

City of
Bellevue



Transportation Commission Study Session

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TO: Chair Zahn and Members of the Transportation Commission

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SUBJECT: Pedestrian and Bicycle Implementation Initiative – Progress Report & Next Steps

DIRECTION REQUESTED

Action

Discussion

Information

Guided by Council's [Program Principles](#) and the [PBII Scope of Work](#), the Transportation Commission and staff are working with community stakeholders on an action-oriented initiative that will identify the strategy the City of Bellevue should pursue today to advance the projects and programs identified in the [2009 Pedestrian and Bicycle Transportation Plan](#).

It has been seventeen months since the Transportation Commission began work on the following seven PBII scope task elements:

- Task 1 – Pedestrian and Bicycle Safety Assessment and Awareness Report
- Task 2 – Bicycle Priority Corridor Design Report
- Task 3 – Transit Master Plan and Pedestrian and Bicycle Integration Report
- Task 4 – Pedestrian and Bicycle Implementation Strategy Report
- Task 5 – Pedestrian and Bicycle Count Assessment Report
- Task 6 – Bike Share Feasibility Analysis and Implementation Strategy Report
- Task 7 – Progress Measurement and Management Report

At its October 13, 2016 meeting, staff will review with Commission PBII progress – some of which is summarized in this [USDOT Award Fact Sheet](#) presented to the City of Bellevue at the Safer People Safer Streets Summit for work in collecting data to use in the PBII work program (Attachment 1).

The details of next steps in the PBII work program will also be presented for Commission consideration and feedback and then shared with the City Council at a January or February 2017 meeting (TBD).

ATTACHMENTS

Attachment 1 – USDOT Award Fact Sheet

**ATTACHMENT 1
USDOT AWARD FACT SHEET**



Winner!
Bellevue, Washington

Bellevue, WA, pursued a range of data collection activities during the Mayors' Challenge to identify barriers to bicycling and walking, prioritize improvements, and guide investments. In February 2015, the Bellevue City Council introduced the Pedestrian and Bicycle Implementation Initiative (PBII) to improve safety for people of all ages and abilities who walk and bike in Bellevue. Using data collected from online sources, key-pad polling at public meetings, automated bicycle and pedestrian counters, and traffic camera videos, the PBII team identified barriers to walking and bicycling and developed a \$6.8M Bicycle Rapid Implementation Program (BRIP) budget proposal to guide citywide investments through 2019. The BRIP aims to expand the city's bicycle network from 42 miles to more than 70 miles of conventional bike lanes, separated lanes or off-street paths, and to complete four continuous, cross-city bicycle corridors.

Demonstrated Successes

Innovative Data Collection Techniques Gather Real-Time and Long-Term Data with Public Input

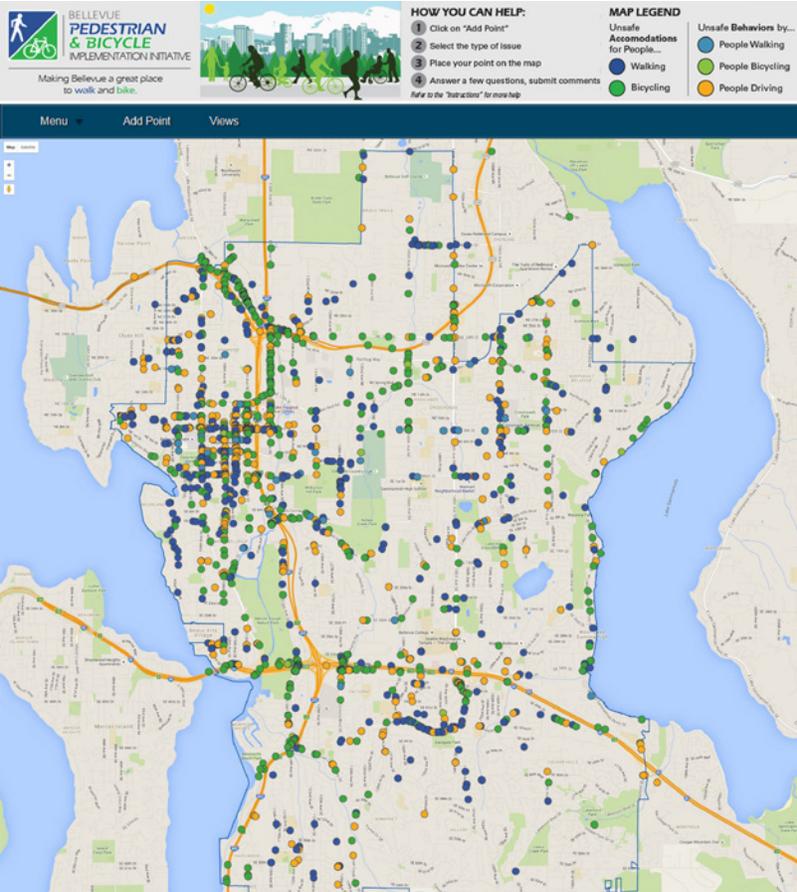
Throughout the PBII process, Bellevue has

emphasized understanding long-term trends and gathering feedback from people who walk and bike. Bellevue's PBII team:

- Conducted a longitudinal assessment from 2006–2015 of non-motorized collisions using the USDOT's Pedestrian and Bicycle Crash Analysis Tool (PBCAT) system;
- Gathered input using key-pad polling and comment cards at 20 public meetings and an open house that attracted 140 attendees; and
- Used online surveys to solicit public input at two stages in the BRIP development process;
 - Over 700 people placed more than 1,600 points in the first online map to identify locations that they felt were unsafe for walking and bicycling;
 - Over 120 people submitted more than 400 comments on conceptual designs for 52 proposed projects to make the pedestrian and bicycle systems safer.



Pedestrian and Bicycle project manager Franz Loewenherz (foreground) and Councilmember Lynne Robinson (center) lead a policy ride with local bicycle advocates in Downtown Bellevue.



Online survey provided a tool for the public to identify locations where they noticed conditions unsafe for people walking or bicycling.

Cutting-Edge Partnerships and Technologies Demonstrate Commitment to Collecting Accurate Data

As part of a data collection pilot study, Bellevue, in partnership with the Washington State Department of Transportation (WSDOT), installed two permanent automated bicycle and pedestrian counters on trails near major highways. The BRIP recommends the installation of 27 additional counters.

In addition, the city partnered with Microsoft Corp., the city's largest employer, and the University of Washington to develop a video analytics system that will transform Bellevue's collection of usage and safety data. The

partnership will leverage the city's traffic camera system to detect, differentiate, count, and track the movements of pedestrians, bicyclists, and cars. The algorithms under development aim to create a 24/7 predictive crash analysis system that flags near-misses in real-time.

Next Steps

Building on the assessment, polling, survey, and counting work conducted to date the new video analytics system will allow the city not just to respond to collisions after the fact, but also to implement safety countermeasures before someone gets hurt. The PBII program is still gaining momentum and represents one part of a long-term commitment to making Bellevue a great place to walk and bike. The BRIP will guide citywide investments in bicycle infrastructure through 2019.

"This is an exciting moment for Bellevue as we roll out important pedestrian and bicycle projects," said Mayor John Stokes. "We're honored to receive USDOT recognition for the Pedestrian and Bicycle Implementation Initiative. Our efforts to collect useful data will help guide good investments, and ultimately make it safer to walk and bike throughout our community."

For more information about the Mayors' Challenge results and award winners see: www.transportation.gov/mayors-challenge/awards-and-results