BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Progress Report & Next Steps

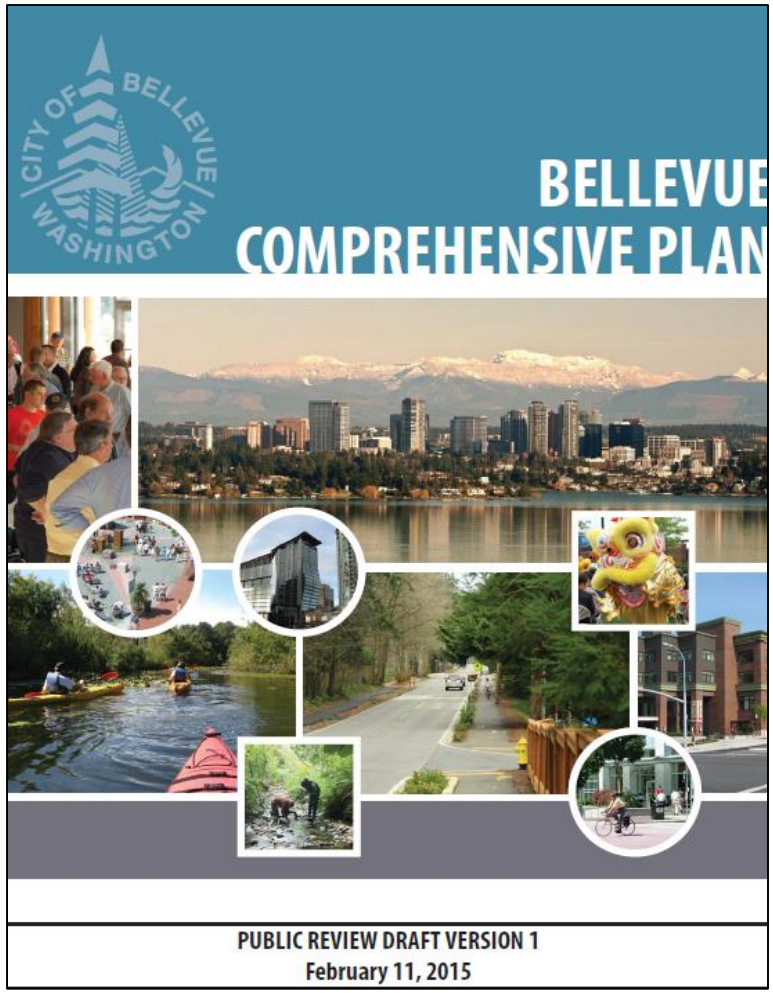
Transportation Commission

October 13, 2016

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Today's Agenda:

1) ***Program Overview***
2) ***Status Report***
3) ***Next Steps***

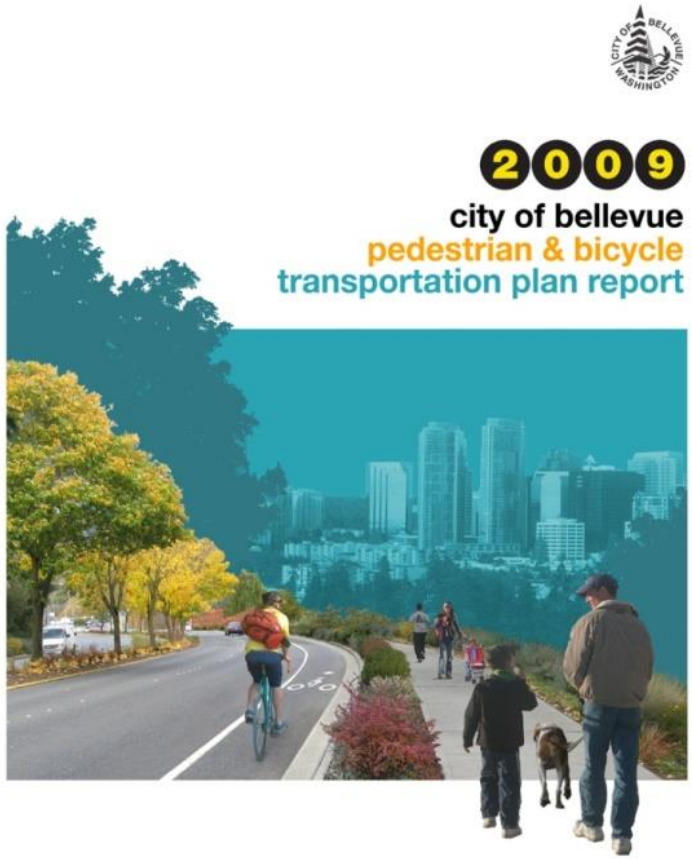


"Building and maintaining a seamless network of walkways, bikeways, and off-street trails requires a coordinated effort that is documented in the Pedestrian and Bicycle Transportation Plan and the Pedestrian and Bicycle Implementation Initiative."

- *Transportation Element*

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

2015 Comprehensive Plan

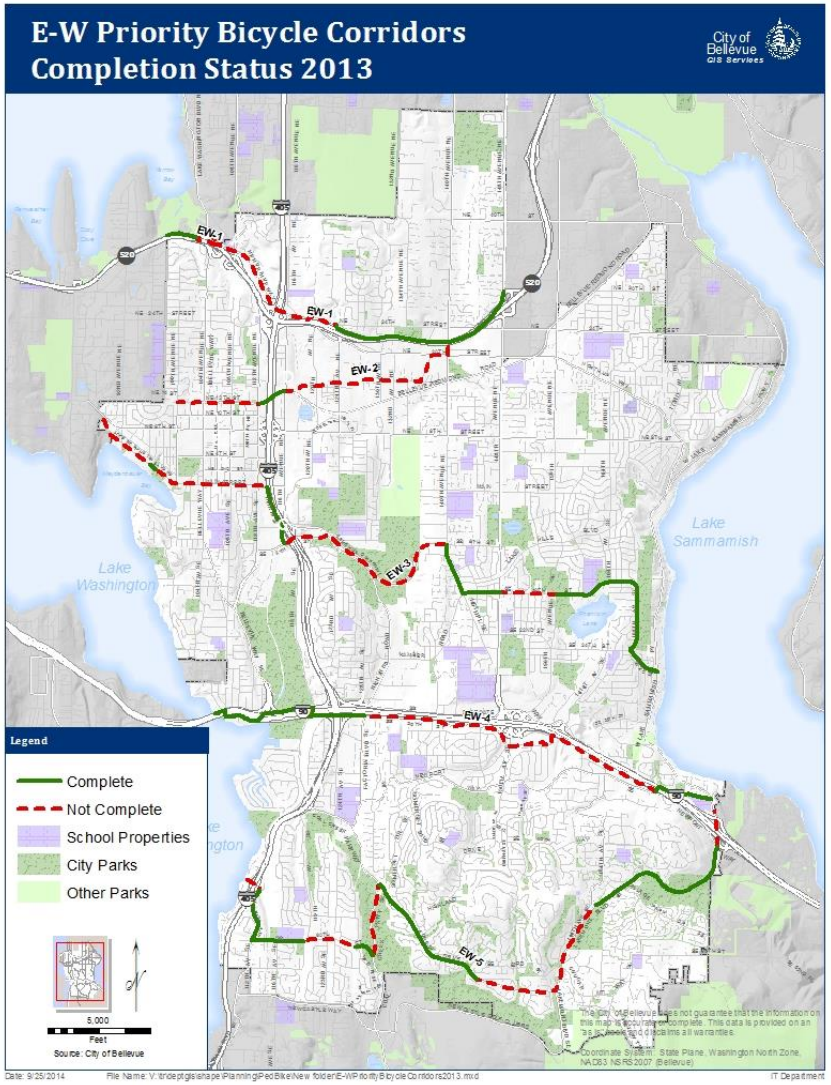


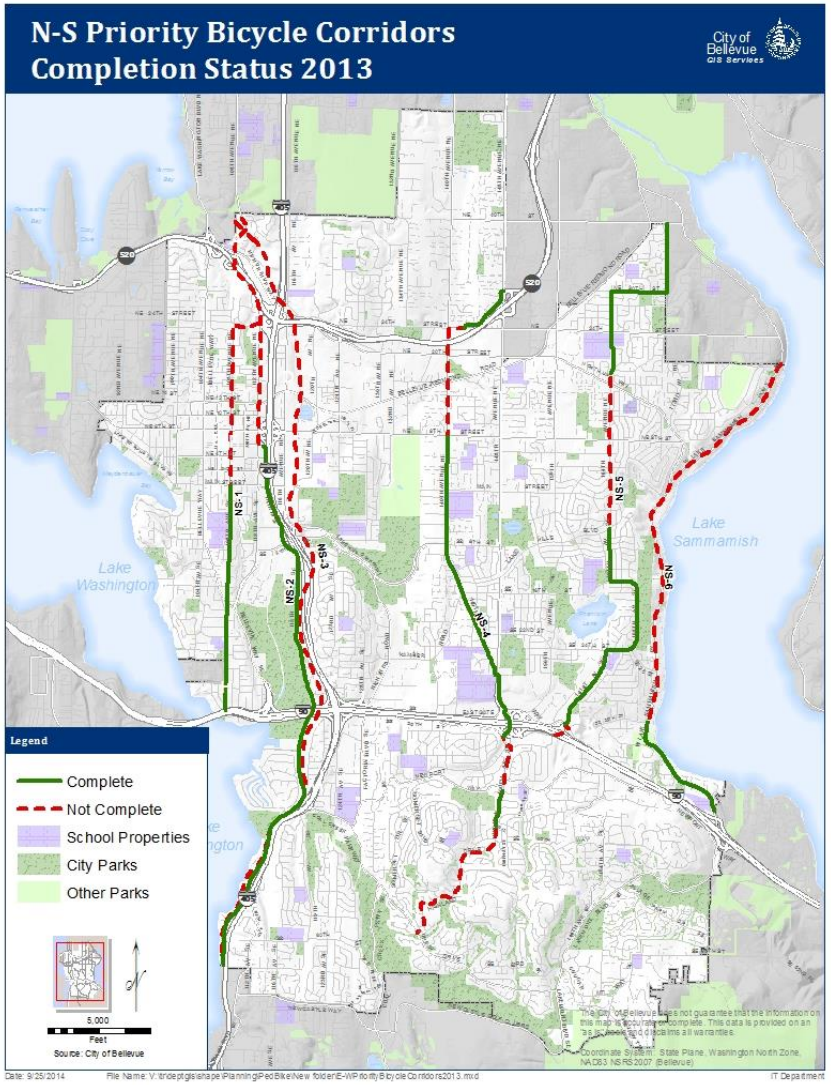
Ordinance No. 5861 (2/17/2009)

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

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

2009 Pedestrian & Bicycle Plan

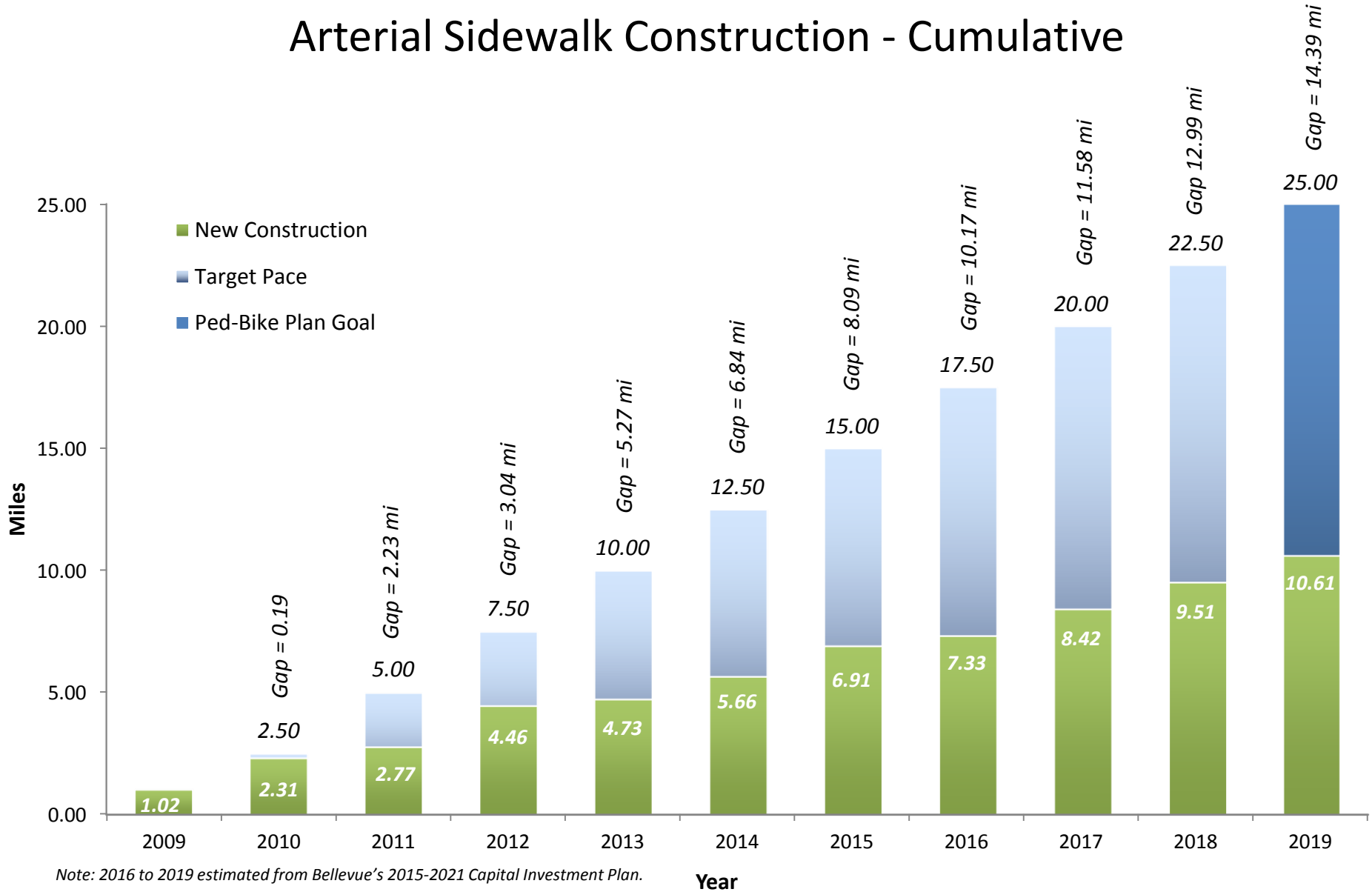




BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Priority Bicycle Corridors

Arterial Sidewalk Construction - Cumulative



Note: 2016 to 2019 estimated from Bellevue's 2015-2021 Capital Investment Plan.

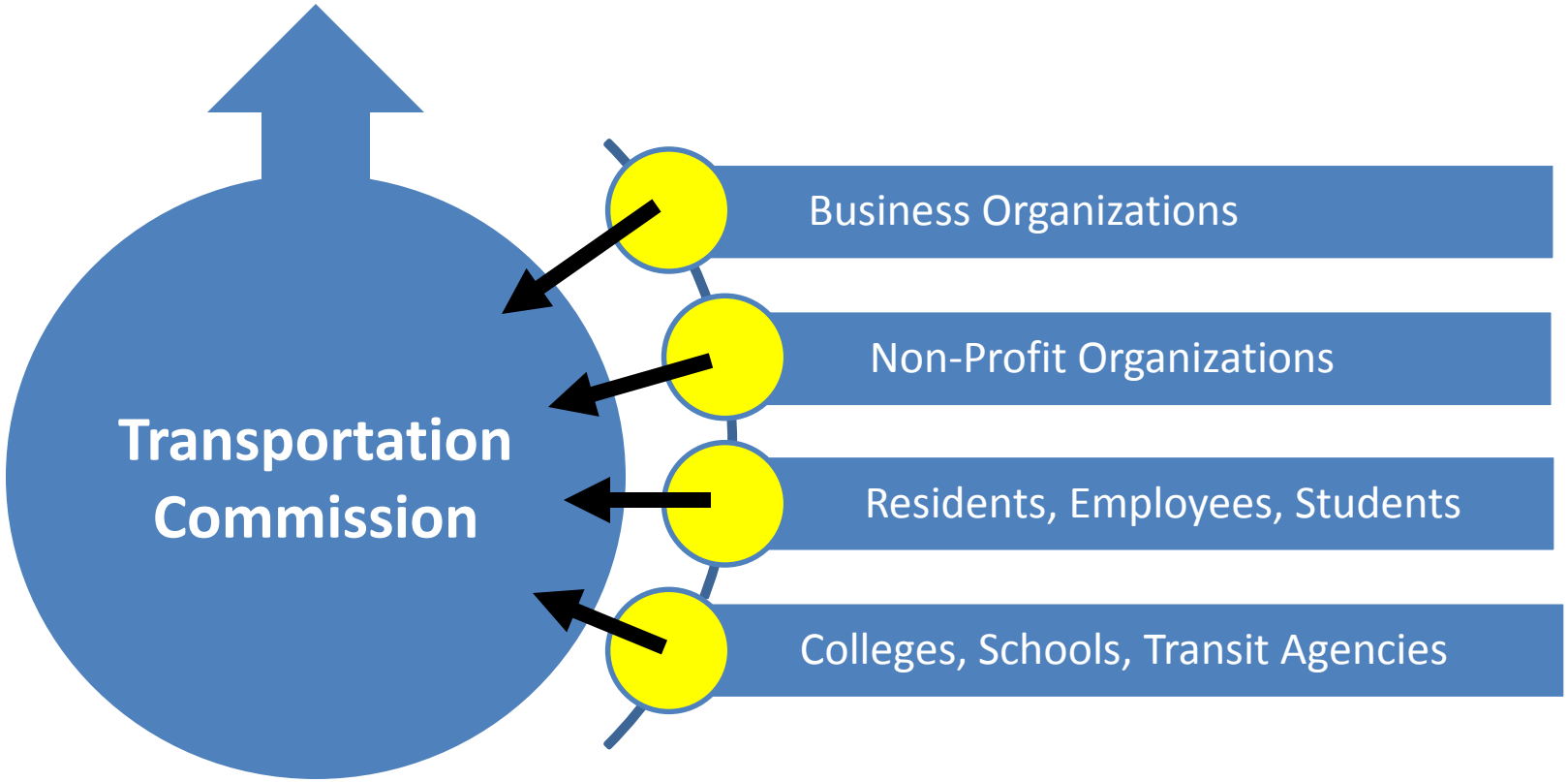
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Pedestrian Network

Council support for a unified and recognizable strategy that:

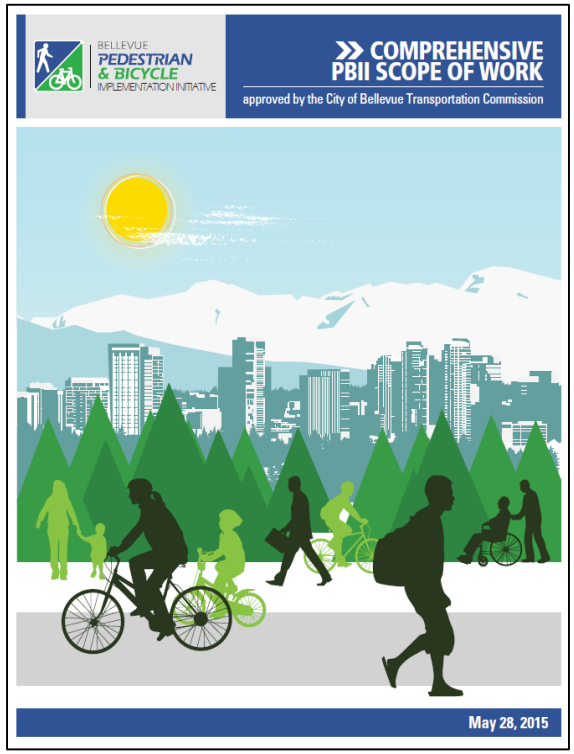
- Links planning with implementation
- Promotes coordinated solutions (5Es)
- Advances a “Complete Streets” philosophy
- Considers creative & affordable strategies
- Leverages best practices and innovative tools
- Investigates “Vision Zero” techniques
- Advances demonstration projects
- Identifies early-win opportunities
- Balances the needs of various roadway users
- Maximizes construction efficiencies
- Promotes physically separated facilities
- Prioritizes “filling the gaps”
- Engages stakeholders early

Bellevue City Council



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

PBII Oversight



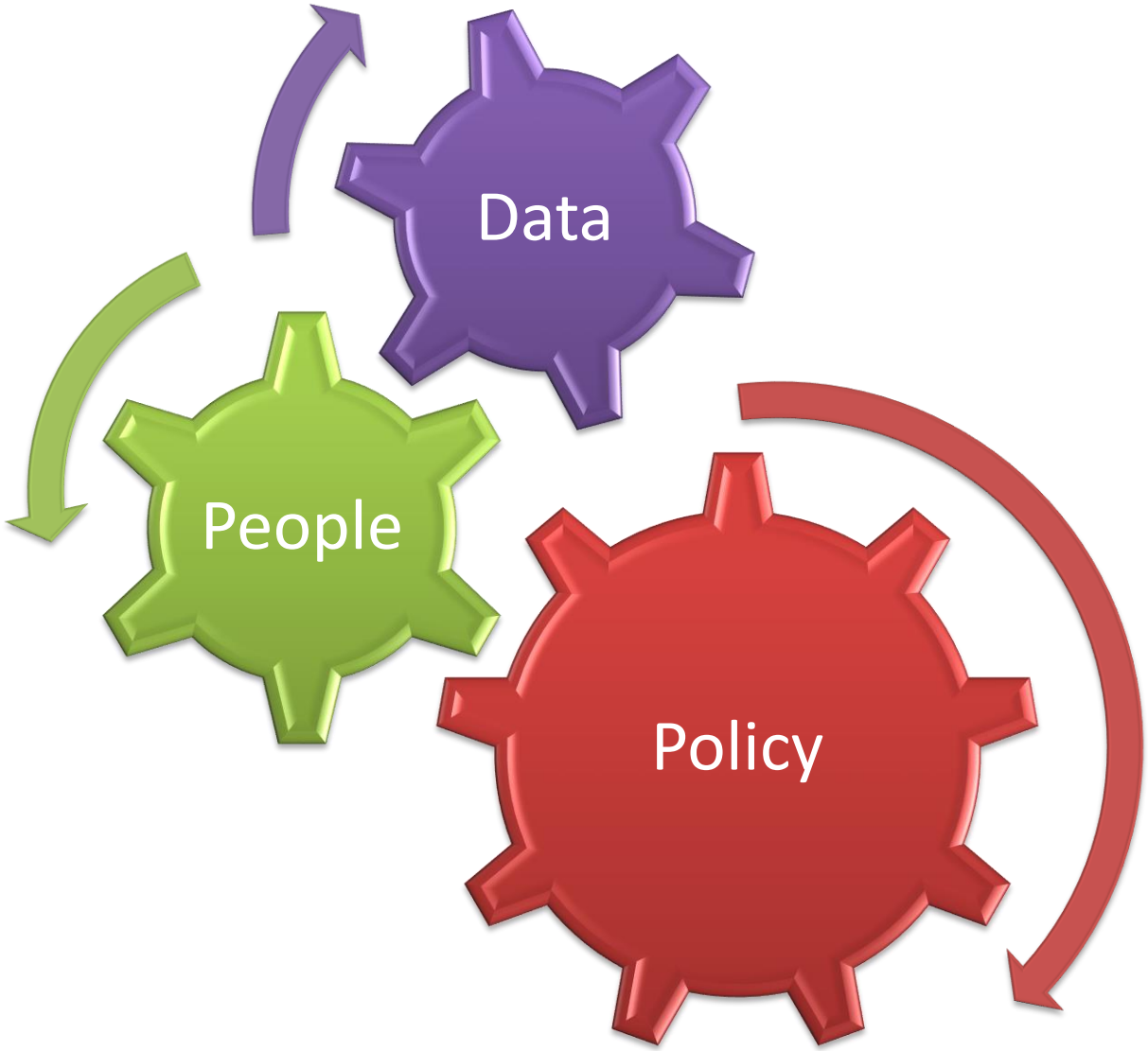
1. Ped-Bike Safety Assessment Report
2. Bicycle Priority Corridor Design Report
3. Transit Master Plan Integration Report
4. Implementation/Funding Strategy Report
5. Count Technology Report
6. Bike-Share Implementation Report
7. Performance Management Report

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

PBII Scope of Work

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

PBII Team Structure



BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Culture Change

March 3, 2015

May 25, 2016

June 29, 2016

August 18, 2015

June 7, 2016

August 11, 2016

March 23, 2016

June 27, 2016

September 16, 2016

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Culture Change (Working Together)

U.S. Department of Transportation **MAYORS' CHALLENGE**

GATHER DATA

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.

MAYORS' CHALLENGE: CHALLENGE ACTIVITY 3 (GATHER DATA) 1

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Culture Change (Recognition)

THE BIG JUMP

a peopleforbikes project

Application due October 28, 2016.

The Big Jump Project will help 10 places quickly complete planned high-comfort bike networks in a defined focus area and use outreach to encourage people to ride more.

The goals of the program are as follows:

1. Prove the concept
2. Develop best practices
3. Institutionalize the concept of connected bicycle networks
4. Develop common metrics of use success

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Culture Change (Next Steps)

Pedestrian and Bicycle Safety Assessment and Awareness Report

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 1

"Provide a safe pedestrian and bicycle environment, which is a prerequisite to making non-motorized travel a viable, attractive option in Bellevue."

- Program Principles (2/17/15)

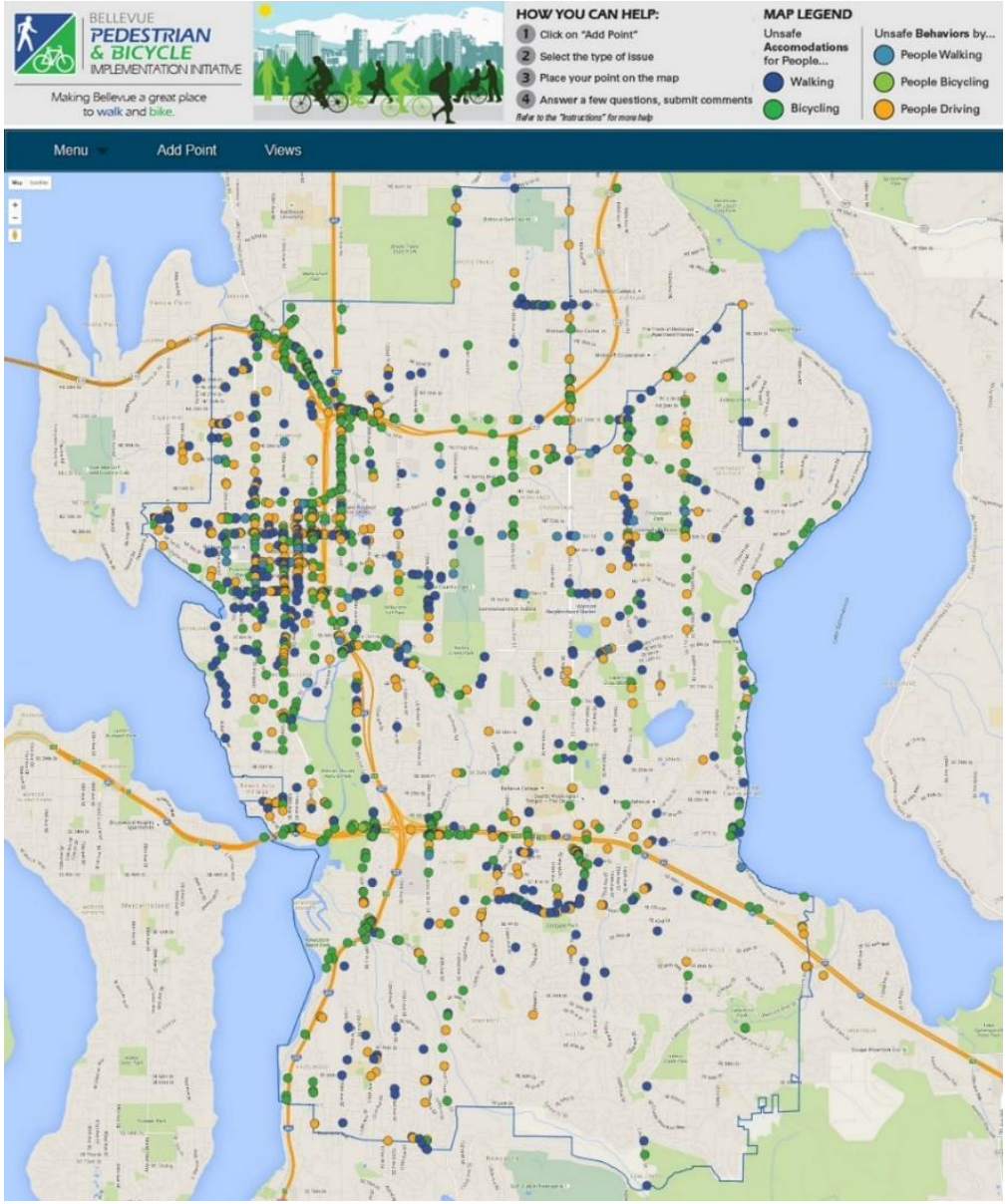
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 1 - Policy

Amy Carlson, Vice President and Area Office Manager, CH2M HILL

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 1 – People



	Total Points Placed	
Ped Facilities	514	32%
Bike Facilities	573	35%
Ped Behaviors	57	4%
Bike Behaviors	22	1%
Car Behaviors	452	28%
Total	1618	

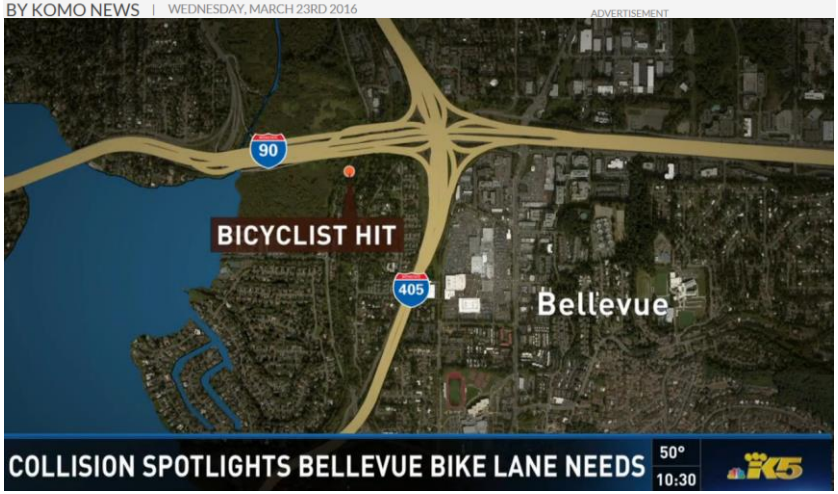
BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 1 – People

Hit-and-run driver nearly kills woman on bike in Bellevue

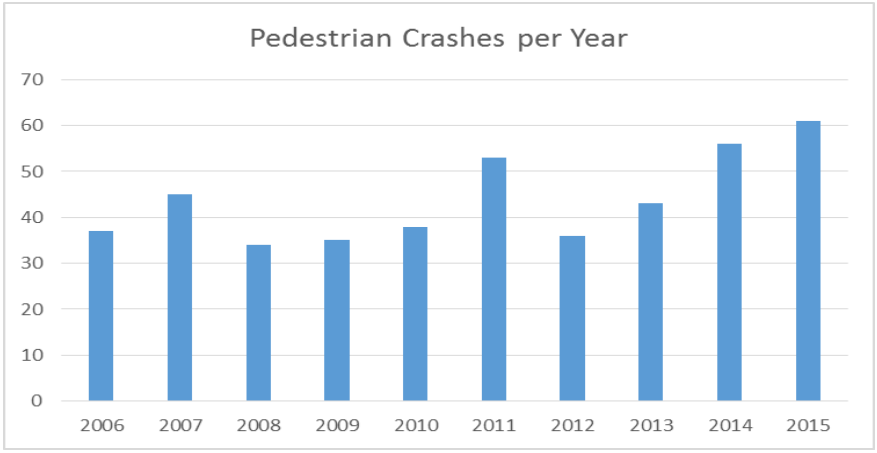
BY KOMO NEWS | WEDNESDAY, MARCH 23RD 2016

ADVERTISEMENT



Car strikes, kills toddler in stroller in Bellevue

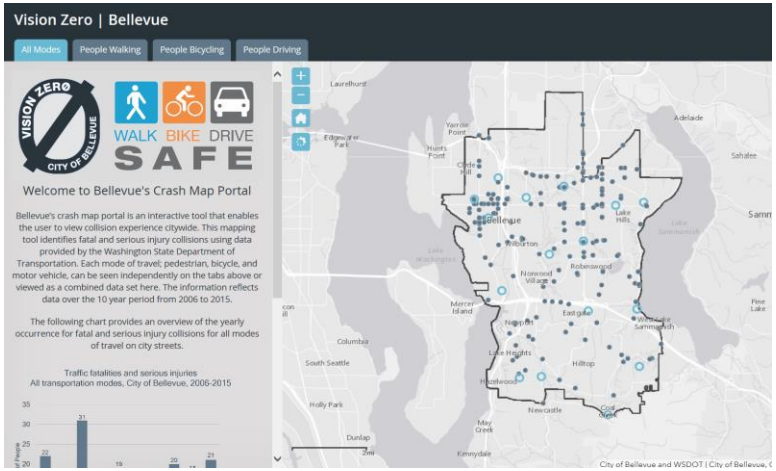
Originally published September 29, 2015 at 11:03 am | *Updated September 30, 2015 at 10:27 am*



Crash Types	Frequency
Backing Vehicle	4
Dart-Out	13
Dash	27
Motor Vehicle Loss of Control	6
Motorist Entering Driveway or Alley	8
Motorist Exiting Driveway or Alley	66
Motorist Failed to Yield	38
Motorist Left Turn	
Motorist Left Turn - Parallel Paths	105
Motorist Left Turn - Perpendicular Paths	3
Motorist Right Turn	
Motorist Right Turn - Parallel Paths	39
Motorist Right Turn - Perpendicular Paths	18
Motorist Right Turn on Red	
Motorist Right Turn on Red - Parallel Paths	6
Motorist Right Turn on Red – Perpendicular Paths	47
Pedestrian Failed to Yield	14
Pedestrian Waiting to Cross	6
Pedestrian Walking Along Roadway	5
Other	33
Grand Total	438

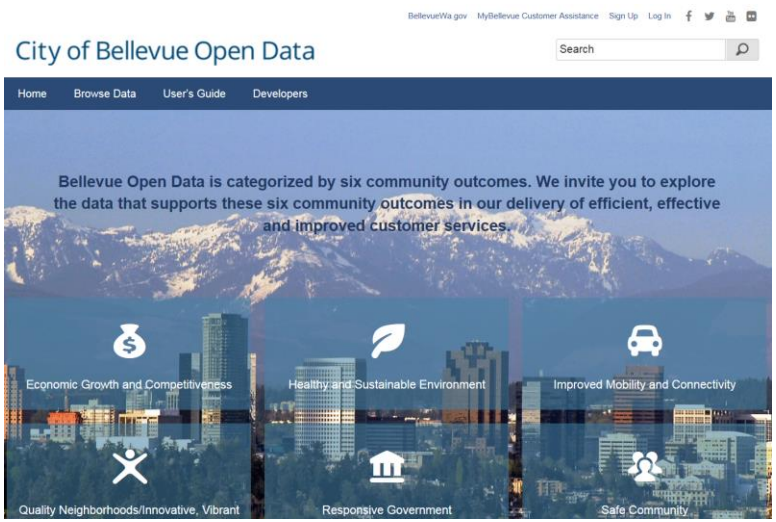
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

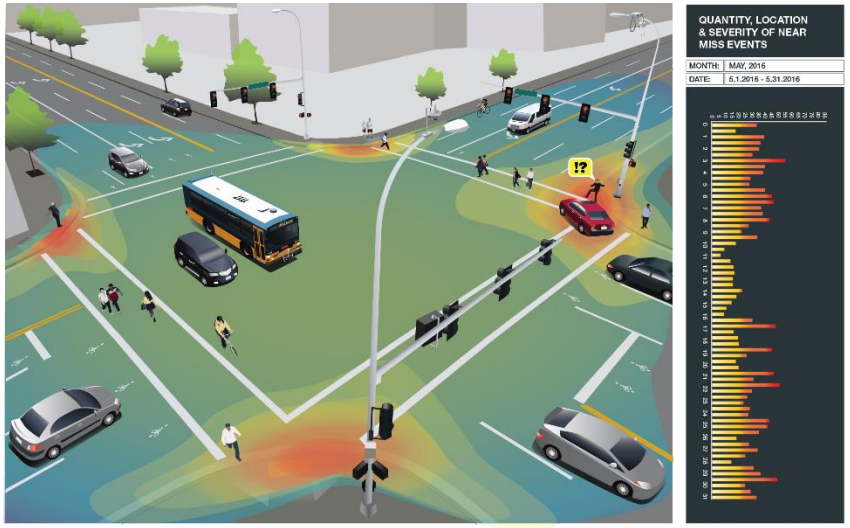
Task 1 – Data



Explores potential to leverage a city's existing traffic camera system to simultaneously:

- **monitor counts and travel speed of all road user groups (vehicle, pedestrian, and bicycle);**
- **document the directional volume of all road user groups as they move through an intersection; and,**
- **assess unsafe "near-miss" trajectories and interactions between all road user groups.**





BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

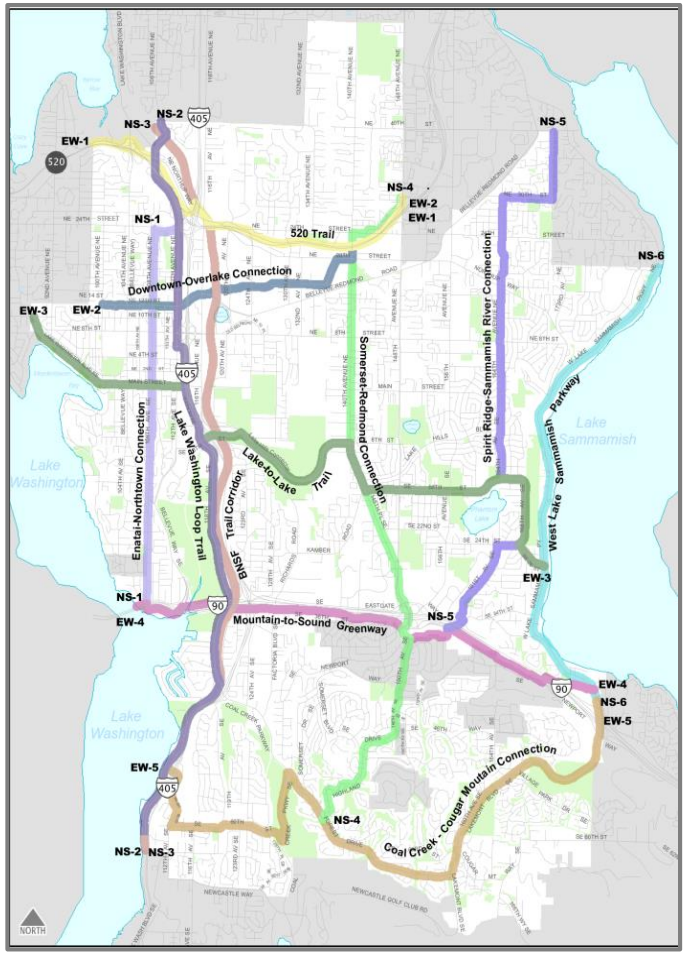
Task 1 – Next Steps

1. The Big Jump Application (Fall 2016)
2. PSRC Access to Transit Study (Fall 2016)
3. **Vision Zero Story Map (Fall 2016)**
4. 2015 Pedestrian and Bicycle Count Report (Fall 2016)
5. (T) BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
6. **2006-2015 Pedestrian and Bicycle Crash Analysis Report (Winter 2016)**
7. Count Program Tech Memo & Potential Story Map (Winter 2016)
8. (T) BikeShare Feasibility Study – (Spring 2017)
9. (T) Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
11. **Video Analytics towards Vision Zero Partnership (Fall 2017)**
12. (T) Performance Management Strategy (TBD)
13. (T) Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
14. (T) **Vision Zero Action Plan (TBD)**

(T) ***Transportation Commission Discussion/Action***

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

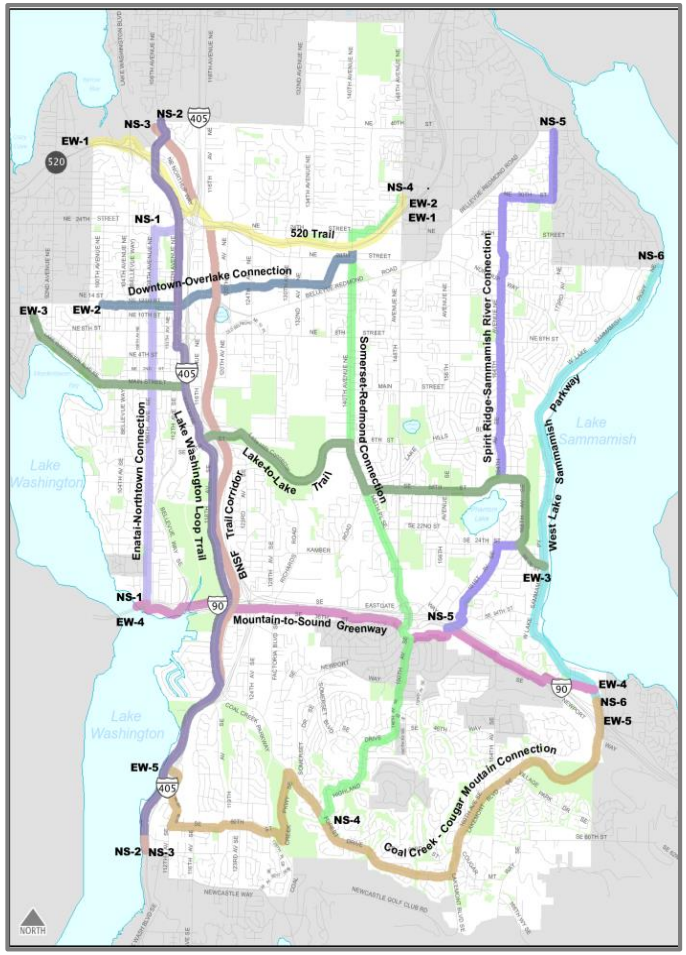
Timeline (Questions/Discussion)



Bicycle Priority Corridor Design Report

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 2



"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."

- Program Principles (2/17/15)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Policy

Greg Johnson, President, Wright Runstad & Company

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

People

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

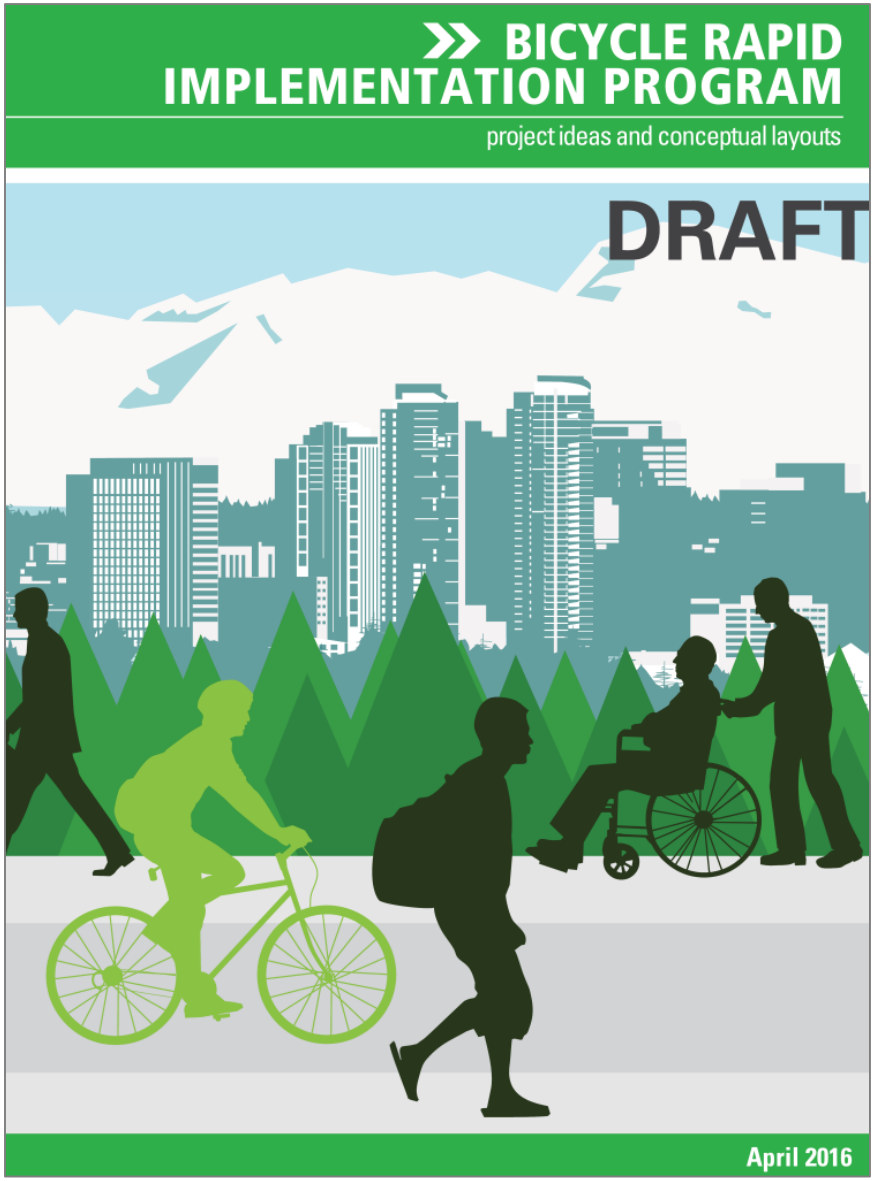
"Separating the biker from traffic is a given…. We provide it for cars to prevent accidents. We should provide it for bikers given the imbalance in protection." – Barksdale

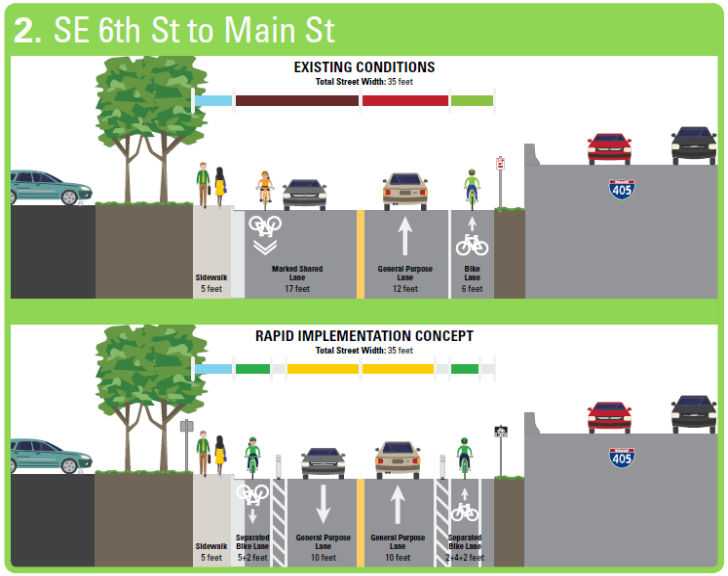
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

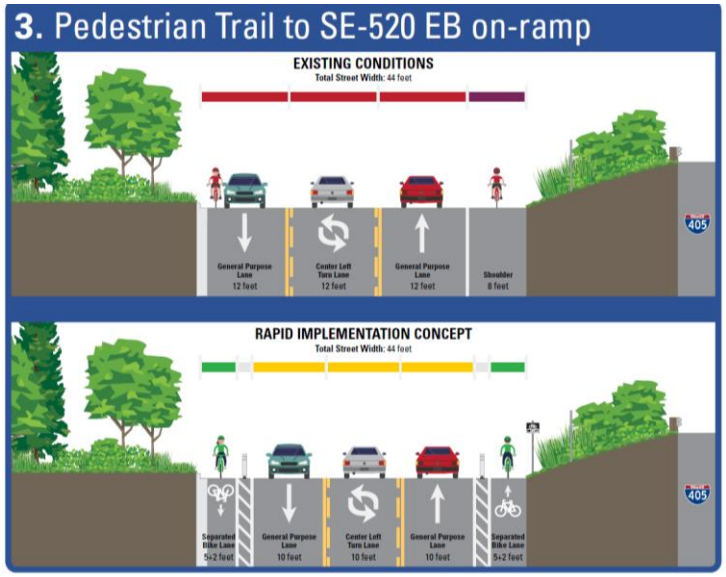
Task 2 – People

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

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

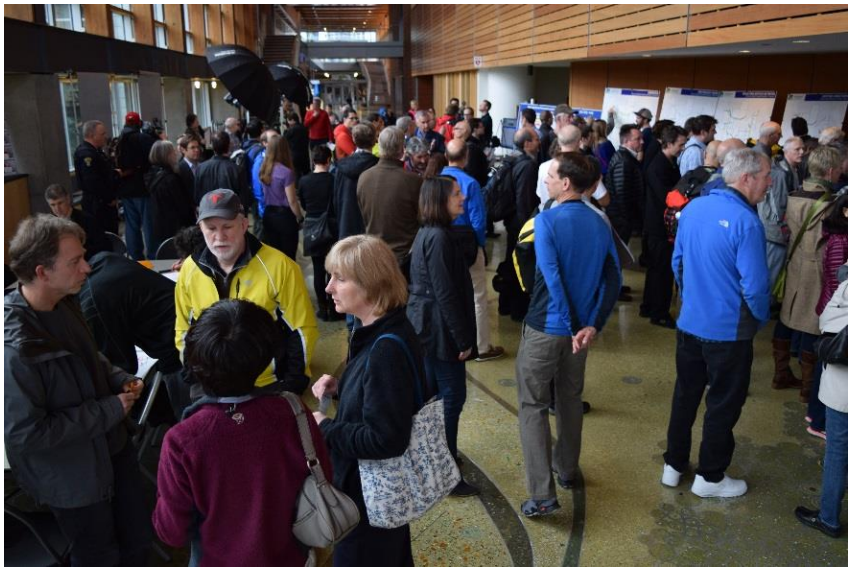






BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 2 – People



BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 2 – People

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 2 – People

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

- Eric Artz, Chief Operating Officer

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

- Al Kinisky, Senior Director of Real Estate

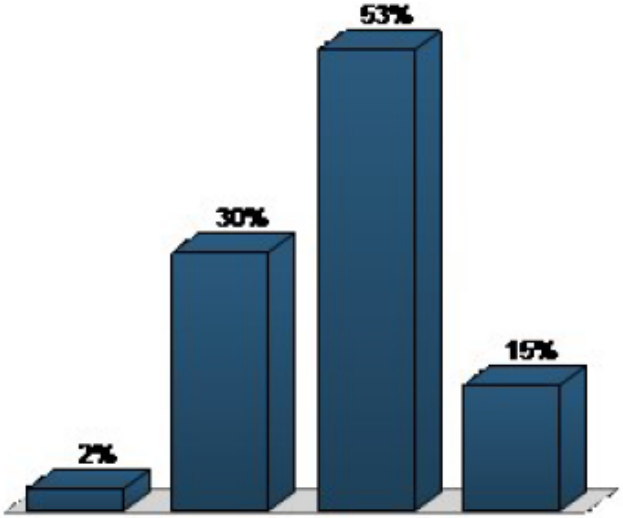
"… the Bicycle Rapid Implementation plan is a cost-effective strategy to help transform Bellevue into a safe and inviting urban center for bicyclists and vital for improving station access in preparation for Sound Transit's East Link…."

- Lisa Brandenburg, President

Task 2 – People

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

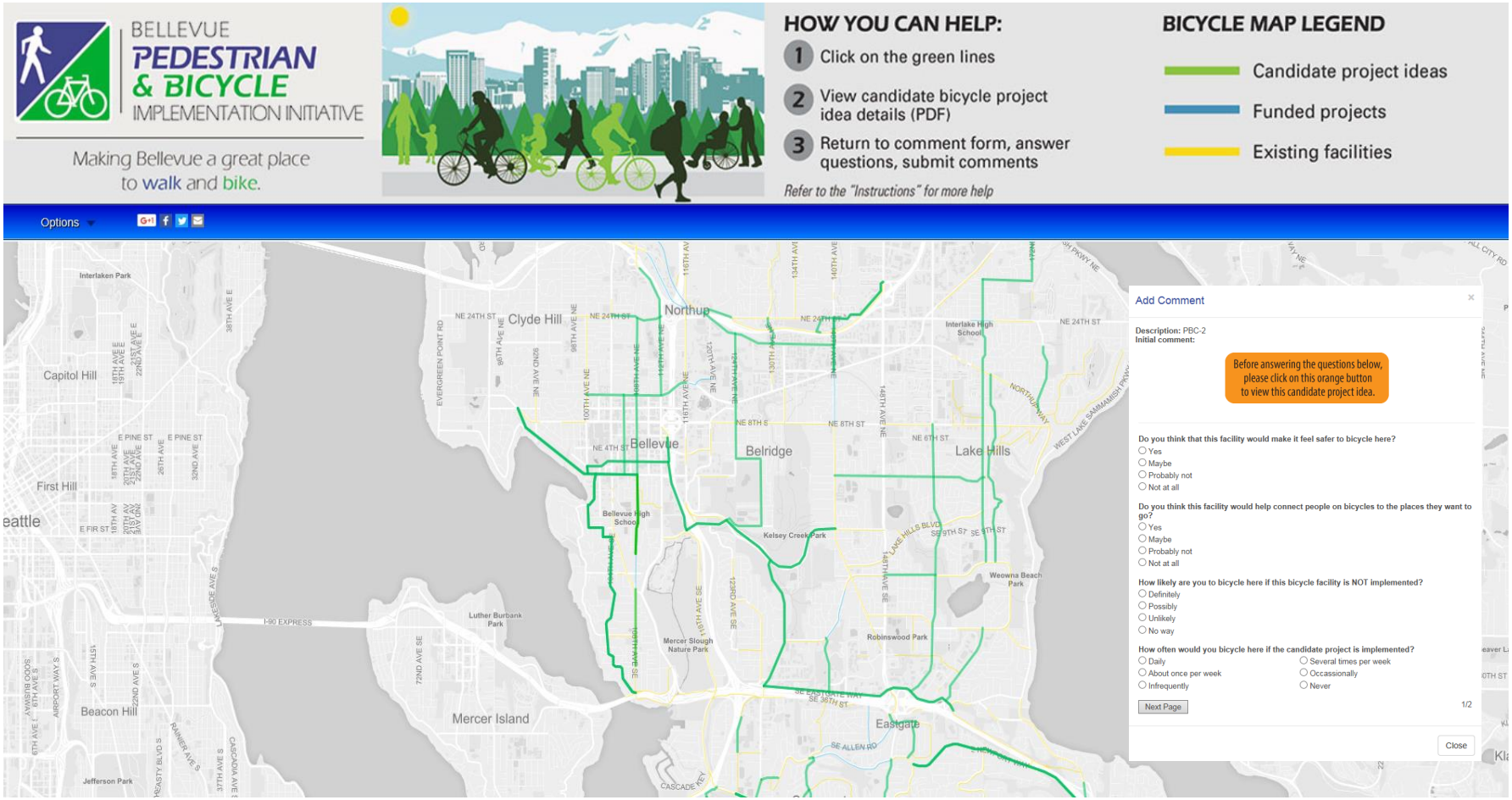
	Responses	
	Percent	Count
Shared Lane Marking	2.42%	3
Bike Lane	29.84%	37
Protected Bike Lane	53.23%	66
Off-Street Path	14.52%	18
Totals	**100%**	**124**



Source: City of Bellevue, Bicycle Rapid Implementation Program Open House, March 23, 2016.

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

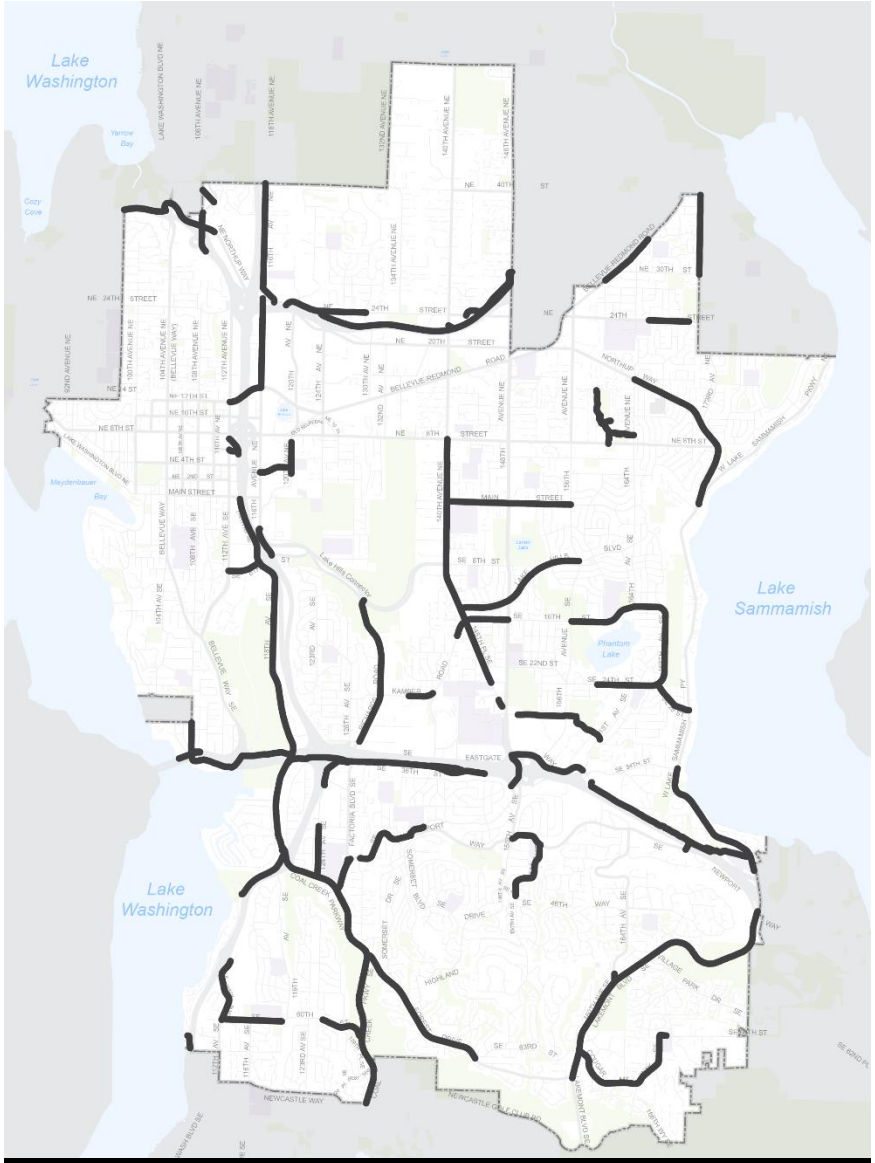
Task 2 - Data



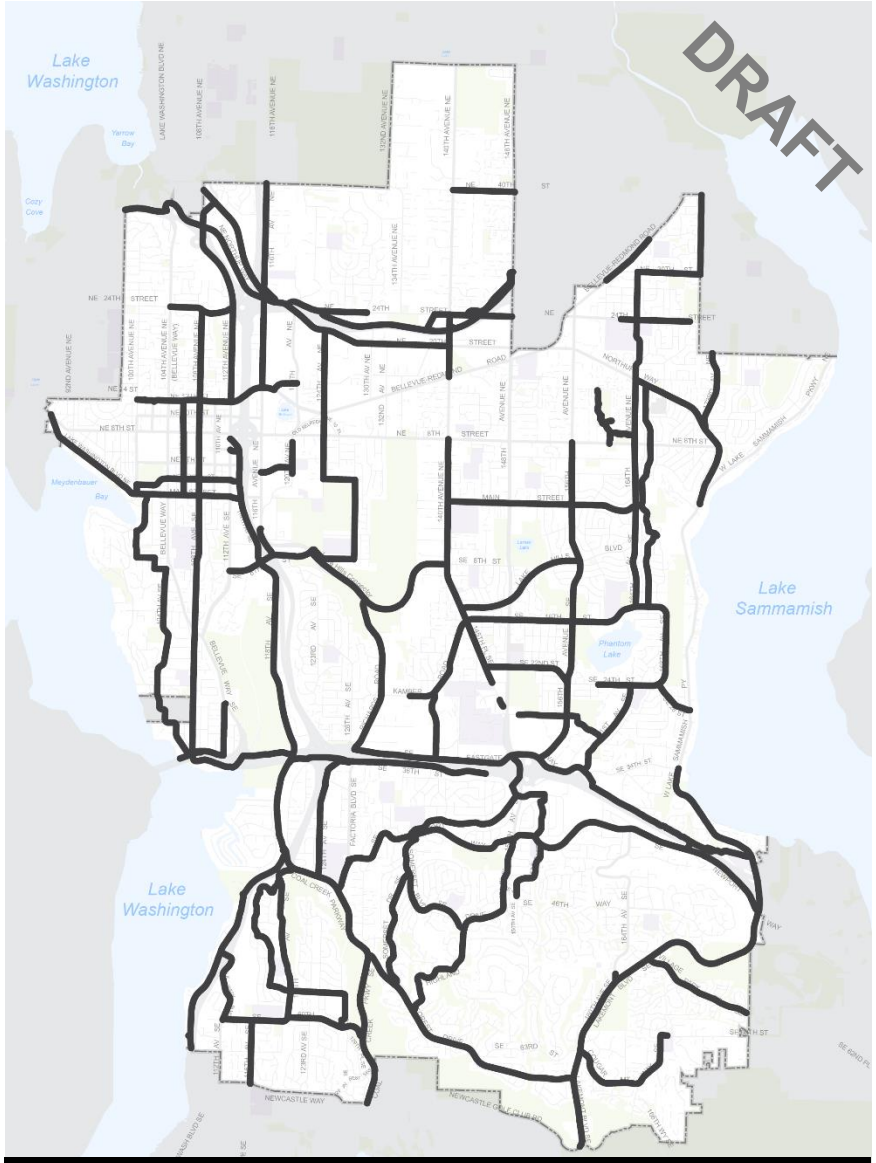
From March 17 – April 30 (2016) people provided feedback on 52 project ideas representing 57 miles of bicycle facility improvements: 2 miles of off-street path, 24 miles of separated bike lanes, 13 miles of conventional bike lanes, and 18 miles of shared roadway.

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 2 – Data



Existing Bicycle Network



Bicycle Rapid Implementation Program Network

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

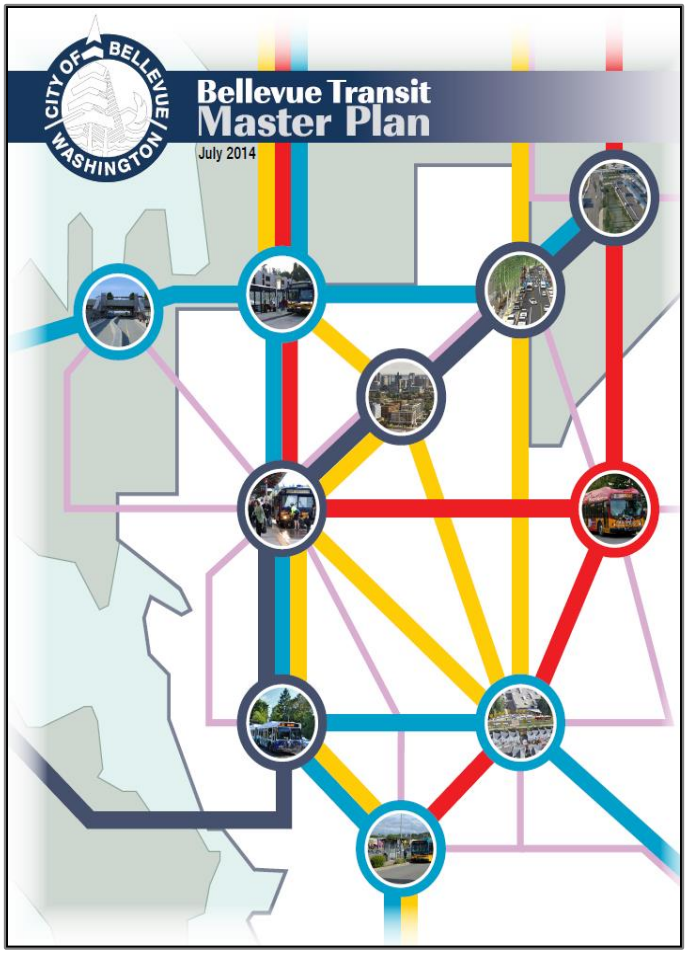
Task 2 – Next Steps

1. **The Big Jump Application (Fall 2016)**
2. PSRC Access to Transit Study (Fall 2016)
3. Vision Zero Story Map (Fall 2016)
4. 2015 Pedestrian and Bicycle Count Report (Fall 2016)
5. T **BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)**
6. 2006-2015 Pedestrian and Bicycle Crash Analysis Report (Winter 2016)
7. Count Program Tech Memo & Potential Story Map (Winter 2016)
8. T BikeShare Feasibility Study – (Spring 2017)
9. T **Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)**
10. Ped-Bike Performance Story Map (TBD)
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. T Performance Management Strategy (TBD)
13. T Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
14. T Vision Zero Action Plan (TBD)

T ***Transportation Commission Discussion/Action***

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

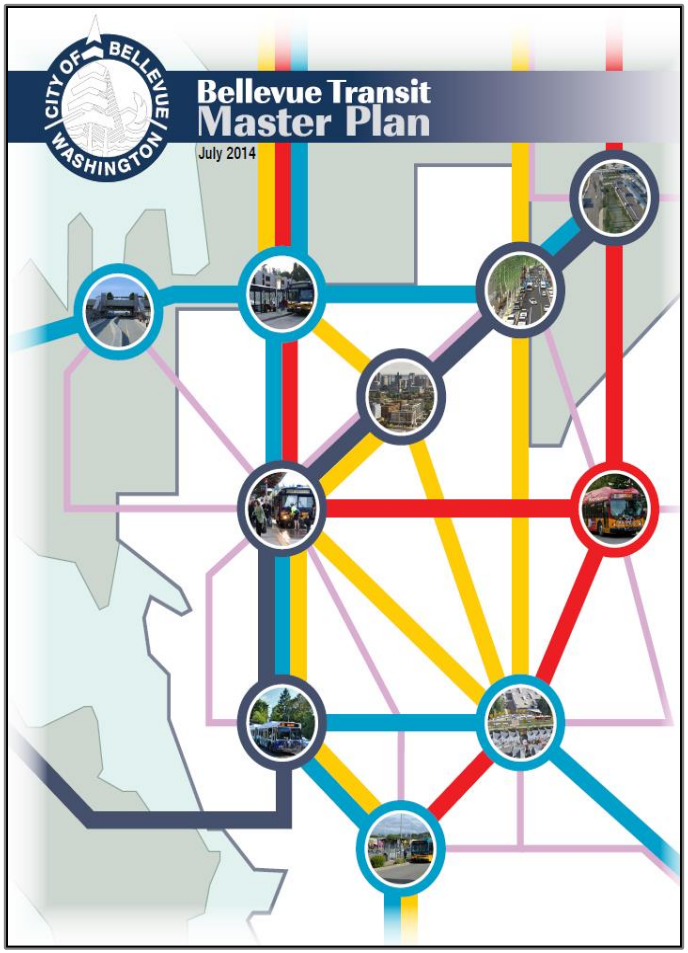
Timeline (Questions/Discussion)



Transit Master Plan Integration Report

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 3



"Determine where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system."

- Program Principles (2/17/15)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

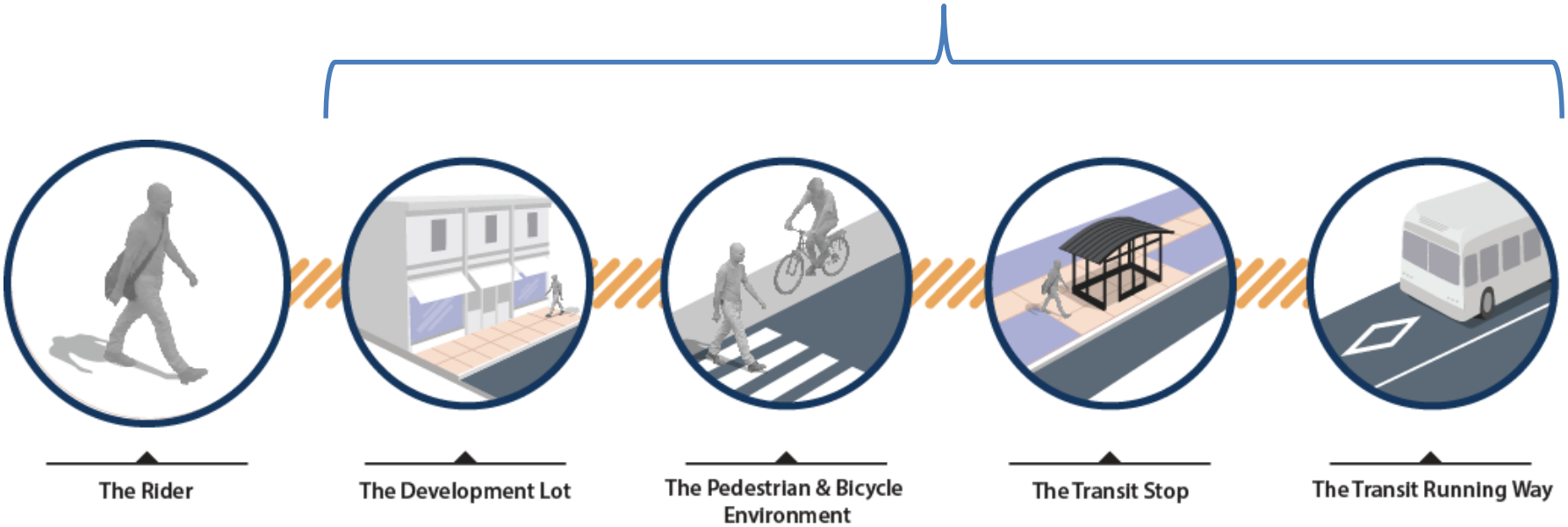
Task 3 - Policy

Debra Kumar, Bellevue Parks & Community Services Board

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

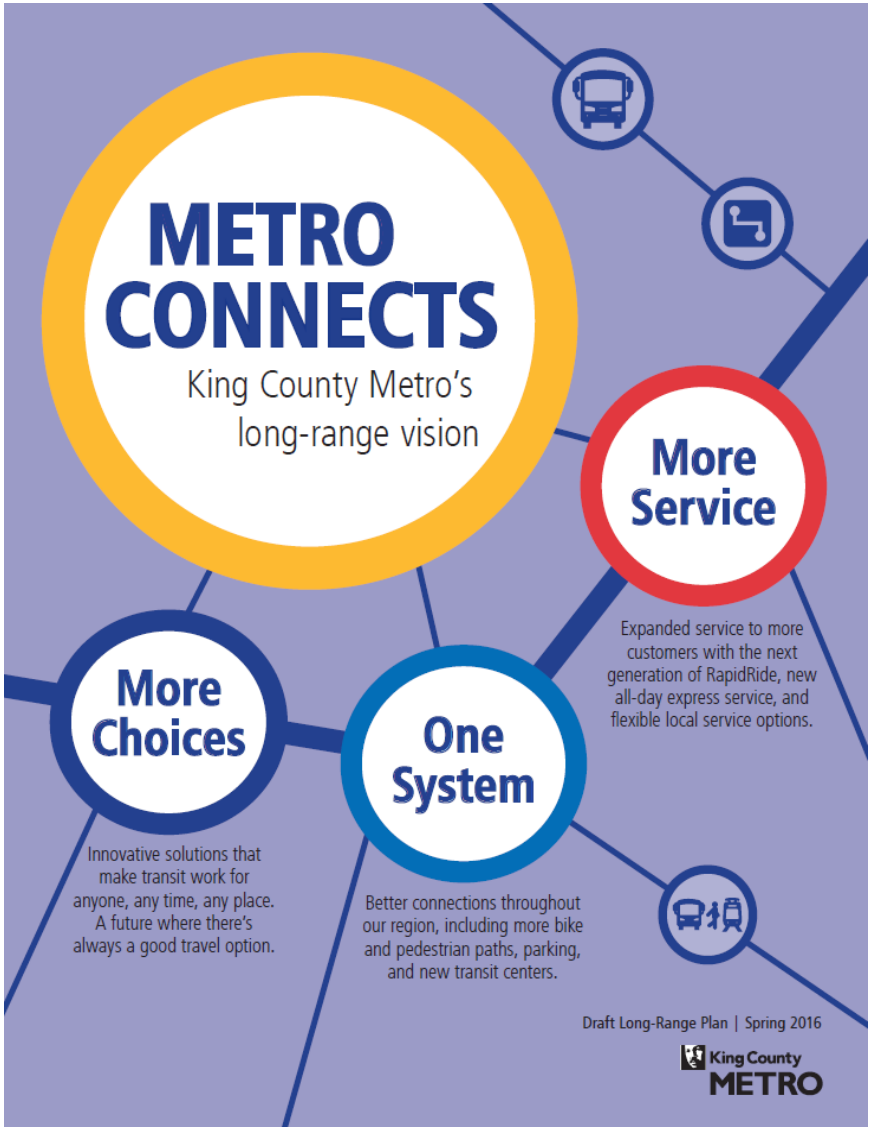
Task 3 – People

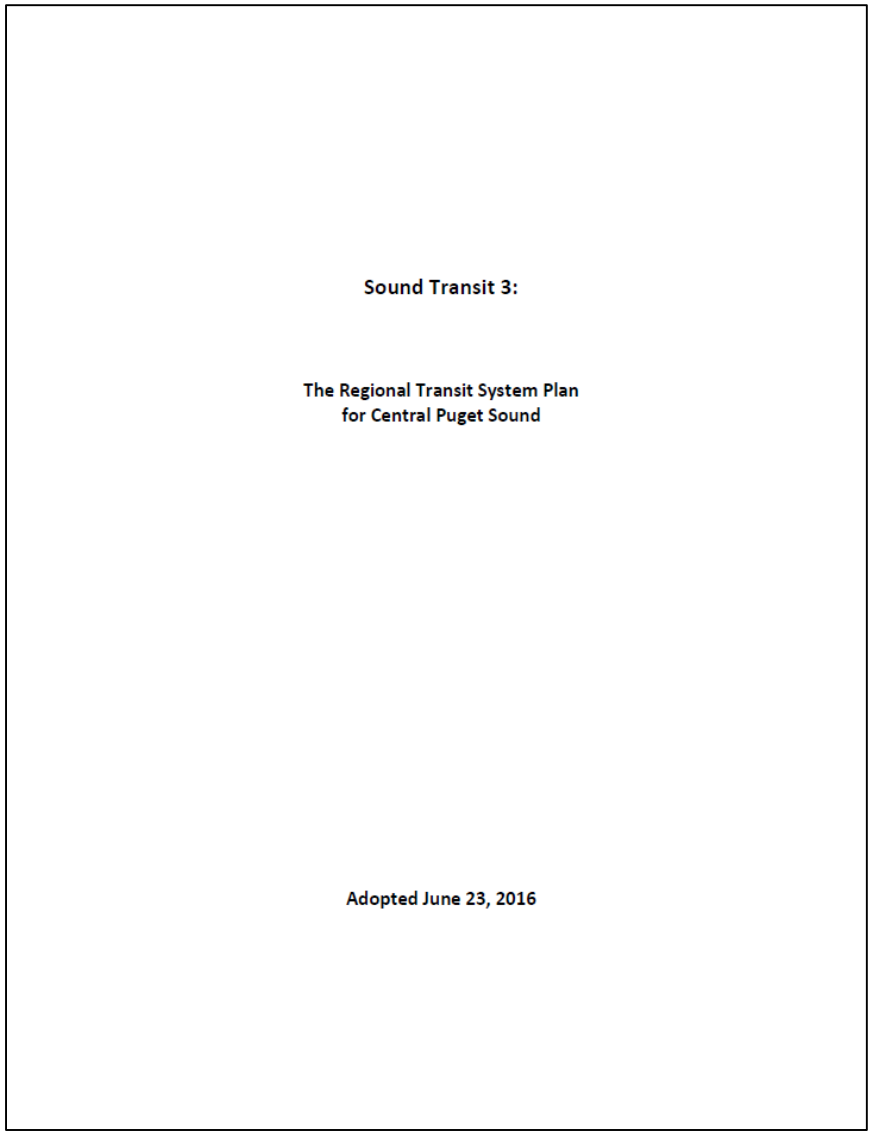
City of Bellevue Influence



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 3 – Data




Sound Transit 3:

The Regional Transit System Plan for Central Puget Sound

Adopted June 23, 2016

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

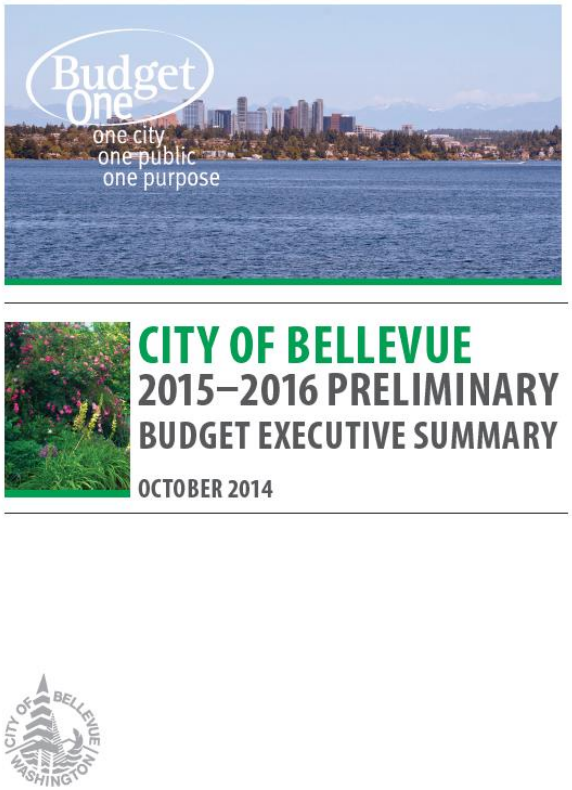
Next Steps

1. The Big Jump Application (Fall 2016)
2. **PSRC Access to Transit Study (Fall 2016)**
3. Vision Zero Story Map (Fall 2016)
4. 2015 Pedestrian and Bicycle Count Report (Fall 2016)
5. (T) BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
6. 2006-2015 Pedestrian and Bicycle Crash Analysis Report (Winter 2016)
7. Count Program Tech Memo & Potential Story Map (Winter 2016)
8. (T) BikeShare Feasibility Study – (Spring 2017)
9. (T) Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. (T) Performance Management Strategy (TBD)
13. (T) Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
14. (T) Vision Zero Action Plan (TBD)

(T) ***Transportation Commission Discussion/Action***

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Timeline (Questions/Discussion)



Pedestrian and Bicycle Implementation Strategy Report

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 4

CITY OF BELLEVUE
2015–2016 PRELIMINARY
BUDGET EXECUTIVE SUMMARY
OCTOBER 2014

"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."

- Program Principles (2/17/15)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Policy

David Hill, President, Freiheit & Ho Architects

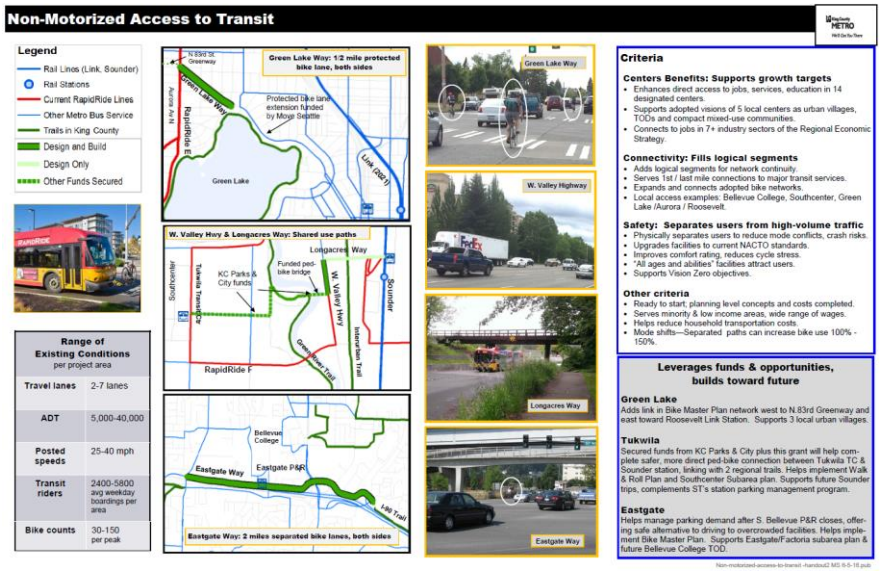
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 4 – People

Photo: John Tiscornia

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 4 – People



News Release

FOR IMMEDIATE RELEASE: Wednesday, July 27, 2016

Council Roundup: Fire, Transportation levies approved for November ballot

The City Council on Monday voted 6-0 to place two measures focusing on Fire Facilities and Transportation Safety, Connectivity and Congestion improvements on the Nov. 8 general election ballot.

"These proposals are targeted investments by the community, for the community," said Mayor John Stokes. "The process of putting together these two measures has been a great team effort. Now it's time for the voters to weigh in."

If approved, the measures would increase property taxes by 12.5 cents per $1,000 of assessed value for fire facilities improvements and 15 cents per $1,000 of assessed value for transportation improvements. Combined, the two measures would cost the owner of a home with an assessed value of $640,000 (the median value in Bellevue) about $176 per year.

The Fire Facilities measure would pay for: seismic retrofits to fire stations; building a new downtown station, upgrades to existing stations; and adding warehouse space for reserve equipment.

The measure for Transportation Neighborhood Safety, Connectivity and Congestion improvements would pay for: neighborhood safety projects; reducing neighborhood congestion; new sidewalks, trails and paths; technology for safety and traffic management; enhanced sidewalk and trail maintenance; and new bike facilities.

Monday's vote also caps an outreach effort by staff and the council to get feedback from the community and to help shape the two measures. Three open houses were held in late June and an online survey was conducted for four weeks. Results of the survey showed that 67 percent of the 800 respondents supported a fire facilities measure. Similarly, 64 percent indicated support for a transportation safety and connectivity measure.

Additional background material on the ballot measures, including maps, the ordinances and ballot language approved by the council and a summary of community feedback, can be found on the city's webpage.

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 4 – Next Steps

1. The Big Jump Application (Fall 2016)
2. PSRC Access to Transit Study (Fall 2016)
3. Vision Zero Story Map (Fall 2016)
4. 2015 Pedestrian and Bicycle Count Report (Fall 2016)
5. T **BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)**
6. 2006-2015 Pedestrian and Bicycle Crash Analysis Report (Winter 2016)
7. Count Program Tech Memo & Potential Story Map (Winter 2016)
8. T BikeShare Feasibility Study – (Spring 2017)
9. T Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. T Performance Management Strategy (TBD)
13. T Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
14. T Vision Zero Action Plan (TBD)

T ***Transportation Commission Discussion/Action***

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Timeline (Questions/Discussion)

Pedestrian and Bicycle Count Assessment Report

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 5

"Research pedestrian and bicycle count technologies to improve the City's data driven decision-making."

- Program Principles (2/17/15)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

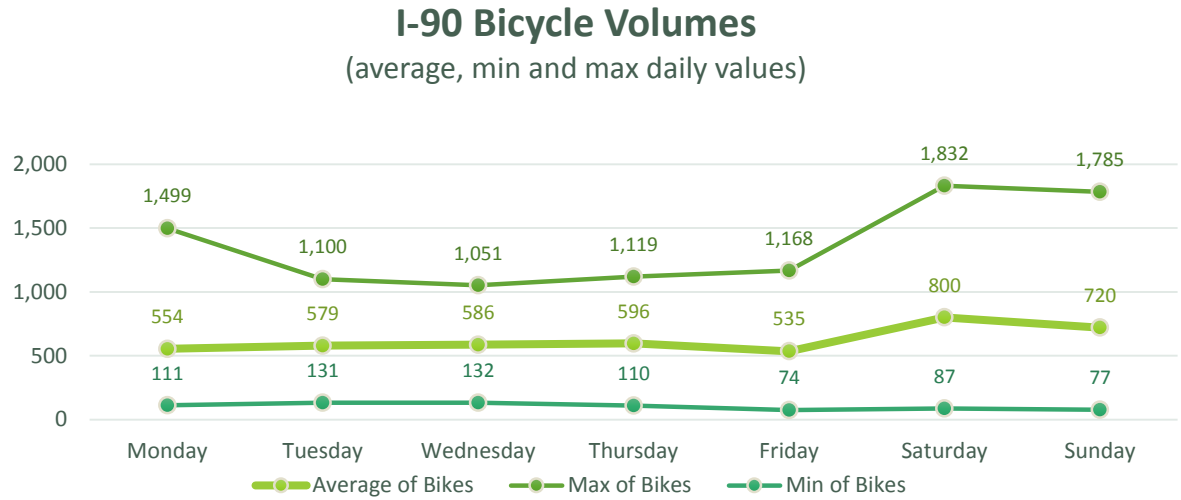
Task 5 - Policy

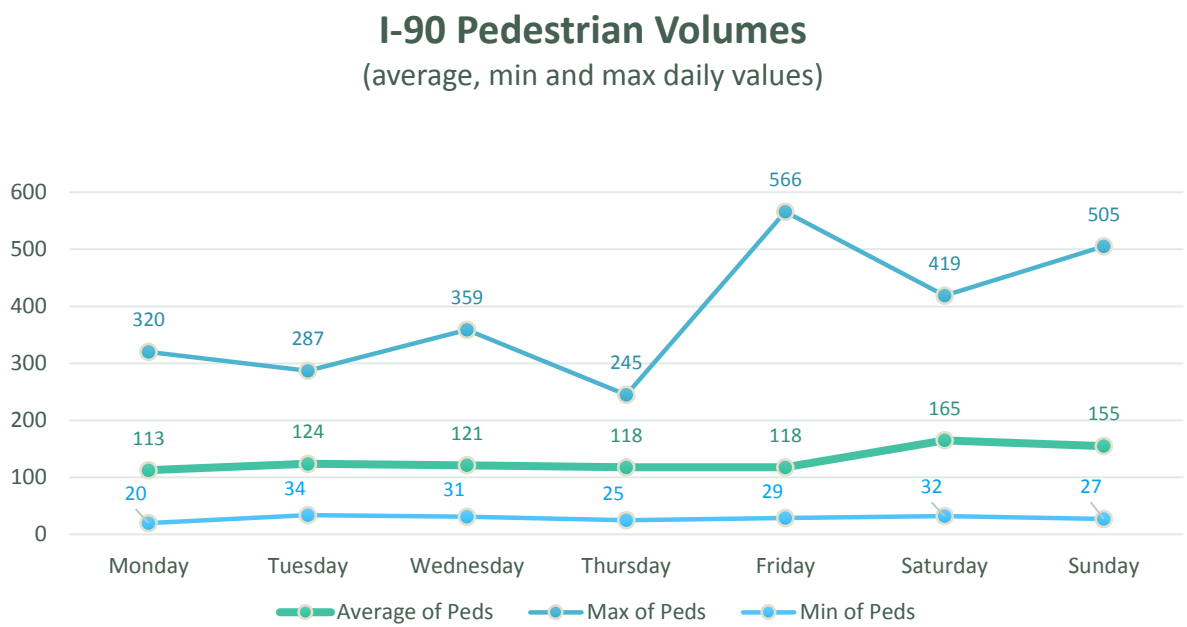
"Downtown Bellevue is not an area where the faint of heart would choose to ride; that said, it is prime for investment to attract additional riders. What's needed are safe and inviting bicycle facilities that are separated from the auto."

- Karen Doherty, Vice President, Puget Sound Area Manager of HDR

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

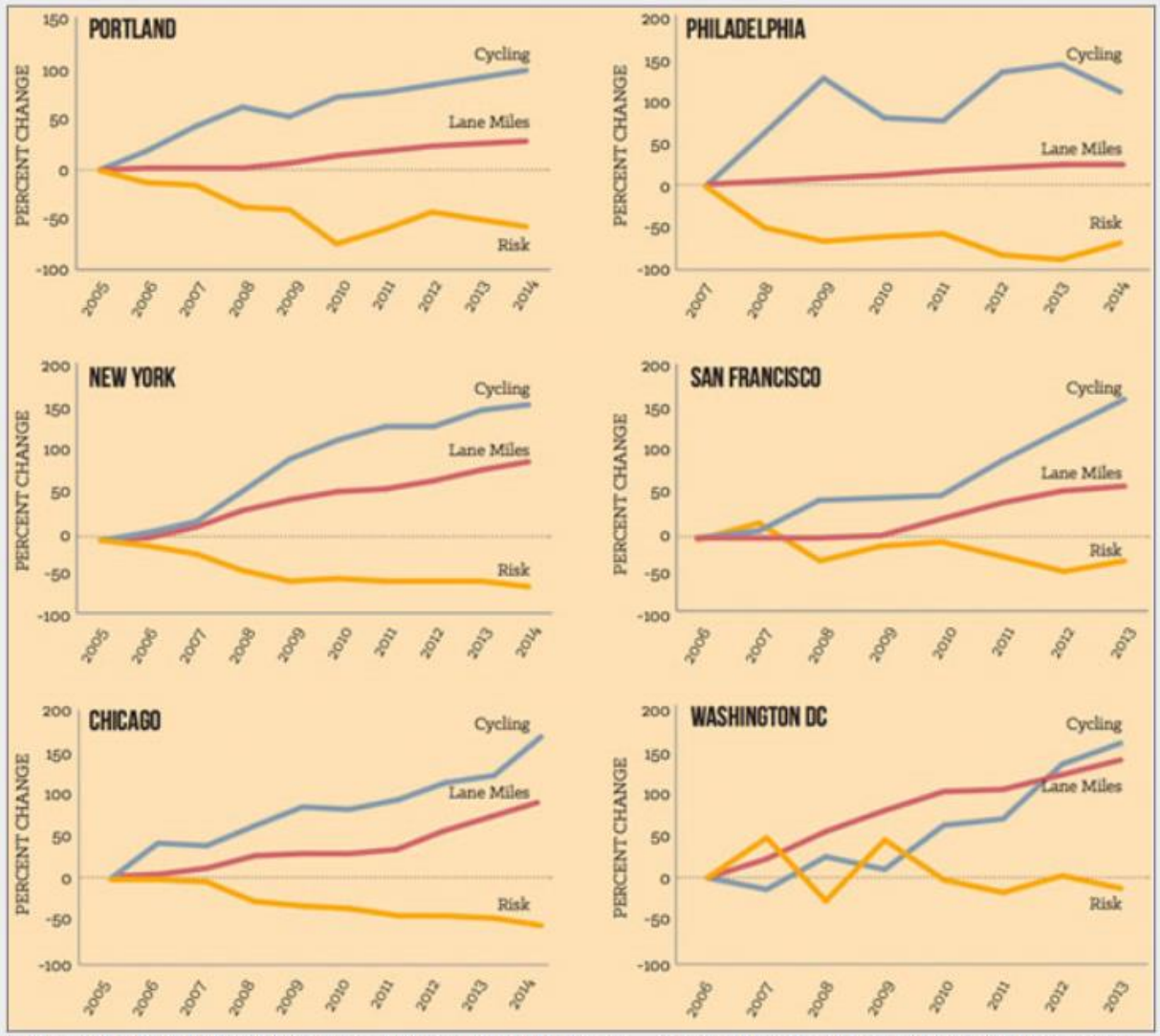
Task 5 – People





BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 5 – Data



Cities adding bike infrastructure are seeing a "safety in numbers" — more people on bikes plus lower risk of severe or fatal injury. Graphs: NACTO

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 5 – Next Steps

1. The Big Jump Application (Fall 2016)
2. PSRC Access to Transit Study (Fall 2016)
3. Vision Zero Story Map (Fall 2016)
4. **2015 Pedestrian and Bicycle Count Report (Fall 2016)**
5. (T) BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
6. 2006-2015 Pedestrian and Bicycle Crash Analysis Report (Winter 2016)
7. **Count Program Tech Memo & Potential Story Map (Winter 2016)**
8. (T) BikeShare Feasibility Study – (Spring 2017)
9. (T) Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. **Ped-Bike Performance Story Map (TBD)**
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. (T) Performance Management Strategy (TBD)
13. (T) Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
14. (T) Vision Zero Action Plan (TBD)

(T) ***Transportation Commission Discussion/Action***

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Timeline (Questions/Discussion)

Bike Share Feasibility Analysis Report

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Task 6

"Coordinate with other efforts underway in Bellevue related to pedestrian and bicycle issues."

- Program Principles (2/17/15)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 6 – Policy

1. The Big Jump Application (Fall 2016)
2. PSRC Access to Transit Study (Fall 2016)
3. Vision Zero Story Map (Fall 2016)
4. 2015 Pedestrian and Bicycle Count Report (Fall 2016)
5. (T) BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
6. 2006-2015 Pedestrian and Bicycle Crash Analysis Report (Winter 2016)
7. Count Program Tech Memo & Potential Story Map (Winter 2016)
8. (T) **BikeShare Feasibility Study – (Spring 2017)**
9. (T) Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. (T) Performance Management Strategy (TBD)
13. (T) Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
14. (T) Vision Zero Action Plan (TBD)

(T) ***Transportation Commission Discussion/Action***

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Timeline (Questions/Discussion)

Task 7 - 2009 Plan Progress Measurement and Management Report

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 7

"Refine existing metrics to track plan progress and engage other departments as needed to foster a One City commitment to active transportation."

- Program Principles (2/17/15)

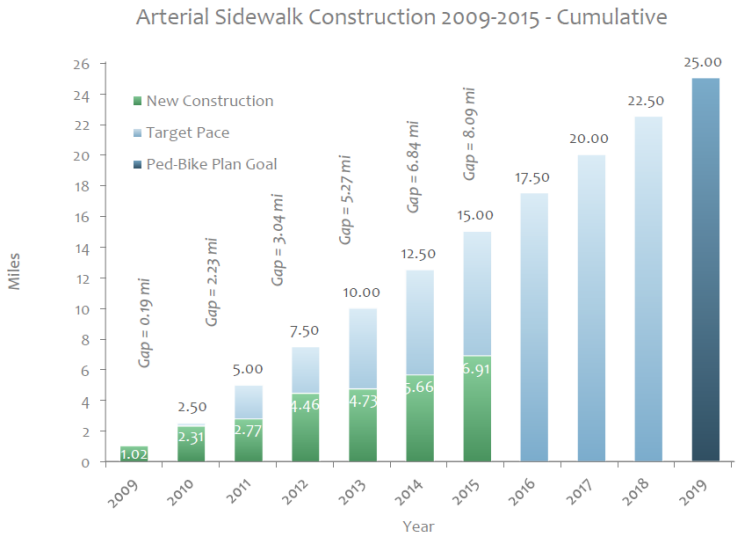
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

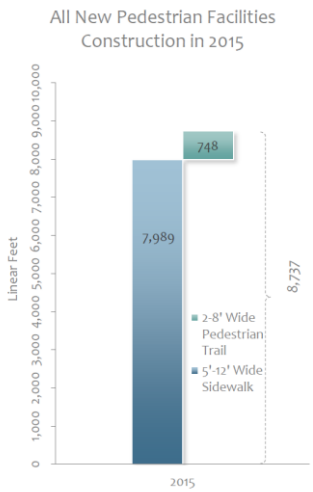
Task 7 - Policy

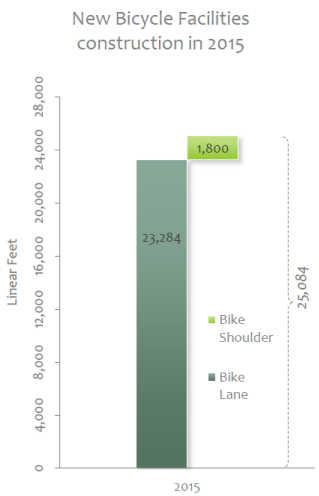
Al Kinisky, Senior Director, Concur Technologies

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 7 – People







BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 4 – Data

Walk Score
92

Walker's Paradise

Daily errands do not require a car.

Transit Score
58

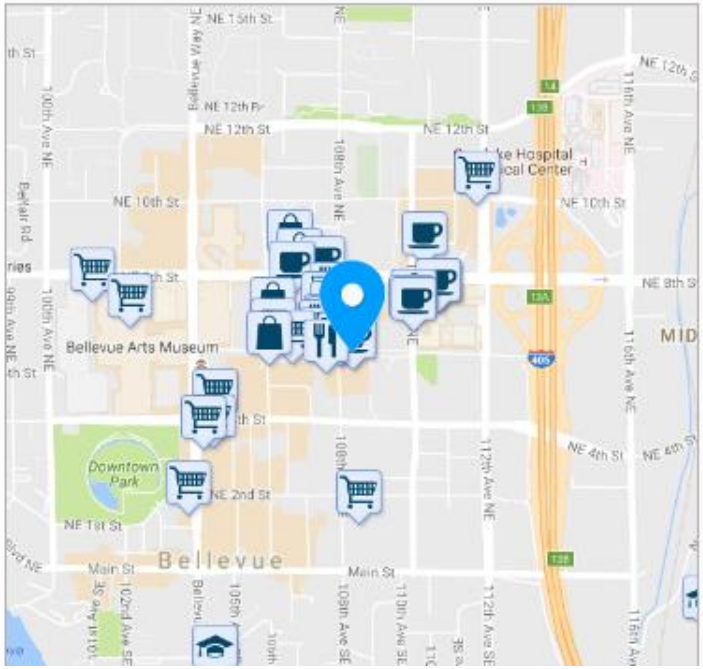
Good Transit

Many nearby public transportation options.

Bike Score
52

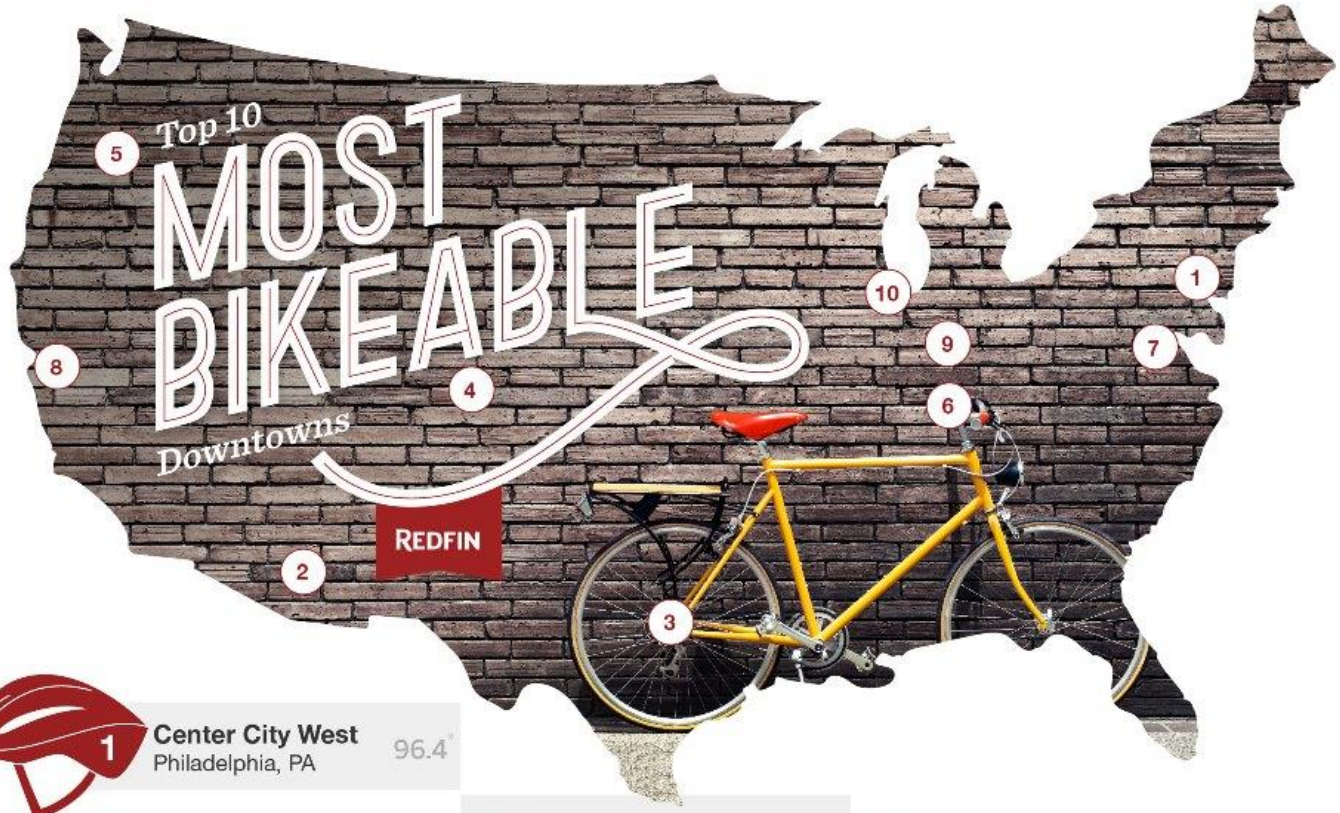
Bikeable

Mostly flat, minimal bike lanes.



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 7 – Data



1	Center City West Philadelphia, PA	96.4*						
2	El Presidio Tucson, AZ	95.8	5	Downtown Portland, OR	92.3	8	Downtown San Jose, CA	87.3
3	Downtown Austin, TX	93.4	6	Old Louisville Louisville, KY	89.9	9	Downtown Indianapolis, IN	86.7
4	Downtown Denver, CO	92.6	7	Downtown Washington, D.C.	88.2	10	The Loop Chicago, IL	84.2

*BikeScore

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Task 7 – Next Steps

1. The Big Jump Application (Fall 2016)
2. PSRC Access to Transit Study (Fall 2016)
3. Vision Zero Story Map (Fall 2016)
4. 2015 Pedestrian and Bicycle Count Report (Fall 2016)
5. (T) BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
6. 2006-2015 Pedestrian and Bicycle Crash Analysis Report (Winter 2016)
7. Count Program Tech Memo & Potential Story Map (Winter 2016)
8. (T) BikeShare Feasibility Study – (Spring 2017)
9. (T) Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. (T) **Performance Management Strategy (TBD)**
13. (T) Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
14. (T) Vision Zero Action Plan (TBD)

(T) ***Transportation Commission Discussion/Action***

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Timeline (Questions/Discussion)

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Progress Reports

Transportation Commission

October 13, 2016

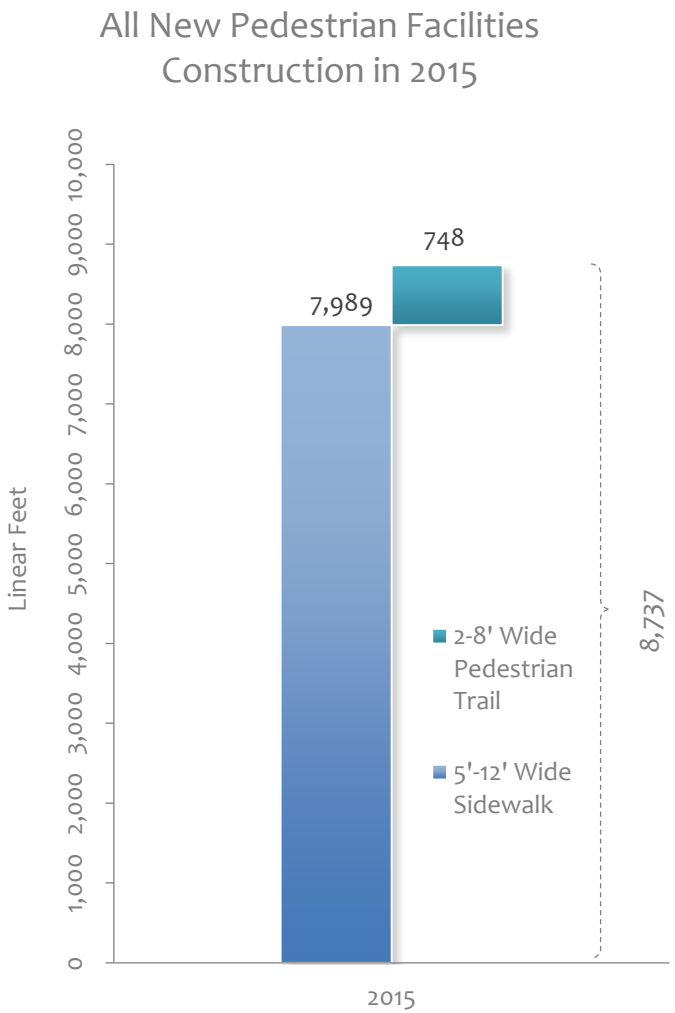
Stela Nikolova
Assistant Transportation Planner
City of Bellevue

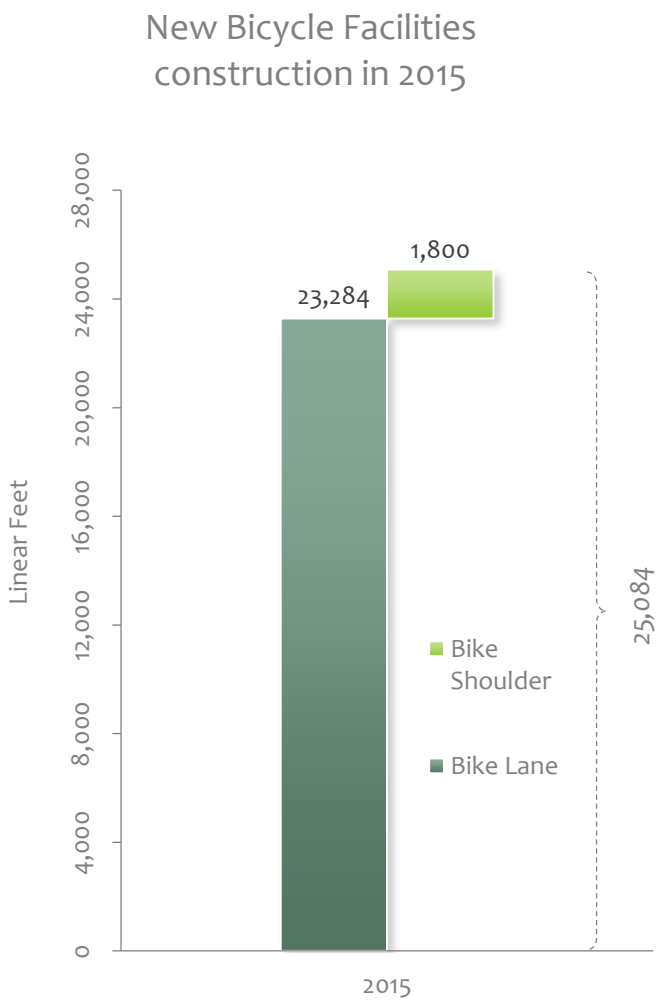
Pedestrian and Bicycle Progress Report 2015

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Progress Report

New Pedestrian and Bicycle Facilities in Bellevue in 2015

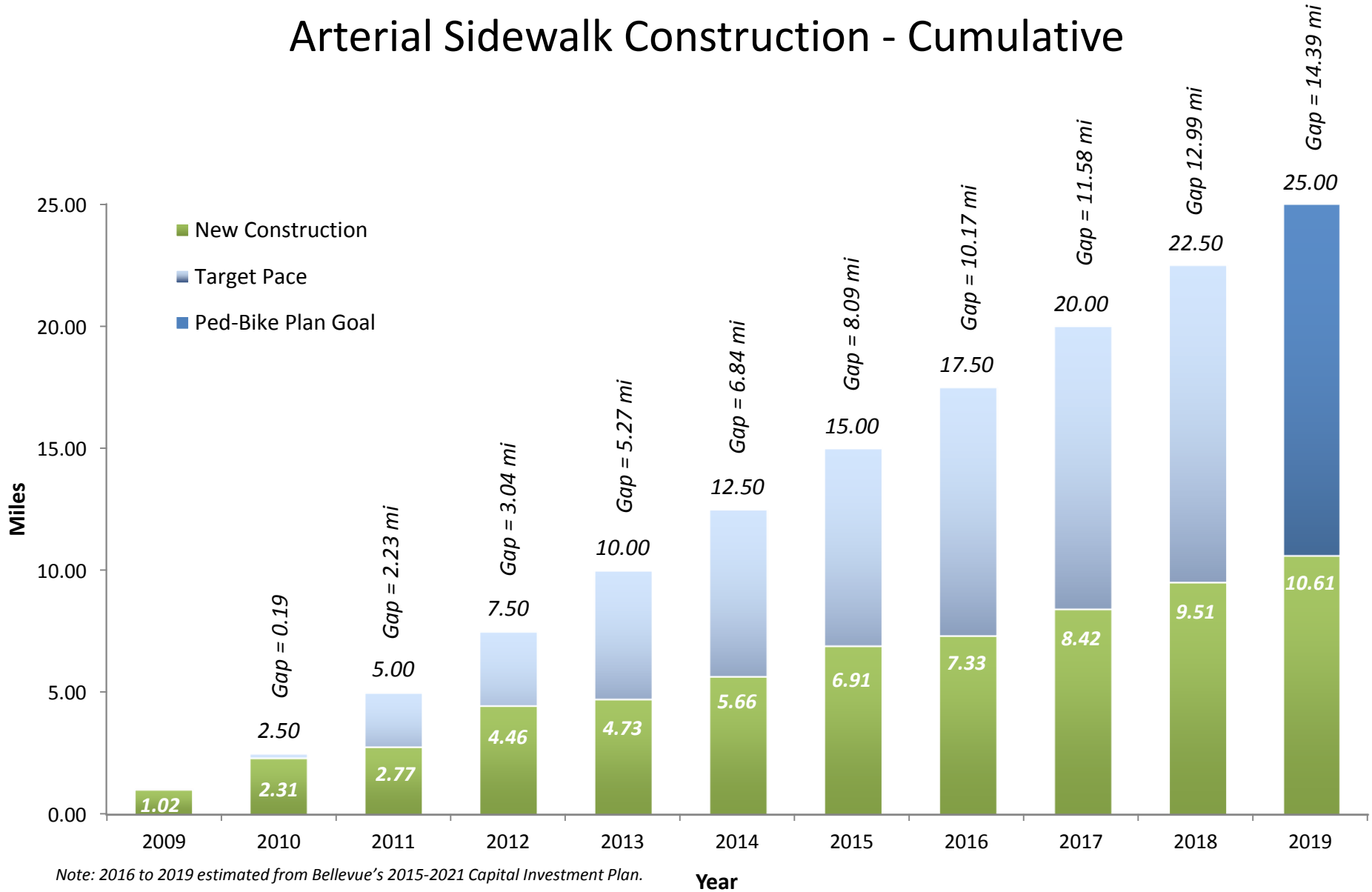




BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Progress Report

Arterial Sidewalk Construction - Cumulative

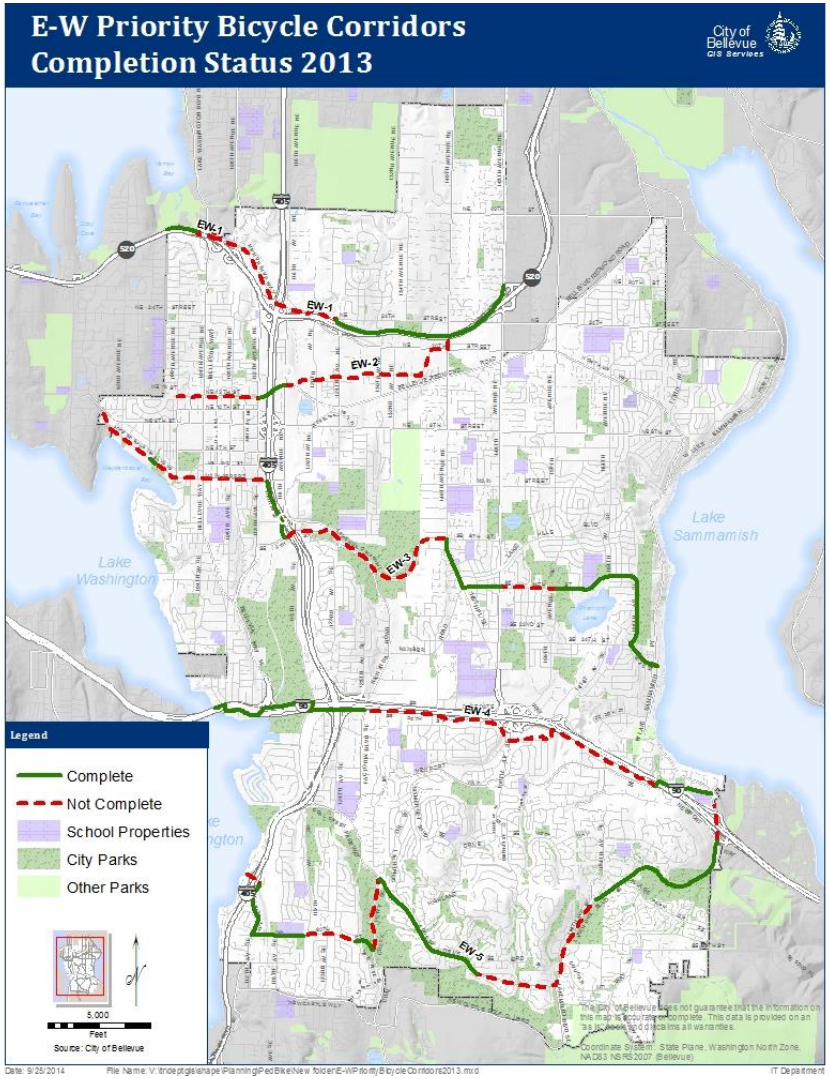


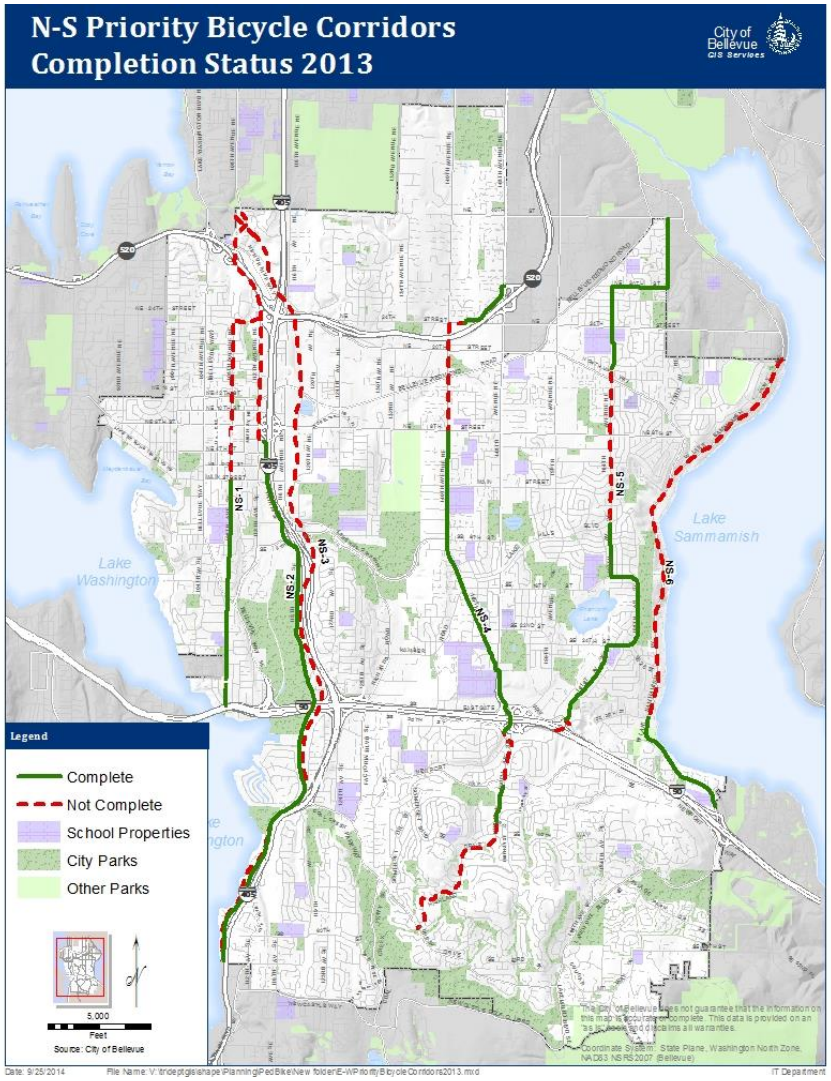
Note: 2016 to 2019 estimated from Bellevue's 2015-2021 Capital Investment Plan.

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Pedestrian Network

Priority Bicycle Corridors

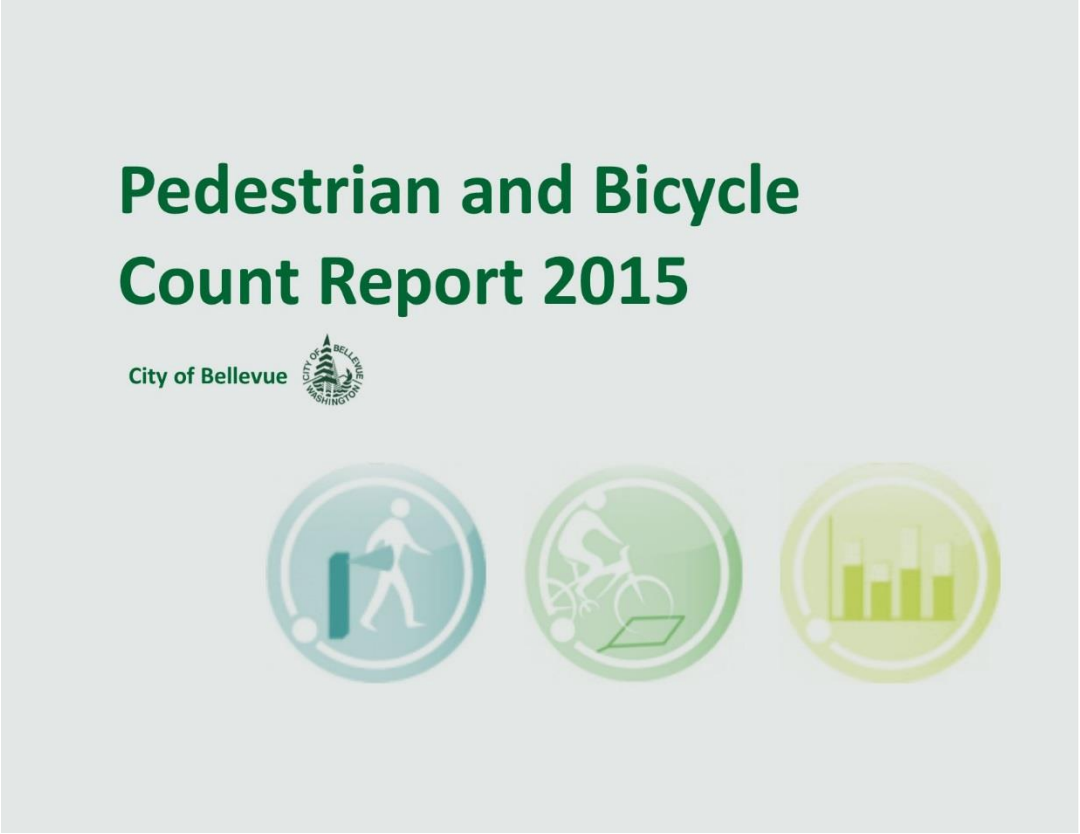




BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

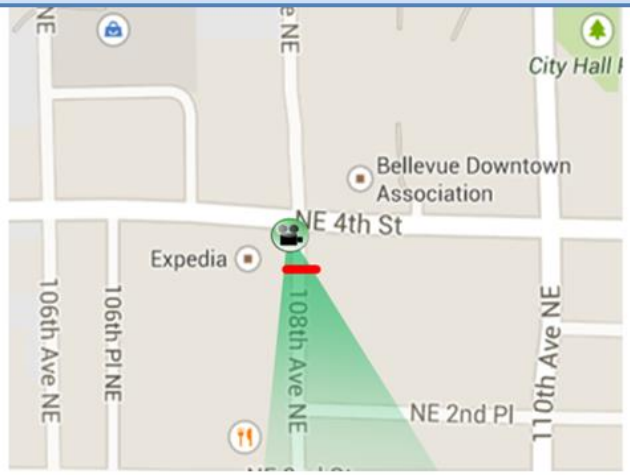
Progress Report

Pedestrian and Bicycle Count Report 2015



BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Count Report

	108th Ave NE S/O NE 4th St
Screenline	
Camera Location	

Previous Methodology

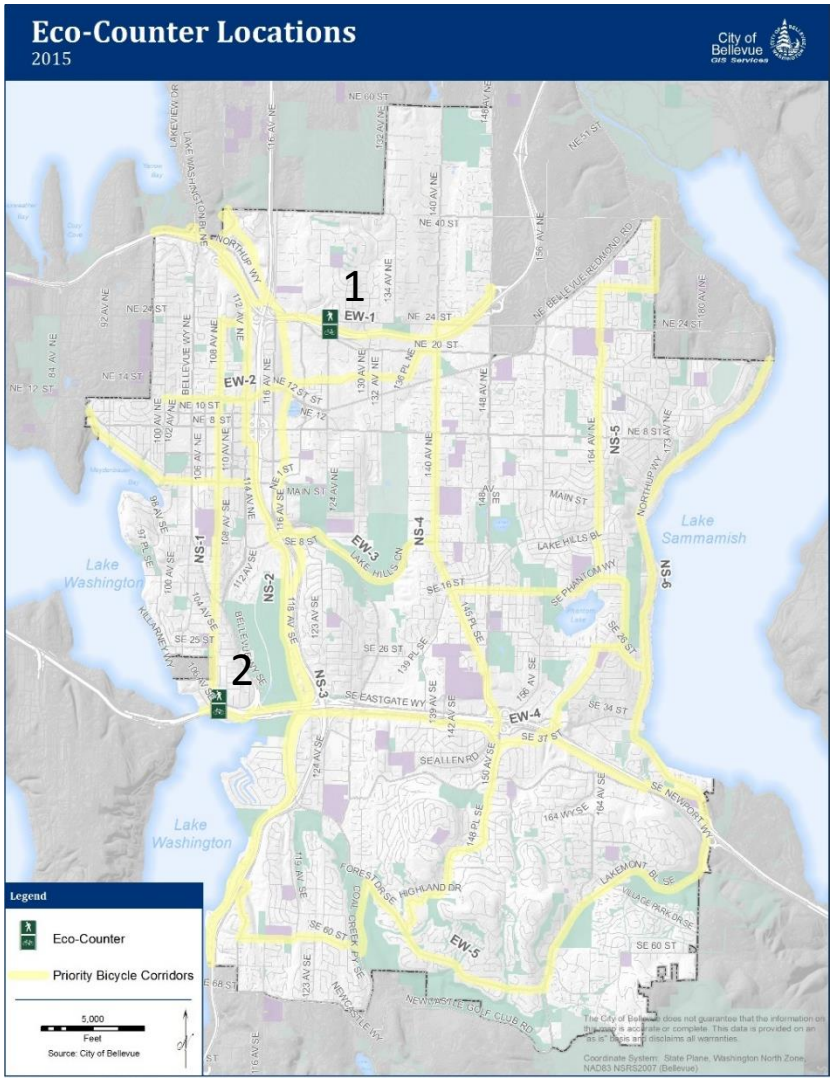
- Three consecutive "typical" days
  - Tuesday-Thursday
  - late September, early October
  - twice a year starting from 2016
- Two peak periods
  - 7:00 am – 9:00 am
  - 4:00 pm – 6:00 pm
- Video recordings
  - using existing traffic cameras
- Manual counts
  - reviewing and manually counting the volumes
- Disadvantages
  - time consuming
  - staff availability
  - sample too small for drawing conclusions

Infrared Sensor at I-90 Trail

Inductive Loop Detector at SR-520 Trail

Current Methodology

- Eco-Counter System
- Combination of an inductive loop detector and an infrared sensor
- Records 24/7/365 data
- Automatic data transmission to the Eco-Counter software
- Easy download as soon as the next day
- Data available for 15min period, 1 hour, day, week, month and quarter
- Measures the direction of travel (SR-520 Trail)

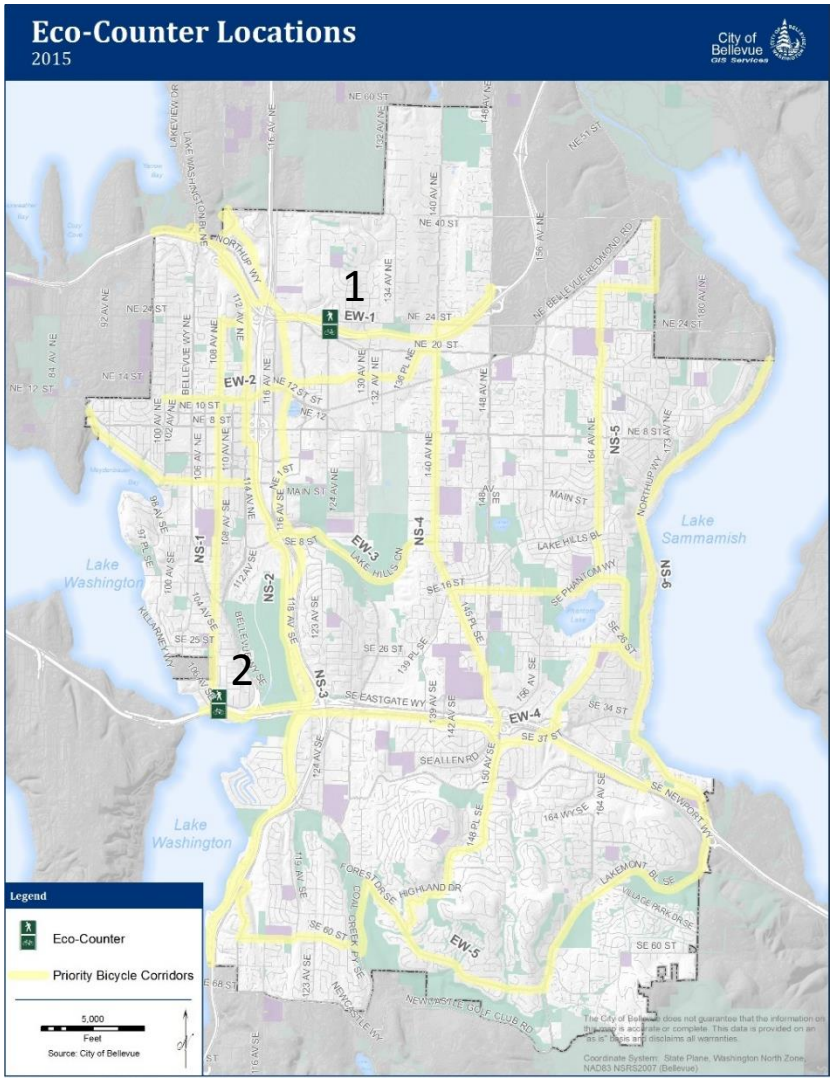


Eco-Counter Locations – SR 520 Trail

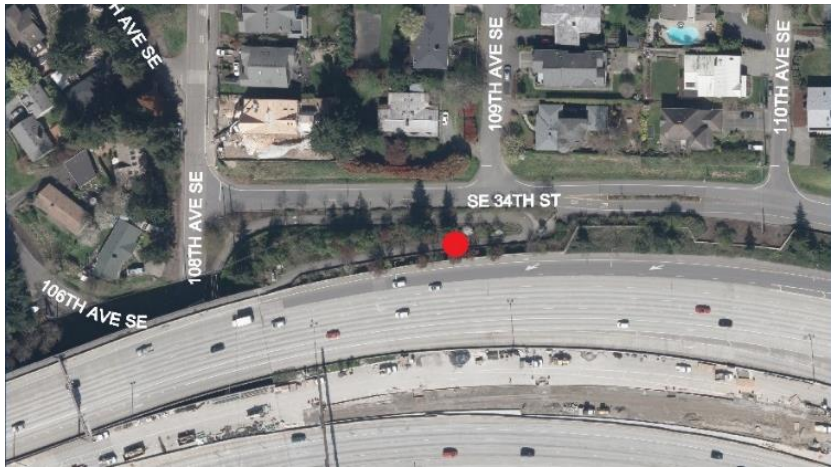
1. SR 520 Trail location south of NE 24th St

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Count Report



Eco-Counter Locations – I-90 Trail

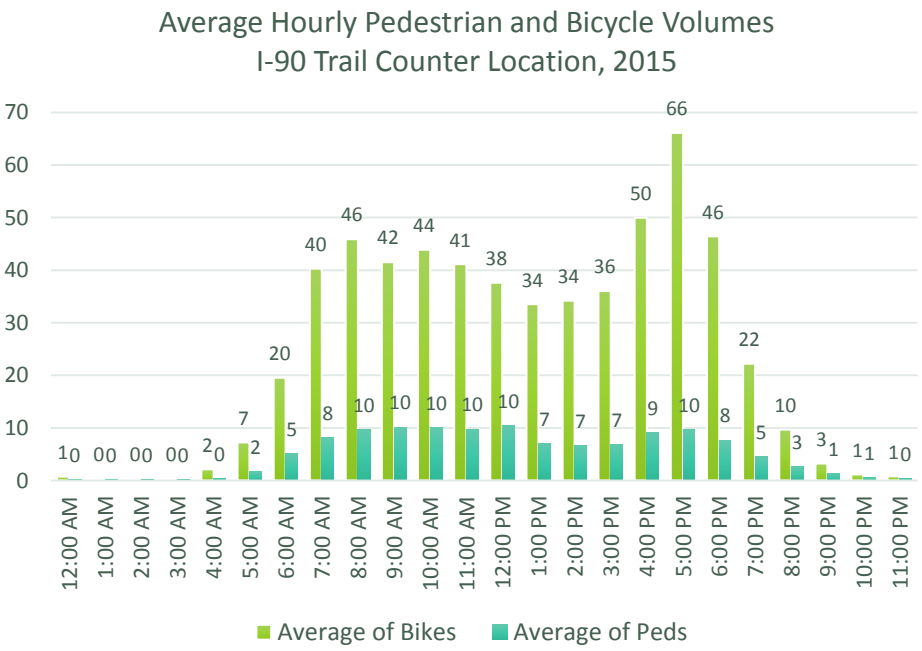


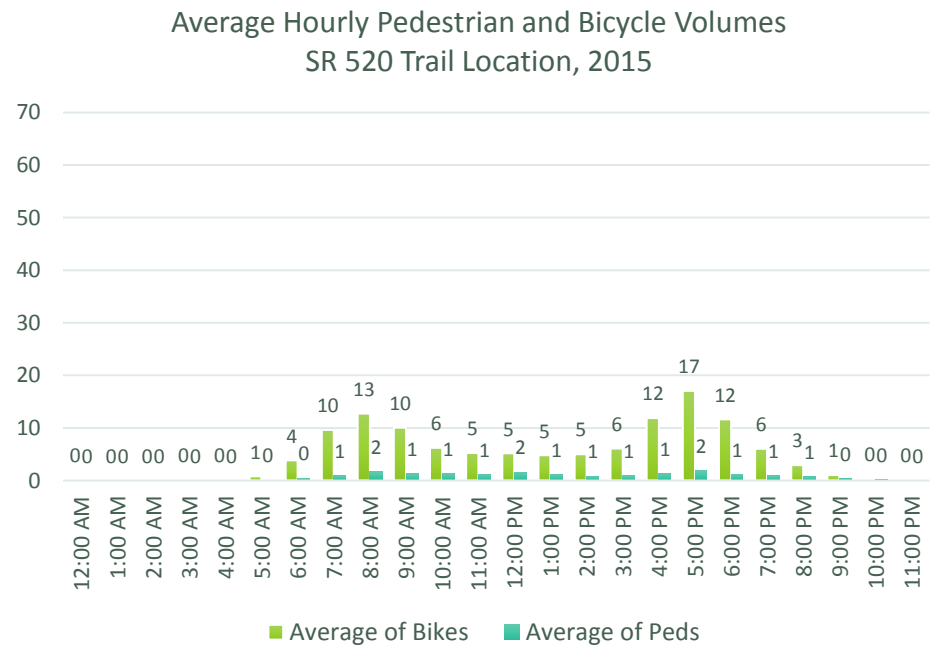
2. I-90 Trail location at SE 34th St & 109th Ave SE

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Count Report

Average Hourly Pedestrian and Bicycle Volumes
I-90 and SR 520 Trail Counter Locations

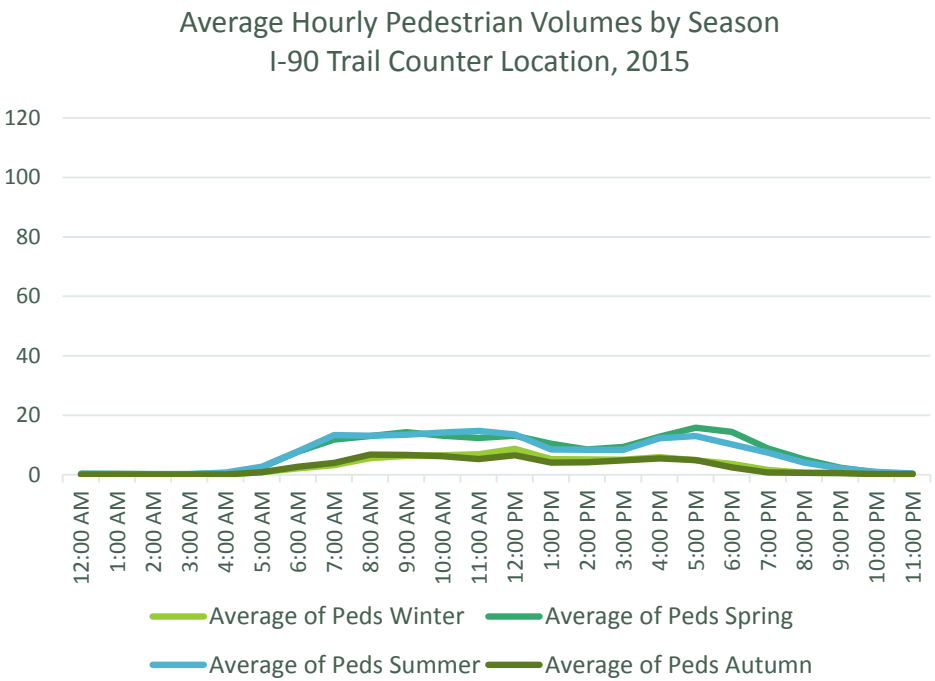


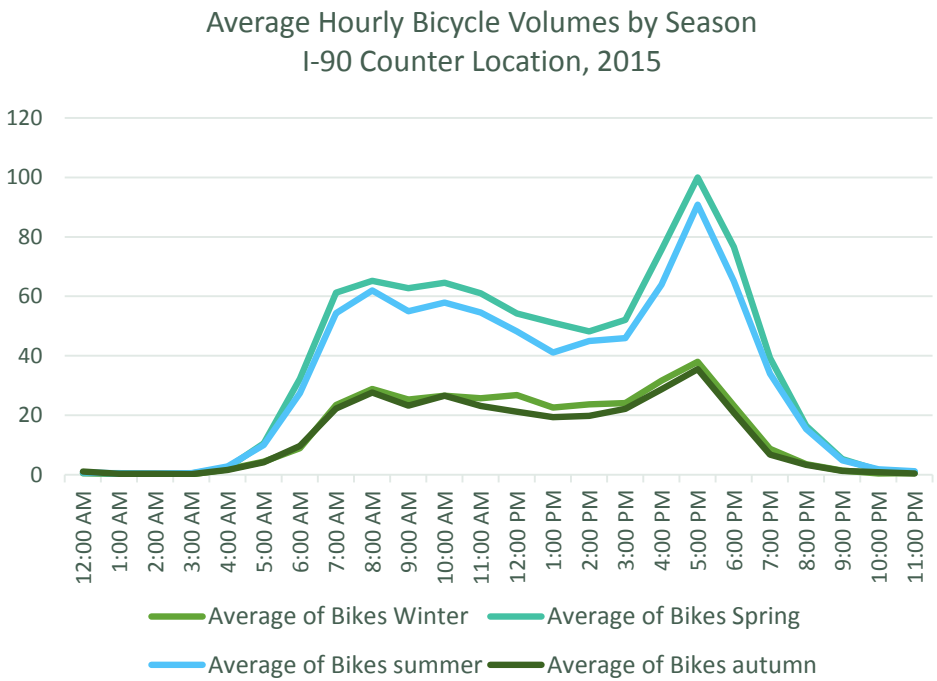


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Count Report

Average Hourly Pedestrian and Bicycle Volumes by Season
I-90 Trail Counter Location

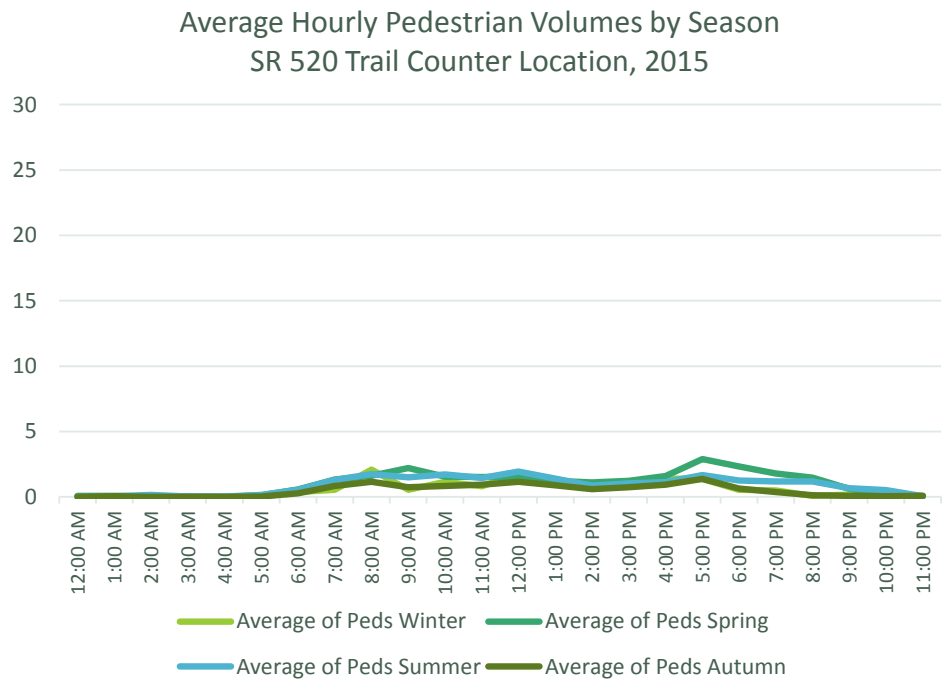


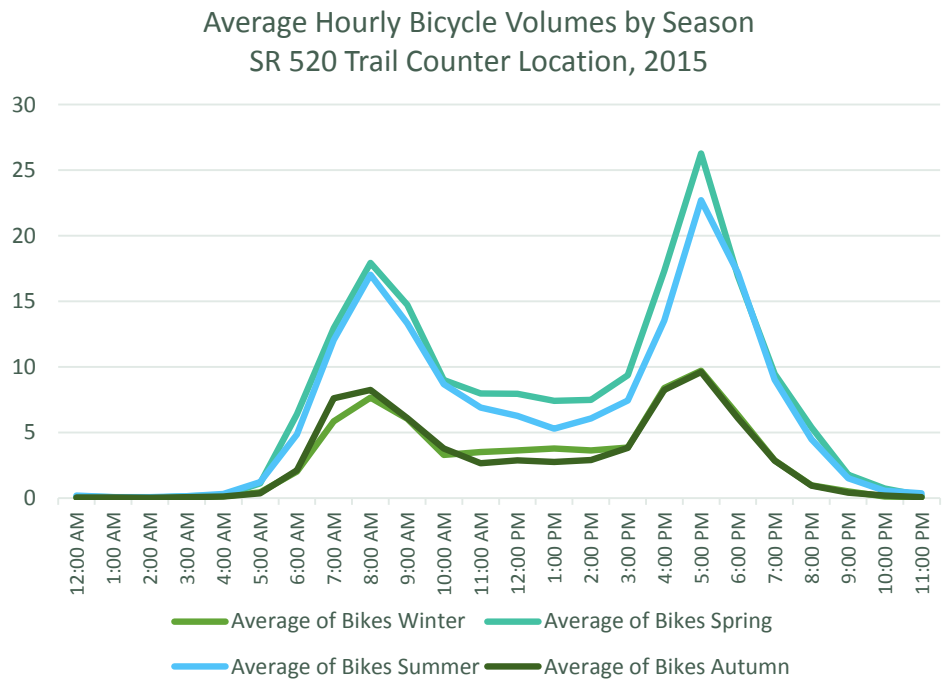


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Count Report

Average Hourly Pedestrian and Bicycle Volumes by Season
SR 520 Trail Counter Location

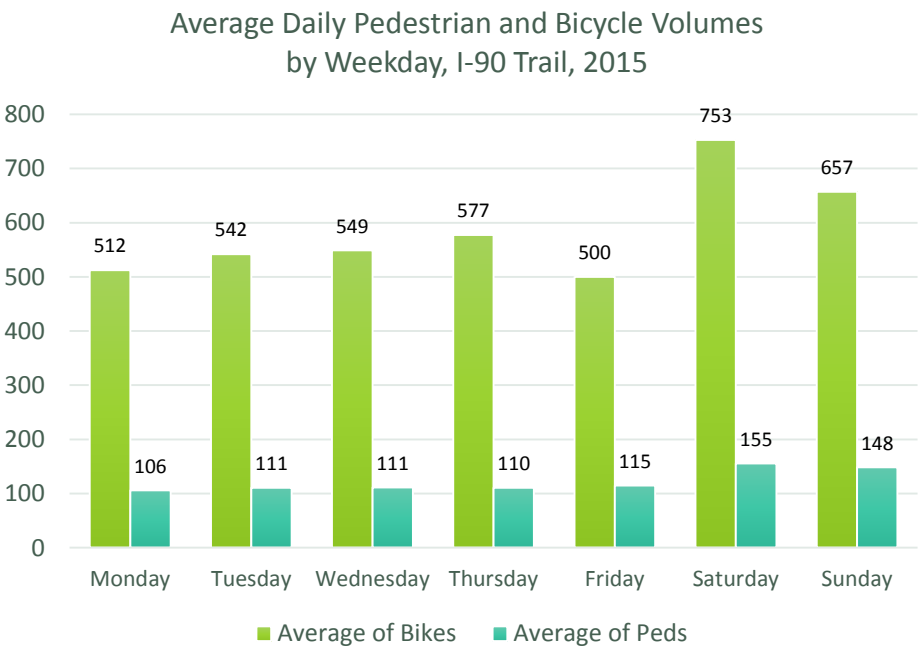


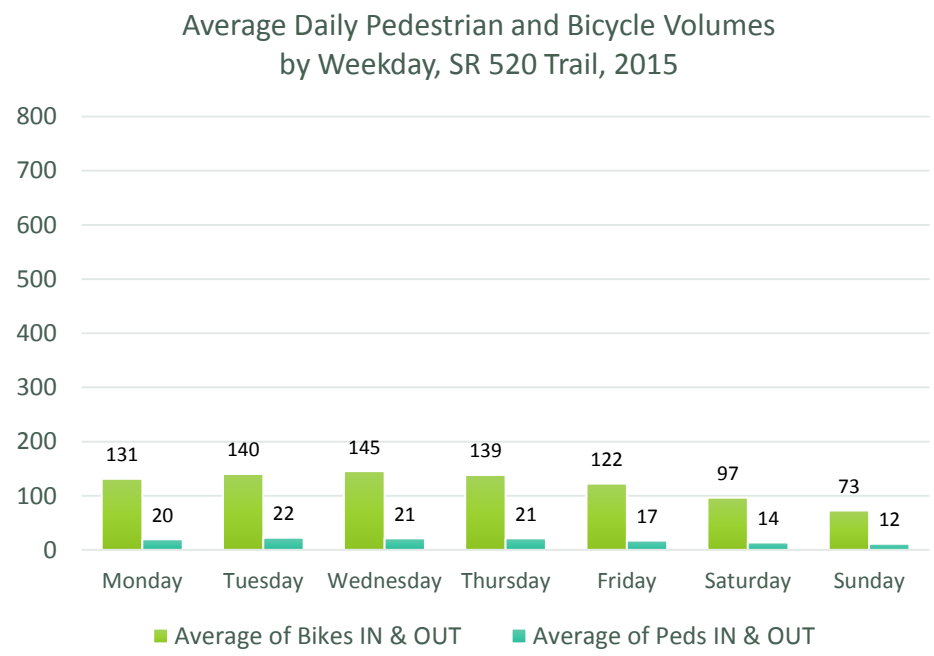


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Count Report

Average Daily Pedestrian and Bicycle Volumes by Weekday
I-90 Trail and SR 520 Trail Counter Locations

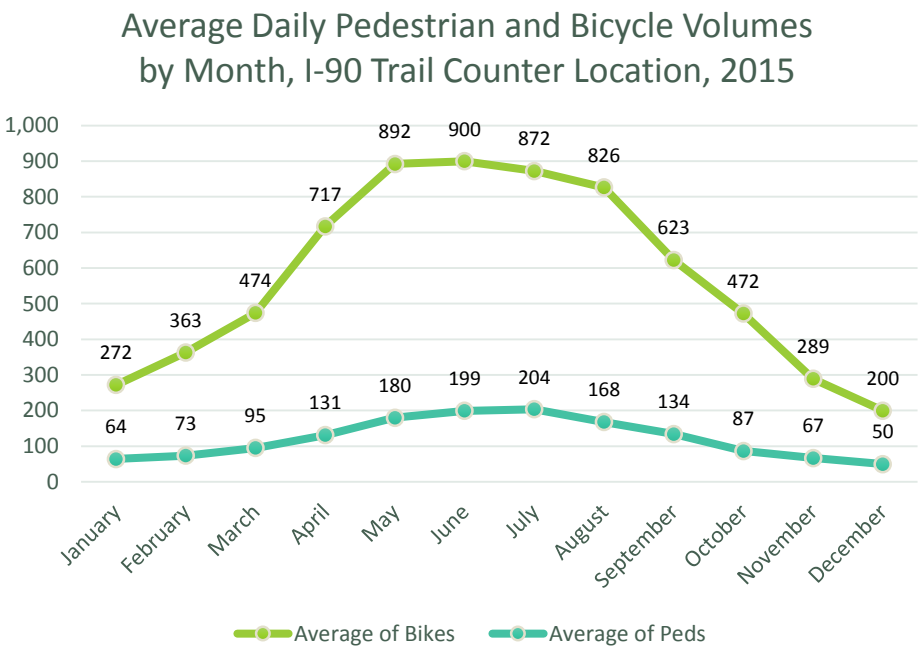


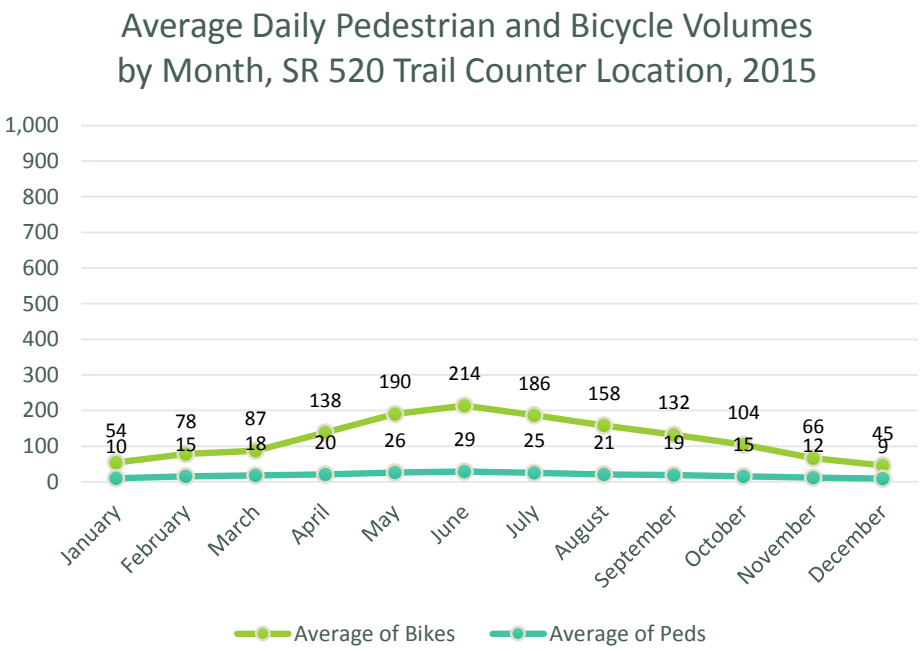


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Count Report

Average Daily Pedestrian and Bicycle Volumes by Month
I-90 Trail and SR 520 Trail Counter Locations





BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Count Report

Key Findings

- I-90 saw higher weekend activity while 520 saw higher weekday activity.
- Bicycle volumes were 4-5x higher than pedestrian volumes on I-90 and 6-7x higher on 520.
- Bicycle activity on both trails increased significantly during peak hours while pedestrian activity did not.
- More favorable weather conditions resulted in an increase in both bicycle and pedestrian activity.

Conclusions and Next Steps

- Once the 520 trail is completed and extends to Seattle, trends in bicycle and pedestrian activity will likely change significantly.
- Bicycle activity is consistently higher than pedestrian activity, most likely due to the length of the trails and their accessibility to major destinations.
- The City is planning on installing more Eco-Counters along the Priority Bicycle Corridors and other key locations.
- The data collected this year will provide a baseline for next year's count report as the city continues to invest in more automated counter technology.
- Further analyses will include permanent on-street bike loop detectors that the city is installing at the signal with any new project.

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

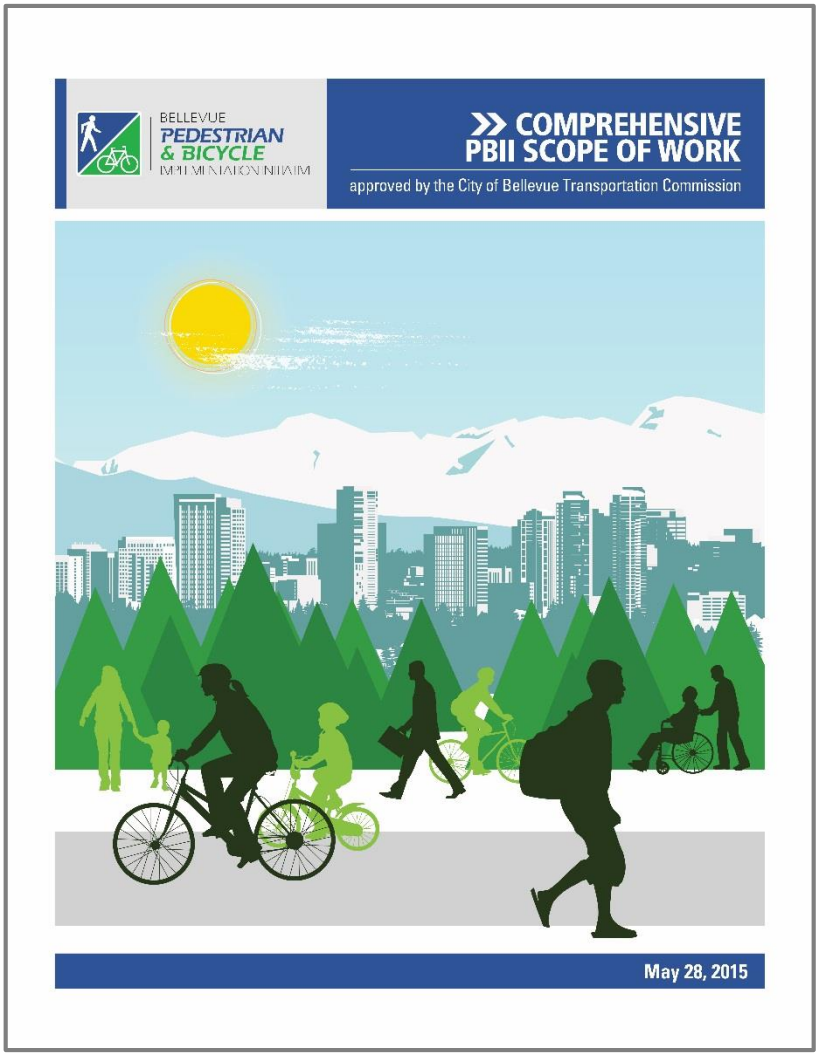
Community Engagement: Wikimap Online Surveys

Transportation Commission

October 13, 2016

Andreas Piller
Assistant Transportation Planner
City of Bellevue

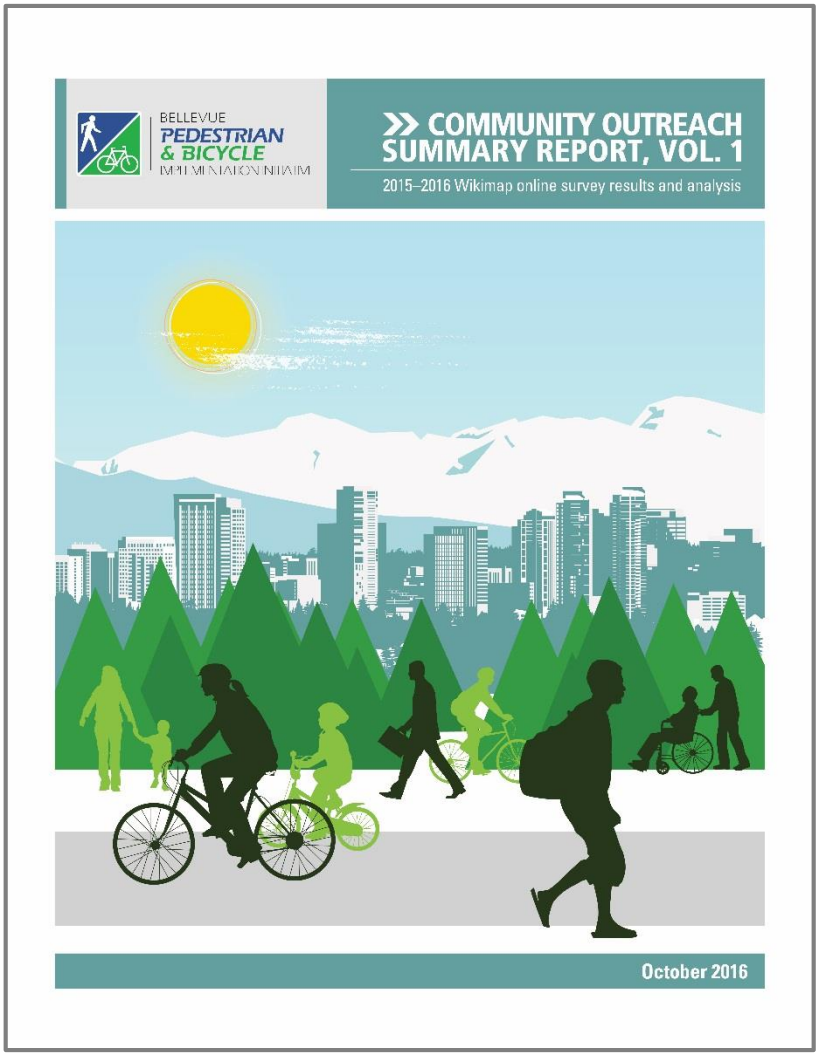
- **PBII Council Strategy:**
  - *Engages stakeholders at the earliest stages of scope development to ensure their input is included in project design.*
- **PBII Program Principle:**
  - *Engage community stakeholders in setting the priorities for investment in non-motorized facilities.*



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

PBII Community Engagement

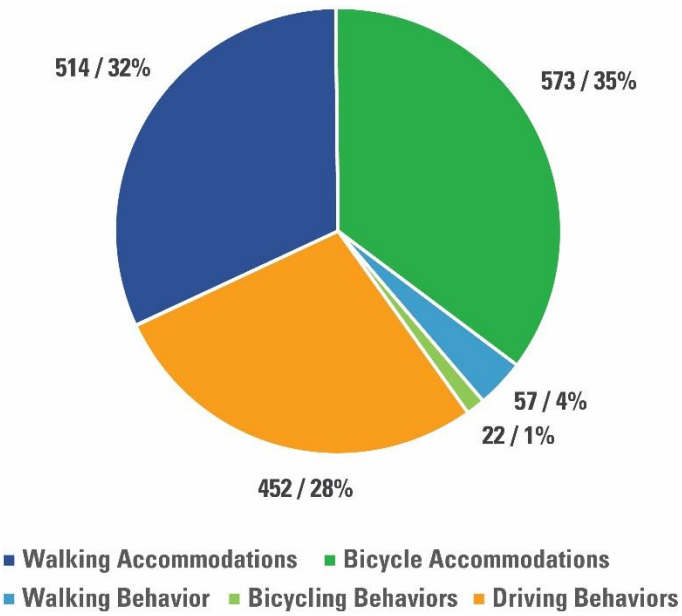
- **Wikimap 1**
  - *Identify walk/bike safety issues,*
  - *Report near misses,*
  - *Suggest preferred solutions*
- **Wikimap 2**
  - *Review and comment on BRIP project ideas*

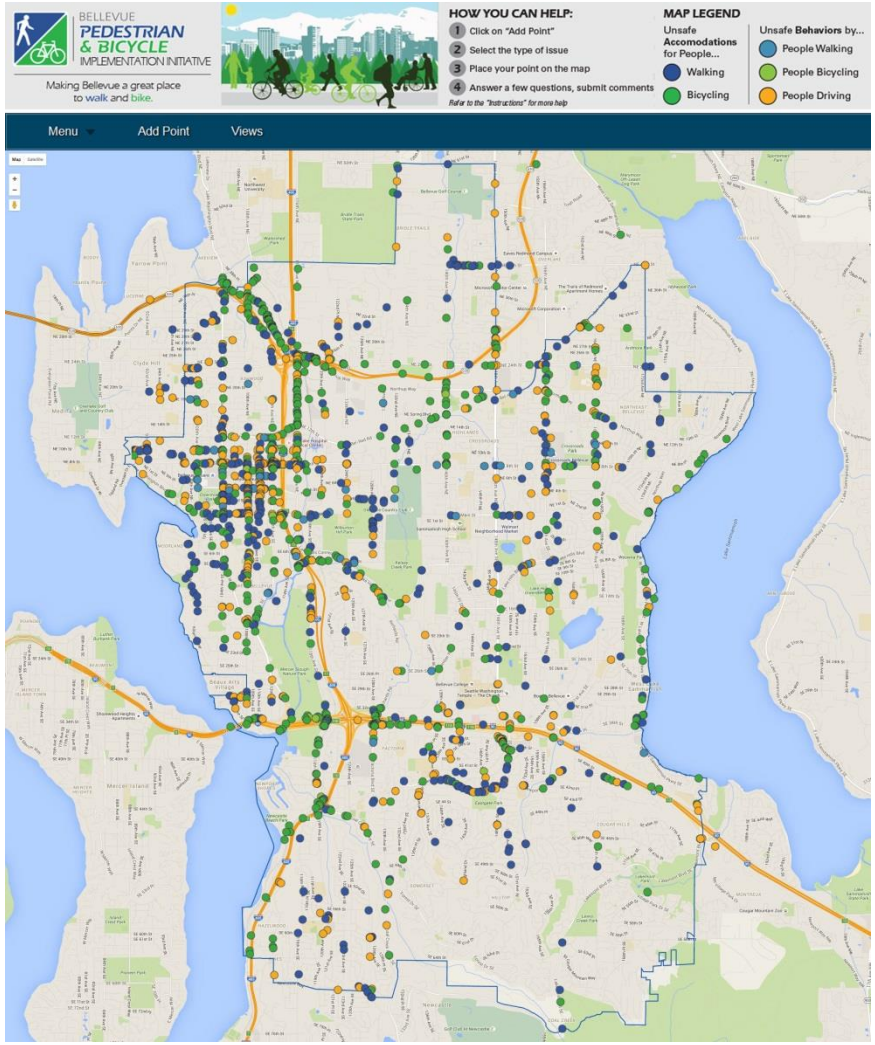


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

PBII Community Engagement

- Survey available online from August 26 – November 1, 2015
- 700+ respondents
- 1,600+ points

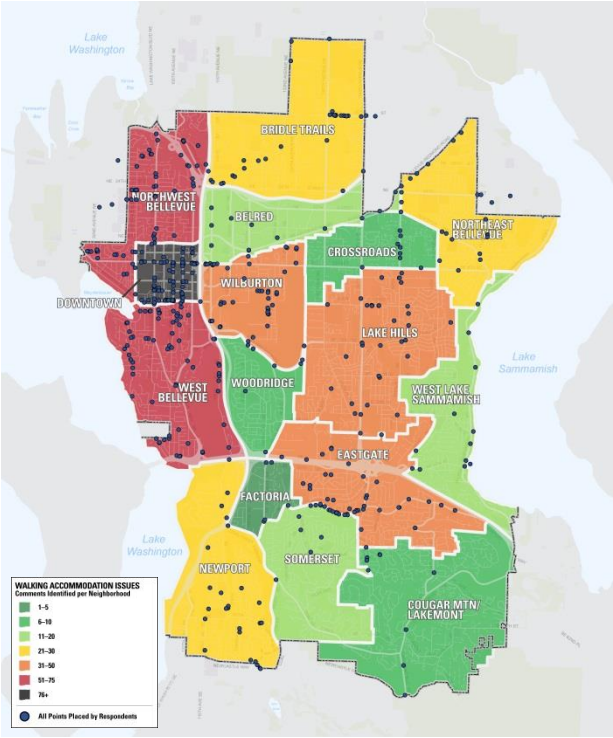




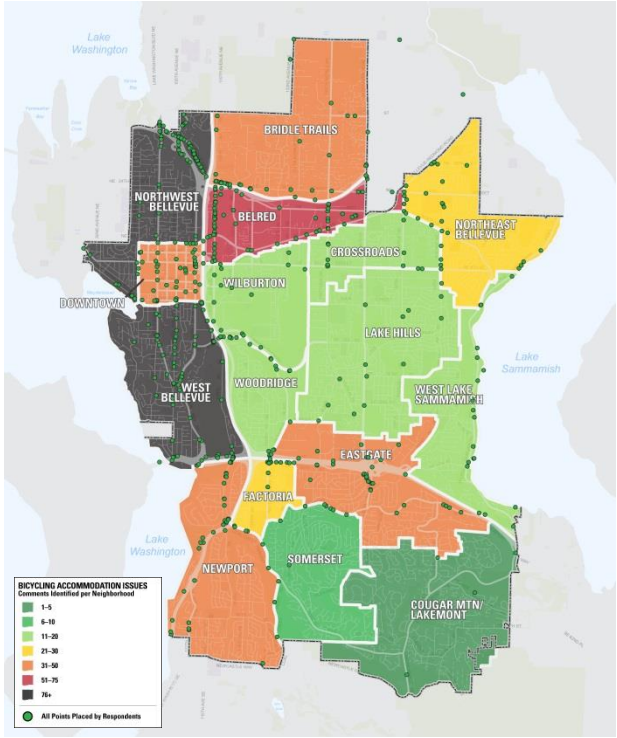
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap 1

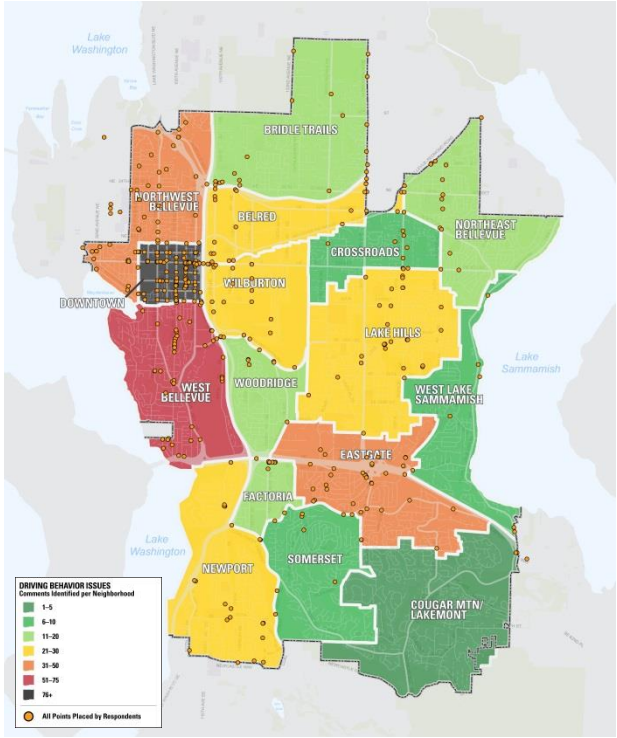
Walking Accommodation Issues



Bicycle Accommodation Issues



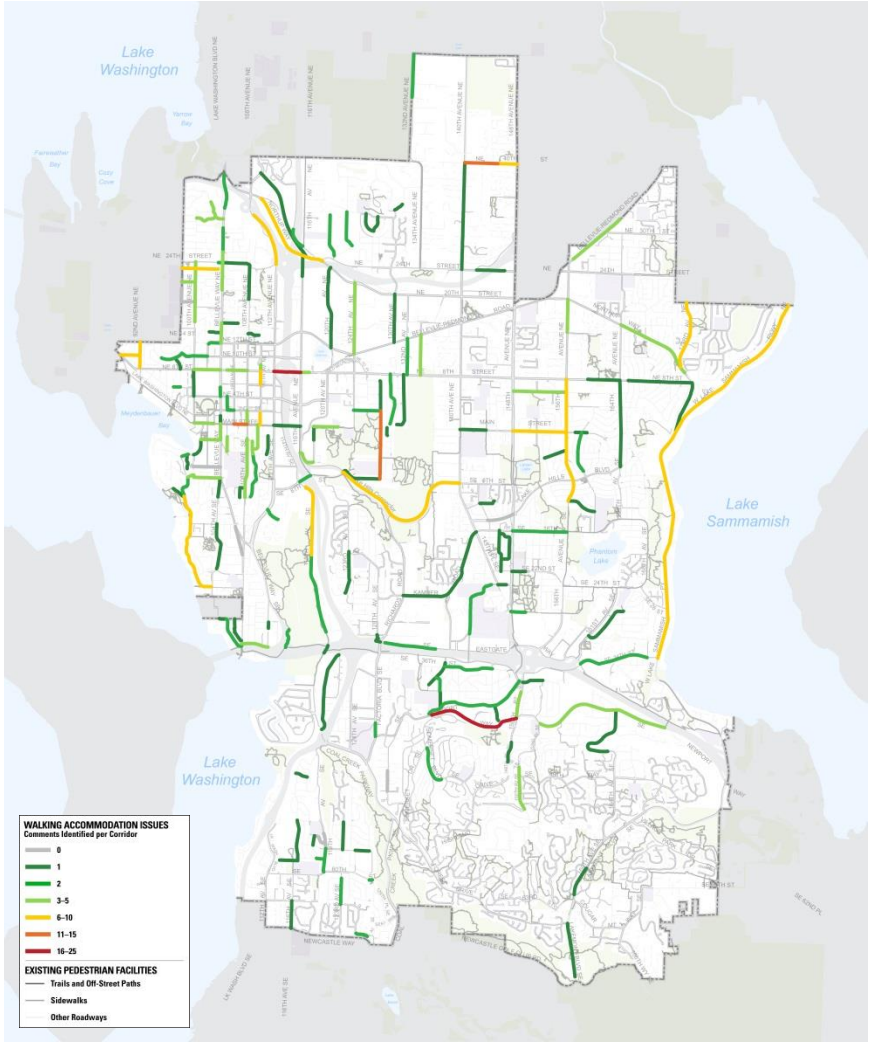
Driving Behavior Issues



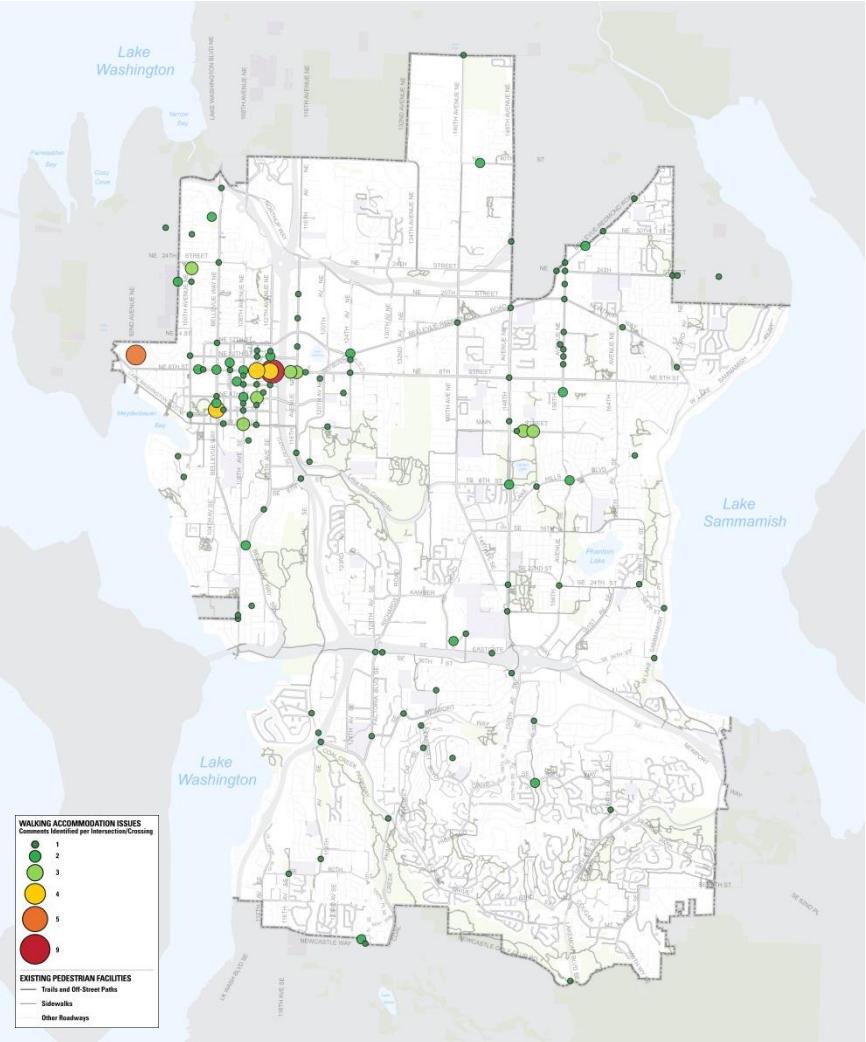
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Issue Points by Neighborhood

Issues along Corridors



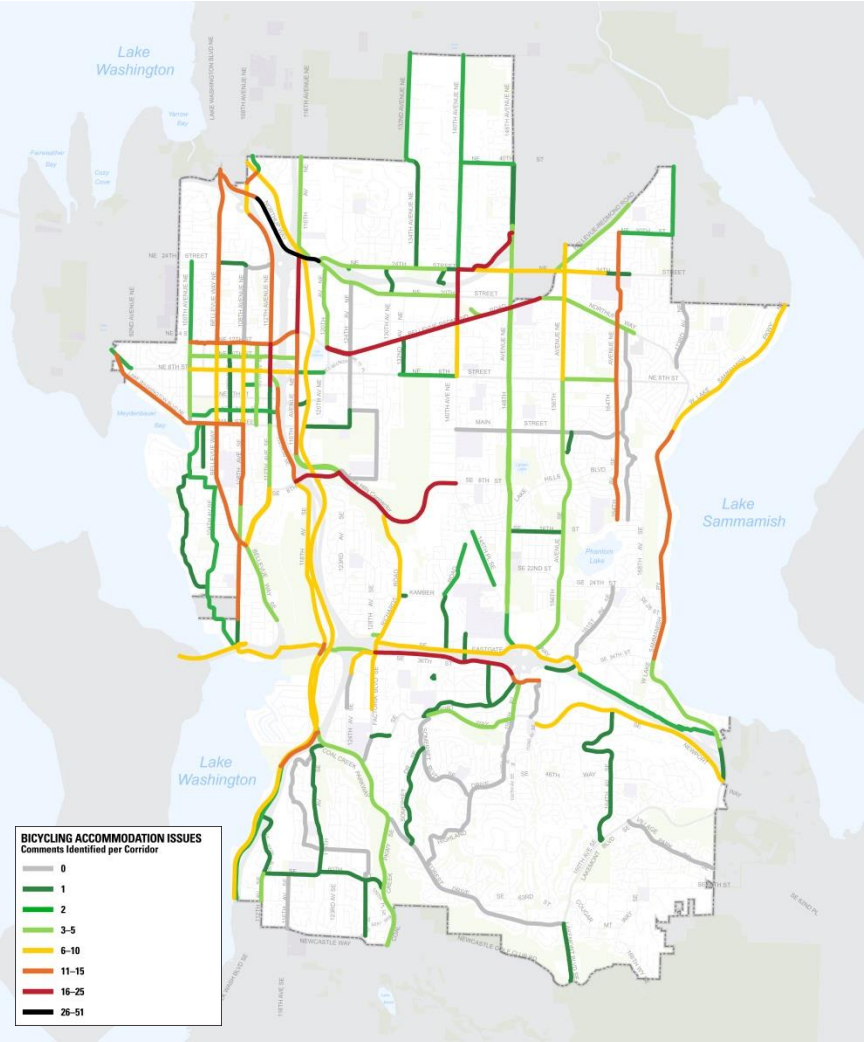
Issues at Intersections/Street Crossings



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Walking Accommodation Issues

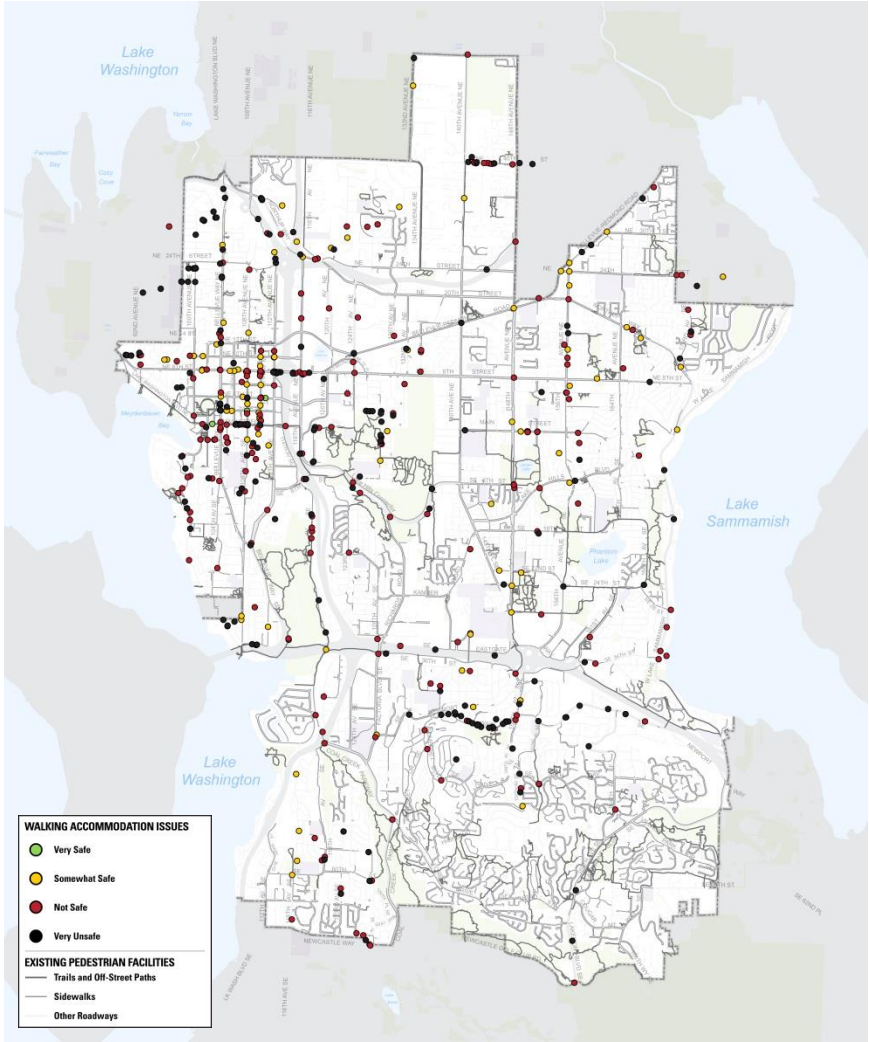
Issues along Corridors



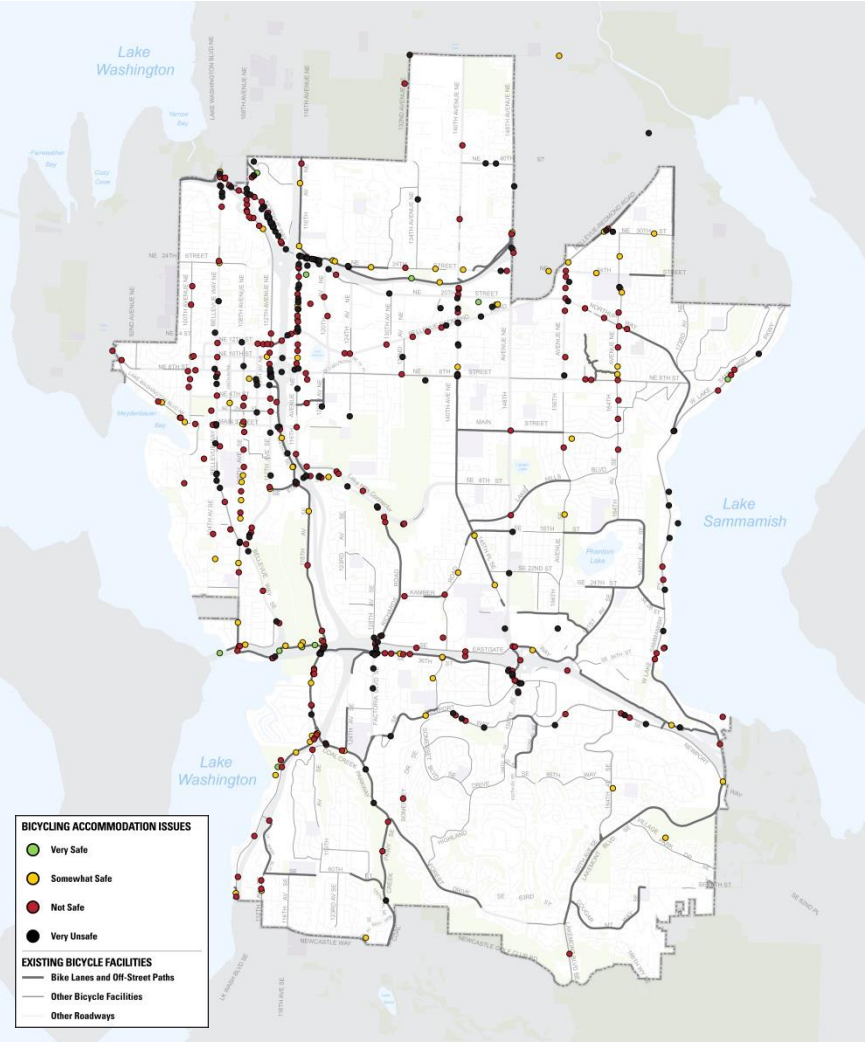
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Bicycling Accommodation Issues

Walking Accommodation Issues



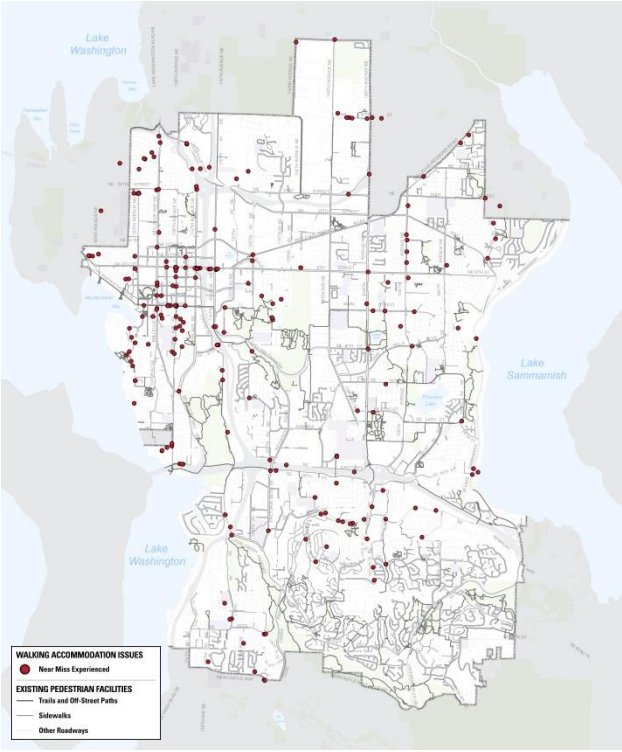
Bicycle Accommodation Issues



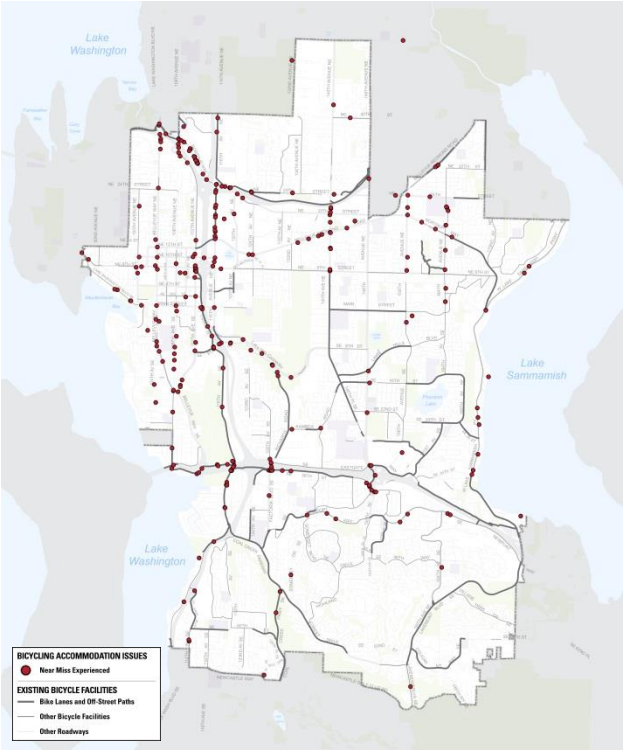
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Perceived Safety

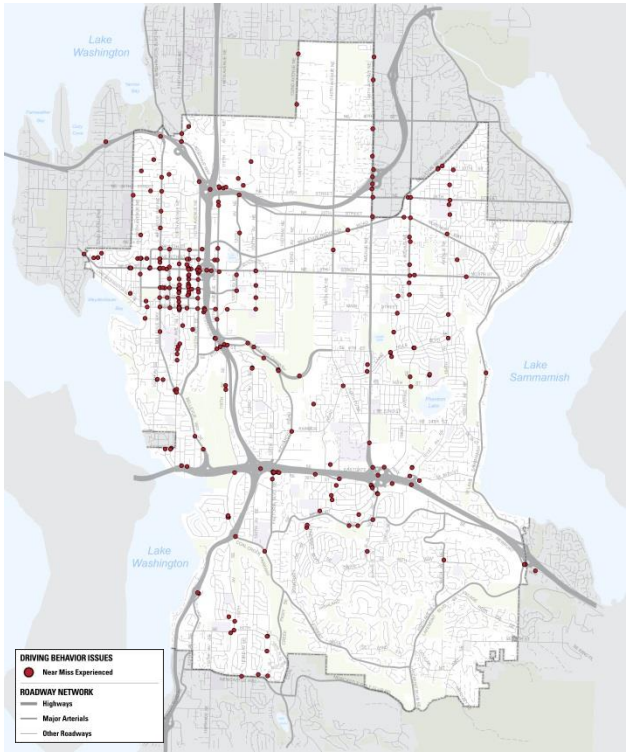
Walking Accommodation Issues



Bicycle Accommodation Issues



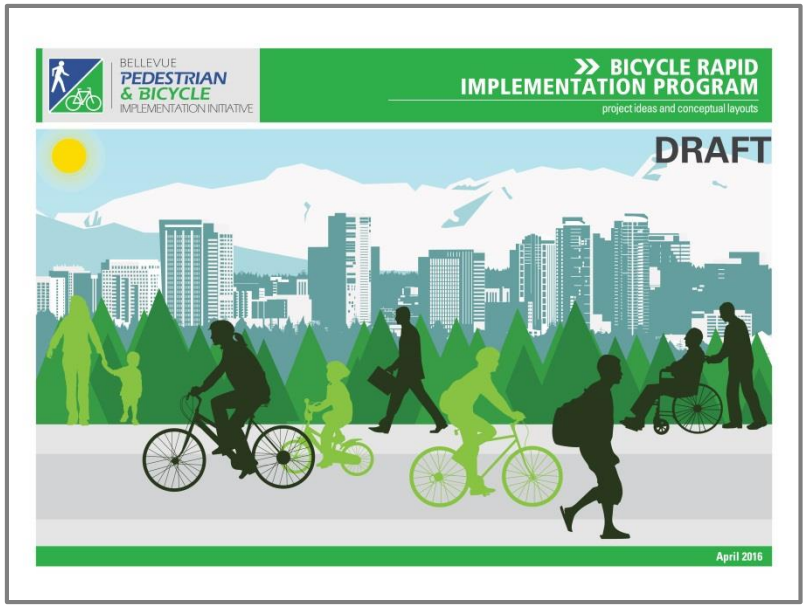
Driving Behavior Issues

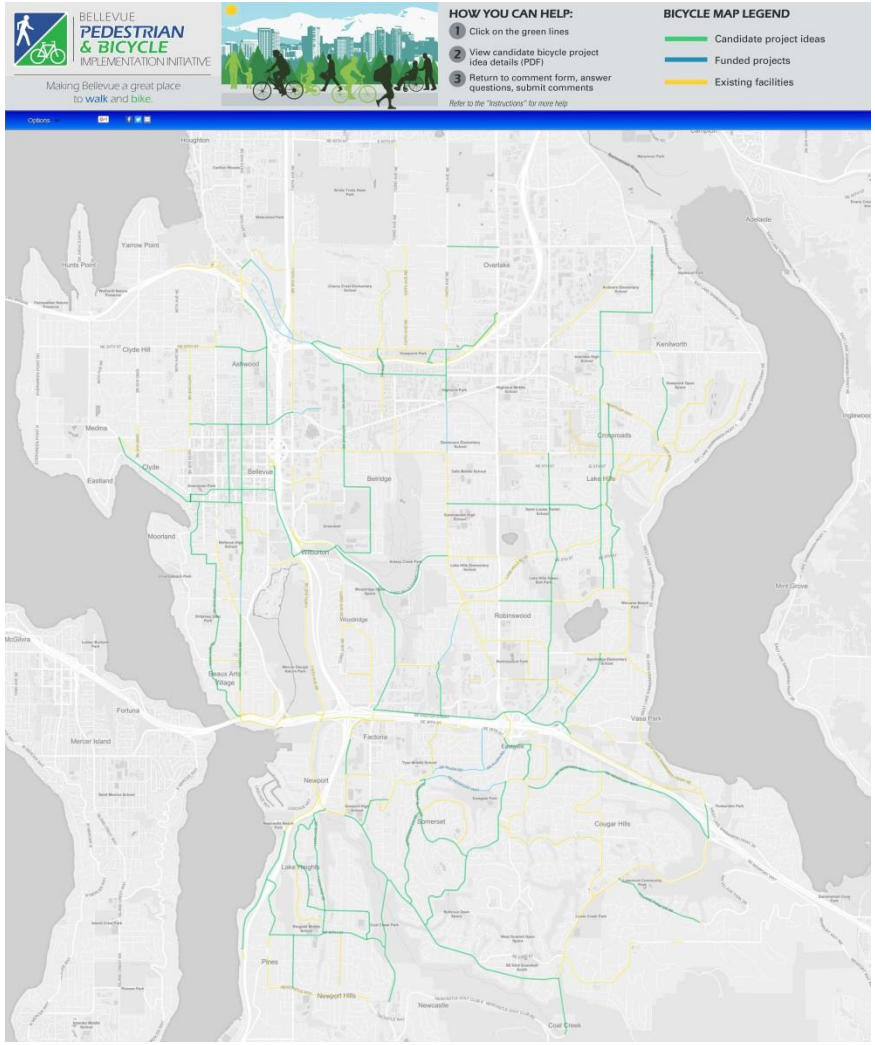


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Near Misses

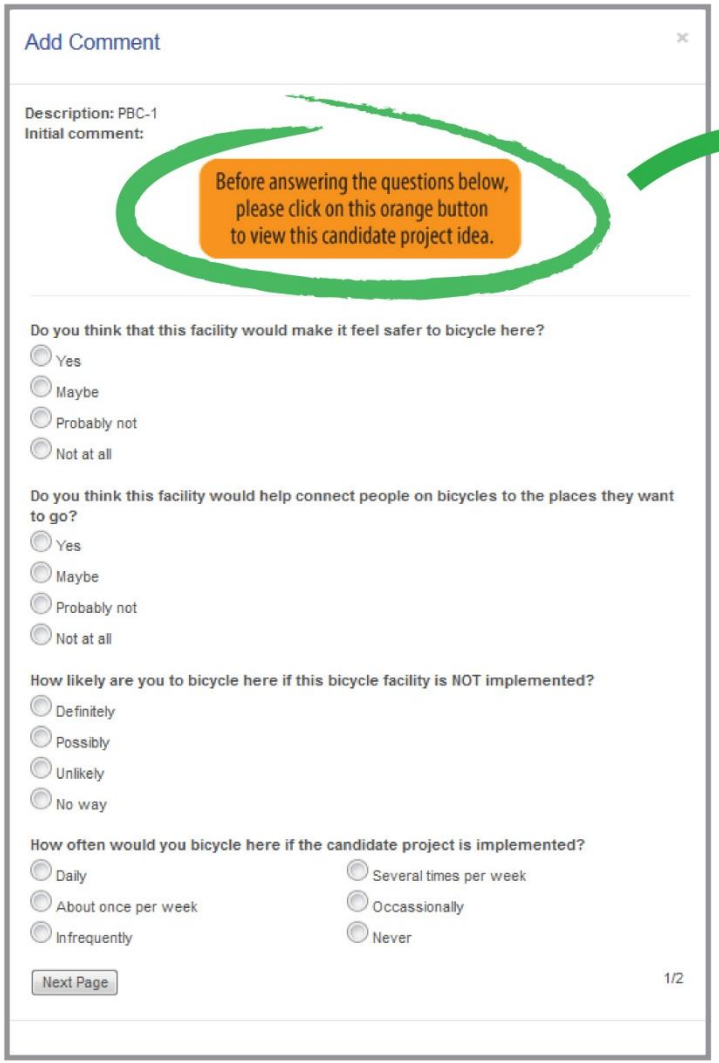
- Survey available online from March 15 – April 30, 2016
- 52 BRIP project ideas
- More than 500 responses
- Over 130+ respondents

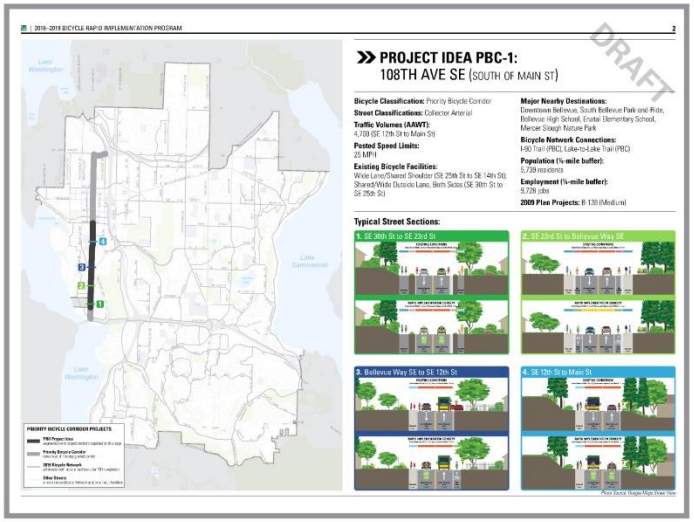


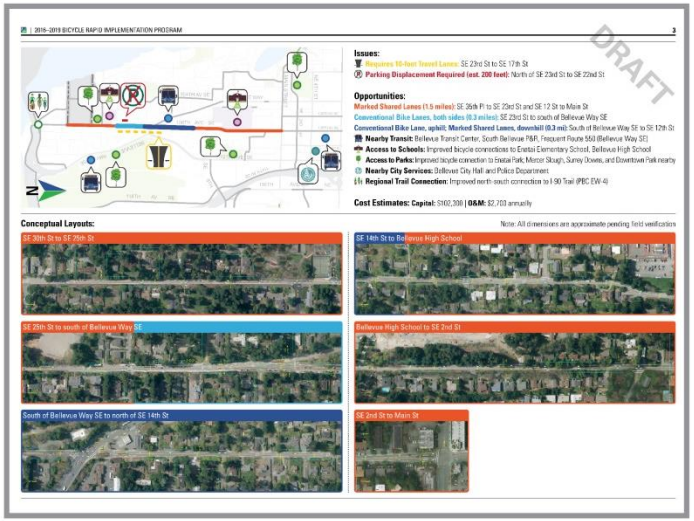


BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

Wikimap 2



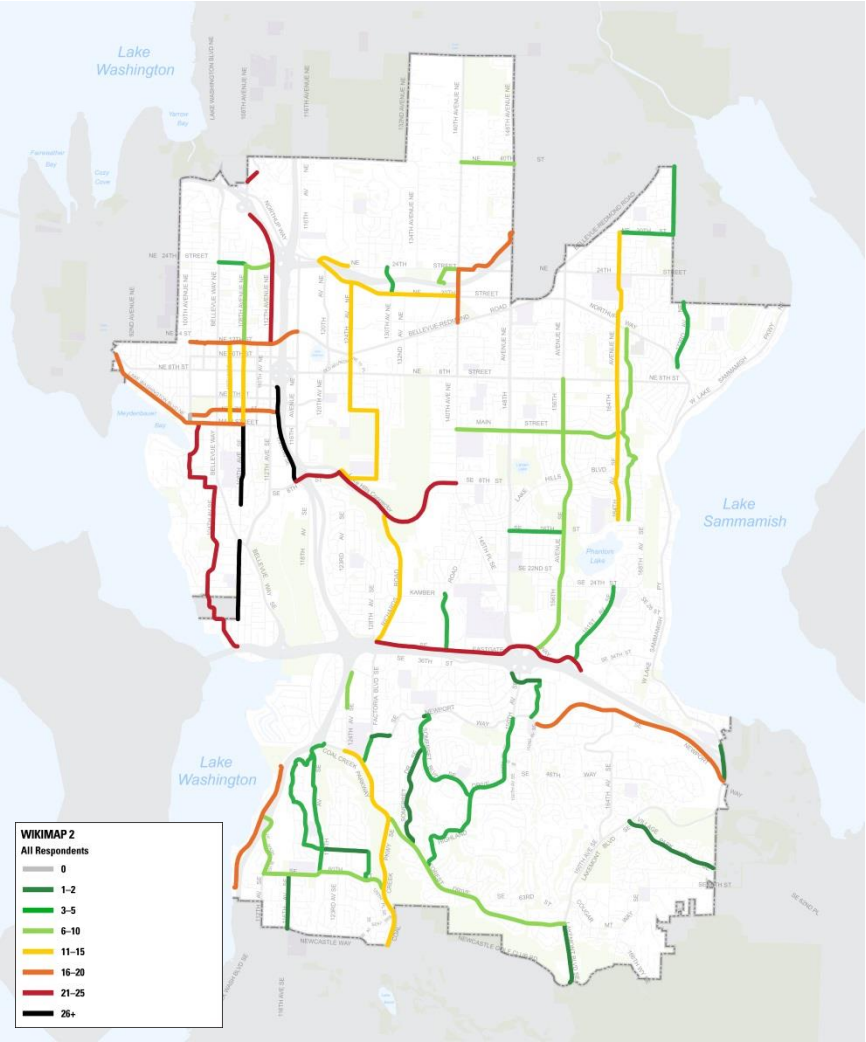




BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap 2 Format

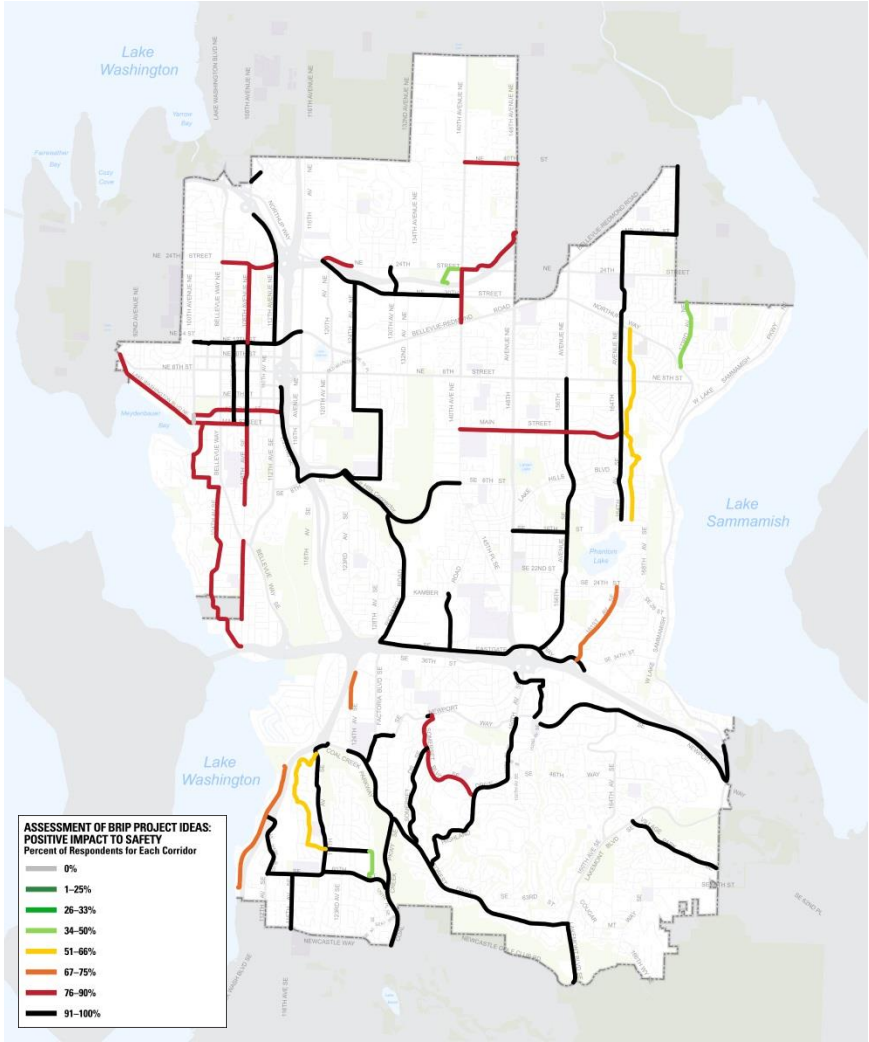
- Some general takeaways:
  - Highest interest in project ideas providing access to Downtown
  - I-90 corridor also notable
  - Little concern about on-street parking among respondents



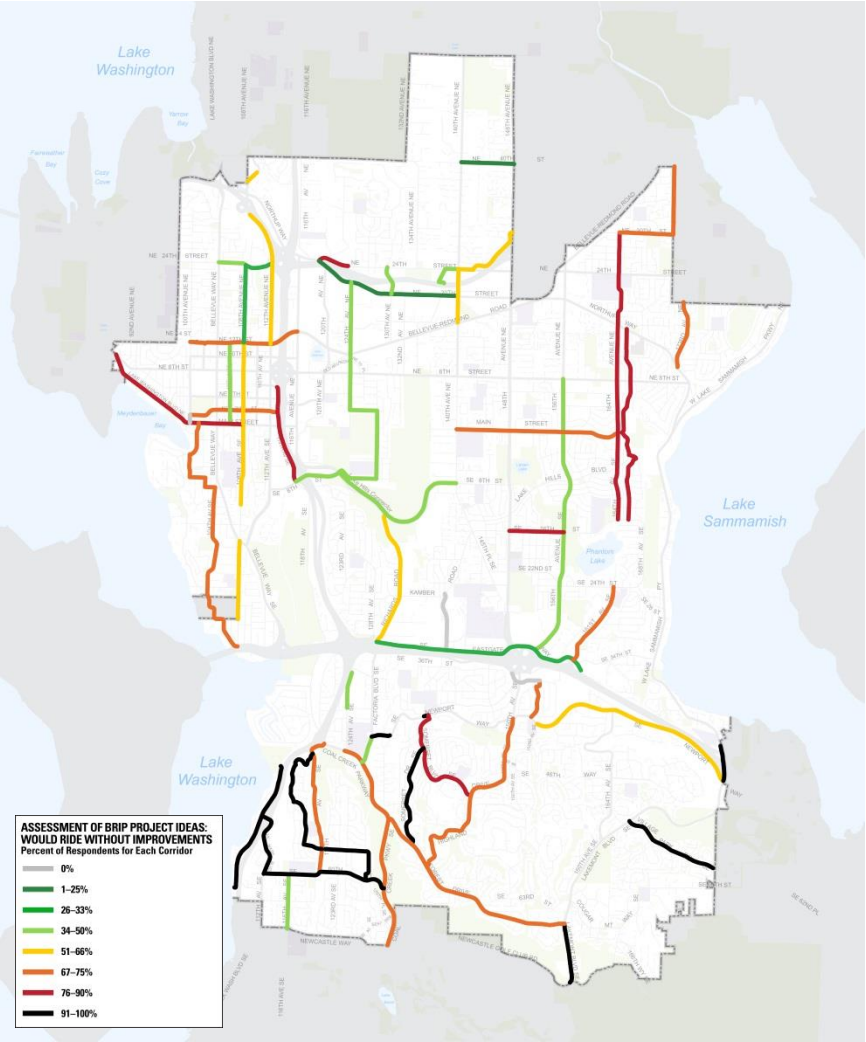
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap 2 Takeaways

Would project improve bicycle safety?



Would you ride here under existing conditions?



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Wikimap 2 Safety

- Review and refine project conceptual designs
- Develop BRIP project implementation strategy
- Coordinate with other programs to advance project delivery
  - Neighborhood Sidewalk Program
  - Neighborhood Traffic Safety
  - Overlay Program

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Next Steps

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

BELLEVUE
PEDESTRIAN
& BICYCLE
IMPLEMENTATION INITIATIVE

For Additional Information

1. The Big Jump Application (Fall 2016)
2. PSRC Access to Transit Study (Fall 2016)
3. Vision Zero Story Map (Fall 2016)
4. 2015 Pedestrian and Bicycle Count Report (Fall 2016)
5. (T) BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
6. 2006-2015 Pedestrian and Bicycle Crash Analysis Report (Winter 2016)
7. Count Program Tech Memo & Potential Story Map (Winter 2016)
8. (T) BikeShare Feasibility Study – (Spring 2017)
9. (T) Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. (T) Performance Management Strategy (TBD)
13. (T) Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
14. (T) Vision Zero Action Plan (TBD)

(T) ***Transportation Commission Discussion/Action***

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Timeline (Questions/Discussion)