NE 2nd St.
Figure 60. (bottom right) Participants queueing to turn left onto NE 2nd St.

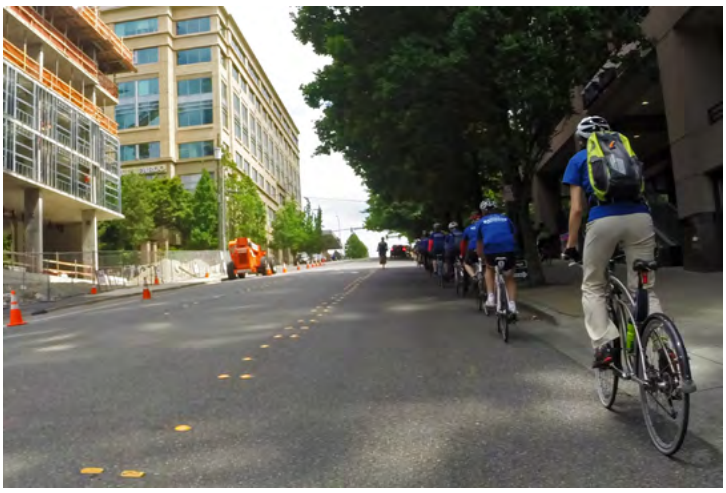


Figure 61. (top) Climbing NE 2nd St from 106th Ave NE, where bike lanes on both sides are envisioned.

Figure 62. (center) Continuing west between 108th and 110th Ave NE, where on-street parking would be displaced.

Figure 63. (bottom) Participants riding downhill toward 112th Ave NE.

Segment 05 - NE 2nd St, 114th Ave NE

The route turned west onto NE 2nd St, where BRIP Project Idea BN-18 has identified the potential for conventional bike lanes from 105th Ave NE to 112th Ave NE (see street section 10) and marked shared lanes from 112th Ave NE to 114th Ave NE (street section 11). Participants provided the following comments on the segment with conventional bike lanes:

- "Steep hill needs bike lane."
- These conventional bike lanes "don't protect from distracted drivers."
- "OK - good no adjacent parking."

Participants offered the following comments on the segment of NE 2nd St with marked shared lanes identified:

- These marked shared lanes "need patient and educated drivers."
- "Not sure. Especially on the uphill side, would be good to have a bike lane."

The route then turned north onto 114th Ave NE, where sharrows are currently present. Although BRIP Project Idea PBC-5 has identified the potential for separated bike lanes from SE 8th St to Main St, the segment from Main St to NE 6th St was identified only for marked shared lanes due to the narrow street width (see street section 12). Participants provided the following comments on the segment of 114th Ave NE with marked shared lanes identified:

- "OK. Lake Washington Loop wayfinding signs need to be added at 112th Ave NE."
- "Pretty low traffic along 405 so OK. Also, I like the curb cutout added in the past year if you follow 114th up to 112th."
- These marked shared lanes "are great for low traffic areas."

The ride concluded by turning east onto NE 6th St and following the sidewalk south along 108th Ave NE back to City Hall, where participants were thanked for joining the ride and comment cards were collected.

Figure 64. (top left) Participants traveling north along 114th Ave NE, north of NE 4th St, currently marked with sharrows.
Figure 65. (center left) Riders turning left onto NE 6th St via the sidewalk at the end of 114th Ave NE.
Figure 66. (bottom left) Climbing NE 6th St west past the future site of East Link's Downtown Bellevue Station.
Figure 67. (top right) Approaching the end of the ride along 108th Ave NE outside of City Hall.
Figure 68. (center right) Kirkland resident Michelle Plesko and her daughter after completing the ride.
Figure 69. (bottom right) Cascade and Bellevue planners Andrea Clinkscales and Andreas Piller after the ride.

BALLOT MEASURE OPEN HOUSES: TRANSPORTATION SAFETY & CONNECTIVITY

Figure 70. (top) Mark Poch, Assistant Director of Transportation, describes the six components of the Transportation ballot measure at the June 21 open house at the Bellevue Youth Theater.

Figure 71. (bottom) City Manager Brad Miyake explains the rationale and purpose for the Fire and Transportation ballot measures at the June 23 open house at Bellevue City Hall.

Summary

In recent years, the City Council has discussed the city's ability to fund a long list of capital projects needed to better serve the community. Despite current initiatives to prioritize and strengthen Bellevue's infrastructure, forecast data shows a significant funding gap. The Transportation Department faces a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, congestion relief, and maintenance projects. New sustained funding will be needed to reduce this backlog and build new neighborhood projects.

On July 25, 2016, the City Council voted to place a measure on the November 8, 2016 ballot to fund transportation improvements. The types of projects proposed are intended to better connect people to schools, parks, transit, and other services. Supplementing safety and maintenance programs with additional revenue would help move the city towards a safer transportation system.

Prior to the July 25 Council action, public feedback was obtained on the potential ballot measures through both an online survey and a community input form that was available at three open houses held on June 21, 22, and 23. Staff from the Transportation Department were present at each open house to answer the public's questions about the six types of improvements that revenue from the Neighborhood Safety, Connectivity, and Congestion ballot measure (Prop. No. 2) would help to address if approved by voters.

At the time of the open houses, the Council had not yet determined whether or not to pursue the ballot measures, nor whether Transportation and Fire improvements should proceed as separate or combined measures. Based on the feedback obtained from the public, Council decided to pursue both as separate ballot measures.

Figure 72. One of the six Transportation boards on display at the ballot measure open houses demonstrated how the Bicycle Rapid Implementation Program would

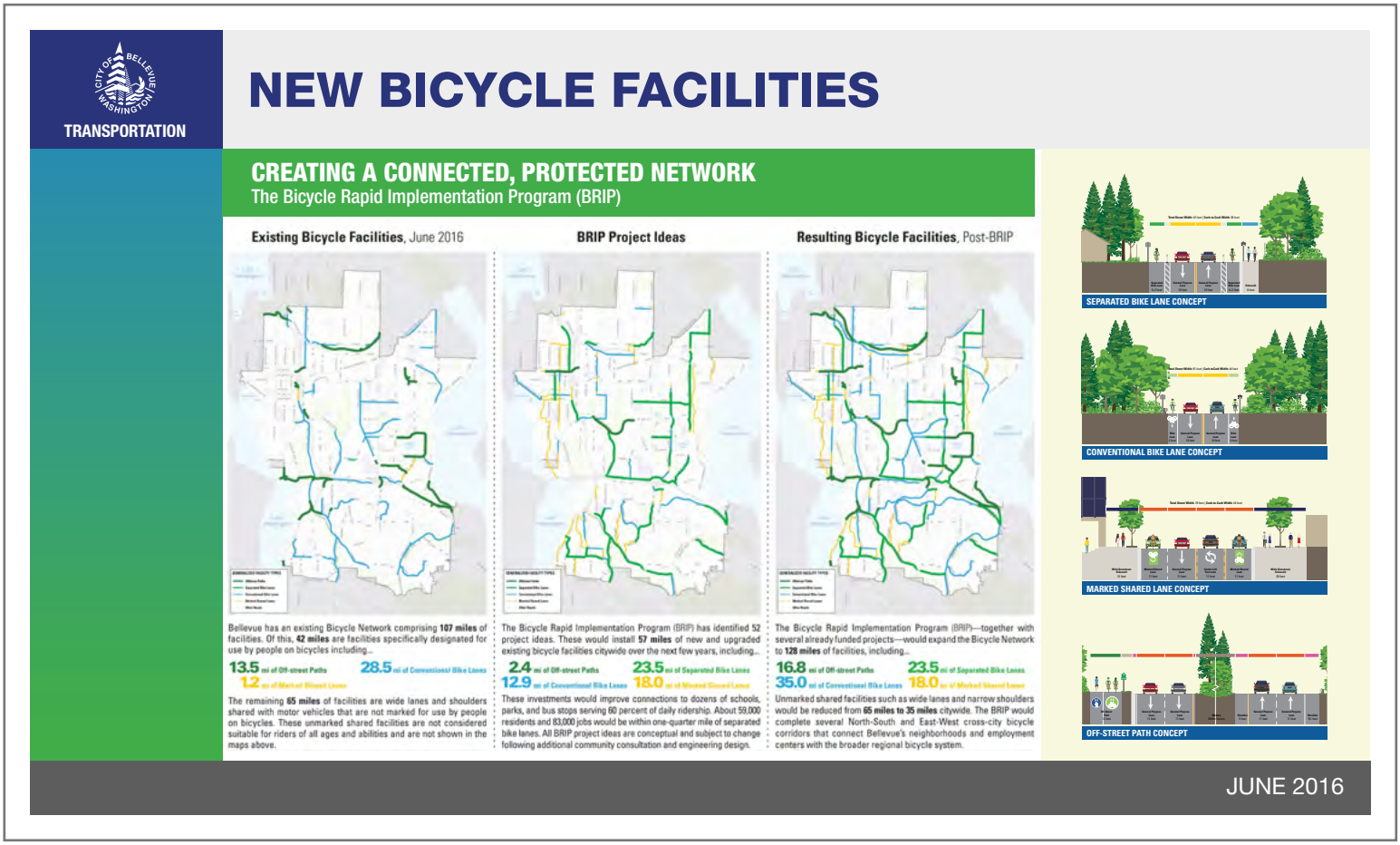


Figure 73. (above) Assistant Transportation Planner Andreas Piller explains the Bicycle Rapid Implementation Program and the potential new and upgraded bicycle facilities that it has identified at the June 22 open house at the South Bellevue Community Center.

The following are some comments related to walking and bicycling in Bellevue submitted by ballot measure open house attendees:

- "Improving the bike and sidewalk facilities will help people with mobility issues."
- "Transportation safety is easy if we are willing to slow cars and give real priority to people walking and biking. Diverters, stop signs. Make walking and biking safe and pleasant and people will have options. That's much cheaper than trying to accommodate cars."
- "Crossing Downtown streets can be hazardous. I would like to see safety improvements at the intersections along N.E. 8th St. & 110th Ave NE and 108th Ave NE."
- "I think it is very important to provide new sidewalks, trails and crosswalks. I recommend thinking of a possibility of putting a crosswalk on Newport Way near the Bellevue Community Center. I think it is important. I have seen many pedestrians trying to cross Newport Way to get to the Community Center."
- "On Allen Rd. around Tyee, it is very unsafe for kids to walk to school especially after school when walking home or to the library. There are no sidewalks and speed limits aren't that enforced. For instance, I walk to school (I attend Tyee) and I feel like walking on the side of the road is pretty scary especially with big buses coming right past me. I feel it is important for a new sidewalk so that all the kids that walk to school or to the Newport Way Library for many years to come may walk safely. On SE Newport Way to get to the community center there currently is no crosswalk which would help a lot."
- "New sidewalks and trails for Lake Sammamish SE."
- "34th between 162nd and 164th needs a sidewalk for safety and a crosswalk at the bus stop. There is no crosswalk between West Lake Sammamish Pkwy and Eastgate Way on 34th/35th."
- "In addition to sidewalks and bike paths, we need investments in major/minor arterials, which provide neighborhood access/egress and congestion relief."

For additional information about the ballot measures, visit the City's Proposed Ballot Measures webpage.

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APPENDICES:
ADDITIONAL FIGURES & TABLES

Complete documentation of **Stakeholder Photo Messages**
Posters,Presentation, Polling Results, and Comment Cards from the **PBII Open House**
Comment Cards from the **Bellevue Bike Network Policy Ride**

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STAKEHOLDER PHOTO MESSAGES: COMPLETE DOCUMENTATION

Individual Photos

The following pages document individually all of the stakeholder photo messages submitted by the public as part of the PBII process between fall 2014 and summer 2016. All images are published here by the City of Bellevue with permission from the subjects of each image and/or their legal guardian.

The PBII Team thanks everyone who participated in this process and shared their perspectives and priorities related to walking and biking in Bellevue. The PBII Team also extends a special thanks to John Tiscornia, a Bellevue resident and professional photographer who volunteered his time and expertise to capture many of these photo messages.

Photographs were taken of or obtained from stakeholders through individual in-person interviews, correspondence from leaders in the business, institutional, and non-profit community, and attendees at the following events in 2016:

- Neighborhood Leadership Gathering (February)
- PBII Open House (March)
- Bike Network Policy Ride (May)
- presentation to Bungie employees (June)
- presentation to Expedia employees (July)
- presentation to Valve employees (September)

Brad Weed | Resident of Kirkland

Amy Carlson | VP, Puget Sound Regional Manager, CH2M

Barbara Spindel | Resident of Somerset

Benson Porter | President/CEO, BECU

Lisa Heilbron | Resident of Bridle Trails

Greg Johnson | President, Wright Runstad & Company

Faith DeBolt | Resident of Kirkland

Michelle Plesko & family | Resident of Kirkland

Shailesh Agrawal | Employee at Expedia, Resident of Bellevue

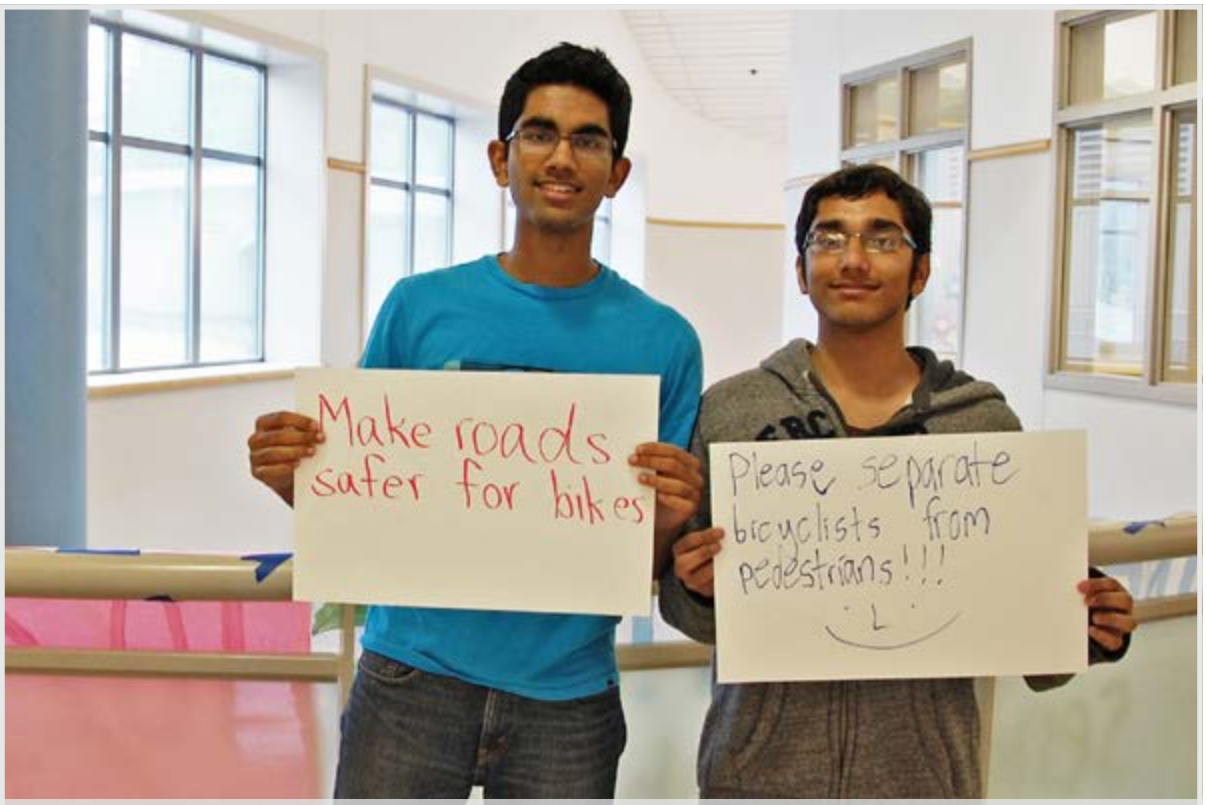
Kathy Murphy | Resident of Eastgate

Scott Lampe | Bellevue Transportation Commissioner

Debra Kumar | Bellevue Parks & Community Services Board Member

Brian Crockford | Senior Services Manager, Microsoft

Karen Doherty | VP/Area Manager, HDR Engineering



Abhi Sivaprasad & Devansh Dwivedy | Students at Interlake High School

J. Wang & Ling Zhuang | Residents of Wilburton

Jon Croy | VP Operations/Founder, Point Inside

Elizabeth Kiker | Executive Director, Cascade Bicycle Club

Ann Lewis | Resident of East Lake Hills

Yael Goldin | Student at Interlake High School

David Wiggins | Employee at Expedia, Resident of Seattle

Tatiana Sokolova | Resident of Lake Hills

Robert Jewett | Resident of Wilburton

Irem Onalan | Student at Interlake High School

Sylvia Williamson | Employee at Expedia, Resident of Sammamish

Lucy Ma | Student at Interlake High School

Brianna Platt | Resident of Bridle Trails

Lisa Brandenburg | President, Seattle Children's Hospital

Mahfuz Ali | Employee at Expedia, Resident of Shoreline

Bing Tso | President, SBW Consulting

Al Kinisky | Senior Director, Concur Technologies

Alex Cimino-Hurt | Employee in Northwest Bellevue

Iris Jewett | Resident of Wilburton

Lauren Alexander | Employee at Valve

Mary Hausladen | Employee at Expedia, Resident of Seattle

Tony Arechiga | Employee at Bungie

Dr. Fiona McConnell | Allegro Pediatrics

David Hill | President of Freiheit Architects

Brian Gu | Student at Interlake High School

Zaiden Saludo | Resident of Eastgate

Karen Roper | Resident of Somerset

Antony Cobtlee | Employee at Expedia, Resident of Kirkland

Christopher Douglass | Employee at Valve

Francis Gan | Resident of Enatai

Santiago Rodriguez-Anderson | Resident of Kirkland

Lisa Quinn | Executive Director, Feet First

Rosie Scovron | Student at Interlake High School

Saturday Walkers of Bellevue

Viktoria Stepitova | Resident of Bellevue

David Hunt | Employee at Bungie

Kurt Springman | Former Bellevue City Councilmember

Ian Schemp | Employee at Valve

Lyndon Heywood | Resident of Lake Hills

Maude Pauletto | Employee in Bellevue

Dr. Wendy Haas | Group Health Medical Center

Alisa Lu | Student at Interlake High School

Aurora Bays-Muchmore | Student at Interlake High School

Orvar Haldorsson | Employee at Bungie

Tim Krell | Interim Superintendent, Bellevue Christian School

Steven Weil | Employee at Expedia, Resident of Bellevue

Dr. Thomas Miller | Overlake Hospital Medical Center

Dr. Pamela LaBorde | Allegro Pediatrics

Rolanda Fu | Student at Interlake High School

Andy Petrini | Executive Director, Healthways

Richelle Heacock | Resident of Bellevue

Jason Jones | Employee at Bungie

Jeff Koontz | Employee at Valve

Lori Penor | Employee at Expedia, Resident of Seattle

Yuhong Li | Resident of Northwest Bellevue

Carie Schooley | Employee at Expedia, Resident of Seattle

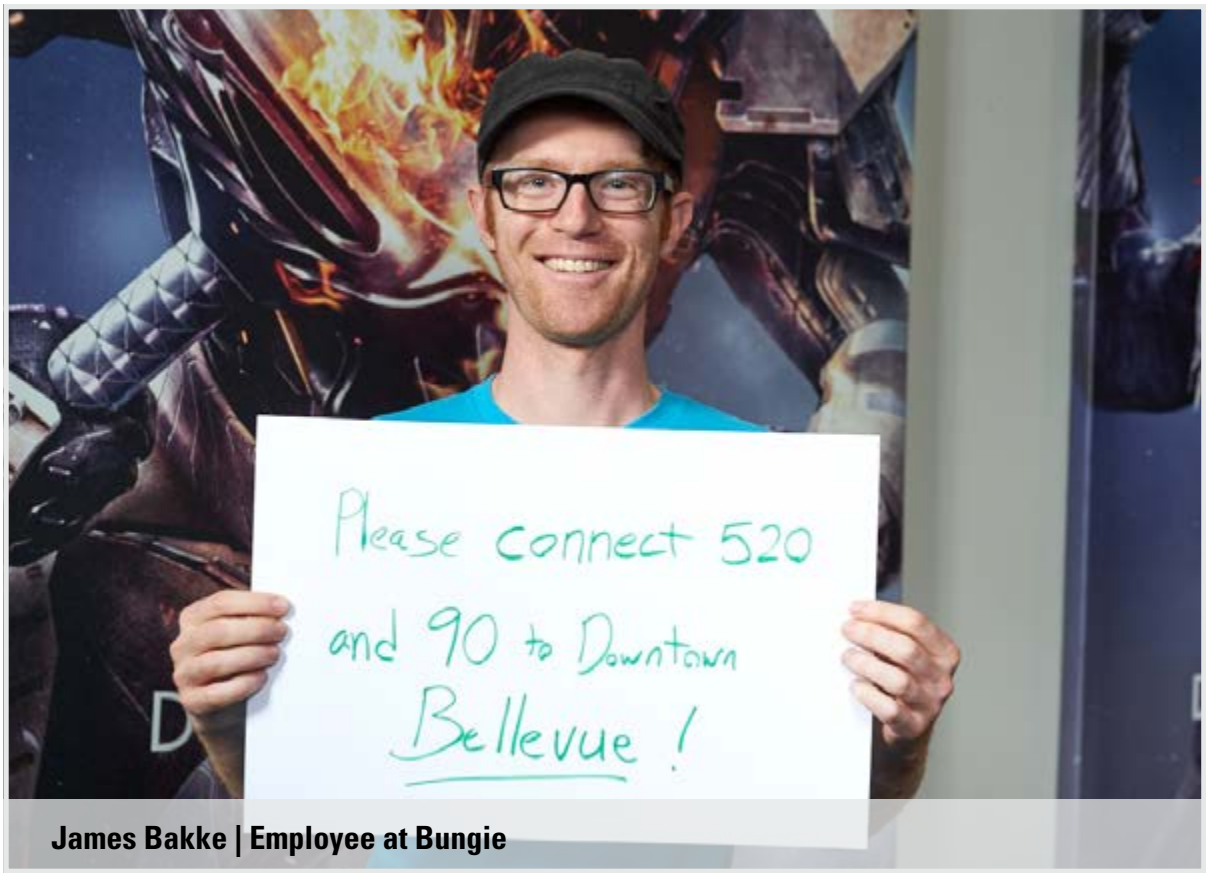
David Platt | Resident of Bridle Trails

Dan Perrow | Regional Director, Group Health Medical Center

Dustin Shirley | Employee at Bungie

Marypat Meuli | Resident of Kirkland

Alan Pickerill | Employee at Expedia, Resident of Sammamish



James Bakke | Employee at Bungie

Tom DeBord | COO, Overlake Hospital Medical Center

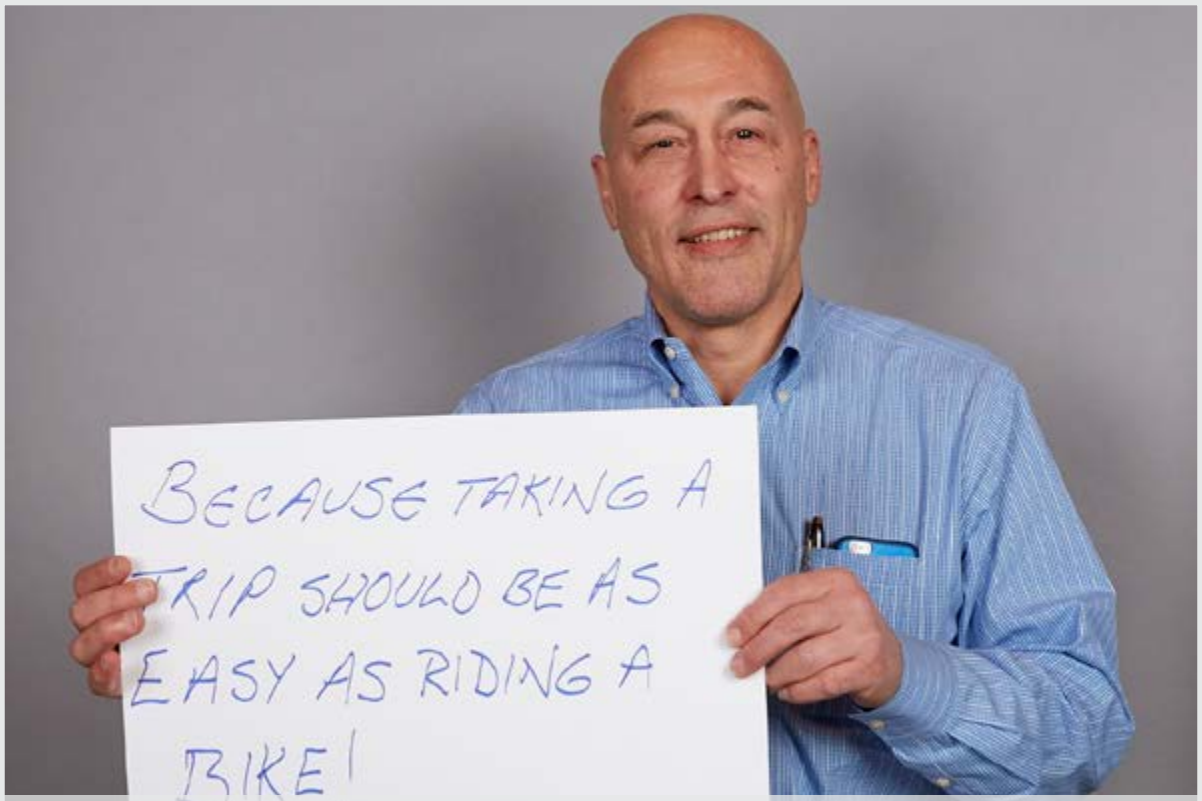
Alice Fong | Resident of West Bellevue

Michael McCannel | Resident of Meydenbauer

Sally McCray | Resident of West Bellevue

GM Hughes | Resident of Lake Hills

John Tiscornia | Enatai Resident



Ernie Simas | Former Bellevue Transportation Commissioner

Astrid Zuppinger | Resident of Norwood Village

Robin Randes | Resident of Seattle

Paul Bell | Resident of Robinswood

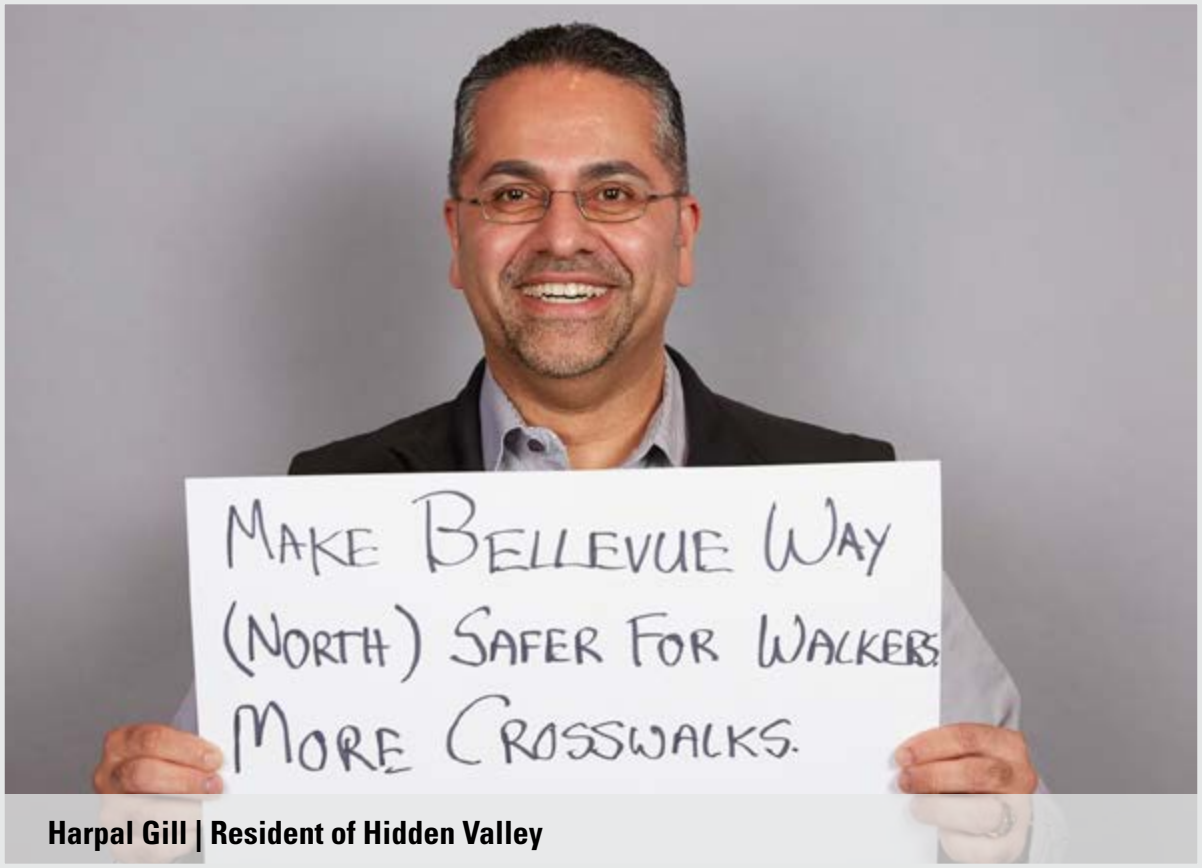
Marylin Mayers | Resident of Seattle

Erin Powell | Resident of West Bellevue

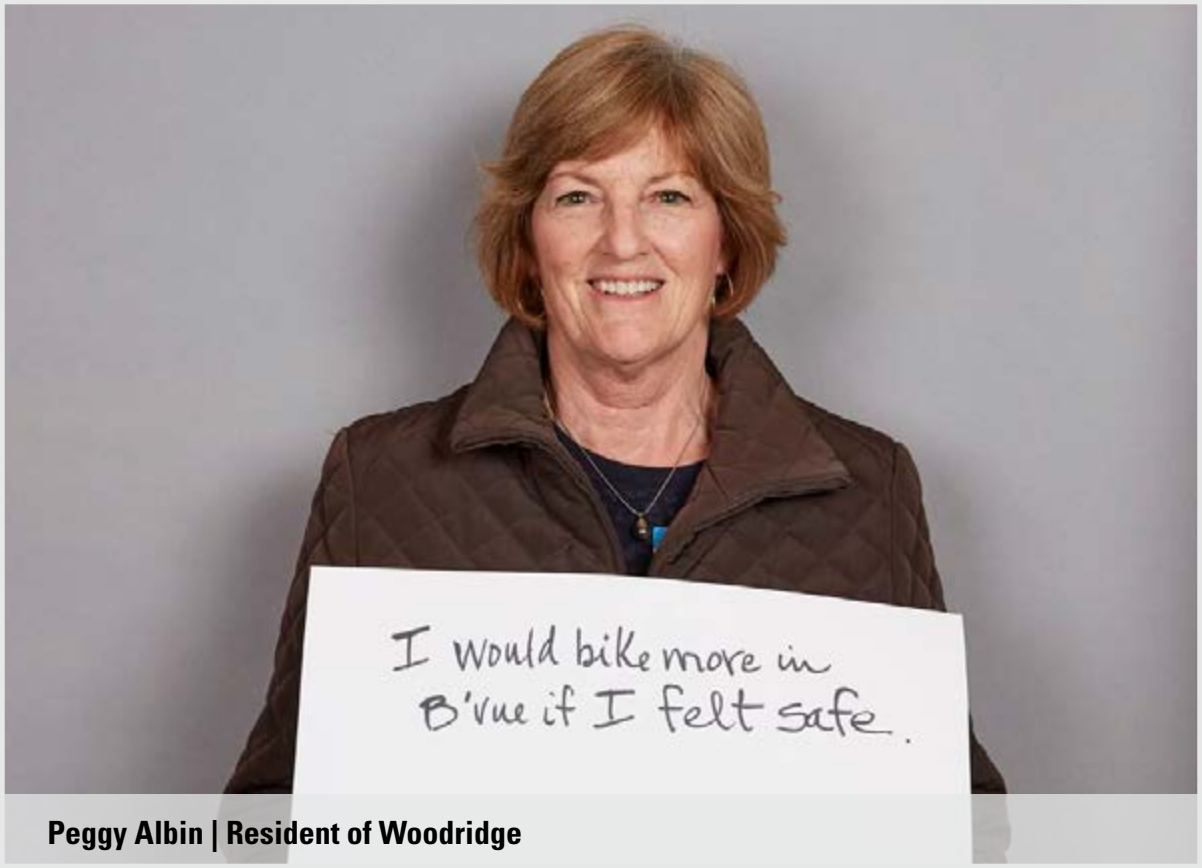
June Campbell | Resident of Cougar Mountain

Steve Kasner | Resident of Lake Hills

Augusta DeVries | Transportation Program Director, BDA



Harpal Gill | Resident of Hidden Valley

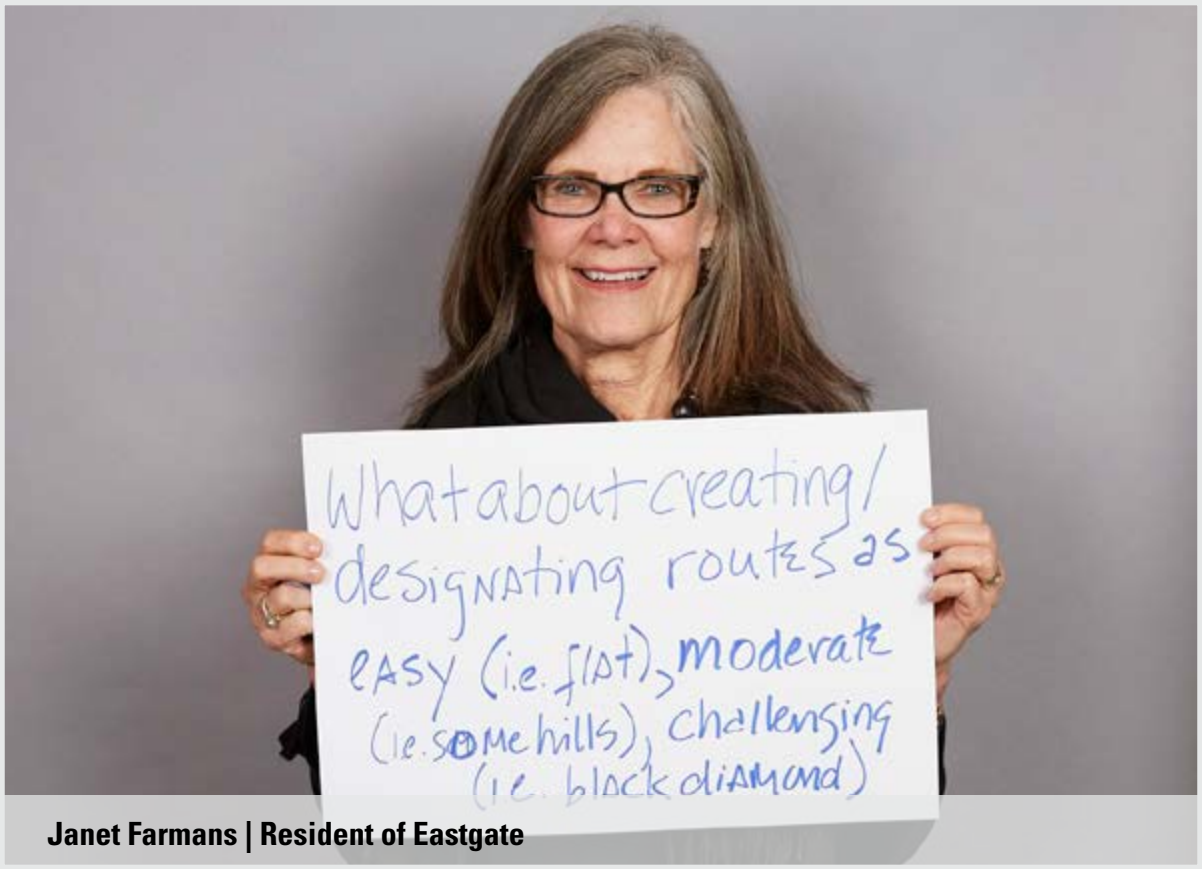


Peggy Albin | Resident of Woodridge

Graham Siebe | Resident of Lake Hills

Sharon Chen | Student at West Bellevue

Janice Zahn | Chair, Bellevue Transportation Commission



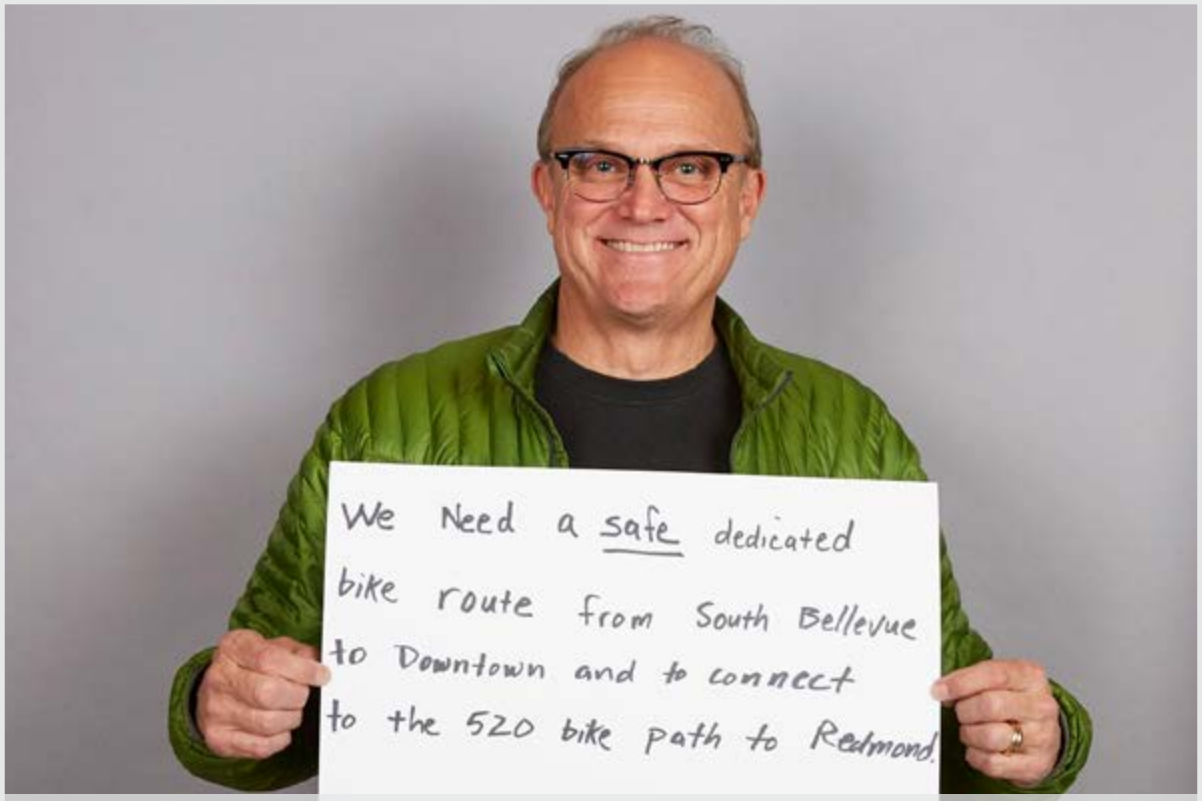
Janet Farmans | Resident of Eastgate

Lei Wu | Bellevue Transportation Commissioner

Weijia Wu | Resident of Crossroads

Richard Strophy | Resident of West Bellevue

Diann Stran | Resident of Tam O'Shanter



Donald Miller | Resident of Newport Shores

Kathy Gehl | Resident of Issaquah

Robert Shay | Resident of Wilburton

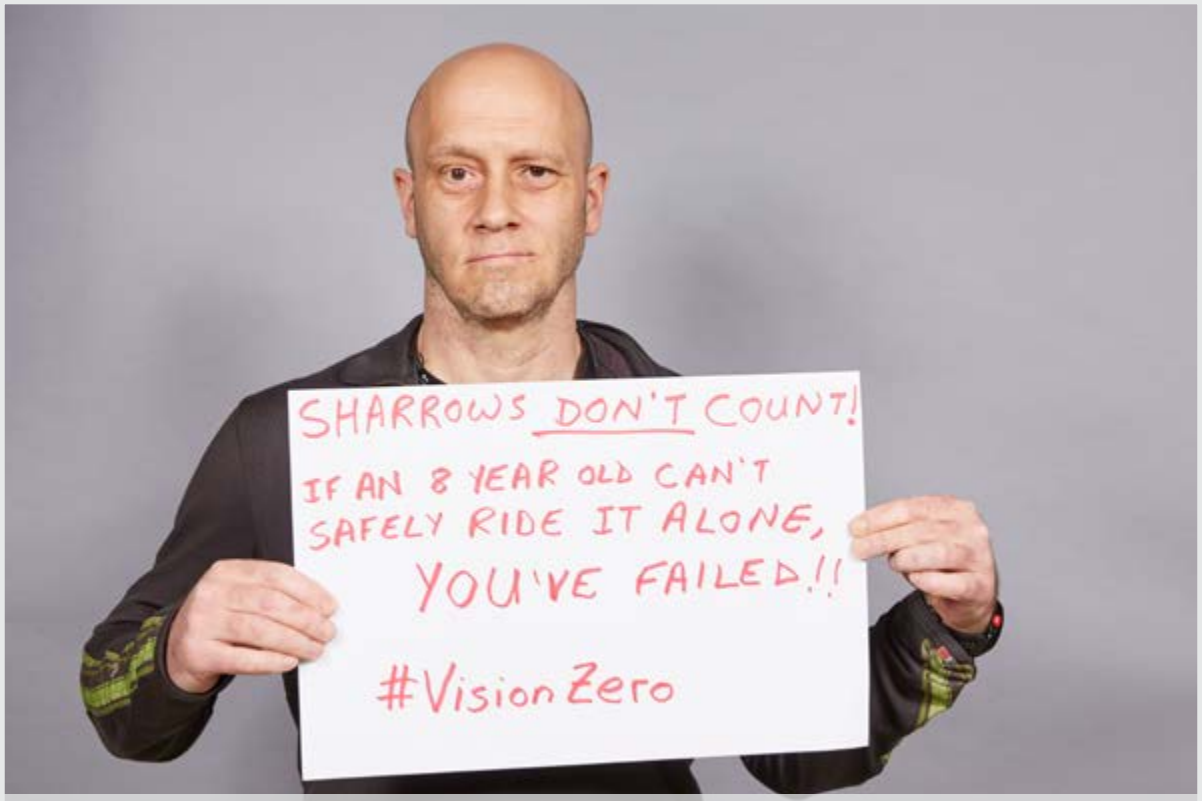
Barb Richter | Resident of Bellecrest

Cathleen Blackburn | Resident of Northwest Bellevue

Craig Havser | Student at Bellevue College

Curtis Allred | Resident of Somerset

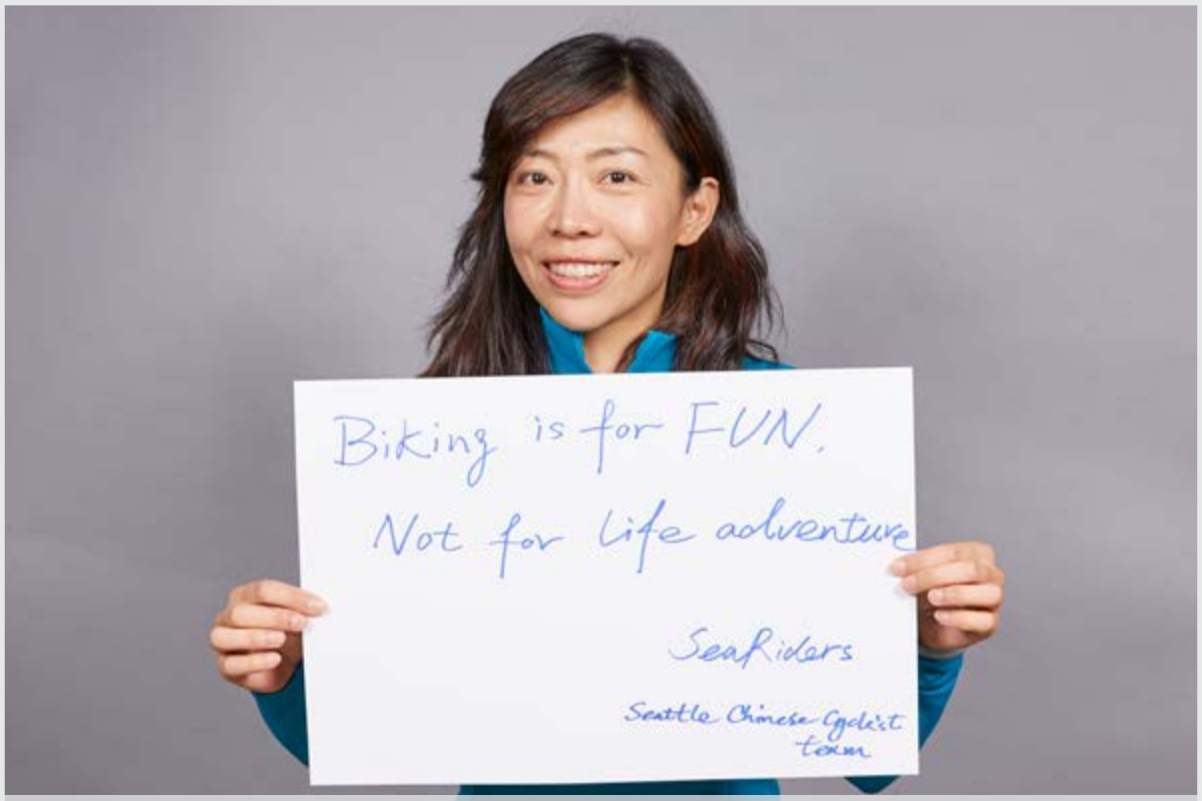
Daniel Perry | Resident of Crossroads



Glen Buhlmann | Resident of Kirkland

Gus Jansson | Resident of Cougar Mountain

Hannah Heywood | Resident of East Lake Hills



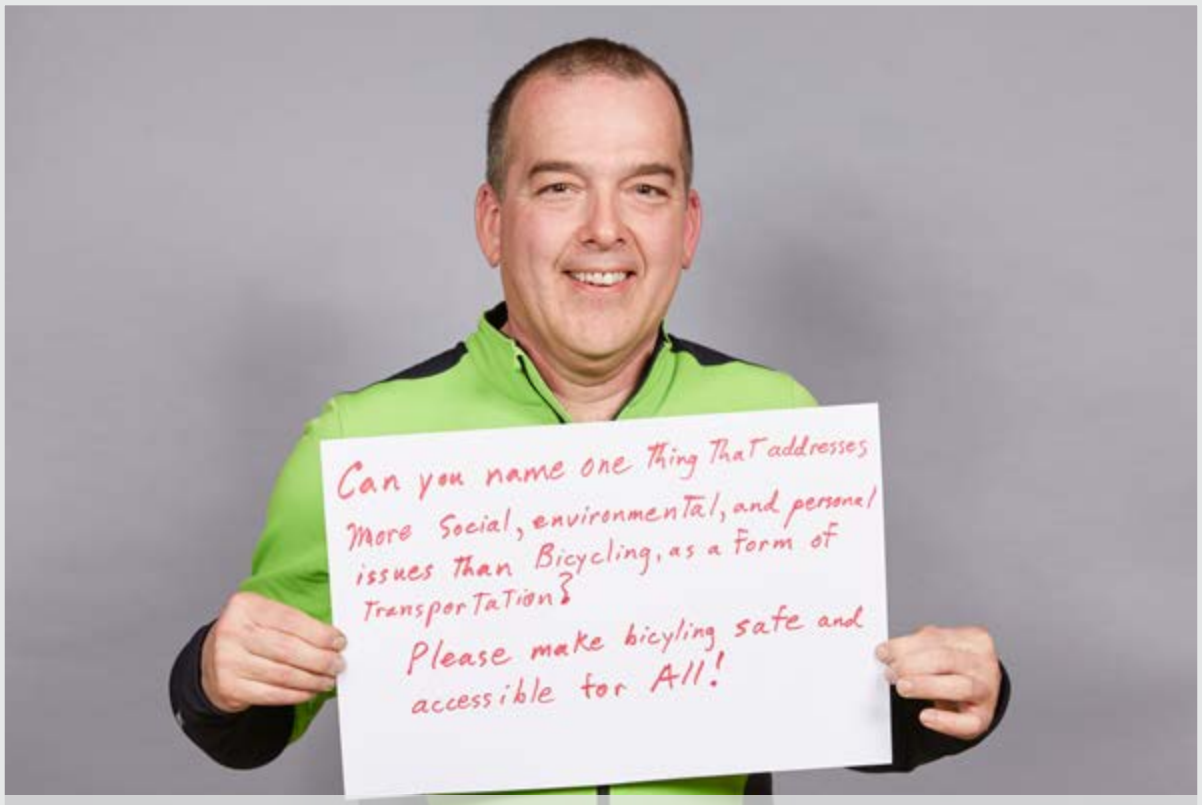
Ivy Tian | Resident of Mercer Island

Jamie Cheney | Employee at Seattle Children's

Jerrold Saludo | Resident of Norwood Village

Jerry Douglass | Resident of West Bellevue

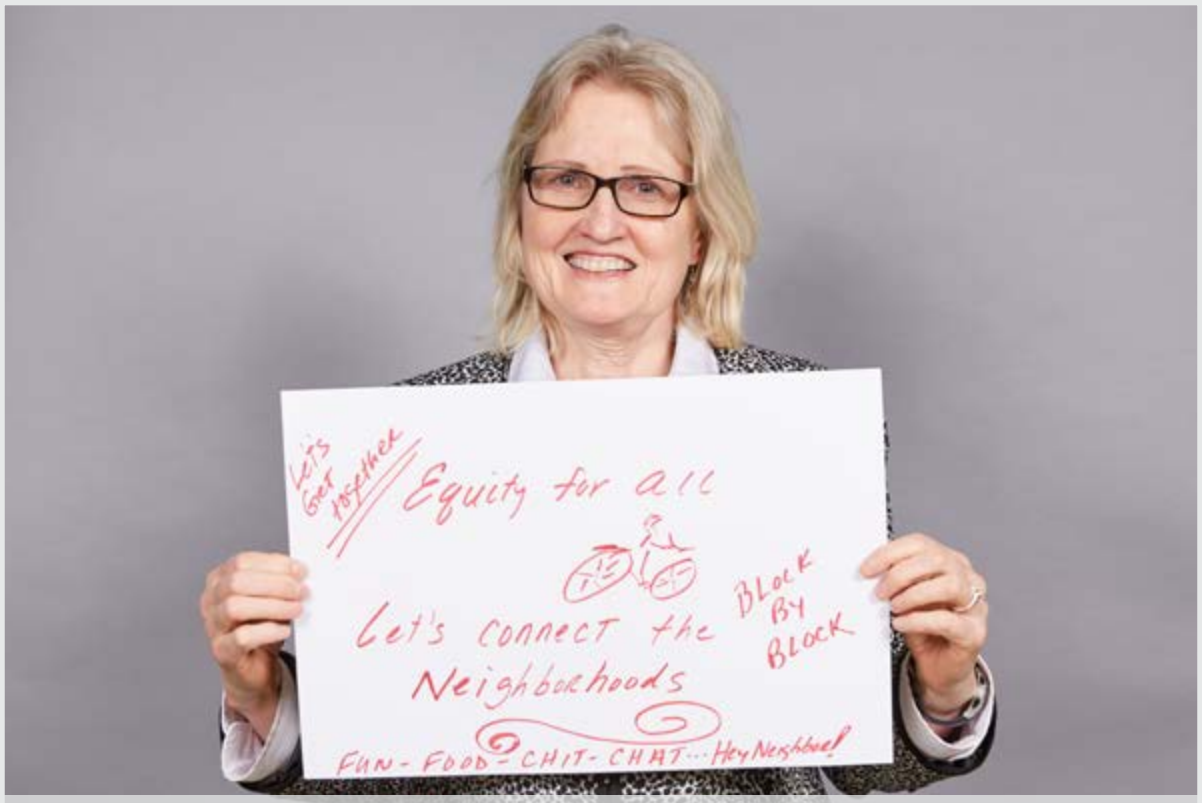
John Duggan | Resident of Newport Shores



John Hubble | Resident of Kingsgate

Jonathan Kamrath | Resident of Seattle

Julie Duggan | Resident of Newport Shores



Lizette Heberg | Resident of Bridle Trails

Mei-Ching Wu | Student at Bellevue College

Mia Guthne | Resident of Redmond (Grass Lawn)

Patrick Burke | Resident of Cougar Ridge

Rita Wong | Resident of Horizon View

Amber Nicholson | Sustainability Manager, Bellevue College

Roy McMurtrey | Resident of Bridle Trails

Alexa Volwiler | Resident of Redmond

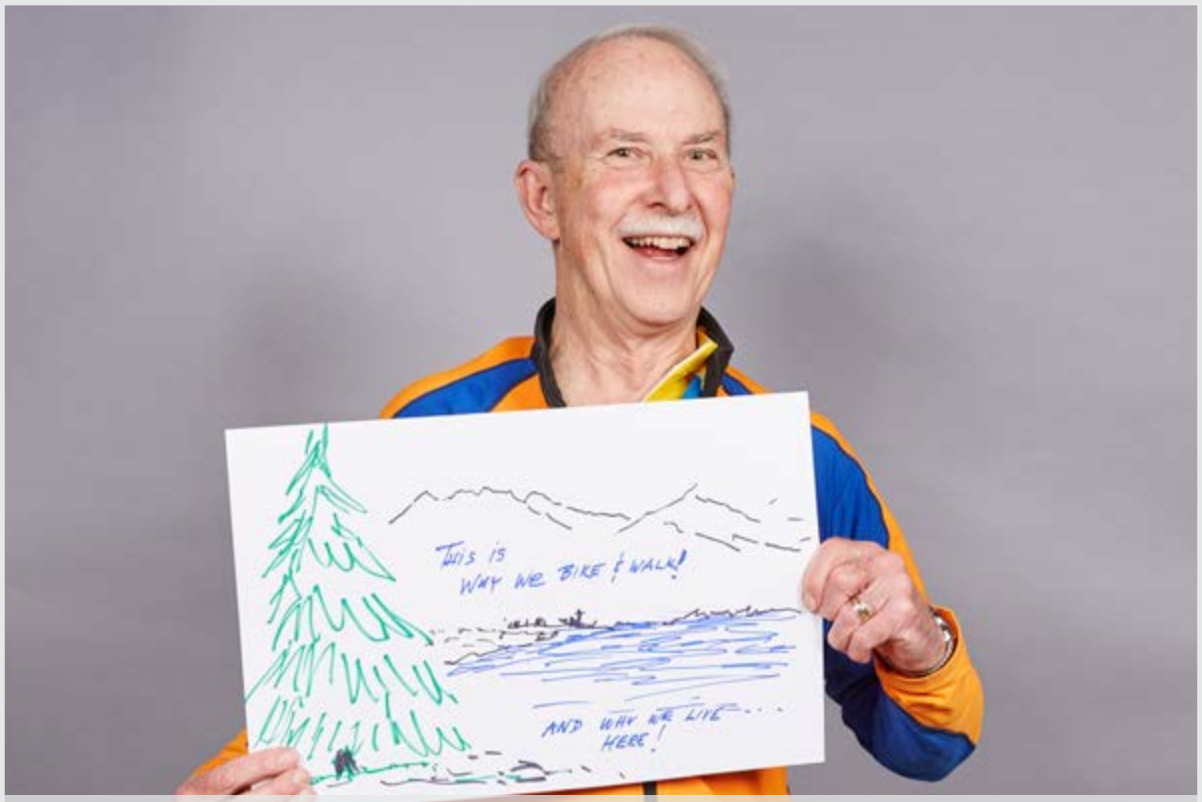
Scott Ferguson | Resident of Downtown Bellevue

Serge Bonrav | Resident of Lake Hills

Sharon Anderson | President, The WAVE Foundation

Shelly Bowman | Resident of Bridle Trails

Tim Ma | Resident of Downtown Bellevue



Tom Weir | Resident of Somerset

Wilfried Mah | Resident of Newport Shores

Yi Sun | Resident of Northwest Bellevue

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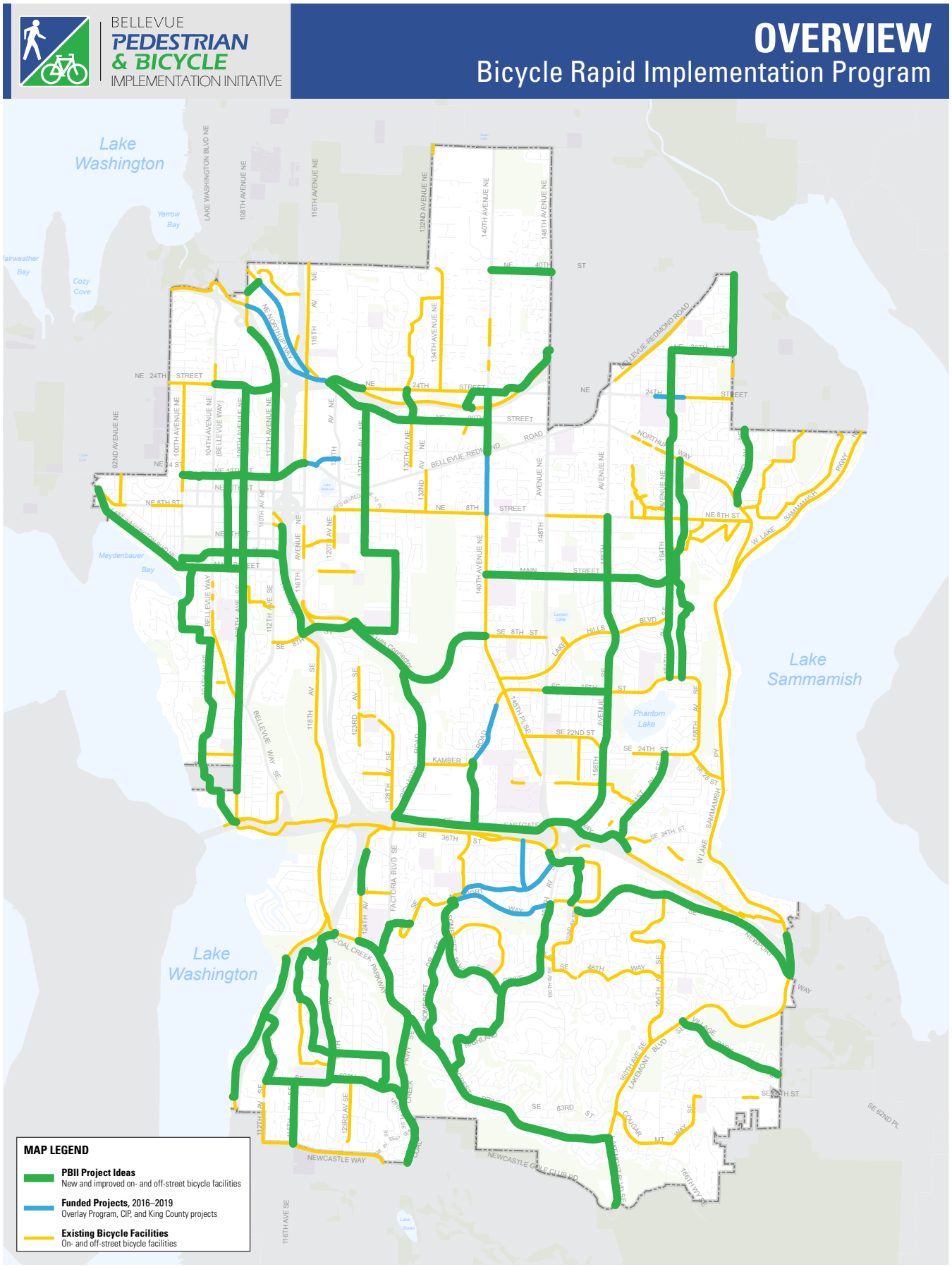
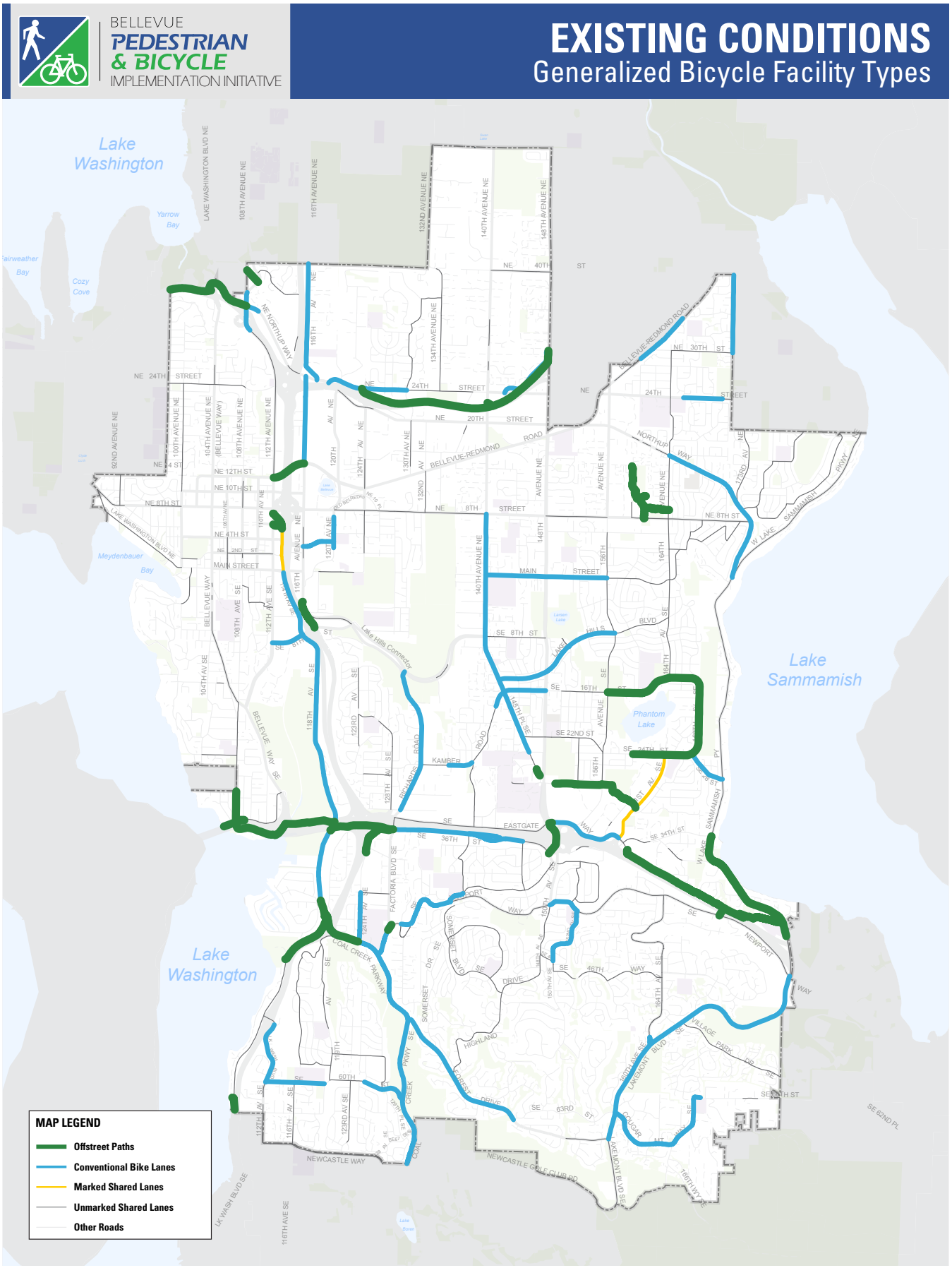
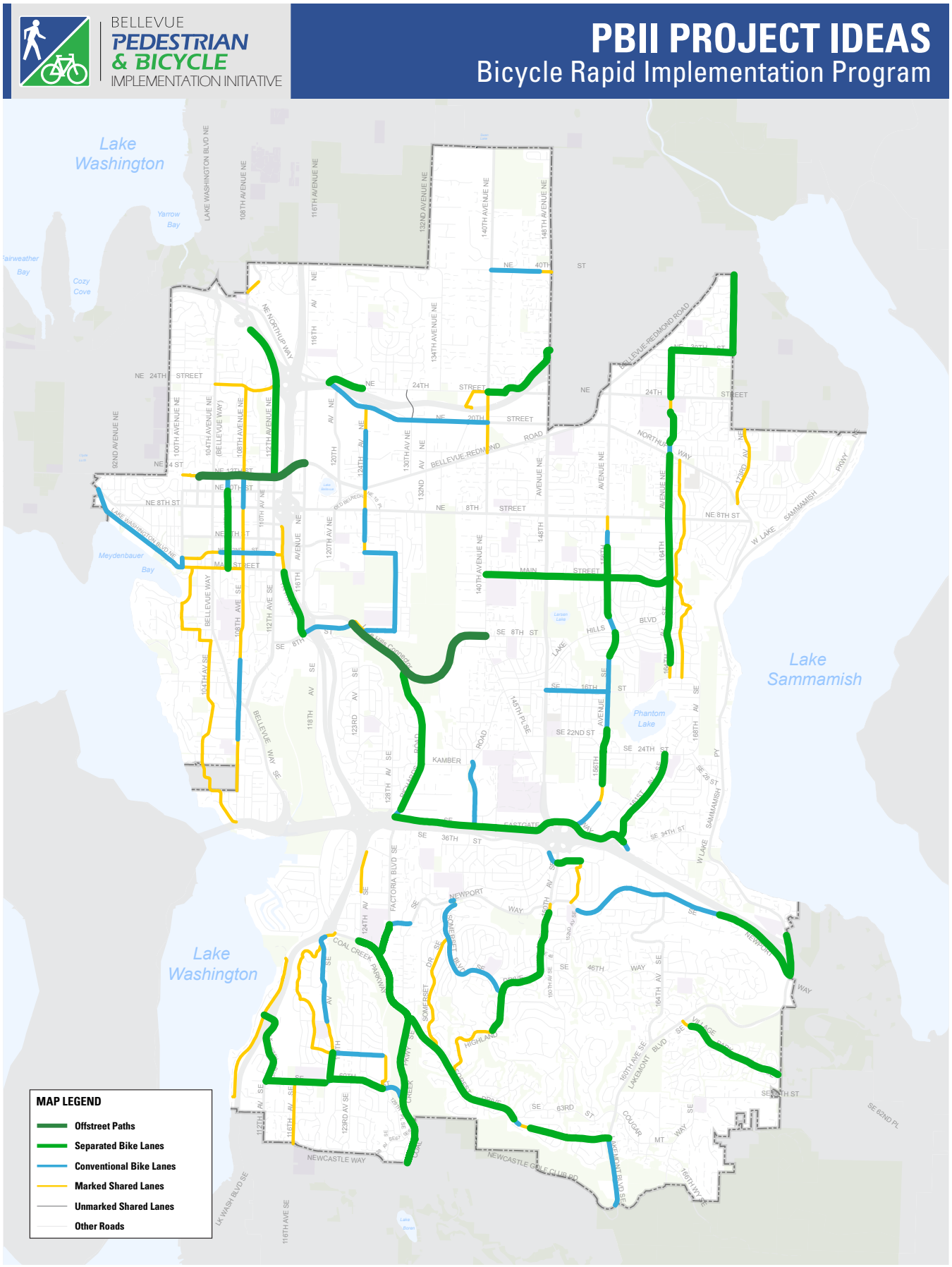
PBII OPEN HOUSE: POSTERS, PRESENTATION, POLLING, & COMMENTS

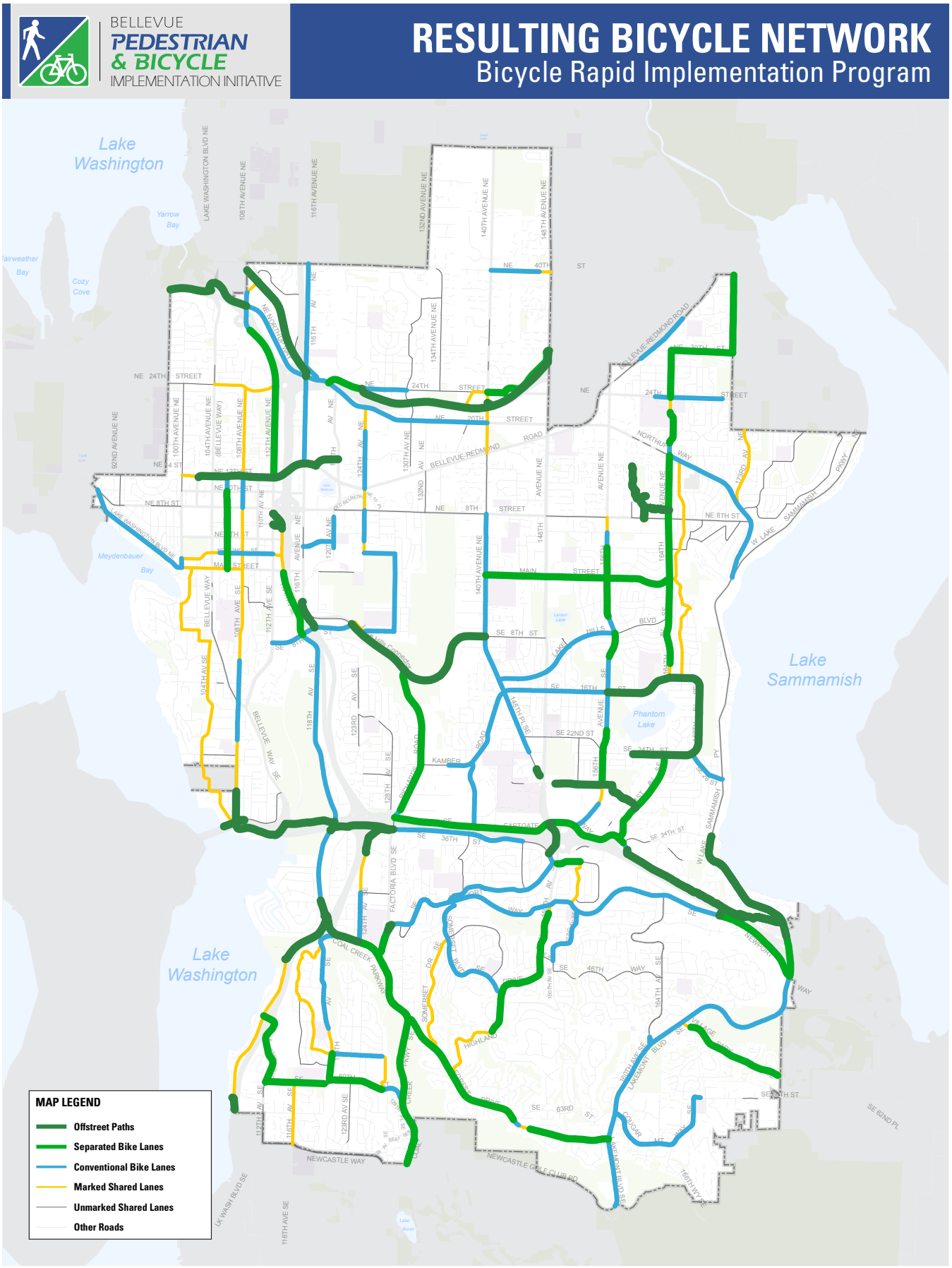
Open House Poster Boards

The images presented on pages 110 through 121 reflect the poster boards that were on display at the PBII Open House. These posters provide an overview of the 52 projects that compose the Bicycle Rapid Implementation Program (BRIP), how they relate to Bellevue's existing Bicycle Network, and the resulting Bicycle Network after the project ideas are implemented. Two poster boards depict how the BRIP project ideas would help to complete continuous north-south and east-west cross-city corridors. Another poster depicts four street section graphics representative of the types of projects identified by the BRIP—separated bike lanes, conventional bike lanes, marked shared lanes, and off-street paths. Finally, a poster summarizes the results of audience keypad polling from the Neighborhood Leadership Gathering, held on February 22, 2016.


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
OVERVIEW
Bicycle Rapid Implementation Program
Lake Washington
Lake Sammamish
Lake Washington
MAP LEGEND
PBII Project Ideas
New and improved on- and off-street bicycle facilities
Funded Projects, 2016–2019
Overlay Program, CIP, and King County projects
Existing Bicycle Facilities
On- and off-street bicycle facilities


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
EXISTING CONDITIONS
Generalized Bicycle Facility Types
Lake Washington
Lake Sammamish
Lake Washington
Yarrow Bay
Fairweather Bay
Cozy Cove
Meydenbauer Bay
Phantom Lake
MAP LEGEND
Offstreet Paths
Conventional Bike Lanes
Marked Shared Lanes
Unmarked Shared Lanes
Other Roads

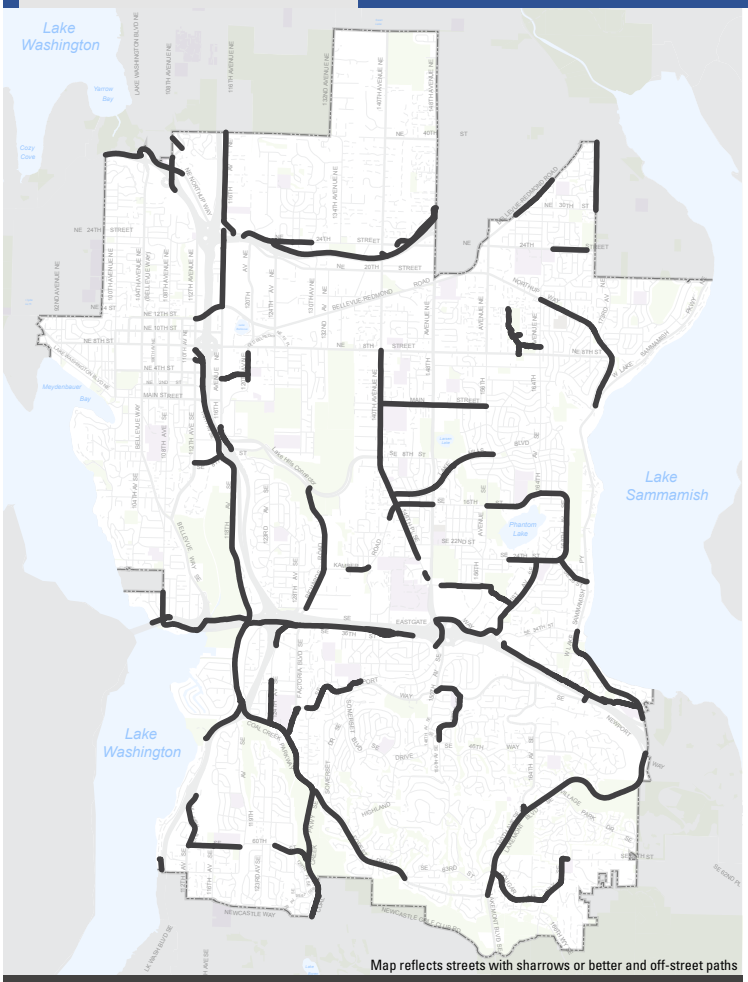

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
PBII PROJECT IDEAS
Bicycle Rapid Implementation Program
Lake Washington
Lake Sammamish
Lake Washington
Yarrow Bay
Cozy Cove
Meydenbauer Bay
Phantom Lake
MAP LEGEND
Offstreet Paths
Separated Bike Lanes
Conventional Bike Lanes
Marked Shared Lanes
Unmarked Shared Lanes
Other Roads


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
RESULTING BICYCLE NETWORK
Bicycle Rapid Implementation Program
Lake Washington
Lake Sammamish
Lake Washington
Yarrow Bay
Fairweather Bay
Cozy Cove
Meydenbauer Bay
Phantom Lake
MAP LEGEND
Offstreet Paths
Separated Bike Lanes
Conventional Bike Lanes
Marked Shared Lanes
Unmarked Shared Lanes
Other Roads

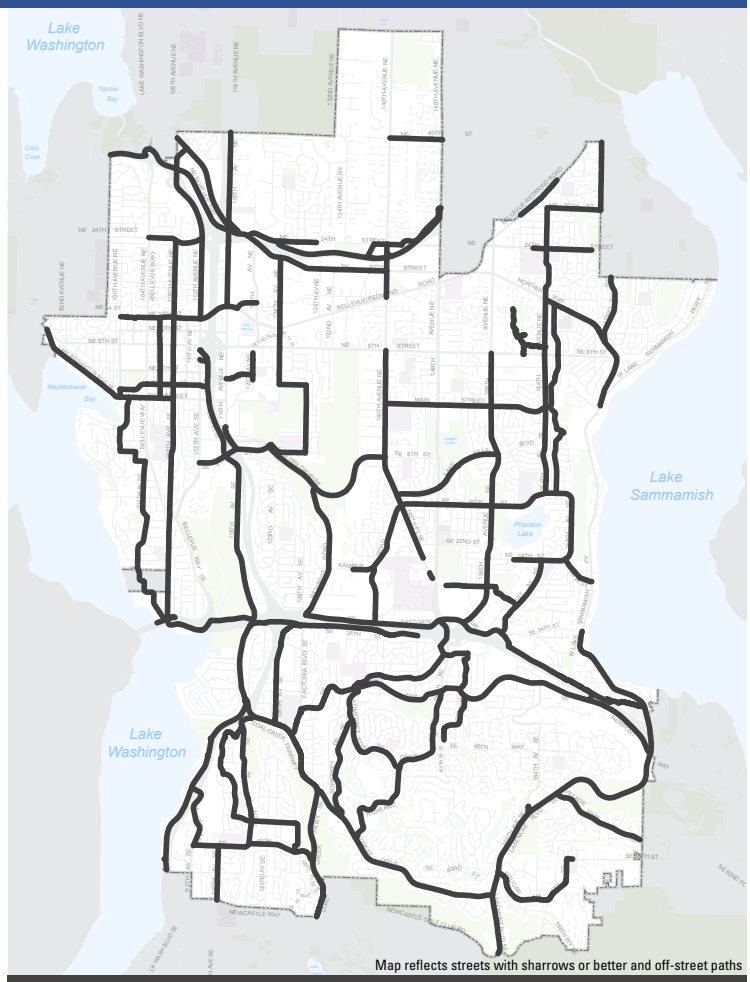
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

CREATING A CONNECTED NETWORK

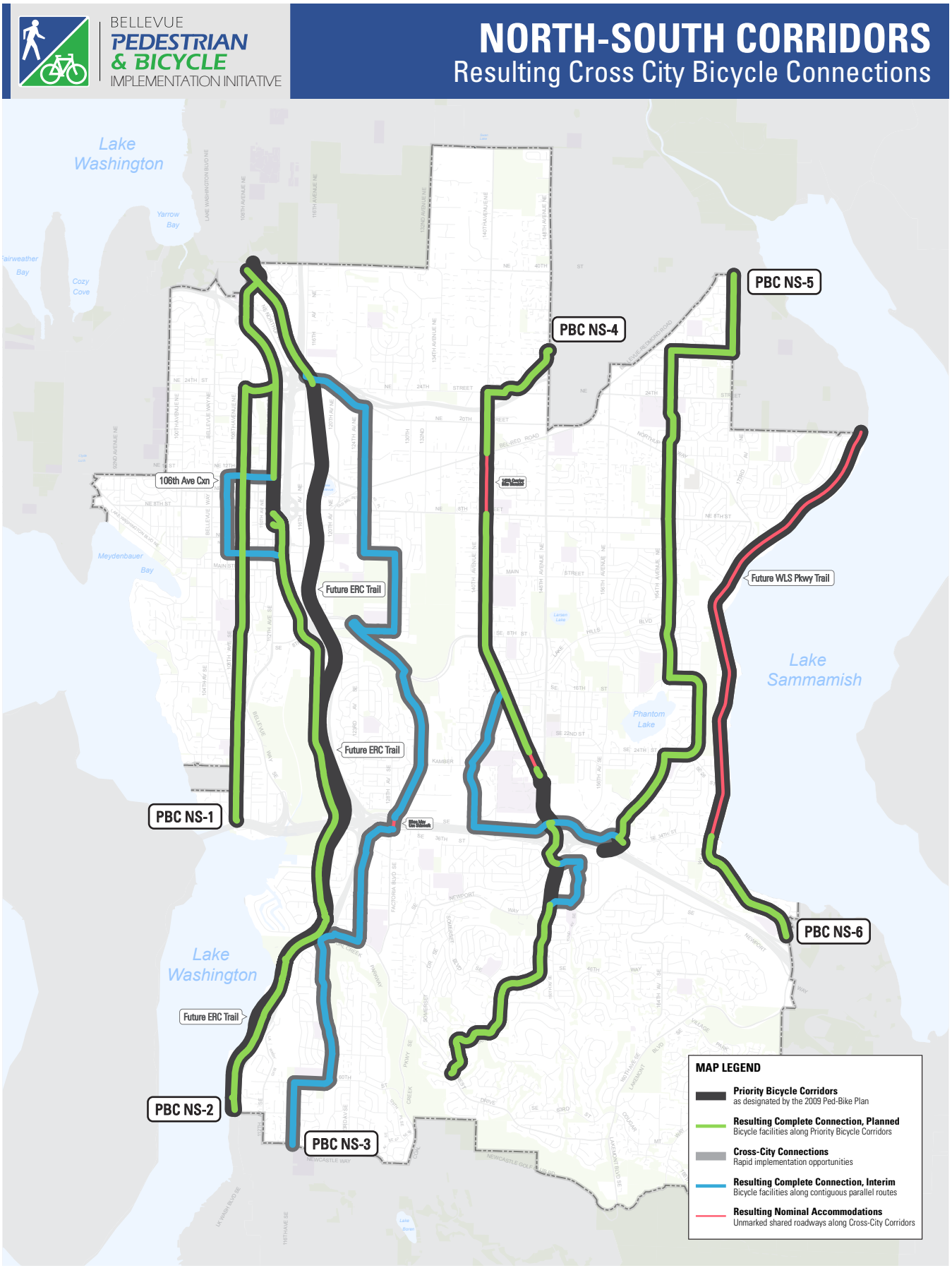
Bicycle Rapid Implementation Program

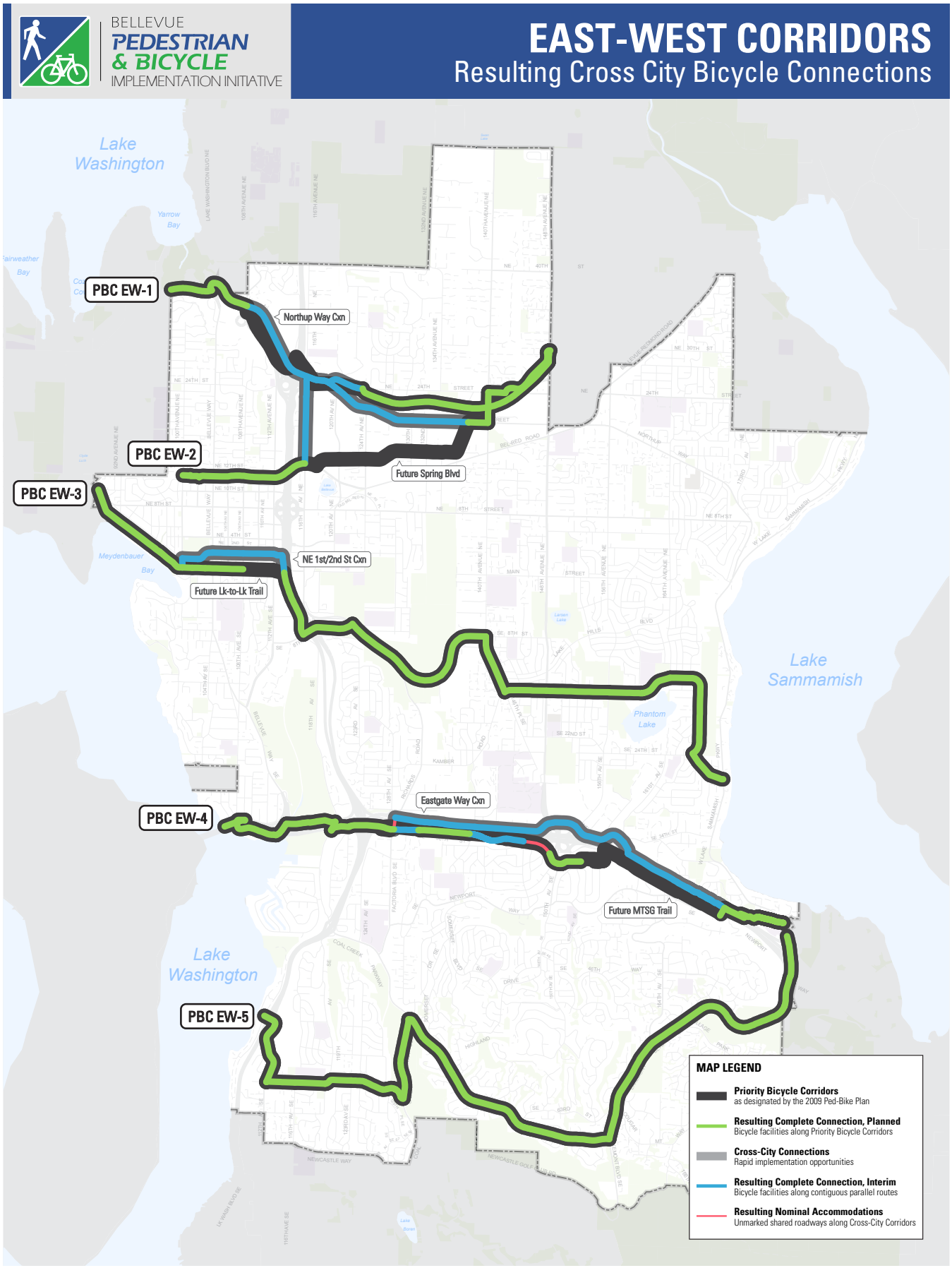


EXISTING BICYCLE NETWORK

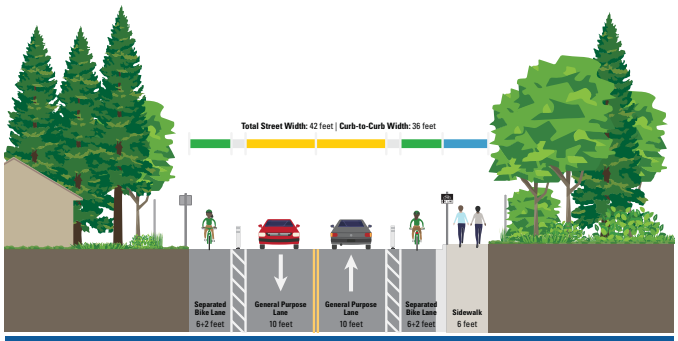


BRIP RESULTING BICYCLE NETWORK


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
NORTH-SOUTH CORRIDORS
Resulting Cross City Bicycle Connections
Lake Washington
Yarrow Bay
Fairweather Bay
Cozy Cove
Meydenbauer Bay
Lake Sammamish
Phantom Lake
PBC NS-1
PBC NS-2
PBC NS-3
PBC NS-4
PBC NS-5
PBC NS-6
106th Ave Cxn
Future ERC Trail
Future ERC Trail
Future ERC Trail
Future WLS Pkwy Trail
MAP LEGEND
Priority Bicycle Corridors
as designated by the 2009 Ped-Bike Plan
Resulting Complete Connection, Planned
Bicycle facilities along Priority Bicycle Corridors
Cross-City Connections
Rapid implementation opportunities
Resulting Complete Connection, Interim
Bicycle facilities along contiguous parallel routes
Resulting Nominal Accommodations
Unmarked shared roadways along Cross-City Corridors

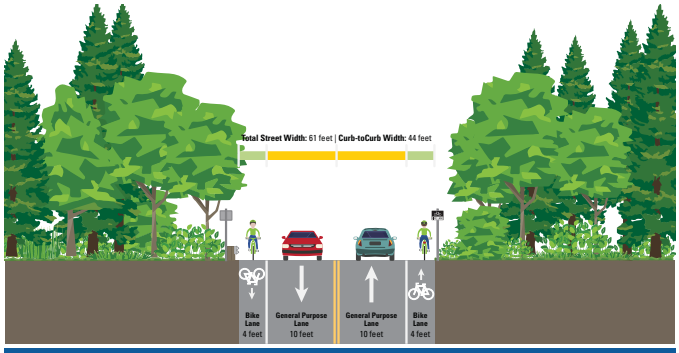

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
EAST-WEST CORRIDORS
Resulting Cross City Bicycle Connections
Lake Washington
Lake Sammamish
PBC EW-1
PBC EW-2
PBC EW-3
PBC EW-4
PBC EW-5
Northup Way Cxn
Future Spring Blvd
NE 1st/2nd St Cxn
Future Lk-to-Lk Trail
Eastgate Way Cxn
Future MTSG Trail
MAP LEGEND
Priority Bicycle Corridors
as designated by the 2009 Ped-Bike Plan
Resulting Complete Connection, Planned
Bicycle facilities along Priority Bicycle Corridors
Cross-City Connections
Rapid implementation opportunities
Resulting Complete Connection, Interim
Bicycle facilities along contiguous parallel routes
Resulting Nominal Accommodations
Unmarked shared roadways along Cross-City Corridors

BICYCLE RAPID IMPLEMENTATION PROGRAM



SEPARATED BIKE LANE CONCEPT

24 miles of separated bicycle lanes

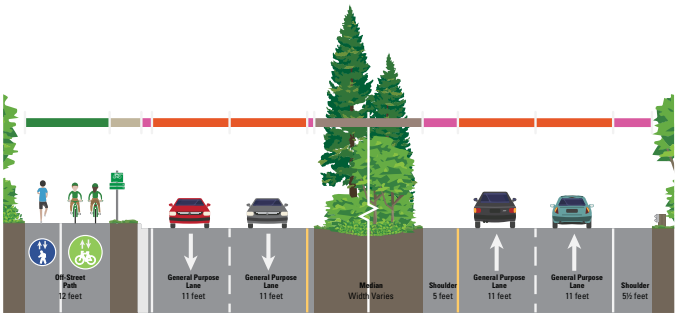


CONVENTIONAL BIKE LANE CONCEPT

13 miles of conventional bicycle lanes

MARKED SHARED LANE CONCEPT

18 miles of marked shared lanes

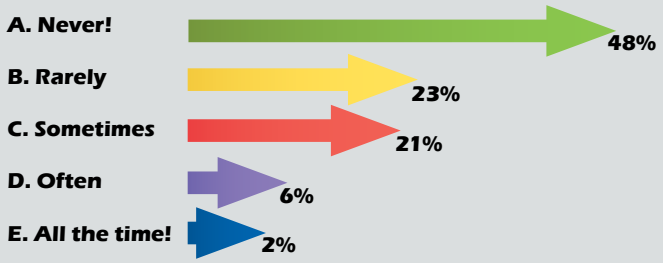


OFF-STREET PATH CONCEPT

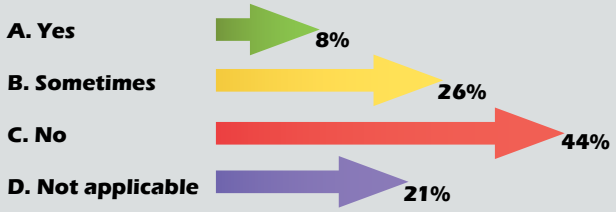
2 miles of off-street path

Neighborhood Leadership Gathering (2/22/16) Keypad Polling Results

How often do you bike in Bellevue?



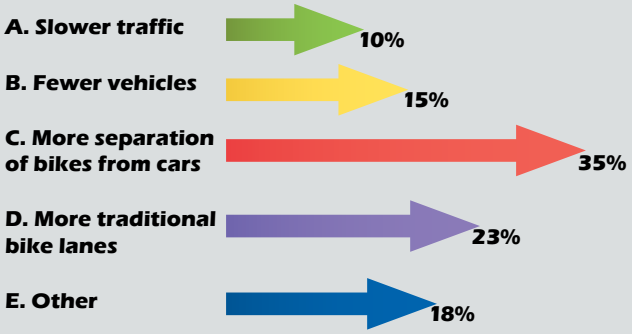
Do you feel safe biking in Bellevue?



What kind of bike trips would you want to take? (Select all that apply)

What would prompt you to bike more?

(Select your top 2 that apply)



Brad Weed | Resident of Kirkland
Amy Carlson | VP, Puget Sound Regional Manager, CH2M
Barbara Spindel | Resident of Somerset
Tim Krell | Interim Superintendent, Bellevue Christian School
Lisa Heilbron | Resident of Bridle Trails
Yuhong Li | Resident of Northwest Bellevue
Benson Porter | President/CEO, BECU
Kathy Murphy | Resident of Eastgate
Scott Lampe | Chair, Bellevue Transportation Commission
Debra Kumar | Bellevue Parks & Community Services Board
Microsoft
Brian Crockford | Senior Services Manager, Microsoft
Santiago Rodriguez-Anderson | Resident of Kirkland
Karen Doherty | VP/Area Manager, HDR Engineering
J. Wang & Ling Zhuang | Residents of Wilburton
Faith DeBolt | Resident of Kirkland
Tatiana Sokolova | Resident of Lake Hills
Robert Jewett | Resident of Wilburton
Irem Onalan | Student at Interlake High School
Abhi Sivaprasad & Devansh Dwivedy | Students at Interlake HS
Bing Tso | President, SBW Consulting
Brianna Platt | Resident of Bridle Trails
Al Kinisky | Senior Director, Concur Technologies
Alex Cimino-Hurt | Employee in Northwest Bellevue
Iris Jewett | Resident of Wilburton
BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
Making Bellevue a great place
to walk and bike.
Yael Goldin | Student at Interlake High School
Lyndon Heywood | Resident of Lake Hills
Michelle Plesko & family | Resident of Kirkland

Alice Fong | Resident of West Bellevue
Michael McCannel | Resident of Maydenbauer
Sally McCray | Resident of West Bellevue
GM Hughes | Resident of Lake Hills
John Tiscornia | Enatai Resident
Ernie Simas | Bellevue Transportation Commission
Astrid Zuppinger | Resident of Norwood Village
Robin Randes | Resident of Phinney Ridge
Paul Bell | Resident of Robinswood
Marylin Mayers | Resident of Interlake
Erin Powell | Resident of West Bellevue
June Campbell | Resident of Cougar Mountain
Steve Kasner | Resident of Lake Hills
Augusta DeVries | Transportation Program Director, BDA
Harpal Gill | Resident of Hidden Valley
Peggy Albin | Resident of Woodridge
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Sharon Chen | Student at West Bellevue
Jance Zahn | Vice Chair, Bellevue Transportation Commission
Janet Farmans | Resident of Eastgate
Lei Wu | Resident of Crossroads
Diann Stran | Resident of Tam O'Shanter
Weijia Wu | Resident of Crossroads
Richard Strophy | Resident of West Bellevue
BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
Making Bellevue a great place
to walk and bike.
Donald Miller | Resident of Newport Shores
Kathy Gehl | Resident of Issaquah
Robert Shay | Resident of Wilburton

Lucy Ma | Student at Interlake High School
Ann Lewis| Resident of East Lake Hills
Elizabeth Kiker | Executive Director, Cascade Bicycle Club
Lisa Brandenburg | President, Seattle Children's Hospital
Dr. Fiona McConnell | Allegro Pediatrics
Brian Gu | Student at Interlake High School
David Hill | President of Freiheit Architects
Zaiden Saludo | Resident of Eastgate
Karen Roper | Resident of Somerset
Dr. Pamela LaBorde | Allegro Pediatrics
Rolanda Fu | Student at Interlake High School
Andy Petrini | Executive Director of Healthways
Richelle Heacock | Resident of Bellevue
Lisa Quinn | Executive Director of Feet First
Rosie Scovron | Student at Interlake High School
Saturday Walkers of Bellevue
Alisa Lu | Student at Interlake High School
BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE
Making Bellevue a great place
to walk and bike.
Viktoria Stepitova | Resident of Bellevue
Maude Pauletto | Instructor at Northwest Arts Center

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Open House Presentation

The images on the following pages reproduce the Powerpoint slides presented by Transportation Commissioner Janice Zahn and PBII project manager Franz Loewenherz at the BRIP Open House.

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Bellevue Pedestrian & Bicycle Implementation Initiative

Bicycle Open House
March 23, 2016

Janice Zahn, Vice Chair
Transportation Commission
City of Bellevue

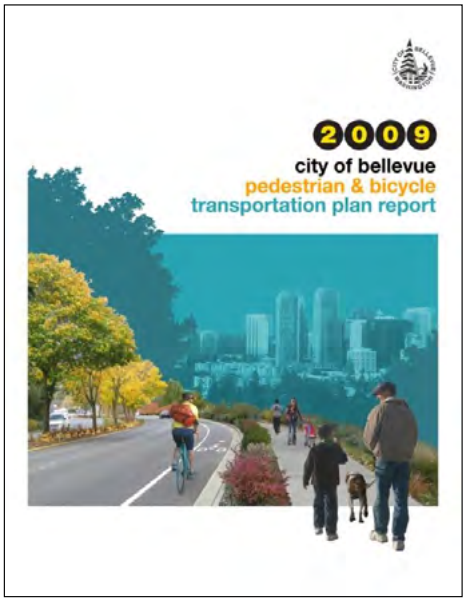
Franz Loewenherz, Senior Planner
Transportation Department
City of Bellevue

1) Welcome
2) PBII Overview
3) Keypad Polling
4) Comment Cards
5) Photo Message Board
6) Wikimap Tutorial

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Agenda

2



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

3

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

4

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

5

Bellevue City Council

Claudia Balducci
Mayor

Kevin Wallace
Deputy Mayor

John Chelminiak
Councilmember

Conrad Lee
Councilmember

Jennifer Robertson
Councilmember

Lynne Robinson
Councilmember

John Stokes
Councilmember

PBII Program Principles

To guide the Transportation Commission in its oversight of the PBII, the Bellevue City Council approved the following set of Program Principles:

The City Council envisions an accessible, well-connected network of pedestrian and bicycle facilities for Bellevue that (i) enhances livability, (ii) supports economic vitality, and (iii) serves the mobility needs of people of all ages and abilities. The Council developed the following set of Program Principles to direct the Pedestrian & Bicycle Implementation Initiative, a complement of action-oriented efforts that advance non-motorized facility designs and programs identified by the 2009 Pedestrian and Bicycle Transportation Plan to meet or exceed the City's 2019 targets and position the City to realize its long-term vision for a walkable and bikeable Bellevue.

1. Continue to aspire to the vision established by the 2009 Pedestrian and Bicycle Transportation Plan, pursue its goals, which should not be diluted, and monitor its established measures of effectiveness.
2. Undertake an action-oriented initiative that advances projects and programs to help realize the City's vision.
3. Provide a safe pedestrian and bicycle environment, which is a prerequisite to making non-motorized travel a viable, attractive option in Bellevue.
4. Advance the implementation of Bellevue's planned Bicycle Priority Corridors to facilitate continuous bicycle travel along a connected grid of safe facilities throughout the city and the region.
5. Research pedestrian and bicycle count technologies to improve the City's data driven decision-making.
6. Determine where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system.
7. Coordinate with other efforts underway in Bellevue related to pedestrian and bicycle issues.
8. Identify partnership opportunities to advance the implementation of non-motorized projects and programs.
9. Engage community stakeholders in setting the priorities for investment in non-motorized facilities.
10. Refine existing metrics to track plan progress and engage other departments as needed to foster a One City commitment to active transportation.

Continue to aspire to the vision established by the 2009 Pedestrian and Bicycle Transportation Plan, pursue its goals, which should not be diluted, and monitor its established measures of effectiveness.

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

City Council Principles

6

Bellevue City Council

Claudia Balducci
Mayor

Kevin Wallace
Deputy Mayor

John Chelminiak
Councilmember

Conrad Lee
Councilmember

Jennifer Robertson
Councilmember

Lynne Robinson
Councilmember

John Stokes
Councilmember

PBII Program Principles

To guide the Transportation Commission in its oversight of the PBII, the Bellevue City Council approved the following set of Program Principles:

The City Council envisions an accessible, well-connected network of pedestrian and bicycle facilities for Bellevue that (i) enhances livability, (ii) supports economic vitality, and (iii) serves the mobility needs of people of all ages and abilities. The Council developed the following set of Program Principles to direct the Pedestrian & Bicycle Implementation Initiative, a complement of action-oriented efforts that advance non-motorized facility designs and programs identified by the 2009 Pedestrian and Bicycle Transportation Plan to meet or exceed the City's 2019 targets and position the City to realize its long-term vision for a walkable and bikeable Bellevue.

1. Continue to aspire to the vision established by the 2009 Pedestrian and Bicycle Transportation Plan, pursue its goals, which should not be diluted, and monitor its established measures of effectiveness.
2. Undertake an action-oriented initiative that advances projects and programs to help realize the City's vision.
3. Provide a safe pedestrian and bicycle environment, which is a prerequisite to making non-motorized travel a viable, attractive option in Bellevue.
4. Advance the implementation of Bellevue's planned Bicycle Priority Corridors to facilitate continuous bicycle travel along a connected grid of safe facilities throughout the city and the region.
5. Research pedestrian and bicycle count technologies to improve the City's data driven decision-making.
6. Determine where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system.
7. Coordinate with other efforts underway in Bellevue related to pedestrian and bicycle issues.
8. Identify partnership opportunities to advance the implementation of non-motorized projects and programs.
9. Engage community stakeholders in setting the priorities for investment in non-motorized facilities.
10. Refine existing metrics to track plan progress and engage other departments as needed to foster a One City commitment to active transportation.

Advance the implementation of Bellevue's planned Bicycle Priority Corridors to facilitate continuous bicycle travel along a connected grid of safe facilities throughout the city and the region.

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

City Council Principles

7

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

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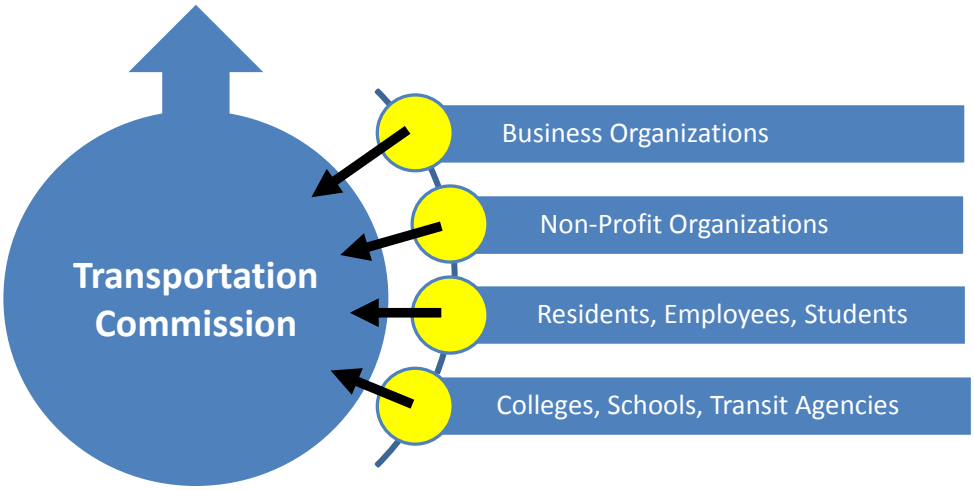
Bellevue City Council



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

PBII Oversight

9

Practical Solutions = Connected + Protected + Rapid

Right Project, Right Time, for the Right Cost, in the Right Way:

- **Develop solutions that address specific purpose and need**
- **Direct available dollars that optimize the system as a whole**
- **Start with quickest and least cost solutions (low cost + big wins)**

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Program Goals

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BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Help make Bellevue's streets safer for everyone!

Are there streets in Bellevue without adequate sidewalks or bicycle facilities? Does the behavior of people walking, bicycling, or driving in certain locations feel unsafe?

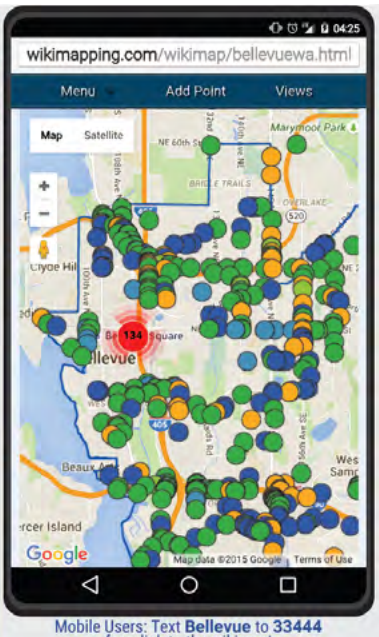
The City of Bellevue invites you to use the *Pedestrian & Bicycle Implementation Initiative* (PBII) wikimap to identify locations where you have noticed conditions or behaviors that are unsafe for people walking and bicycling. To participate visit:

http://wikimapping.com/wikimap/bellevuewa.html

The wikimap online survey tool, which will be available through October 31, allows users to locate an issue on a map, describe and evaluate the issue using a menu of options, choose a solution, make additional comments, and upload a photo of the location if desired. Your input could help lead to improvements!

For more information, contact Franz Loewenherz, Senior Transportation Planner floewenherz@bellevuewa.gov | 425-452-4077

Visit the Pedestrian & Bicycle Implementation Initiative project website: www.bellevuewa.gov/pedbike-initiative.htm



Mobile Users: Text **Bellevue** to **33444** for a link to the wikimap!

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Phase I – Issue Identification

11

Keypad Polling

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

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

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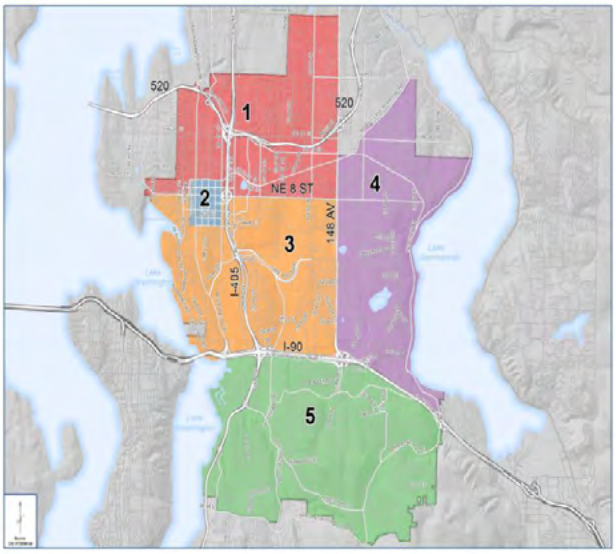
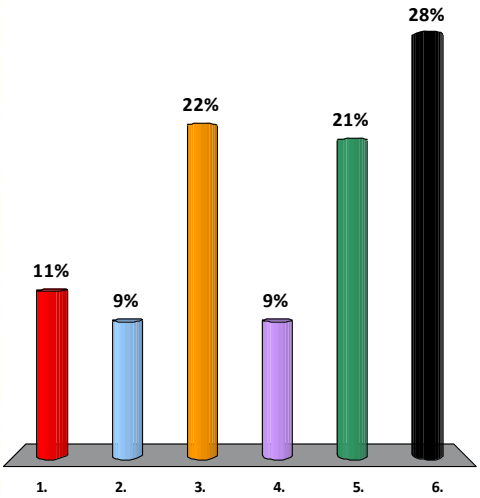
Where do you live?



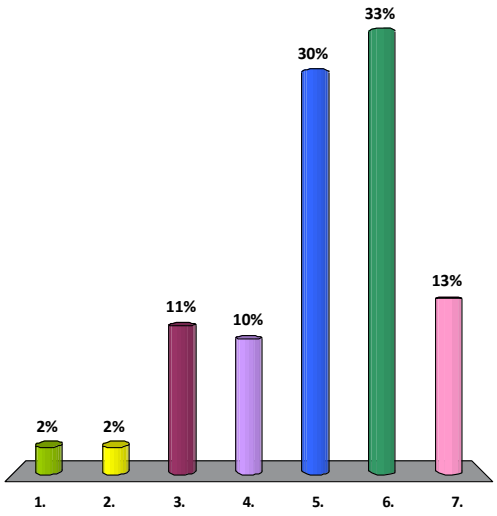


6. None of the above

13

How old are you?

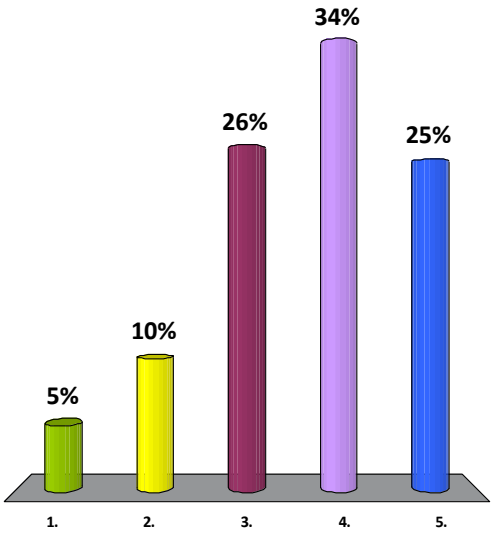
1. Under 16
2. 16 - 24
3. 25 – 34
4. 35 - 44
5. 45 – 54
6. 55 – 64
7. 64 +



14

How often do you bicycle in Bellevue?

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

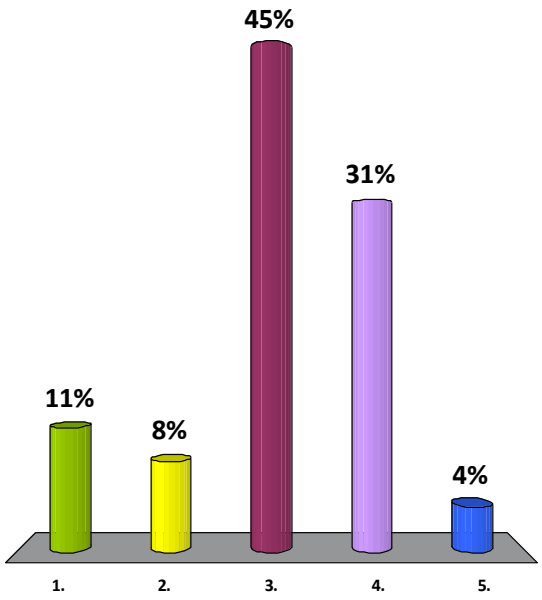


15

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

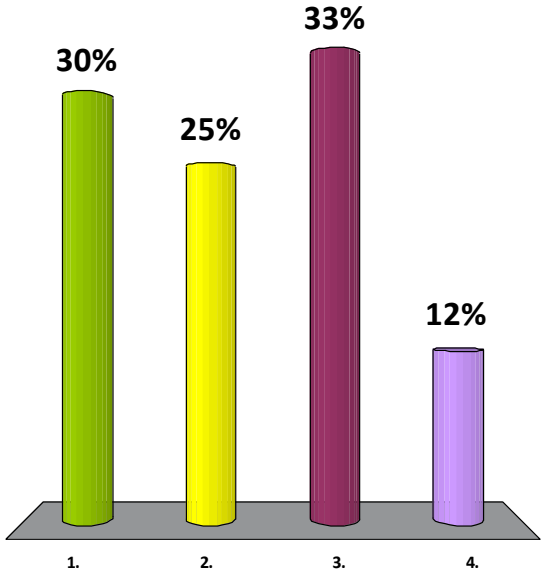


16

What kind of bicycle trips would you want to take?

SELECT ALL THAT APPLY

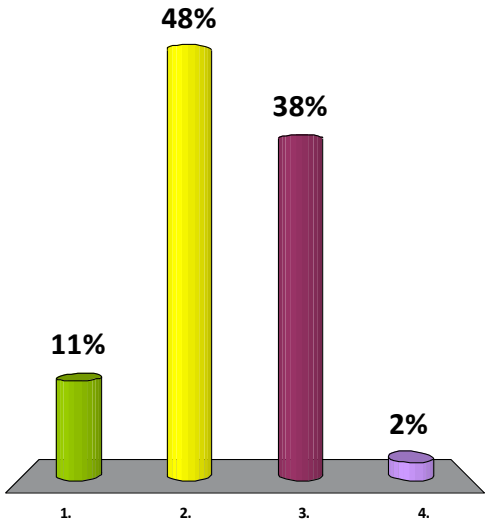
1. Longer trips (across town, commute to work, etc.)
2. Shorter trips (school, local park, etc.)
3. Recreational biking around neighborhood
4. Other



17

Do you feel safe bicycling in Bellevue?

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



18

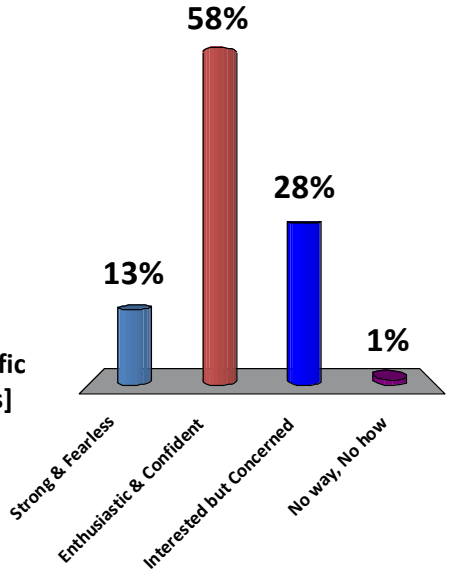
What kind of a bicyclist are you?

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]



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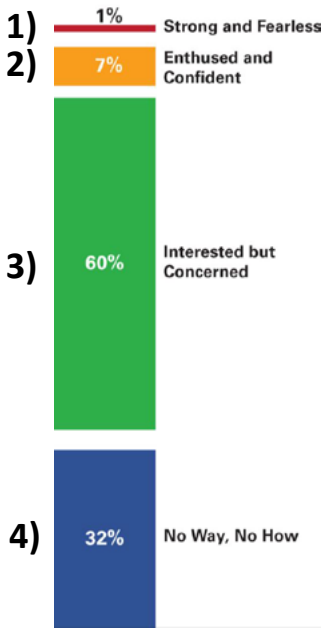
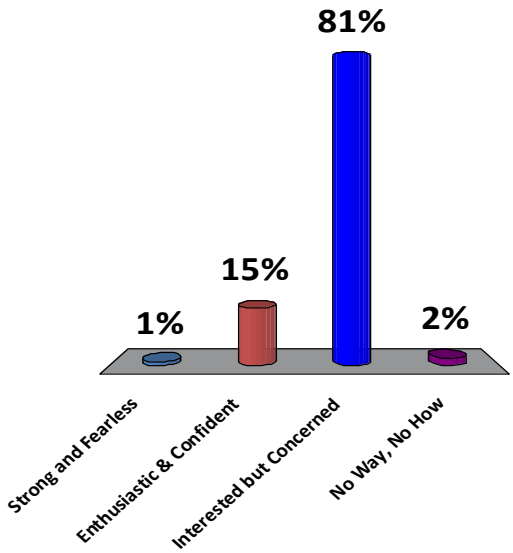
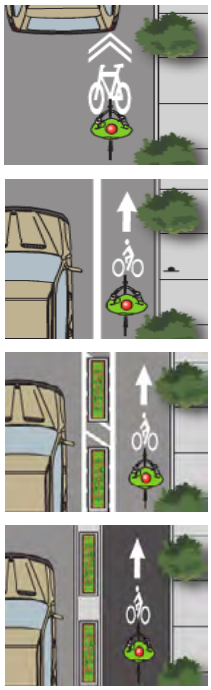
What kind of bicyclist should we design facilities for on priority corridors in Bellevue?





20

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

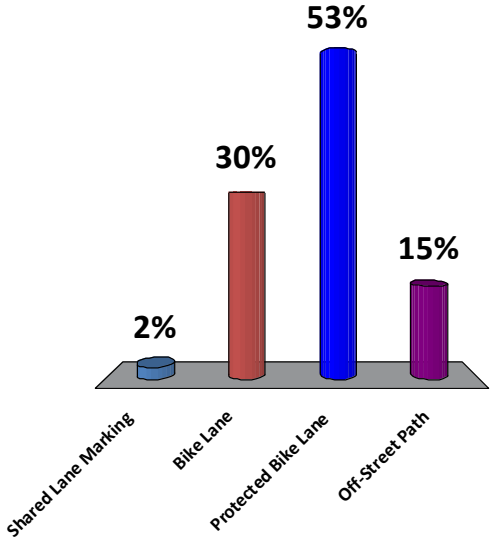


1) Shared Lane Marking

2) Bike Lane

3) Protected Bike Lane

4) Off-Street Path



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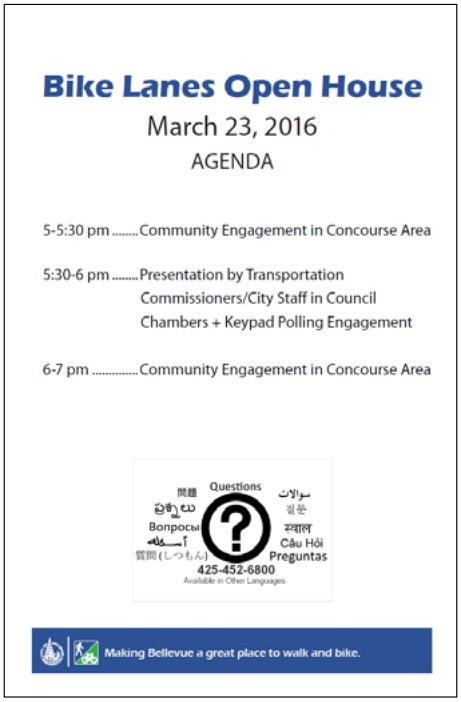

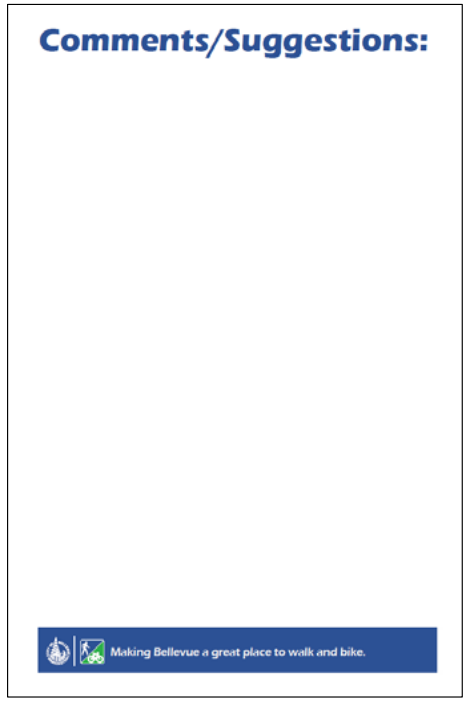

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Comment Card

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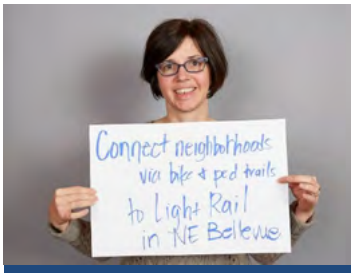
Richard Strophy (West Bellevue Resident)

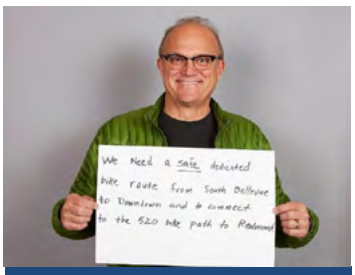
Peggy Albin (Woodridge Resident)



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

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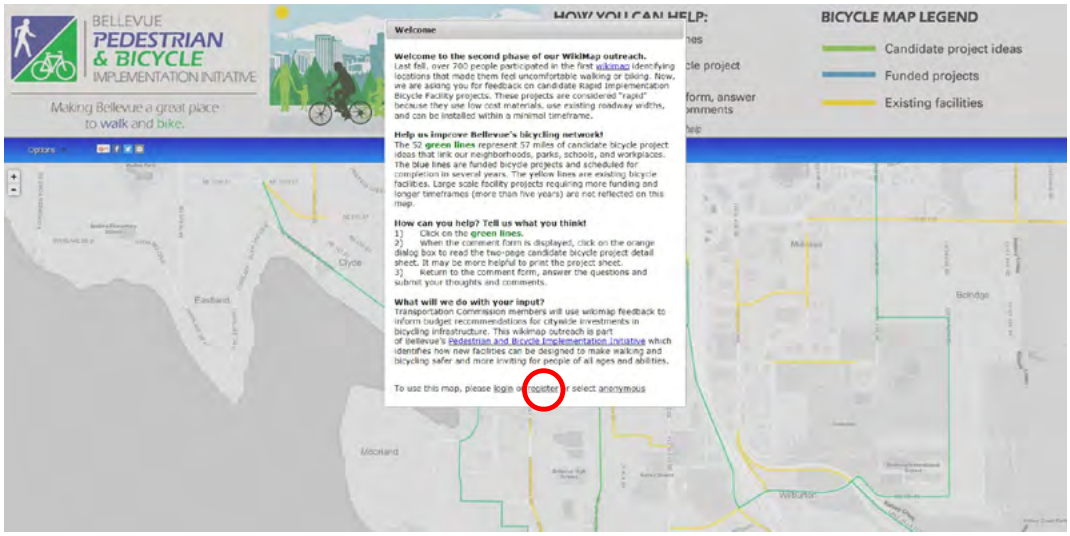
http://wikimapping.com/wikimap/bike.html



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap Tutorial

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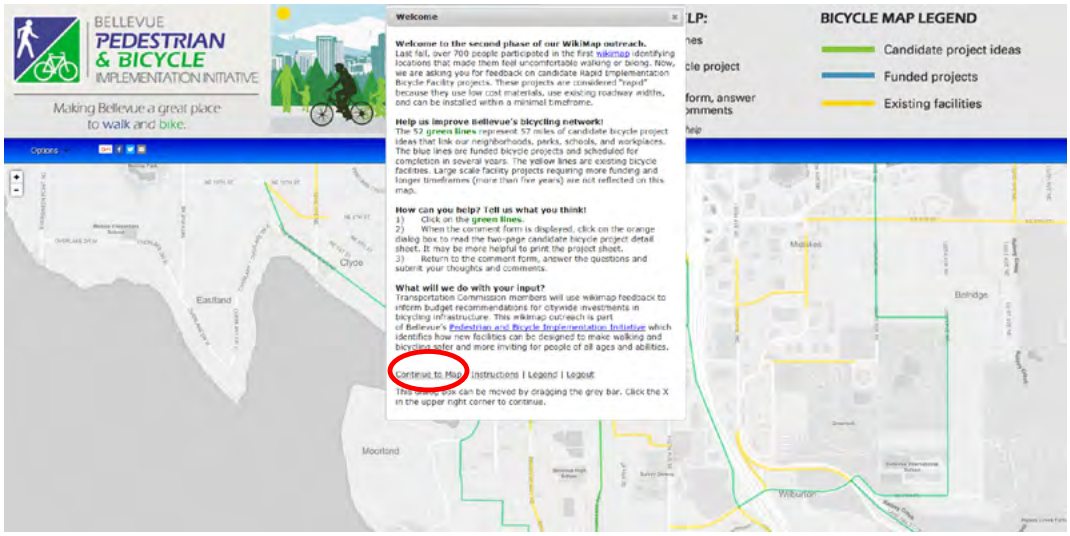
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap Tutorial

25

http://wikimapping.com/wikimap/bike.html

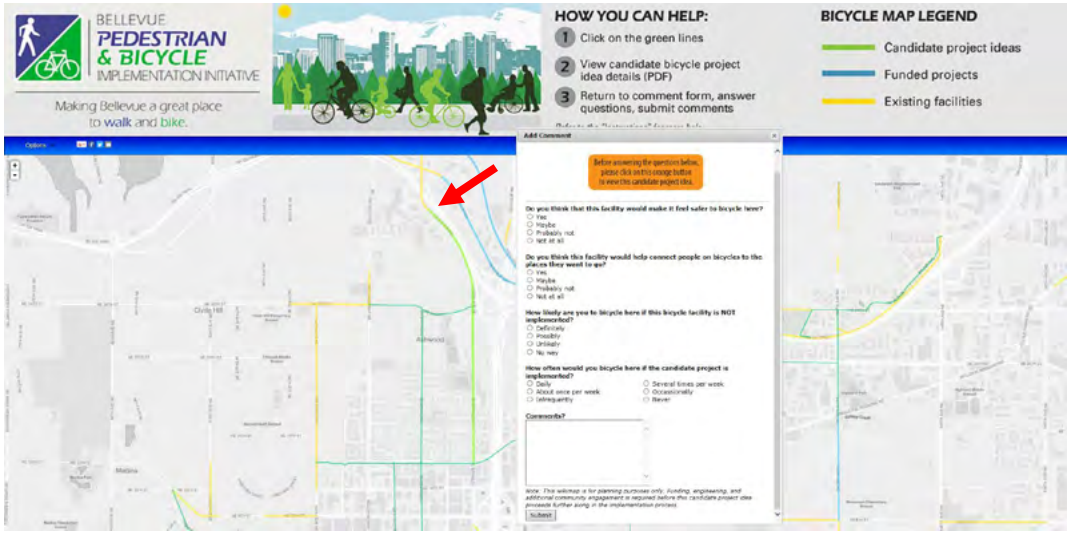


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap Tutorial

26

http://wikimapping.com/wikimap/bike.html

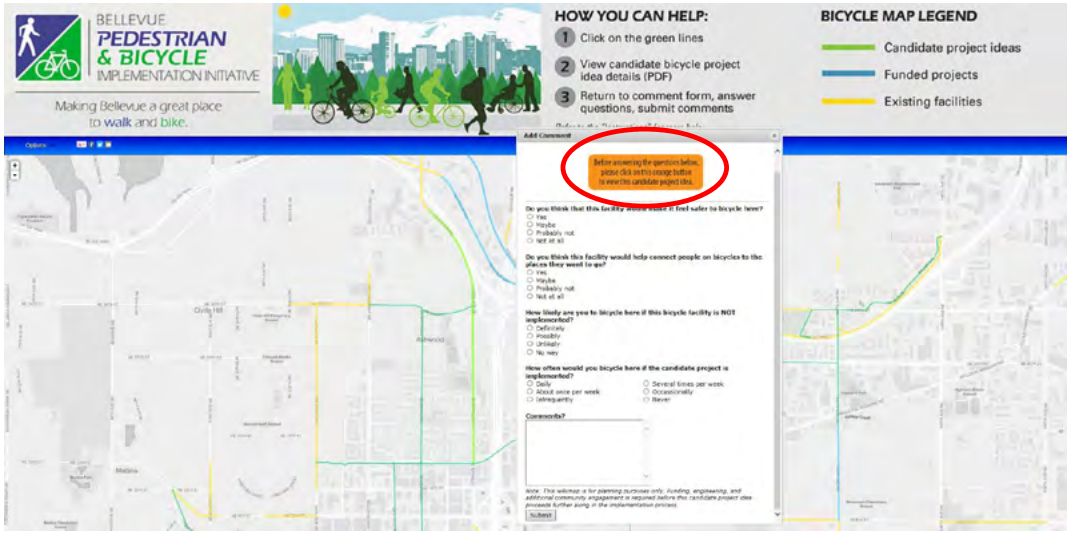


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap Tutorial

27

http://wikimapping.com/wikimap/bike.html



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap Tutorial

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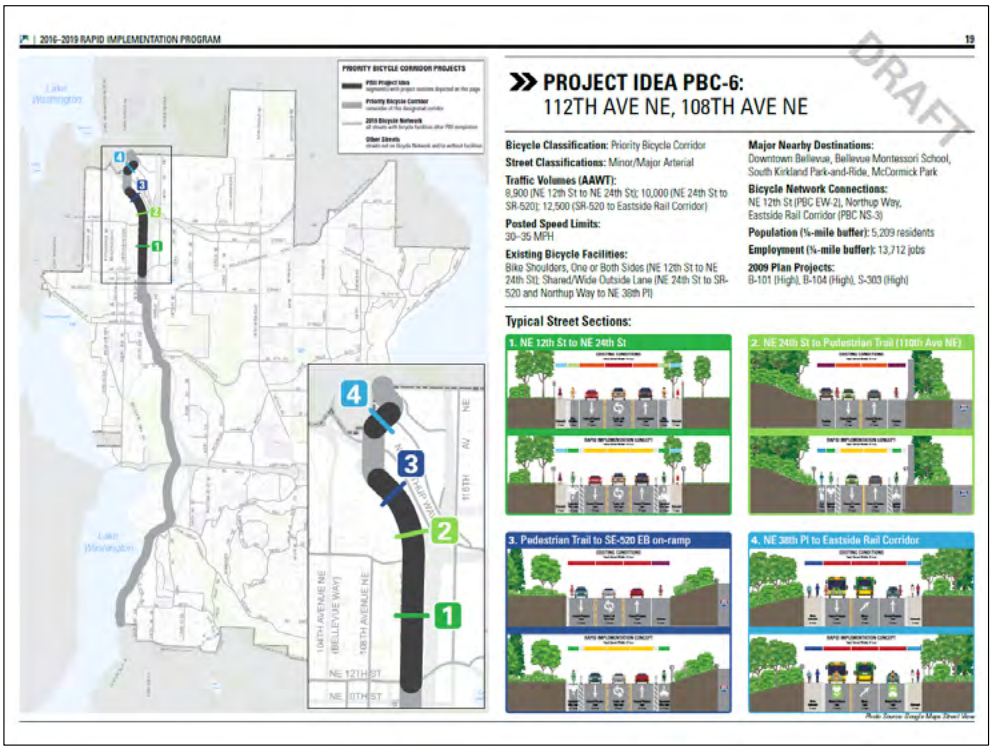
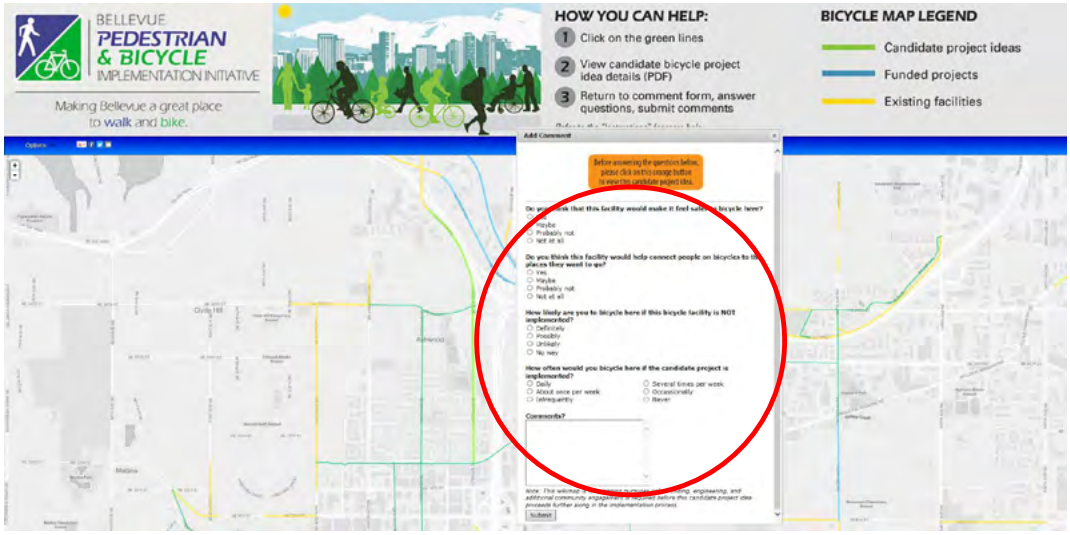


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap Tutorial

29

http://wikimapping.com/wikimap/bike.html



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap Tutorial

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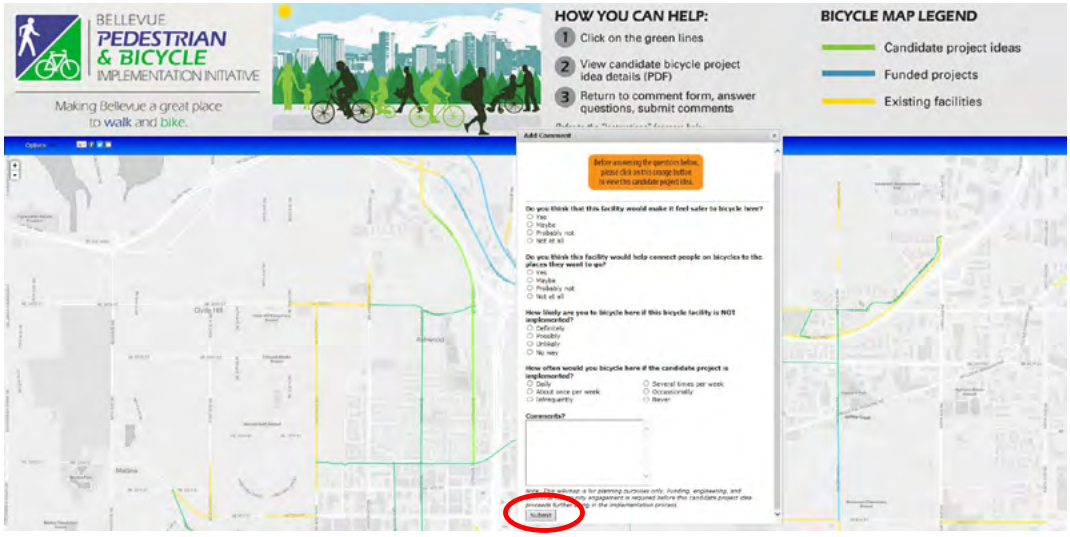
http://wikimapping.com/wikimap/bike.html



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap Tutorial

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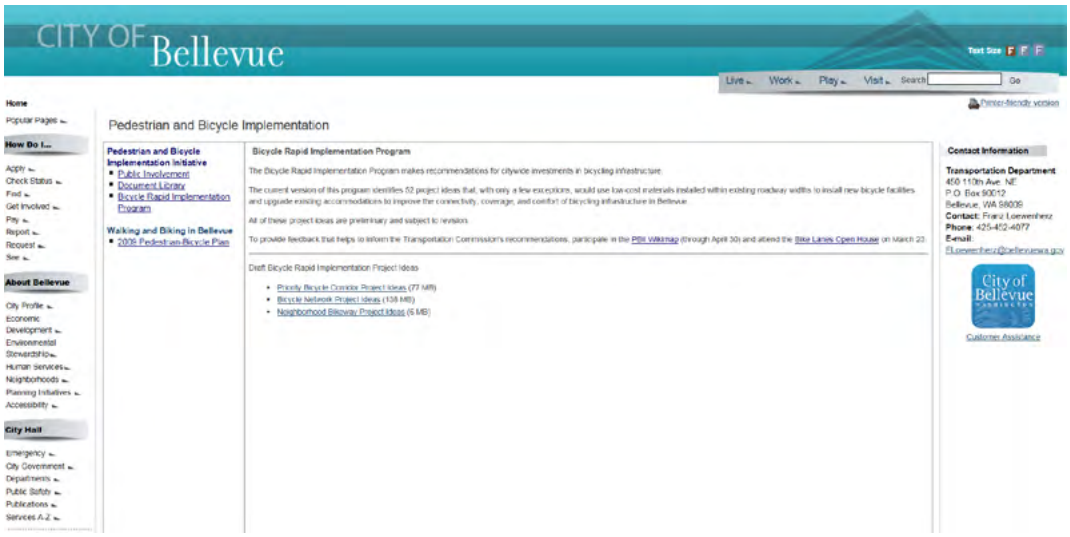
http://www.bellevuewa.gov/12236.htm



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Rapid Implementation Program

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

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

For Additional Information

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Open House Polling Results

The charts and graphs on the following pages reflect the results of audience polling that took place during the Transportation Department staff presentation at the BRIP Open House.

Figure 74. Audience polling question #1.

Where do you live?	Responses	
	Percent	Count
North Bellevue	11%	14
Downtown Bellevue	9%	11
Central Bellevue	22%	28
East Bellevue	9%	12
South Bellevue	21%	27
None of the above	28%	36
Total		128

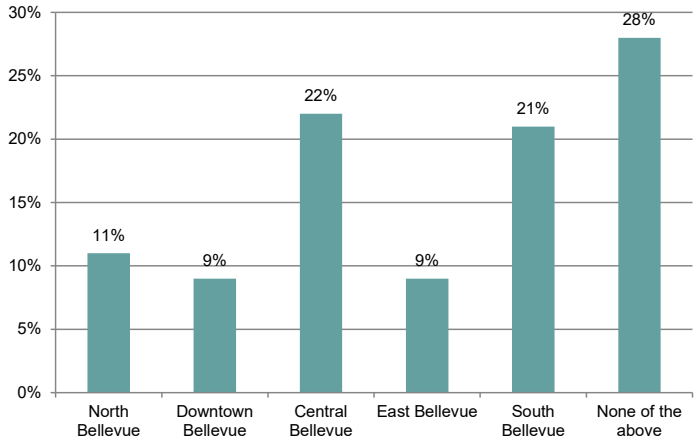


Figure 75. Audience polling question #2.

How old are you?	Responses	
	Percent	Count
Under 16	2%	2
16–24	2%	2
25–34	11%	14
35–44	10%	13
45–54	30%	39
55–64	33%	42
64+	12%	16
Total		128

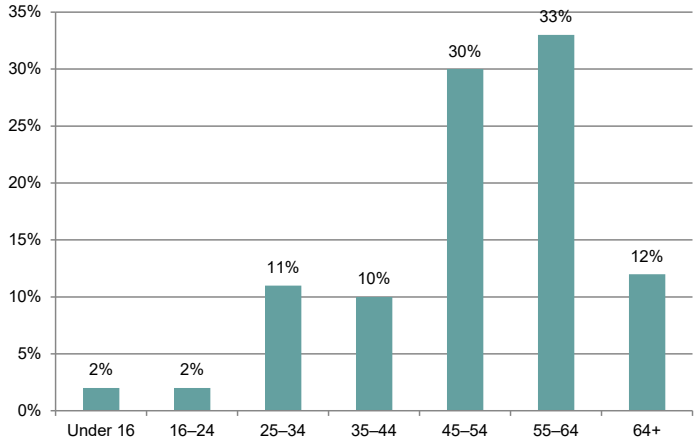


Figure 76. Audience polling question #3.

How often do you bicycle in Bellevue?	Responses	
	Percent	Count
Never!	5%	6
Rarely	10%	13
Sometimes	26%	33
Often	34%	44
All the time!	25%	32
Total		128

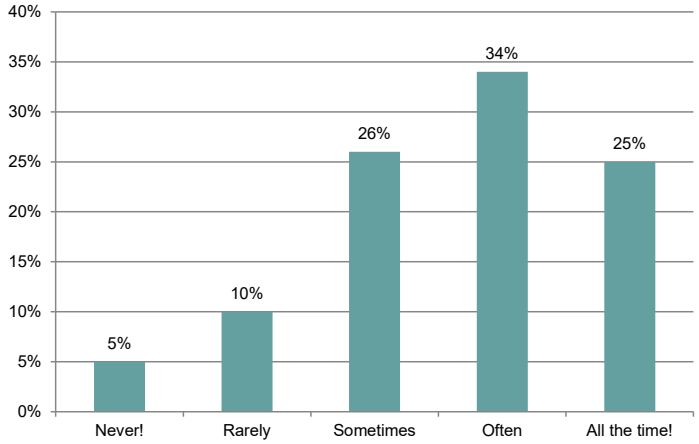


Figure 77. Audience polling question #4.

What would prompt you to bicycle more? (select top two)	Responses	
	Percent	Count
Slower traffic	11%	25
Fewer vehicles	8%	19
More separation of bikes from cars	45%	102
More traditional bike lanes	31%	70
Other	4%	9
Total		225

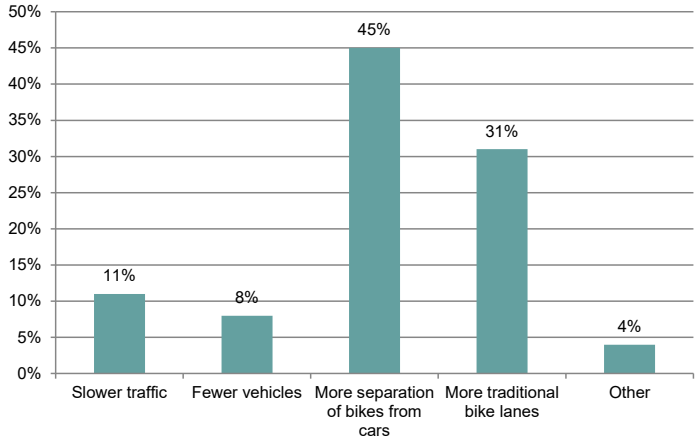


Figure 78. Audience polling question #5.

What kind of bicycle trips would you want to take? (Select all that apply)	Responses	
	Percent	Count
Longer trips (across town, commute to work, etc.)	30%	86
Shorter trips (school, local park, etc.)	25%	72
Recreational biking around neighborhood	33%	96
Other	12%	34
Total		288

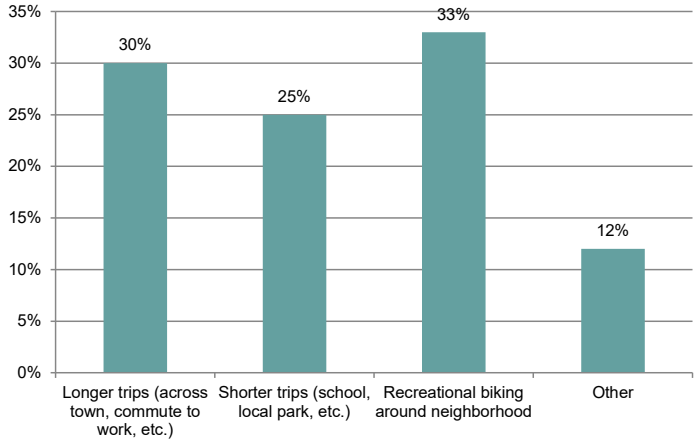


Figure 79. Audience polling question #6.

Do you feel safe bicycling in Bellevue?	Responses	
	Percent	Count
Yes	11%	14
Sometimes	48%	61
No	38%	48
Not applicable	2%	3
Total		126

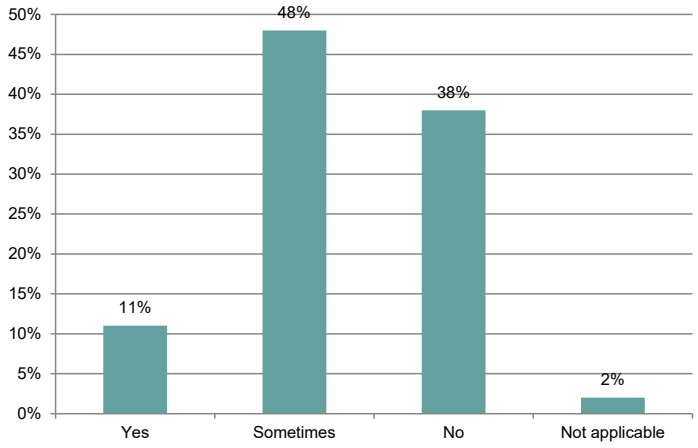


Figure 80. Audience polling question #7.

What kind of a bicyclist are you?	Responses	
	Percent	Count
Strong and Fearless	13%	17
Enthusiastic and Confident	58%	74
Interested but Concerned	28%	36
No Way, No How	1%	1
Total		128

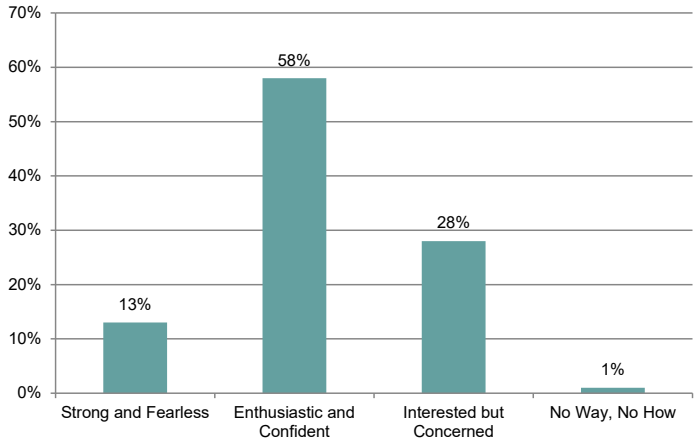


Figure 81. Audience polling question #8.

What kind of bicyclist should we design facilities for on priority corridors in Bellevue?	Responses	
	Percent	Count
Strong and Fearless	1%	1
Enthusiastic and Confident	15%	19
Interested but Concerned	81%	100
No Way, No How	2%	3
Total		123

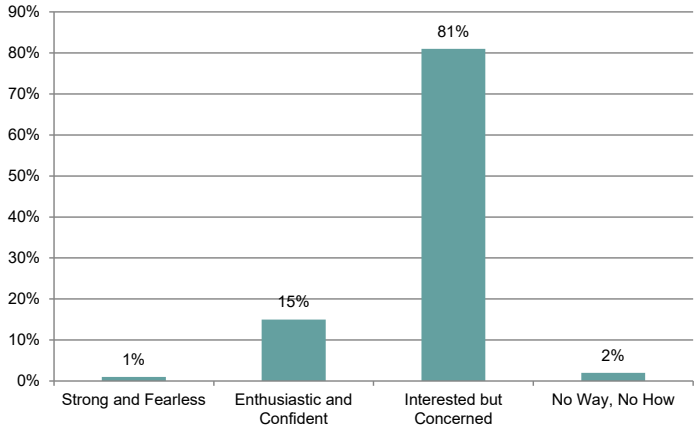
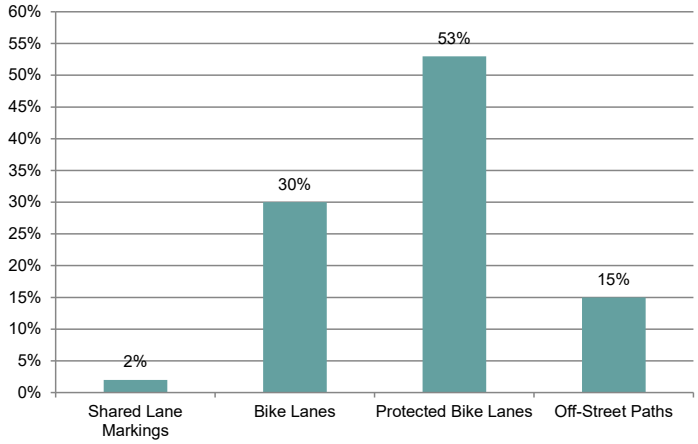


Figure 82. Audience polling question #9.

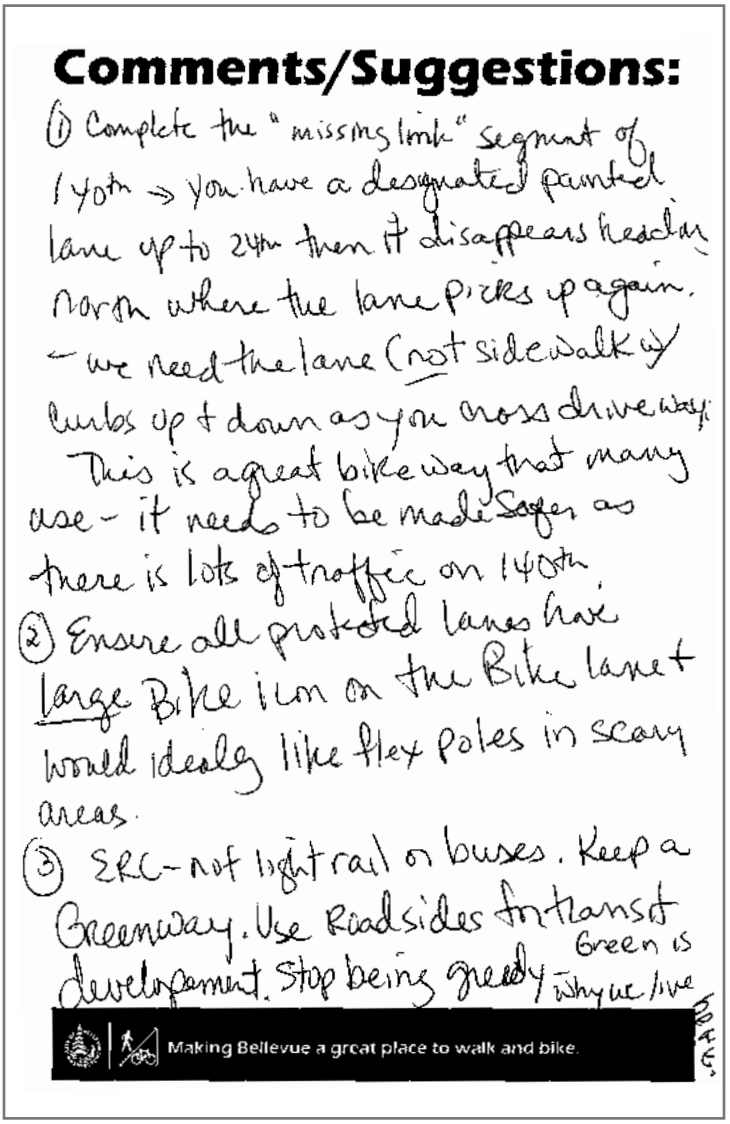
Which of these types of facilities would encourage you to bicycle in Bellevue?	Responses	
	Percent	Count
Shared Lane Markings	2%	3
Bike Lanes	30%	37
Protected Bike Lanes	53%	66
Off-Street Paths	15%	18
Total		124



Open House Comment Cards

The images on the following pages are scans of the comment cards completed by members of the public who attended the BRIP Open House.

Figure 83. PBII Open House comment card 1 of 49



Comments/Suggestions:

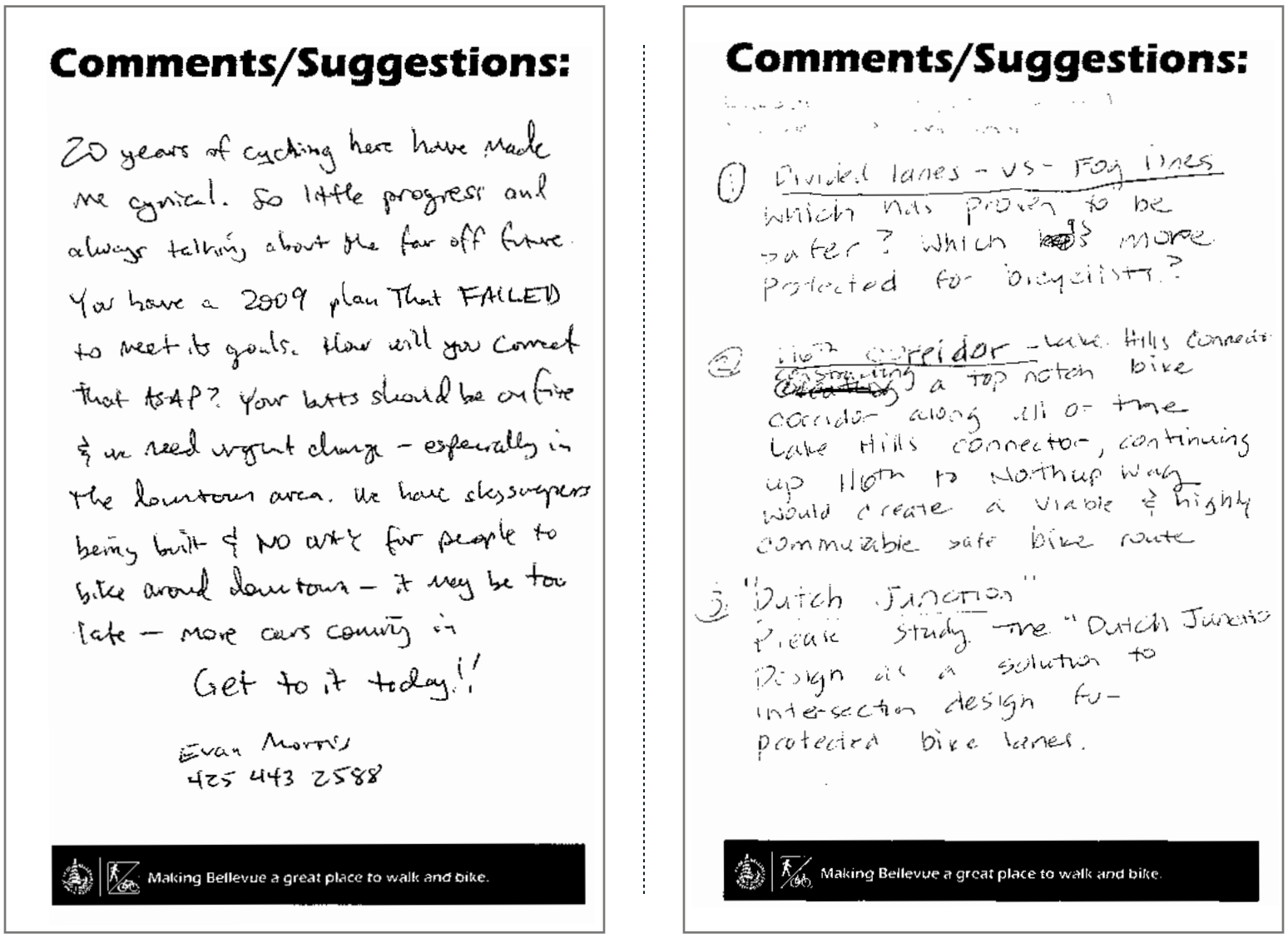
(1) Complete the "missing link" segment of 140th → you have a designated painted lane up to 24th then it disappears heading north where the lane picks up again. – we need the lane (not sidewalk w/ curbs up & down as you cross driveways) This is a great bikeway that many use – it needs to be made safer as there is lots of traffic on 140th.

(2) Ensure all protected lanes have large Bike icon on the Bike lane & would ideally like flex poles in scary areas.

(3) ERC – not light rail or buses. Keep a Greenway. Use Roadsides for transit development. Stop being greedy Green is why we live here.

Making Bellevue a great place to walk and bike.

Figure 84. PBII Open House comment cards 2 and 3 of 49



Comments/Suggestions:

20 years of cycling here have made me cynical. So little progress and always talking about the far off future. You have a 2009 plan That FAILED to meet its goals. How will you correct that ASAP? Your butts should be on fire & we need urgent change – especially in the downtown area. We have skyscrapers being built & NO WAY for people to bike around downtown – it may be too late – more cars coming in

Get to it today!!

Evan Morris
425 443 2588

Making Bellevue a great place to walk and bike.

Comments/Suggestions:

(1) Divided lanes – vs – Fog lines
Which has proven to be safer? Which is more protected for bicyclists?

(2) 116th corridor – Lake Hills Connector
Constructing a top notch bike corridor along all of the Lake Hills connector, continuing up 116th to Northup Way would create a viable & highly commutable safe bike route

(3) "Dutch Junction"
Please study the "Dutch Junction Design as a solution to intersection design for protected bike lanes.

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Figure 85. PBII Open House comment cards 4 and 5 of 49

Comments/Suggestions:

① The poster boards are not comprehensive, in that they only show projects planned by Bellevue Transportation. The public interest is better served by showing all projects as a comprehensive network, including City of Bellevue capital projects (Mountains to Sound and other agencies).

② 116 Ave between Lake Hills Connector and Northup Way makes a natural N-S corridor for bikes, serving the hospitals and E Link rail.

Steve Fantle, PE
sfantle101@comcast.net

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Comments/Suggestions:

Pathways should be designed like spokes around light rail stations as their hub.

This should be in addition to a few north-south pathways

The spokes should be as direct (as the crow flies) as possible.

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Figure 86. PBII Open House comment cards 6 and 7 of 49

Comments/Suggestions:

1. Shared Lanes Are unsafe. And Expensive
2. Please. No Bikeshare programs.
3. In my Experience Bike Lanes are best maybe make Them 6' Rather Than 4' when possible
4. Keep Bike Lanes Swept in winter.
5. Like The main N/S & E/W corridor Ideas.

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Comments/Suggestions:

- More bike lanes!
  - ↳ Connected together
    - ↳ Protected preferred

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Figure 87. PBII Open House comment cards 8 and 9 of 49

Comments/Suggestions:

Designated bike lanes work
Bike markings in street lanes
don't typically work

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Comments/Suggestions:

I've lived in several different cities and states around the country and I've been living in Bellevue for about 1.5 years. I've never been in a place that has less enforcement of traffic laws. I can count the number of cars I've seen pulled over for speeding in that 1.5 years with 1 or 2 fingers.

At the same time, speeding is a ubiquitous part of Bellevue. Aggressive, dangerous driving is the norm rather than the exception. If the city is serious about wanting more people to walk/bike and serious about protecting those who do, the ~~[illegible]~~ enforcement of traffic laws to reduce aggressive speeding/driving needs to be improved CONSIDERABLY.

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Figure 88. PBII Open House comment cards 10 and 11 of 49

Comments/Suggestions:

Thanks for the presentation, I found it informative. A couple of comments:

- I would appreciate a little more detail in the definition between the different road surfaces - particularly off street path & dedicated bike lane. Is there a difference in the assumed speed of bicycle traffic &/or the presence of pedestrians on these different types? Does path have peds & bikes? And going in both directions just like the Burke Gilman whereas bike lane is for riding bike from one point to another efficiently - the other has recreation purpose

Why is bike path more expensive?

The set up of all the different maps in the concourse with all of them close together - made it difficult to see them because of crowds.

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Comments/Suggestions:

First - Thank you for even having this conversation. It is very encouraging.

I am new to bicycling (July 2015) and began with a simple commute: 148th and 8th NE to BMW of Bellevue. Now I am on a bike as often and for as long a distance as possible.

Having now spent hundreds of hours on the roads I am convinced bicycle infrastructure is only as good as the understanding and respect of those who use it. I love the idea of more bike lanes etc. I think the same money spent on driver education would make me feel safer. Thank you! - Daniel Perry

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Figure 89. PBII Open House comment cards 12 and 13 of 49

Comments/Suggestions:

Looking forward to bike rides through Bellevue after crossing over from Seattle on the 520 bridge.

Getting more people biking as soon as possible is a high priority.

Making Bellevue a great place to walk and bike.

Comments/Suggestions:

INSTEAD OF SPREADING LIMITED DOLLARS THINLY LIKE PEANUT BUTTER -

BUILD ONE NORTH-SOUTH SEPARATED PATH AND ONE EAST-WEST PATH TO A CENTRAL OPEN AREA (LIKE DOWNTOWN PARK).

THIS WILL ALLOW FAMILIES AND CHILDREN TO SAFELY RIDE INTO THE CORE OF THE CITY FOR EVENTS / FESTIVALS. THAT SUCCESS WILL BUILD SUPPORT FOR BUILDING A STRONGER CYCLING / WALKING INFRASTRUCTURE

BY GETTING TODAYS FAMILIES TO GET INTO THE CITY SAFELY - YOU ARE BUILDING THE BASE OF CYCLISTS FOR THE FUTURE.

TY CARLSON (tycar@ravenlodge.net)
AGE 50, ~~[illegible]~~ NATIVE WASHINGTONIAN
25 YEARS @ MICROSOFT
3 YEARS @ AMAZON
CYCLE AT LEAST ONCE A WEEK FROM REDMOND TO SEA (60.4 miles ROUND TRIP).
RIDE W. LK SAMM FREQUENTLY & ACCESS LK WASHINGTON LOOP VIA BELLEVUE.

Making Bellevue a great place to walk and bike.

Figure 90. PBII Open House comment cards 14 and 15 of 49

Comments/Suggestions:

The section of 140th Ave NE between NE 24th St and NE 8th St (in front of the Safeway) is terribly hostile and dangerous to cyclists. But it's the only way to get to the 520 trail from the south. Please fix that mess! It's on the route that Sammamish HS and Bellevue College students might take.

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Comments/Suggestions:

Having one bike lane half ~~an~~ a year.

Build the bike lane little by little and eventually connect them together

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Figure 91. PBII Open House comment cards 16 and 17 of 49

Comments/Suggestions:

Dear City Council,
Please, Please, Please!
Implement more bike protected trails in Bellevue.

Thank you!

Making Bellevue a great place to walk and bike.

Comments/Suggestions:

Somewhat disappointed. I expected an overview of each map/scenario followed by some Q&A

PERHAPS A STATUS OF WORK IN PROGRESS ie 520/NORTHRUP PROJECT
BELLEVUE WAY (520 OVER PASS)

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Figure 92. PBII Open House comment cards 18 and 19 of 49

Comments/Suggestions:

biking won't be safe until cell phone use while driving is greatly reduced.

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Comments/Suggestions:

- GOOD JOB ON THE 116TH
- BIKE LANES!
- KEEP IT UP – ADD MORE!
- PLEASE MAKE THE TRANSITION FROM 24TH TO NORTHUP TO 116TH SOUTHBOUND MORE SAFE!!

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Figure 93. PBII Open House comment cards 20 and 21 of 49

Comments/Suggestions:

My sister and family live in Bellevue, kids ages 4, 6, & 8. It is important that they have safe ways to ride. It would help their parents' sanity if the kids could bike to school once they get a bit older. The kids would grow up with health habits. This matters - I bike, and at age ~~56~~ 57, I'm really healthy. ~~Everyone else in my family~~ Not so my siblings. My wife & I bike over to visit, from Seattle. It would be great to have a good way to bike from the 520 bridge to Newport Hills, that would make it easier & safer to visit.

Please proceed with bike lanes & paths, for everyone's health & safety.

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Comments/Suggestions:

- review transition areas (sidewalk to street, etc) for bicyclists (where bikes need to move from sidewalk to street, bike lane to sharrow, etc) → these are the potential danger areas.
- bike lanes that are not next to parked cars please ("door zone")
- put up signage reminding people of ped/bike use

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Figure 94. PBII Open House comment cards 22 and 23 of 49

Comments/Suggestions:

Gaps in the network are barriers for families and all those who are not brave about biking in traffic.

Intersections need care - that's where most of the danger lies.

Use all available space for wider bike lanes and wider buffers.

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Comments/Suggestions:

MAKE BICYCLES & RIDERS SAFER FOR ROADS LICENSE AND TRAIN BOTH WITH SPECIAL ATTENTION TO BICYCLE MESSENGERS.

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Figure 95. PBII Open House comment cards 24 and 25 of 49

Comments/Suggestions:

1. PED / BIKE CAC.

"TRANSPORTATION" COMMISSION IS JUST "CAR & SUV" COMMISSION

2. STOP SACRIFICING BERMS & OLD-STYLE BIKE LANES FOR THESE RIDICULOUS HUGE SIDEWALKS.

3. ENCOURAGE PEDESTRIANS. MOST PEDS DRIVE TO BUSINESSES & WALK AROUND. IN BELLEVUE, PEDESTRIANS HAVE NOWHERE TO PARK

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Comments/Suggestions:

Need a more complete route from 114th to 520 - PBII doesn't have a plan for this and it's a hazardous part of my daily commute.

I appreciate the city spending the time to think about non-car forms of transportation.

~~Also had a lot of trouble today get~~

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Figure 96. PBII Open House comment cards 26 and 27 of 49

Comments/Suggestions:

I would really like to see more separated bike lanes & traditional bike lanes in Bellevue. I bike recreatio all the time on the weekends when I can plan routes that are safe (or as safe as possible anyway) & I would really like to be able to ride bike to my errands in Bellevue, but I don't feel safe doing so. Traditional bike lanes are absolutely sufficient as far as I'm concerned if that's the thing we can afford & finish now, but sharrows are worth almost nothing to me - they don't change driver behavior & cars will attempt to get around where there isn't space to pass — I would say don't waste even one dollar on these.

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Comments/Suggestions:

REALLY APPRECIATE THE OPPORTUNITY FOR PUBLIC ENGAGEMENT! WOULD LOVE TO SEE AN ON-GOING PROGRAM WITH CITY TO ALLOW CITIZEN'S TO PROVIDE INPUT AS TO WHERE THEY THINK PED/BIKE PROJECTS SHOULD BE PRIORITIZE WHERE SAFETY CONCERNS ARE HIGHEST/ETC IS AN INTERACTIVE PROCESS. THX.

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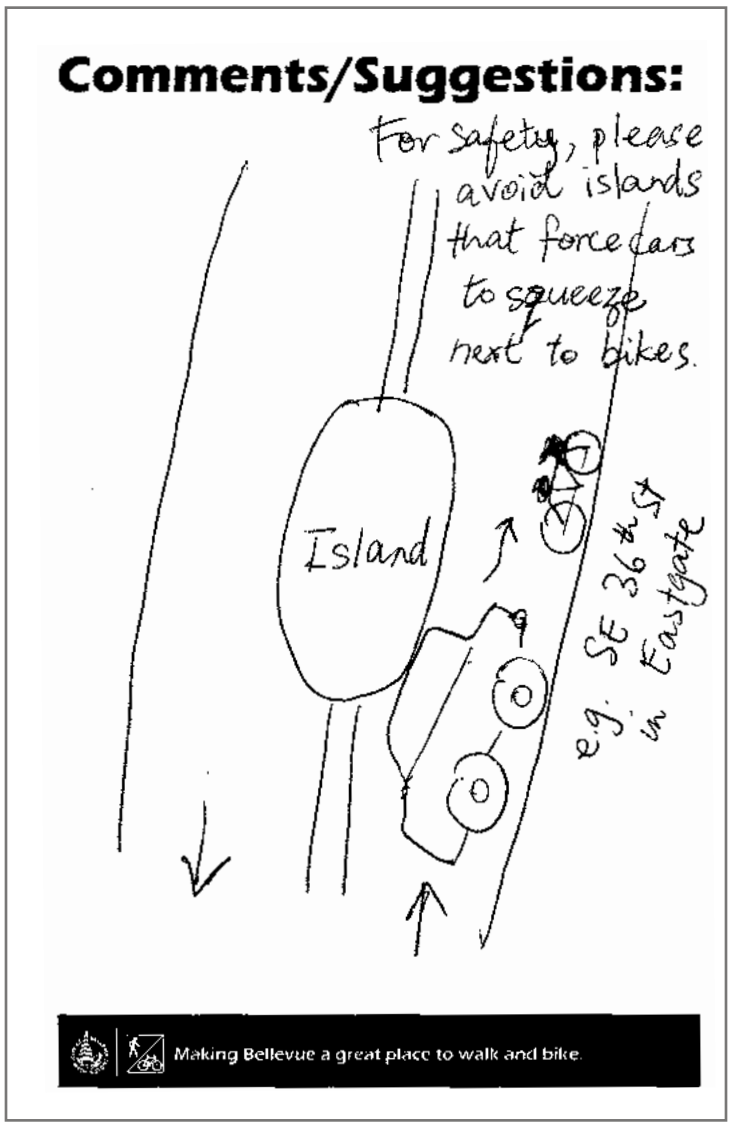
Figure 97. PBII Open House comment cards 28 and 29 of 49



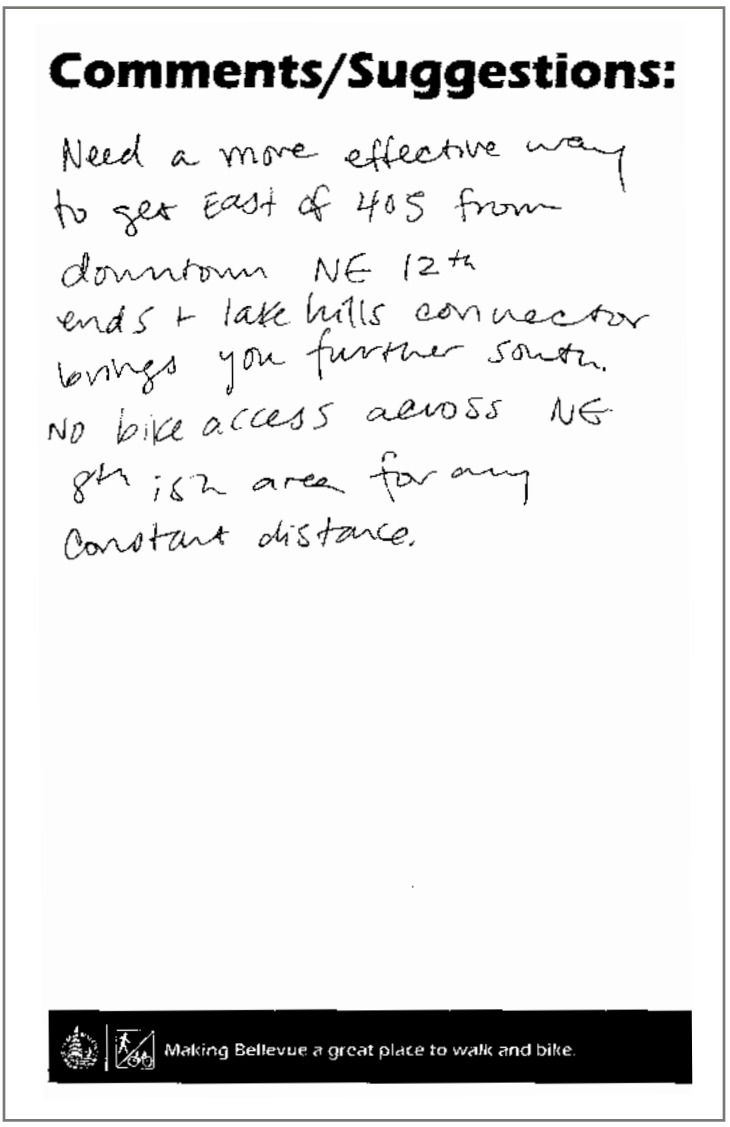


Figure 98. PBII Open House comment cards 30 and 31 of 49

Comments/Suggestions:

I would like to see more 'bike commute' lanes. Make it easy to get to work/school.

Do not design separate bike paths! Keep bike lanes marked on the road!

Shirley Vander Veen
425-747-8698
N7OIV@comcast.net

NO mixed pedestrian/bike paths!!!

Dangerous driveways + watching for peds

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Comments/Suggestions:

Besides bike infrastructure, our streets still won't be truly safe until other road users start respecting each other's safety and equal right to be present on the road.

Too many auto drivers treat downtown like a Nascar race course. Outside of heavy traffic, the large downtown streets are over-built and encourage speeding.

Calm our streets.

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Figure 99. PBII Open House comment cards 32 and 33 of 49

Comments/Suggestions:

– I understand work/priority has been initiated on one E-W route and one N-S route. What are these selected routes?

davidmalcolm@comcast.net

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Comments/Suggestions:

I appreciate all the ideas and effort put forth. But, I'd rather see a grander plan with compelling corridors – the equivilent functionally to freeways for cars – control access, safer, seperation and proximate to where the majority of people want to go. I worry that all of the smaller, low cost projects (mostly costing paint) will do very little to increase ridership and may will discourage future projects if low ridership levels don't seem worth the space allocated. Many US cities like Bellevue have put in park like facilities across the core of their downtowns and see substantial participation. The Eastside corridore & new 520 bike trail need to continue into the core of Bellevue & get even better, more park like. That is the great opportunity awaiting Bellevue.

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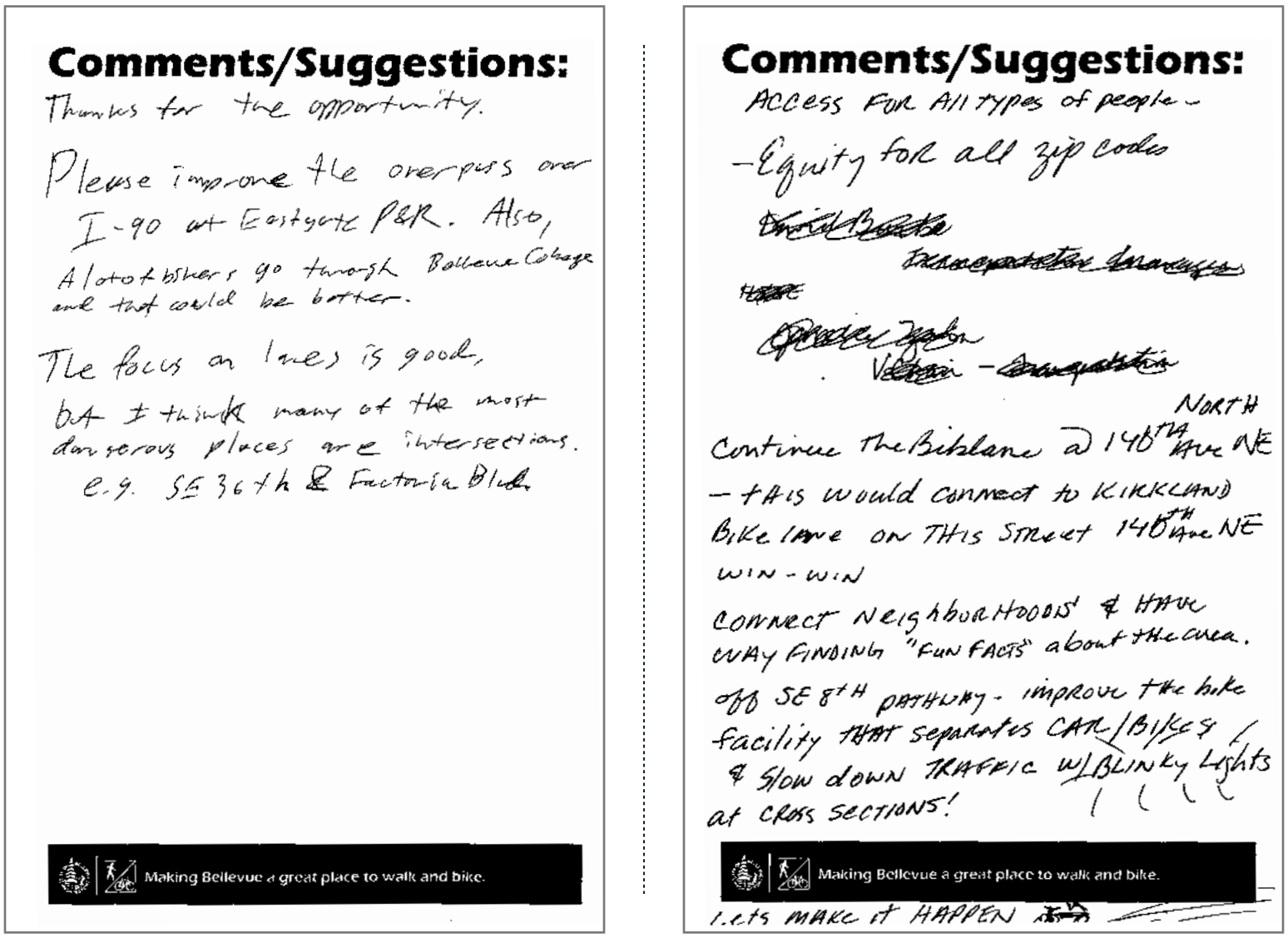
Figure 100. PBII Open House comment cards 34 and 35 of 49



Comments/Suggestions:

Thanks for the opportunity.

Please improve the overpass over I-90 at Eastgate P&R. Also, A lot of bikers go through Bellevue College and that could be better.

The focus on lanes is good, but I think many of the most dangerous places are intersections. e.g. SE 36th & Factoria Blvd.

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Comments/Suggestions:

Access for All types of people –

– Equity for all zip codes

Continue the Bikelane @ 140th Ave NE NORTH

– this would connect to KIRKLAND Bike lane on this street 140th Ave NE

WIN-WIN

Connect Neighborhoods & have way finding "Fun Facts" about the area.

off SE 8th pathway – improve the bike facility that separates car/bikes & slow down traffic w/ blinky lights at cross sections!

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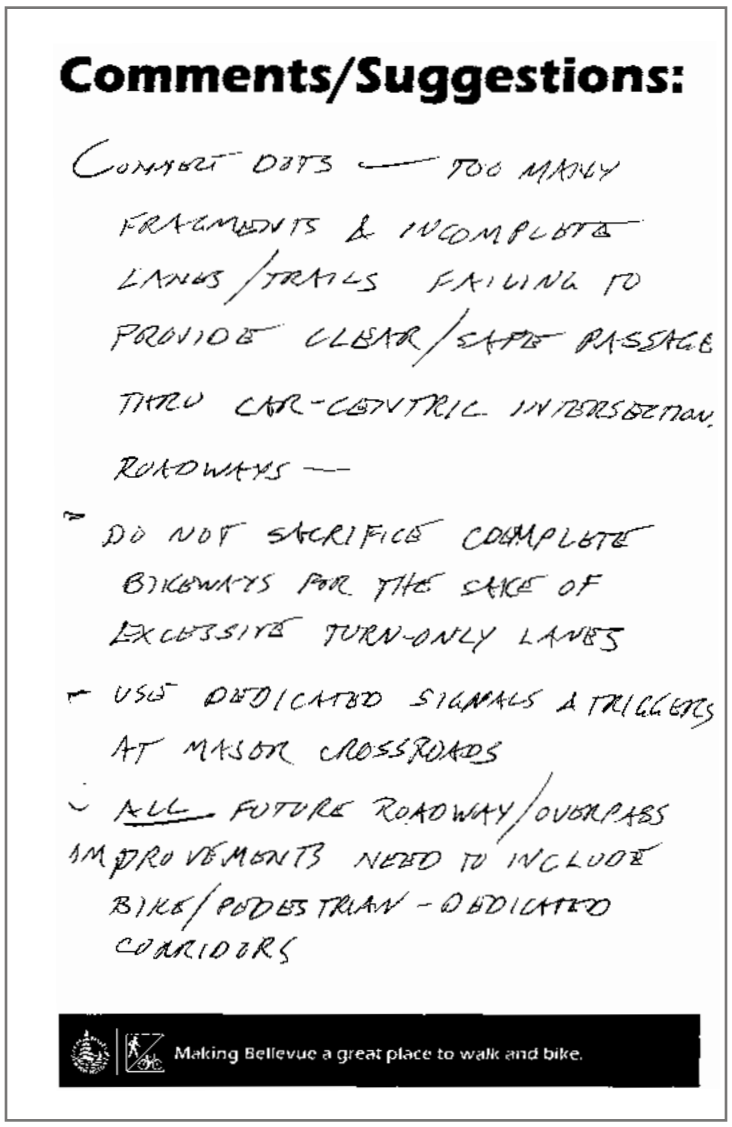
Lets make it HAPPEN

Figure 101. PBII Open House comment cards 36 and 37 of 49



Comments/Suggestions:

CONNECT DOTS — TOO MANY FRAGMENTS & INCOMPLETE LANES/TRAILS FAILING TO PROVIDE CLEAR/SAFE PASSAGE THRU CAR-CENTRIC INTERSECTION ROADWAYS —

- DO NOT SACRIFICE COMPLETE BIKEWAYS FOR THE SAKE OF EXCESSIVE TURN-ONLY LANES
- USE DEDICATED SIGNALS & TRIGGERS AT MAJOR CROSSROADS
- ALL FUTURE ROADWAY/OVERPASS IMPROVEMENTS NEED TO INCLUDE BIKE/PEDESTRIAN - DEDICATED CORRIDORS

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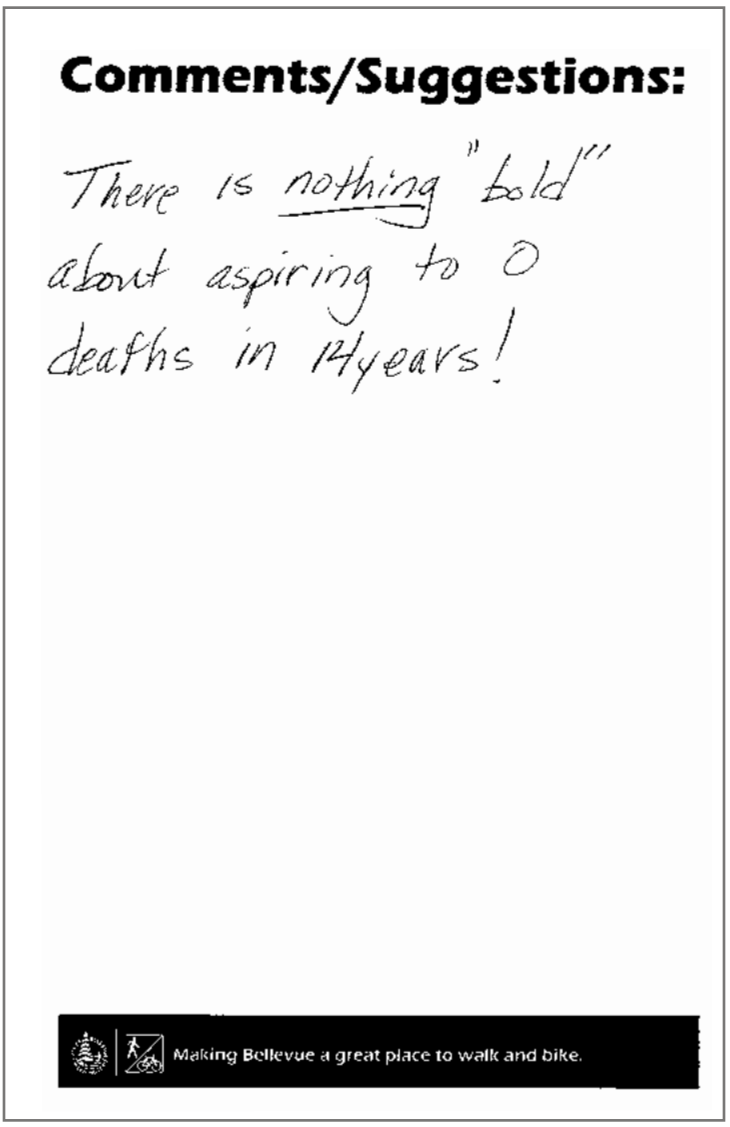

Comments/Suggestions:

There is nothing "bold" about aspiring to 0 deaths in 14 years!

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Figure 102. PBII Open House comment cards 38 and 39 of 49

Comments/Suggestions:

I want to say Good Job for the Bike lane that is working on 116th NE between NE 12th and Northup.

More Bike Lanes with Driver Education about how to respect this space is needed. My Commute by bike throug Bellevue is From I-90 to Kirkland, primarily Via 116th NE. Please improve Biking in Downtown Bellevue MV

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Comments/Suggestions:

Better traffic law/ speed enforcement on arterial roads.

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Figure 103. PBII Open House comment cards 40 and 41 of 49

Comments/Suggestions:

I was disappointed that there was lots of discussion on infrastructure, and none on EDUCATION.

No matter how much infrastructure you build, there will still be locations where cars and bikes have to travel together. Therefore, it is imparative that drivers are taught how to drive near bicycles and pedestrians.

Please spend some of the transportation money on DRIVER EDUCATION

Thanks!

kenwhipple@gmail.com

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Comments/Suggestions:

One dangerous choke point that needs correction:

traveling east on SE 8th St, before the right turn to Woodridge, bike lane needs to be wider + more boldly marked. I almost get nailed often (!) as I travel east on SE 8th by right-turning traffic going to Woodridge. They just seem oblivious! This has to be a low cost fix.

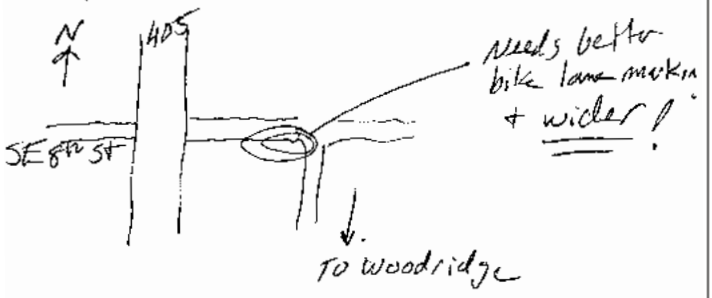

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Figure 104. PBII Open House comment cards 42 and 43 of 49

Comments/Suggestions:

The City should start with a much smaller concept/plan and build out good, separated pedestrian and bike lanes To see how much they are actually used before building out an expensive network before there is proof of concept/investment return.

Making Bellevue a great place to walk and bike.

Comments/Suggestions:

One more comment: You need to be more cooperative & responsive to those who ride & have lots of expertise. Like taking feedback on the 116th Ave Bike Lanes.

Evan Morris
425 443 2588

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Figure 105. PBII Open House comment cards 44 and 45 of 49

Comments/Suggestions:

I see too much emphasis on what type of facility to provide (lane, trail, shared road) and not enough emphasis on the comprehensive plan. I am much more interested in being able to ride safely from Point A to Point B for either work or recreation than whether there is a painted lane, a green lane or a separate trail.

Steve Fowler

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Comments/Suggestions:

Student Cyclists at Bellevue College have consistently complained that they do not feel safe riding to campus. This proposal is necessary for students to feel more comfortable riding to campus, especially with our new bike rental program starting this fall.

Z Cray

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Figure 106. PBII Open House comment cards 46 and 47 of 49

Comments/Suggestions:

On separated lanes & paths – I often find these are dirty, full of debris, poorly maintained and shared by pedestrian traffic. All these things make such designs less desirable

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Comments/Suggestions:

1. I-90 Mountains to Sound Greenway trail priority. Need to improve E-W through Factoria and Eastgate
2. 108th AVE. SE Corridor is a priority to access downtown and connect to Kirkland, I-90, Renton, and Redmond.
3. More bike lanes and low-capital, rapid implementation projects.

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Figure 107. PBII Open House comment cards 48 and 49 of 49

Comments/Suggestions:

Sharrows are not bicycle infrastructure. The only peopl that sharrows make feel better are the DOT staff who pat each other on th back and pretend they actually did something.

NACTO does not list sharrows as acceptable infra.

You need to do better.

#Vision Zero

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Comments/Suggestions:

Bike corridors are a necessary first step, addressing the needs of cyclists trying to ~~go~~ move across the city.

Another need is for safe, local cycling for kids.

The best way to accomplish this, I think, is to create narrower streets in residential neighborhoods.

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BIKE NETWORK POLICY RIDE: COMMENT CARDS

Figure 108. Completed comment card 1, front (left) and back (right).

Cascade Bicycle Club
Bellevue Bike Network Policy Ride

cascade BICYCLE CLUB

Policy Ride Map:

116TH AVE NE
112TH AVE NE
114TH AVE NE
108TH AVE NE
106TH AVE NE
NE 24TH ST
NE 12TH ST
NE 10TH ST
NE 8TH ST
NE 10TH ST
NE 6TH ST
NE 2ND ST
MAIN ST
BELLEVUE WAY NE

Start: Bellevue City Hall
Left (west) on NE 6th St through Bellevue Transit Center
Right (north) onto 108th Ave NE
Stop at NE 10th St
Continue north along 108th Ave NE
Right (east) onto NE 24th St
Stop at 112th Ave NE
Right (south) onto 112th Ave NE
Stop at NE 12th St
Right (west) onto NE 12th St
Left (south) onto 106th Ave NE
Stop at NE 6th St
Left (east) onto NE 2nd St
Left (north) onto 114th Ave NE
Left (west) onto NE 6th St
End: Bellevue City Hall

Potential Future Typical Street Sections: **Comments:**

1 **108th Ave NE:** NE 8th St to NE 8th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These marked shared lanes...
Many drivers are ignorant of what the sharrows mean. Green is good.

2 **108th Ave NE:** NE 8th St to NE 10th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These conventional bike lanes...
OK

3 **108th Ave NE:** NE 10th St to NE 12th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These conventional bike lanes...

4 **108th Ave NE, NE 24th St:** NE 12th St to 112th Ave NE — Neighborhood Bikeway Representative Treatments — Green-Backed Sharrows, Speed Humps — DRAFT
This neighborhood bikeway...
An excellent example of a (potential) Greenway
Lower Speed? 20mph? Speed bumps YES.

5 **112th Ave NE:** NE 24th St to NE 12th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These separated bike lanes...
Great, what about cleaning?
Intersections?

Note: The above typical street sections refer to project ideas for Bellevue's Bicycle Rapid Implementation Program (BRIP), part of the Pedestrian & Bicycle Implementation Initiative. All project ideas are subject to change following additional community consultation and engineering design. As of May 2016, the BRIP and its associated project ideas have not yet been funded for implementation between 2016–2019.

Cascade Bicycle Club
Bellevue Bike Network Policy Ride

cascade BICYCLE CLUB

Potential Future Typical Street Sections: **Comments:**

6 **NE 12th St:** 112th Ave NE to 106th Ave NE — RAPID IMPLEMENTATION CONCEPT — DRAFT
This off-street path...
2-way biking? This could be crowded if combined with pedestrians

7 **106th Ave NE:** NE 12th St to NE 10th St — Rapid Implementation Concept — DRAFT
These conventional bike lanes...
OK.
As usual the real test is at intersections especially if there is a rt turn lane

8 **106th Ave NE:** NE 8th St to NE 4th St — Rapid Implementation Concept — DRAFT
These separated bike lanes...

9 **106th Ave NE:** NE 4th St to NE 2nd St — Rapid Implementation Concept — DRAFT
These separated bike lanes...

10 **NE 2nd St:** 106th Ave NE to 112th Ave NE — RAPID IMPLEMENTATION CONCEPT — DRAFT
These conventional bike lanes...
Steep hill needs bike lane

11 **NE 2nd St:** 112th Ave NE to 114th Ave NE — RAPID IMPLEMENTATION CONCEPT — DRAFT
These marked shared lanes...

12 **114th Ave NE:** NE 2nd St to NE 6th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These marked shared lanes...
OK
L.W. loop way signs need to be added at 112 NE

Note: The above typical street sections refer to project ideas for Bellevue's Bicycle Rapid Implementation Program (BRIP), part of the Pedestrian & Bicycle Implementation Initiative. All project ideas are subject to change following additional community consultation and engineering design. As of May 2016, the BRIP and its associated project ideas have not yet been funded for implementation between 2016–2019.

Figure 109. Completed comment card 2, front (left) and back (right).

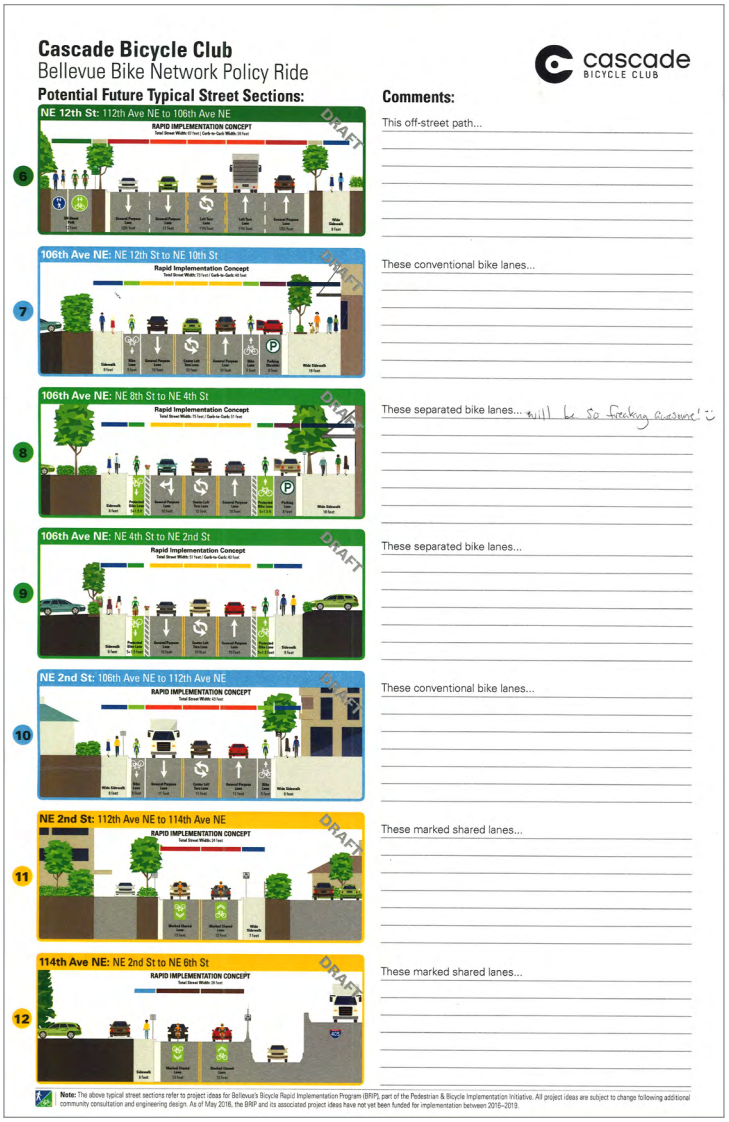


Figure 110. Completed comment card 3, front (left) and back (right).

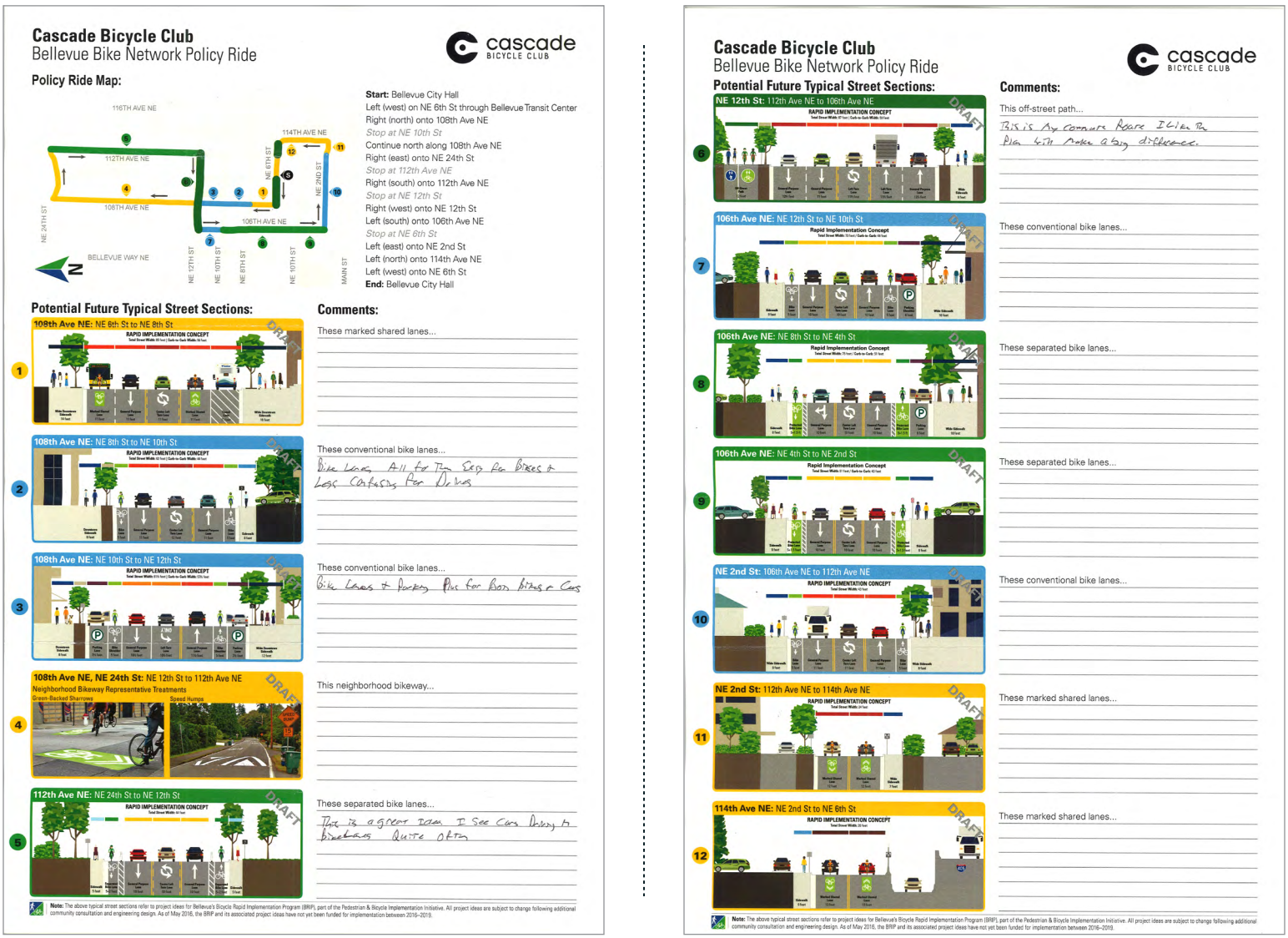


Figure 111. Completed comment card 4, front (left) and back (right).

Cascade Bicycle Club
Bellevue Bike Network Policy Ride

cascade BICYCLE CLUB

Policy Ride Map:

Start: Bellevue City Hall
Left (west) on NE 6th St through Bellevue Transit Center
Right (north) onto 108th Ave NE
Stop at NE 10th St
Continue north along 108th Ave NE
Right (east) onto NE 24th St
Stop at 112th Ave NE
Right (south) onto 112th Ave NE
Stop at NE 12th St
Right (west) onto NE 12th St
Left (south) onto 106th Ave NE
Stop at NE 6th St
Left (east) onto NE 2nd St
Left (north) onto 114th Ave NE
Left (west) onto NE 6th St
End: Bellevue City Hall

Potential Future Typical Street Sections: **Comments:**

1 **109th Ave NE:** NE 6th St to NE 8th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These marked shared lanes...
I would make this conventional into #2 and #3 for continuity and increased safety. It will establish the bike lane with it connecting

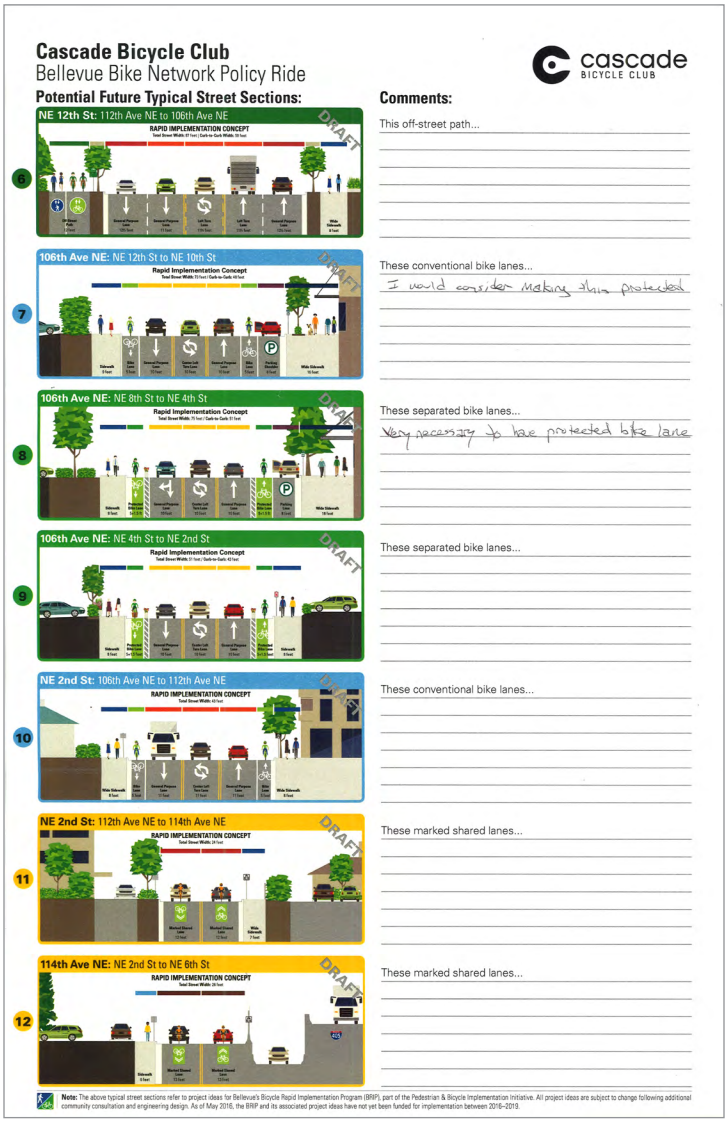
2 **108th Ave NE:** NE 8th St to NE 10th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These conventional bike lanes...

3 **108th Ave NE:** NE 10th St to NE 12th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These conventional bike lanes...

4 **108th Ave NE, NE 24th St:** NE 12th St to 112th Ave NE — Neighborhood Bikeway Representative Treatments — Green-Backed Sharrows, Speed Humps — DRAFT
This neighborhood bikeway...

5 **112th Ave NE:** NE 24th St to NE 12th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These separated bike lanes...
While nice to have it protected. If I were to cut costs, I would make this part a conventional lane

Note: The above typical street sections refer to project ideas for Bellevue's Bicycle Rapid Implementation Program (BRIP), part of the Pedestrian & Bicycle Implementation Initiative. All project ideas are subject to change following additional community consultation and engineering design. As of May 2018, the BRIP and its associated project ideas have not yet been funded for implementation between 2016–2019.



Cascade Bicycle Club
Bellevue Bike Network Policy Ride

cascade BICYCLE CLUB

Potential Future Typical Street Sections: **Comments:**

6 **NE 12th St:** 112th Ave NE to 106th Ave NE — RAPID IMPLEMENTATION CONCEPT — DRAFT
This off-street path...

7 **106th Ave NE:** NE 12th St to NE 10th St — Rapid Implementation Concept — DRAFT
These conventional bike lanes...
I would consider making this protected

8 **106th Ave NE:** NE 8th St to NE 4th St — Rapid Implementation Concept — DRAFT
These separated bike lanes...
Very necessary to have protected bike lane

9 **106th Ave NE:** NE 4th St to NE 2nd St — Rapid Implementation Concept — DRAFT
These separated bike lanes...

10 **NE 2nd St:** 106th Ave NE to 112th Ave NE — RAPID IMPLEMENTATION CONCEPT — DRAFT
These conventional bike lanes...

11 **NE 2nd St:** 112th Ave NE to 114th Ave NE — RAPID IMPLEMENTATION CONCEPT — DRAFT
These marked shared lanes...

12 **114th Ave NE:** NE 2nd St to NE 6th St — RAPID IMPLEMENTATION CONCEPT — DRAFT
These marked shared lanes...

Note: The above typical street sections refer to project ideas for Bellevue's Bicycle Rapid Implementation Program (BRIP), part of the Pedestrian & Bicycle Implementation Initiative. All project ideas are subject to change following additional community consultation and engineering design. As of May 2018, the BRIP and its associated project ideas have not yet been funded for implementation between 2016–2019.

Figure 112. Completed comment card 5, front (left) and back (right).

Cascade Bicycle Club
Bellevue Bike Network Policy Ride

cascade BICYCLE CLUB

Policy Ride Map:

Start: Bellevue City Hall
Left (west) on NE 6th St through Bellevue Transit Center
Right (north) onto 108th Ave NE
Stop at NE 10th St
Continue north along 108th Ave NE
Right (east) onto NE 24th St
Stop at 112th Ave NE
Right (south) onto 112th Ave NE
Stop at NE 12th St
Right (west) onto NE 12th St
Left (south) onto 106th Ave NE
Stop at NE 6th St
Left (east) onto NE 2nd St
Left (north) onto 114th Ave NE
Left (west) onto NE 6th St
End: Bellevue City Hall

Potential Future Typical Street Sections: **Comments:**

1 **109th Ave NE:** NE 8th St to NE 8th St — These marked shared lanes...
- need drivers educated to not intimidate cyclists
- are likely to be free from debris
- need drivers to hang up and drive

2 **108th Ave NE:** NE 8th St to NE 10th St — These conventional bike lanes...
- tend to have debris and glass causing bikes to use the general purpose lane
- need to be cleaned regularly
- can be dangerous at turns/intersections

3 **108th Ave NE:** NE 10th St to NE 12th St — These conventional bike lanes...
- can be dangerous from vehicle doors and cars exiting parking

4 **108th Ave NE, NE 24th St:** NE 12th St to 112th Ave NE — This neighborhood bikeway...
- must have sharrows

5 **112th Ave NE:** NE 24th St to NE 12th St — These separated bike lanes...
- tend to be dirty and not cleaned of debris
- could be a false sense of safety

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Potential Future Typical Street Sections: **Comments:**

6 **NE 12th St:** 112th Ave NE to 106th Ave NE — This off-street path...
- not good for faster riders

7 **106th Ave NE:** NE 12th St to NE 10th St — These conventional bike lanes...
- need to be kept clean

8 **106th Ave NE:** NE 8th St to NE 4th St — These separated bike lanes...
- need to be kept clean if disappearated
- good buffer zone
- would have door issue

9 **106th Ave NE:** NE 4th St to NE 2nd St — These separated bike lanes...
- need to be kept clean
- can cause blind intersections

10 **NE 2nd St:** 106th Ave NE to 112th Ave NE — These conventional bike lanes...
- dont protect from distracted drivers

11 **NE 2nd St:** 112th Ave NE to 114th Ave NE — These marked shared lanes...
- need patient and educated drivers.

12 **114th Ave NE:** NE 2nd St to NE 6th St — These marked shared lanes...

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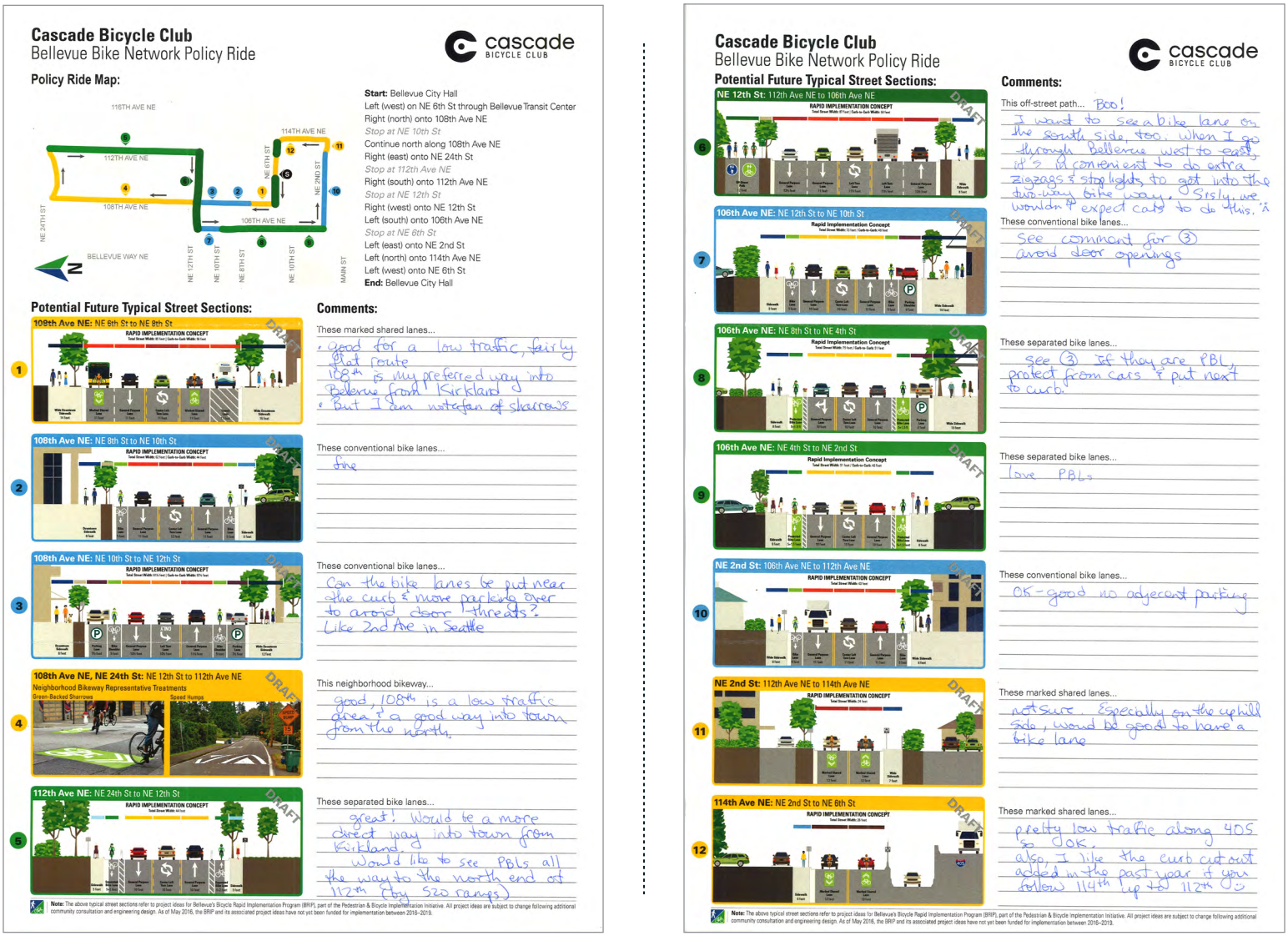
Figure 113. Completed comment card 6, front (left) and back (right).



Cascade Bicycle Club
Bellevue Bike Network Policy Ride

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Policy Ride Map:

Start: Bellevue City Hall
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Right (north) onto 108th Ave NE
Stop at NE 10th St
Continue north along 108th Ave NE
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Stop at 112th Ave NE
Right (south) onto 112th Ave NE
Stop at NE 12th St
Right (west) onto NE 12th St
Left (south) onto 106th Ave NE
Stop at NE 6th St
Left (east) onto NE 2nd St
Left (north) onto 114th Ave NE
Left (west) onto NE 6th St
End: Bellevue City Hall

Potential Future Typical Street Sections:

1 **109th Ave NE:** NE 8th St to NE 8th St

Comments:

These marked shared lanes...
• good for a low traffic, fairly flat route
• 108th is my preferred way into Bellevue from Kirkland
• But I am not fan of sharrows

2 **108th Ave NE:** NE 8th St to NE 10th St

These conventional bike lanes...
fine

3 **108th Ave NE:** NE 10th St to NE 12th St

These conventional bike lanes...
Can the bike lanes be put near the curb & move parking over to avoid door threats? Like 2nd Ave in Seattle

4 **108th Ave NE, NE 24th St:** NE 12th St to 112th Ave NE
Neighborhood Bikeway Representative Treatments
Green-Backed Sharrows / Speed Humps

This neighborhood bikeway...
good, 108th is a low traffic area & a good way into town from the north.

5 **112th Ave NE:** NE 24th St to NE 12th St

These separated bike lanes...
great! Would be a more direct way into town from Kirkland.
Would like to see PBLs all the way to the north end of 112th (by 520 ramps)

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Potential Future Typical Street Sections:

6 **NE 12th St:** 112th Ave NE to 106th Ave NE

Comments:

This off-street path... Boo!
I want to see a bike lane on the south side, too. When I go through Bellevue west to east, it's inconvenient to do extra zigzags & stoplights to get into the two-way bike way. Sisly, we wouldn't expect cars to do this.

7 **106th Ave NE:** NE 12th St to NE 10th St

These conventional bike lanes...
See comment for ③ avoid door openings

8 **106th Ave NE:** NE 8th St to NE 4th St

These separated bike lanes...
see ③ If they are PBL, protect from cars & put next to curb.

9 **106th Ave NE:** NE 4th St to NE 2nd St

These separated bike lanes...
love PBLs

10 **NE 2nd St:** 106th Ave NE to 112th Ave NE

These conventional bike lanes...
OK - good no adjacent parking

11 **NE 2nd St:** 112th Ave NE to 114th Ave NE

These marked shared lanes...
not sure. Especially on the uphill side, would be good to have a bike lane

12 **114th Ave NE:** NE 2nd St to NE 6th St

These marked shared lanes...
pretty low traffic along 405 so OK.
also, I like the curb cut out added in the past year & you follow 114th up to 112th :)

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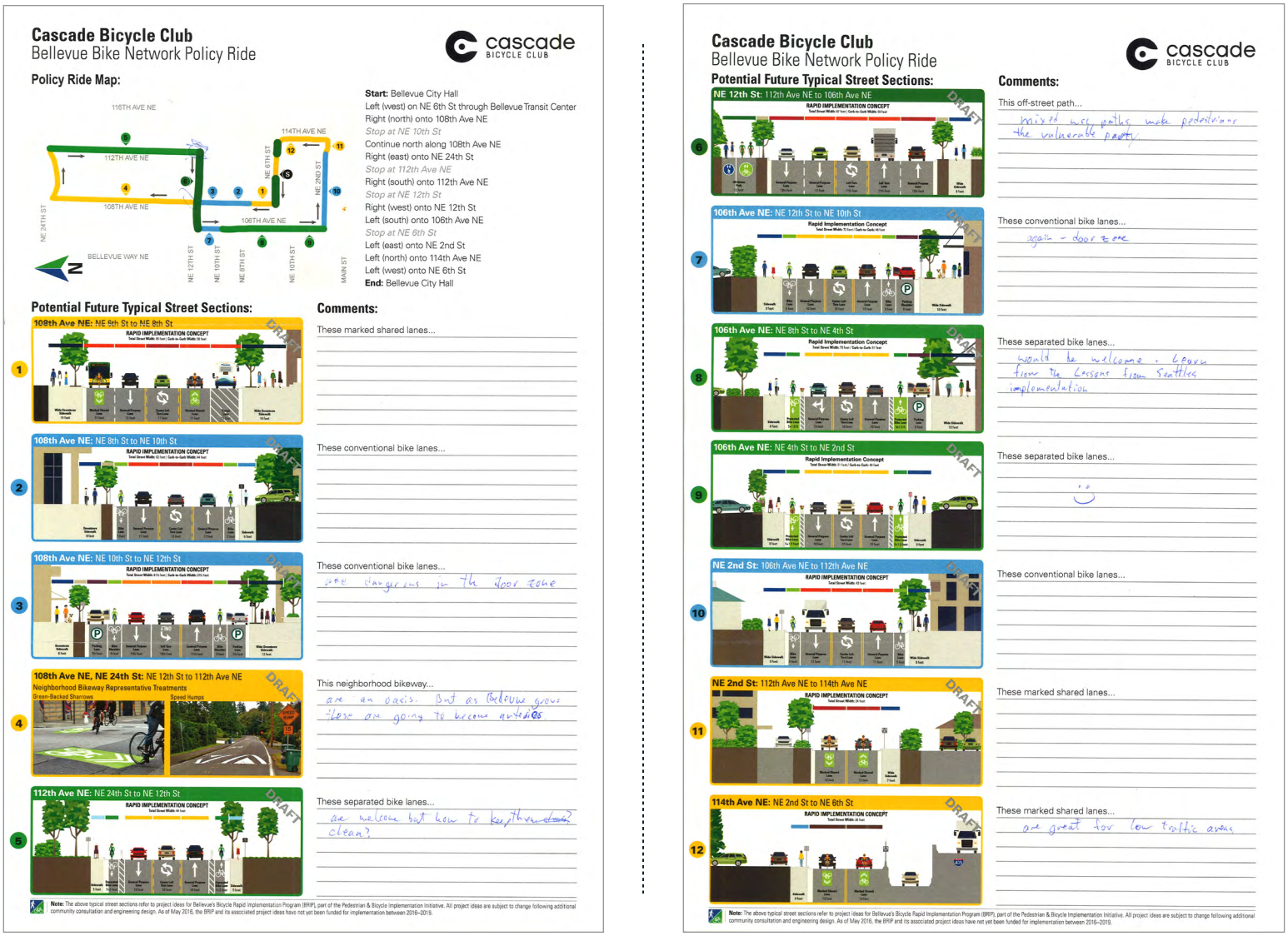
Figure 114. Completed comment card 7, front (left) and back (right).



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Policy Ride Map:

Start: Bellevue City Hall
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Right (south) onto 112th Ave NE
Stop at NE 12th St
Right (west) onto NE 12th St
Left (south) onto 106th Ave NE
Stop at NE 6th St
Left (east) onto NE 2nd St
Left (north) onto 114th Ave NE
Left (west) onto NE 6th St
End: Bellevue City Hall

Potential Future Typical Street Sections: **Comments:**

1 **108th Ave NE:** NE 8th St to NE 8th St — These marked shared lanes...

2 **108th Ave NE:** NE 8th St to NE 10th St — These conventional bike lanes...

3 **108th Ave NE:** NE 10th St to NE 12th St — These conventional bike lanes... are dangerous in the door zone

4 **108th Ave NE, NE 24th St:** NE 12th St to 112th Ave NE, Neighborhood Bikeway Representative Treatments — This neighborhood bikeway... are an oasis. But as Bellevue grows these are going to become arterials

5 **112th Ave NE:** NE 24th St to NE 12th St — These separated bike lanes... are welcome but how to keep them clean?

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Potential Future Typical Street Sections: **Comments:**

8 **NE 12th St:** 112th Ave NE to 106th Ave NE — This off-street path... mixed use paths make pedestrians the vulnerable party

7 **106th Ave NE:** NE 12th St to NE 10th St — These conventional bike lanes... again - door zone

6 **106th Ave NE:** NE 8th St to NE 4th St — These separated bike lanes... would be welcome - learn from the lessons from Seattles implementation

9 **106th Ave NE:** NE 4th St to NE 2nd St — These separated bike lanes... :)

10 **NE 2nd St:** 106th Ave NE to 112th Ave NE — These conventional bike lanes...

11 **NE 2nd St:** 112th Ave NE to 114th Ave NE — These marked shared lanes...

12 **114th Ave NE:** NE 2nd St to NE 6th St — These marked shared lanes... are great for low traffic areas

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