



Bellevue Pedestrian & Bicycle Implementation Initiative

**Bellevue Downtown Association
Board of Directors**

October 20, 2015

Dave Berg, Director
Paula Stevens, Assistant Director
Franz Loewenherz, Senior Planner
Transportation Department
City of Bellevue



Agenda:

- 1) *PBII Overview*
- 2) *PBII Status Report*
- 3) *BDA Board Engagement*
- 4) *Next Steps*





2009

city of bellevue
pedestrian & bicycle
transportation plan report



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

Ordinance No. 5861 (2/17/2009)



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2009 Pedestrian & Bicycle Plan



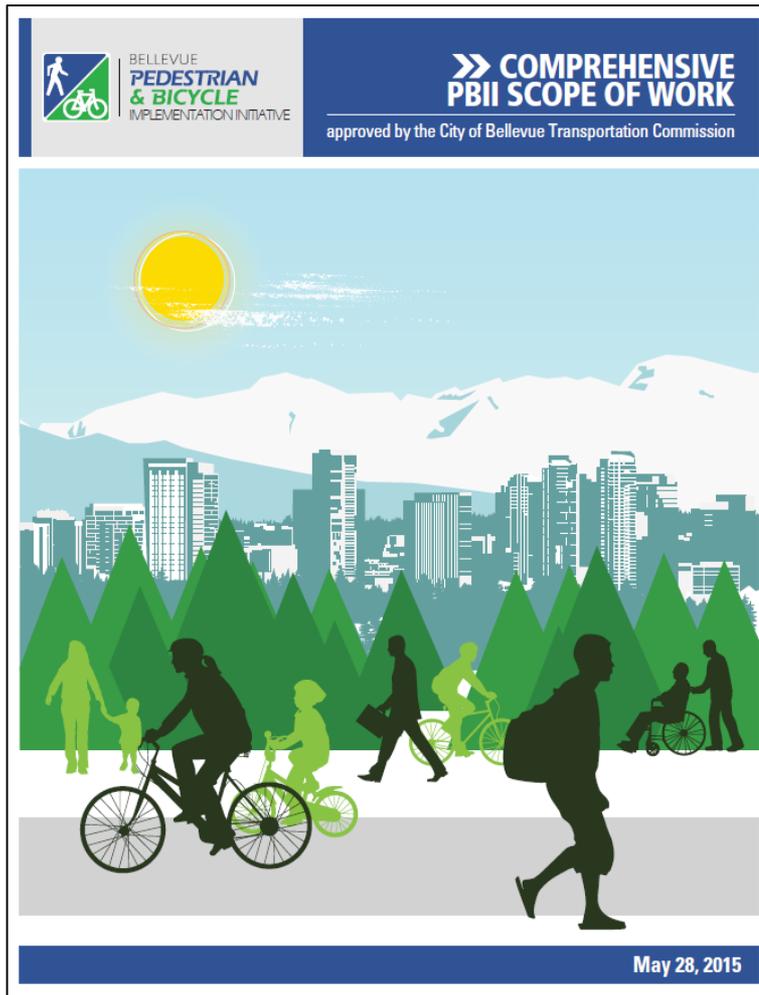
Bellevue, WA

SILVER LEVEL WALK-FRIENDLY Fall 2014

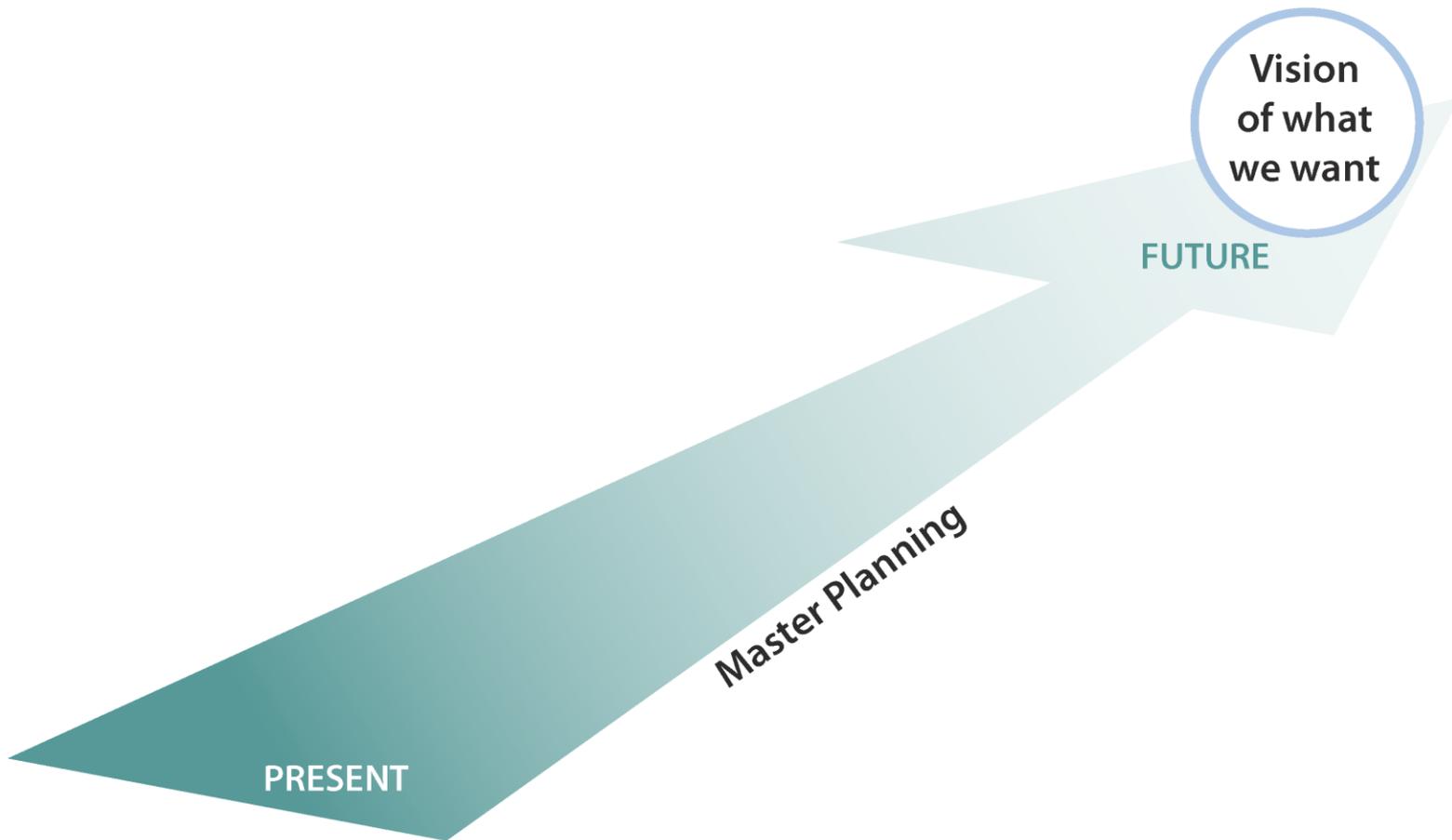
BRONZE LEVEL BIKE-FRIENDLY Spring 2015

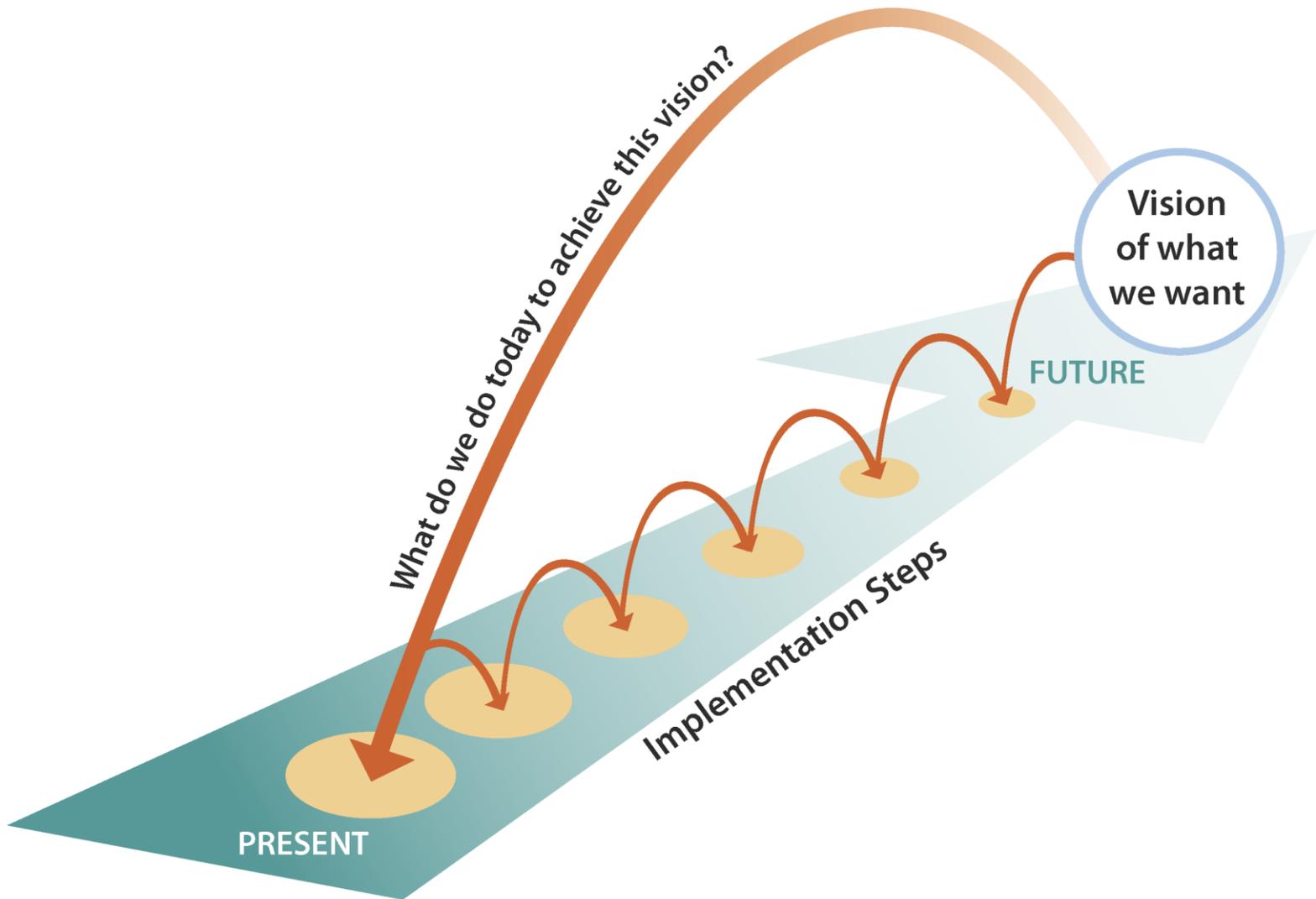


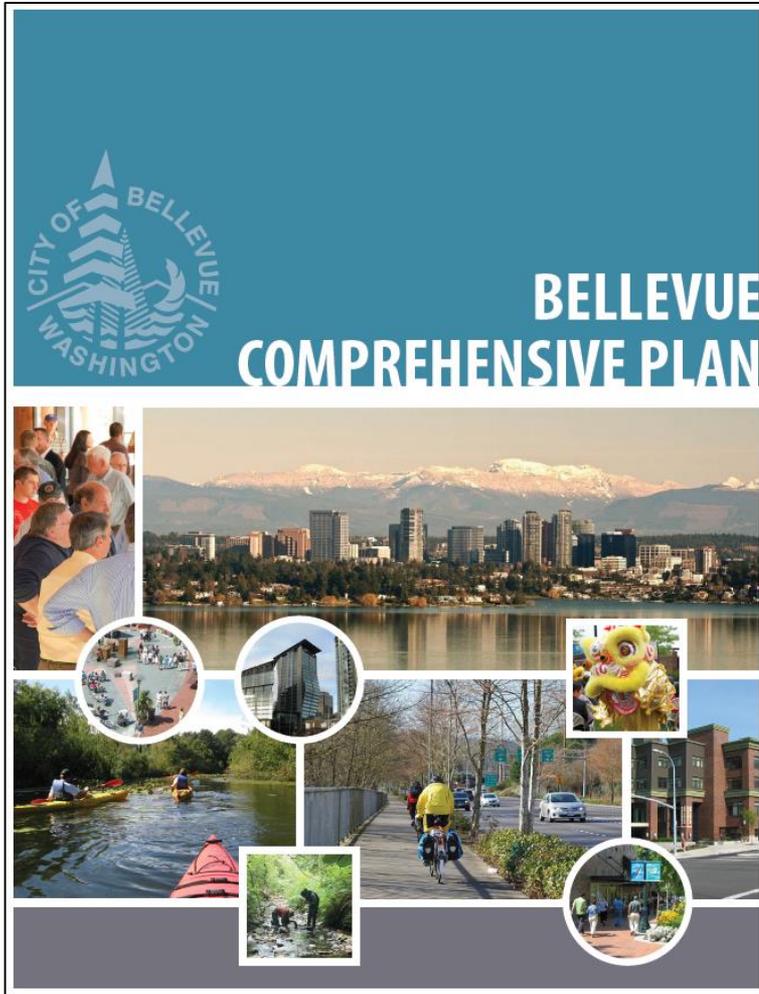
Council support for a unified and recognizable strategy that:



- 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

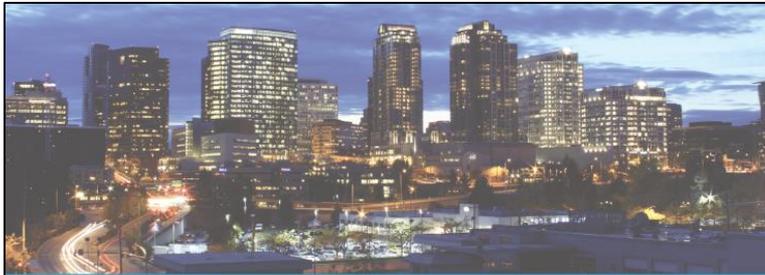






“Building and maintaining a seamless network of walkways, bikeways, and off-street trails requires a coordinated effort that is documented in the Pedestrian and Bicycle Transportation Plan and the Pedestrian and Bicycle Implementation Initiative.”

- Transportation Element



City of Bellevue

Downtown Transportation Plan

Transportation Commission Recommendation

October 2013

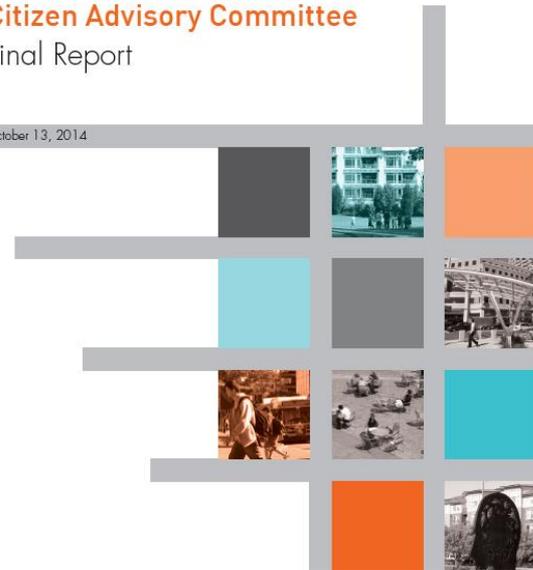


Downtown Livability Initiative

Citizen Advisory Committee

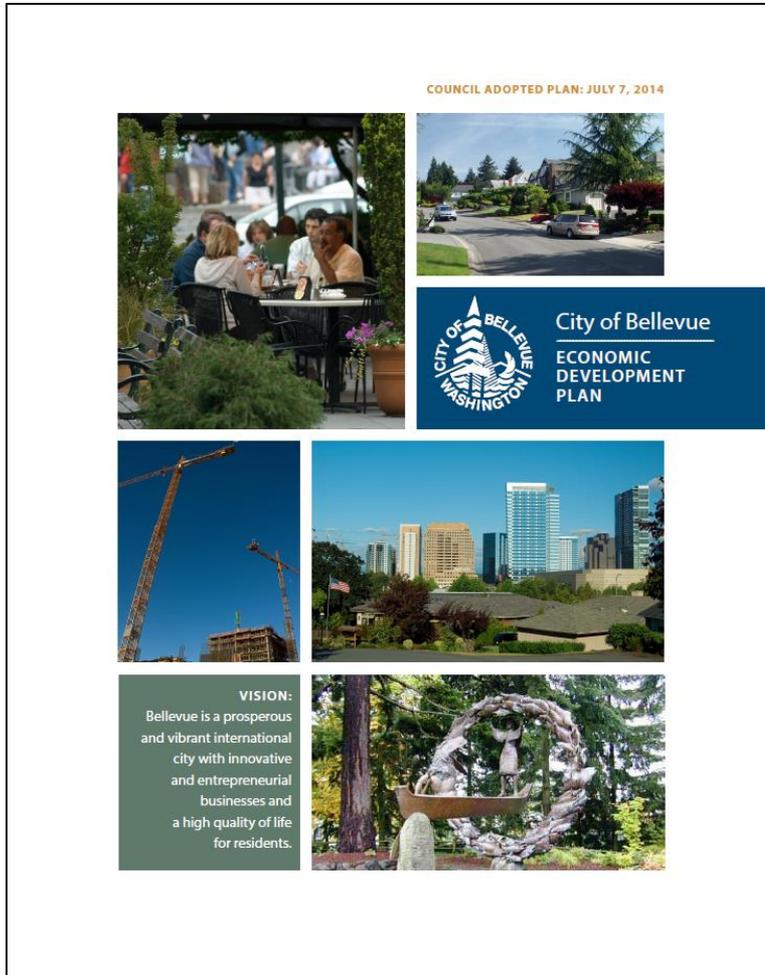
Final Report

October 13, 2014



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Mobility Options Support Livability



“Many stakeholders highlighted transportation as Bellevue’s largest challenge. The City should provide leadership around transportation investments (at local and regional levels), including a multi-modal system that works together (roads, transit, rail, biking, and pedestrian corridors).”

Safer People, Safer Streets:

Summary of U.S. Department of
Transportation Action Plan to Increase
Walking and Biking and Reduce
Pedestrian and Bicyclist Fatalities

September 2014



1. Take a Complete Streets approach
2. Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities and those using assistive mobility devices
3. Gather and track biking and walking data
4. Use designs that are appropriate to the context of the street and its uses
5. Take advantage of opportunities to create and complete pedestrian and bicycle networks through maintenance
6. Improve walking and biking safety laws and regulations
7. Educate and enforce proper road use behavior by all

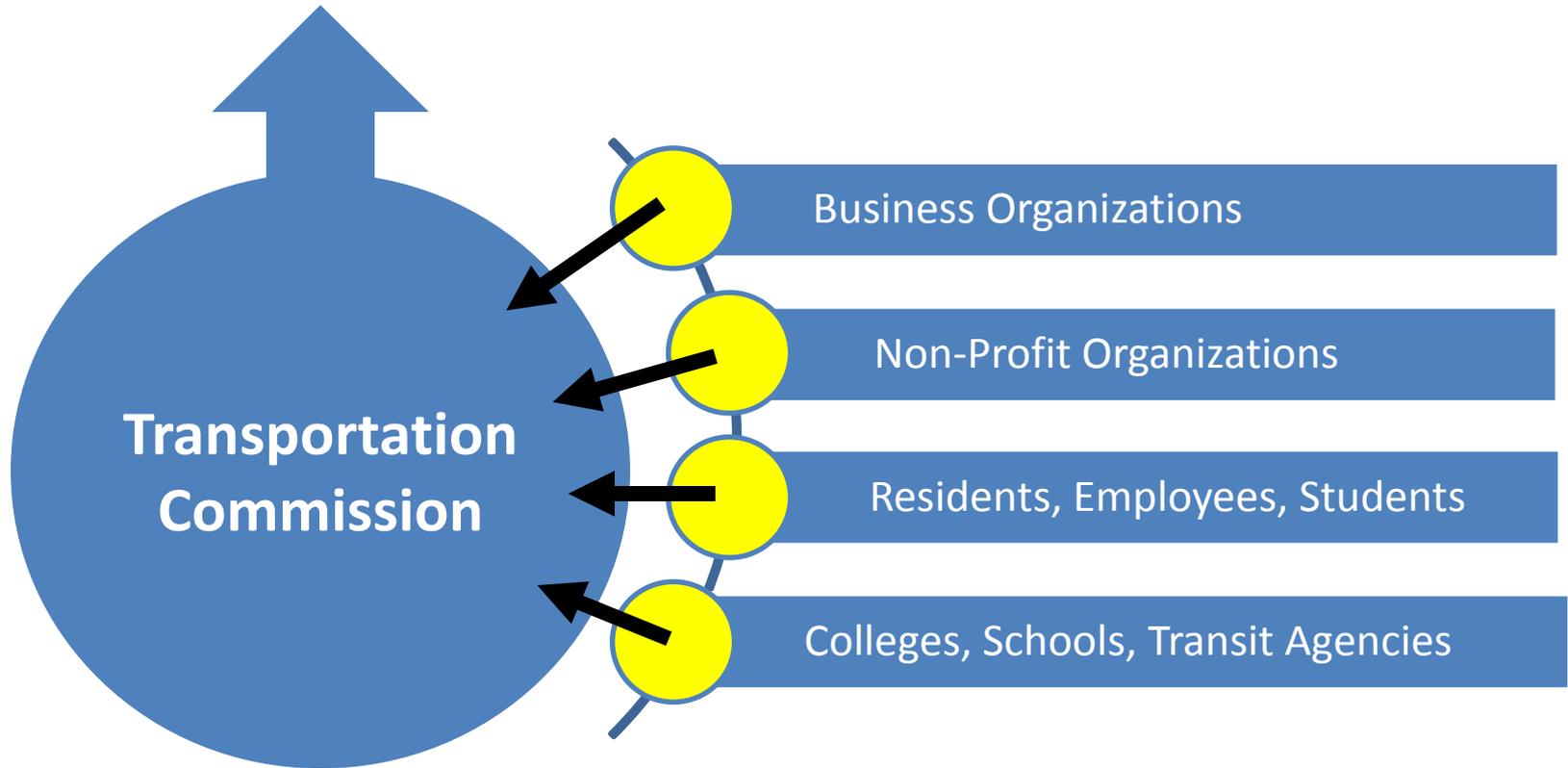


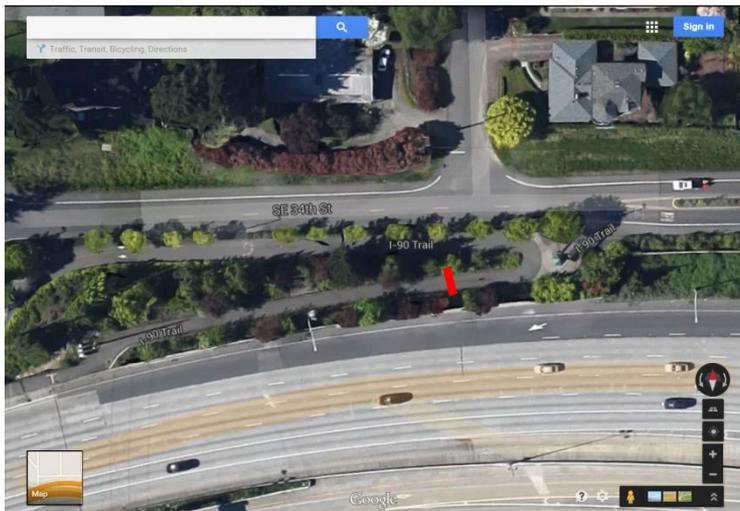
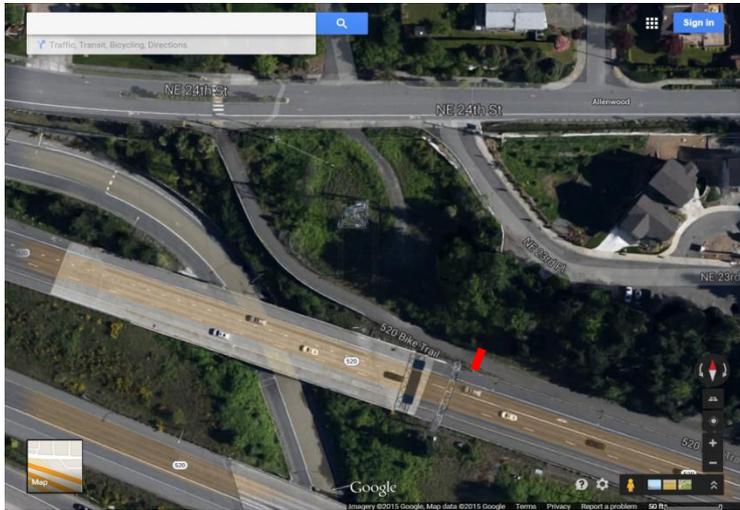
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USDOT “Mayor’s Challenge”

- 1. Ped-Bike Safety Assessment Report (2016)**
- 2. Bicycle Priority Corridor Design Report (2016)**
- 3. Transit Master Plan Integration Report (2015)**
- 4. Implementation/Funding Strategy Report (2016)**
- 5. Count Technology Report (2015)**
- 6. Bike-Share Implementation Report (2015)**
- 7. Performance Management Report (2016)**

Bellevue City Council





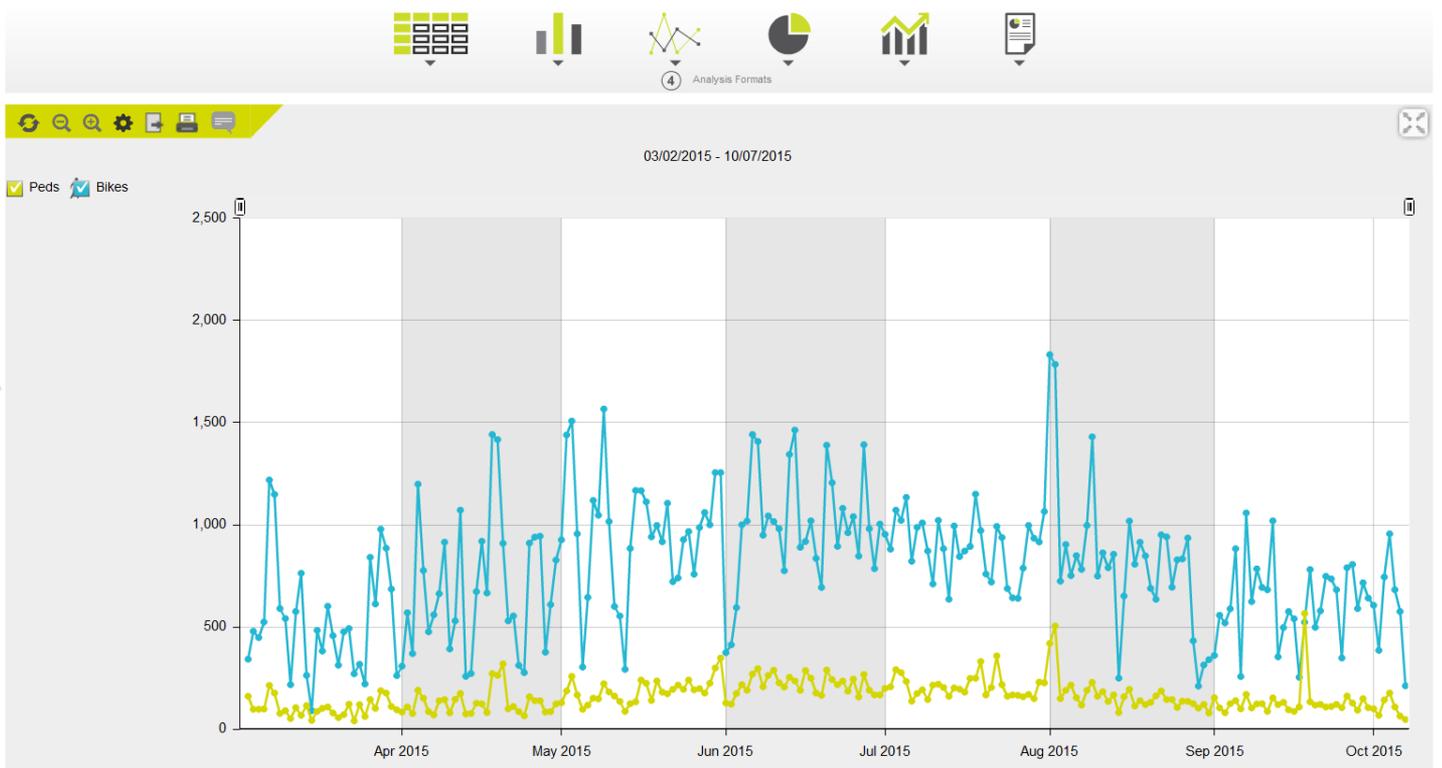
Dashboard

1 Counting Sites
2 Attributes
3 Period

Start Date: 03/02/2015
End Date: 10/07/2015

Interval: 15' | H | **D** | W | M | Q | Y

Exclusions Management





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.



Video Analytics Partnership

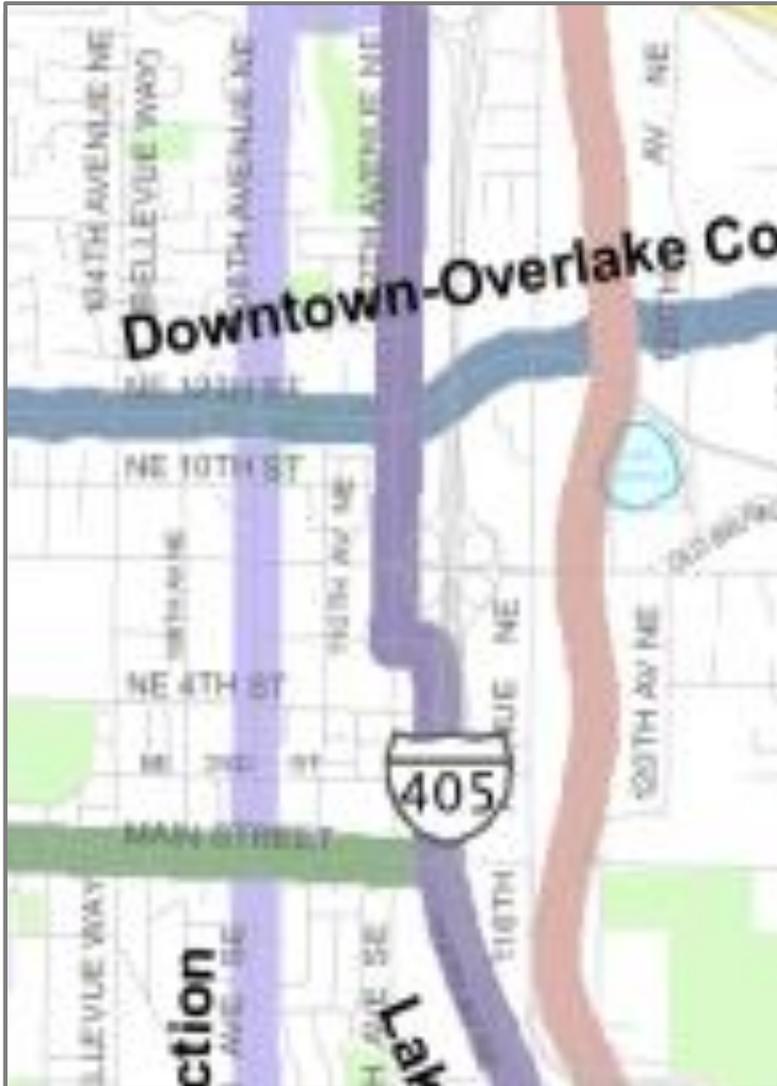


- **Assessing crash data, trends, and contributing location and behavioral factors.**
- **Documenting engineering, education, and law enforcement countermeasures to reduce the number and severity of bicycle & pedestrian crashes.**
- **Consideration of adopting a Vision Zero policy.**



- The Pronto Cycle Share system in Seattle allows users to conveniently rent a bike to make short trips around many of the city's densest neighborhoods.
- This year the state legislature allocated \$5.5 million to implement bike share in Bellevue, Kirkland, Redmond, and Issaquah.





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

Keypad Polling Exercise

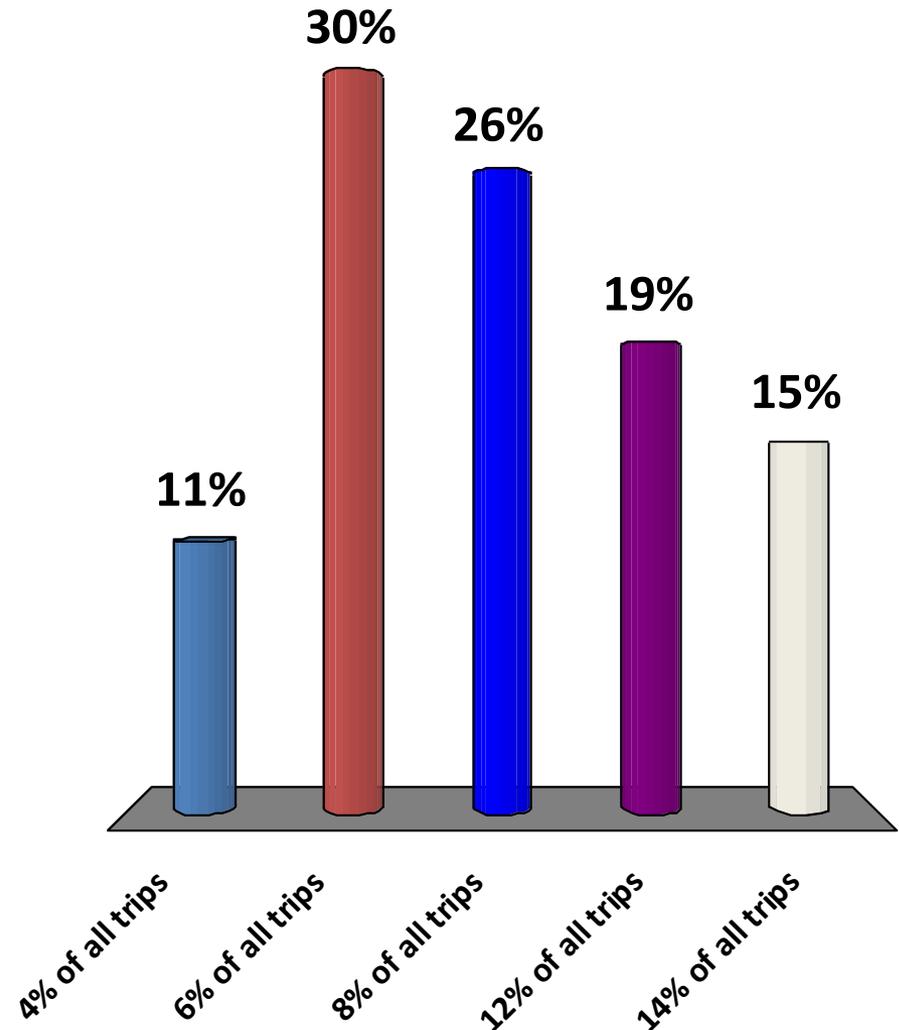


“Engage community stakeholders in setting the priorities for investment in non-motorized facilities.”

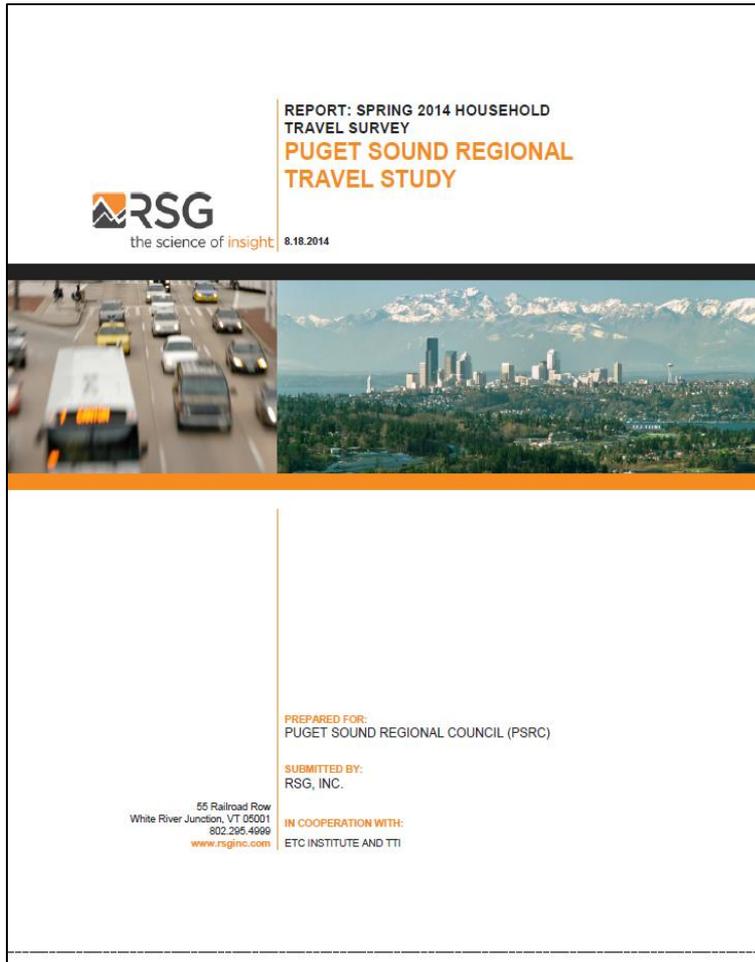
- Bellevue City Council, Project Principles (Approved February 9, 2015)

What percent of all trips are walking and biking trips in the Puget Sound Region?

- 1) 4% of all trips
- 2) 6% of all trips
- 3) 8% of all trips
- 4) 12% of all trips
- 5) 14% of all trips



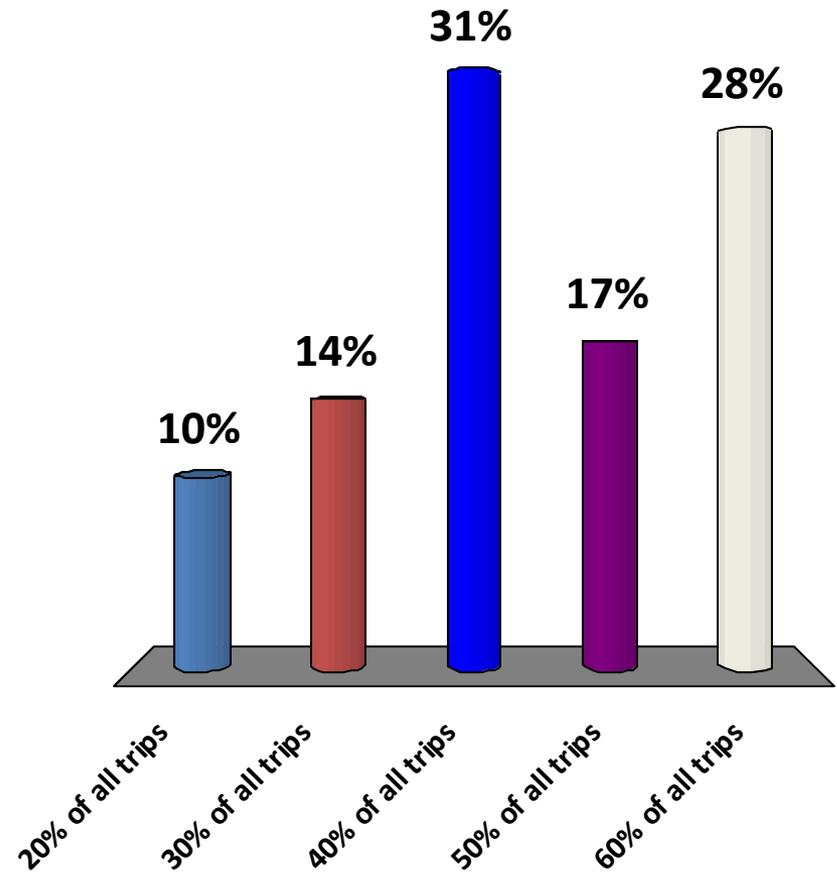
What percent of all trips are walking and biking trips in the Puget Sound Region?



In the Puget Sound Region, bicycling and walking account for 14% of all trips.

What percent of all trips are under three miles in Washington State?

- 1) 20% of all trips
- 2) 30% of all trips
- 3) 40% of all trips
- 4) 50% of all trips
- 5) 60% of all trips



What percent of all trips are under three miles in Washington State?

Washington State Bicycle Facilities and Pedestrian Walkways Plan



2008-2027

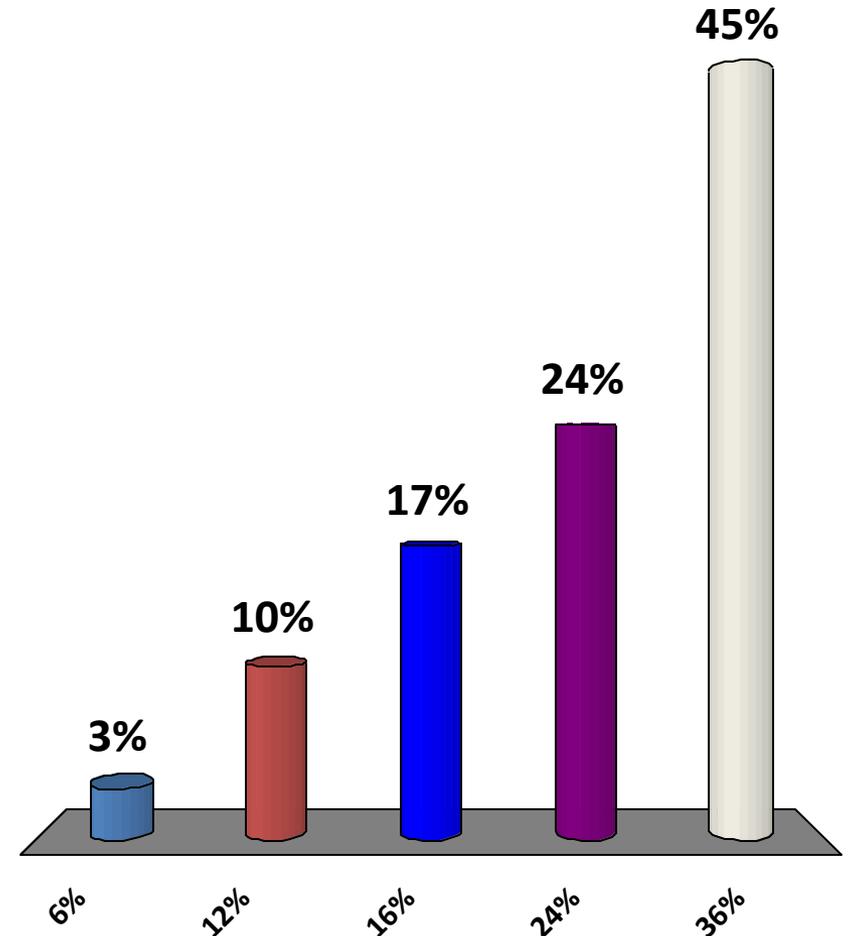


***In Washington State,
half of all trips are
under three miles, yet
80 percent of these
trips are made by car.***

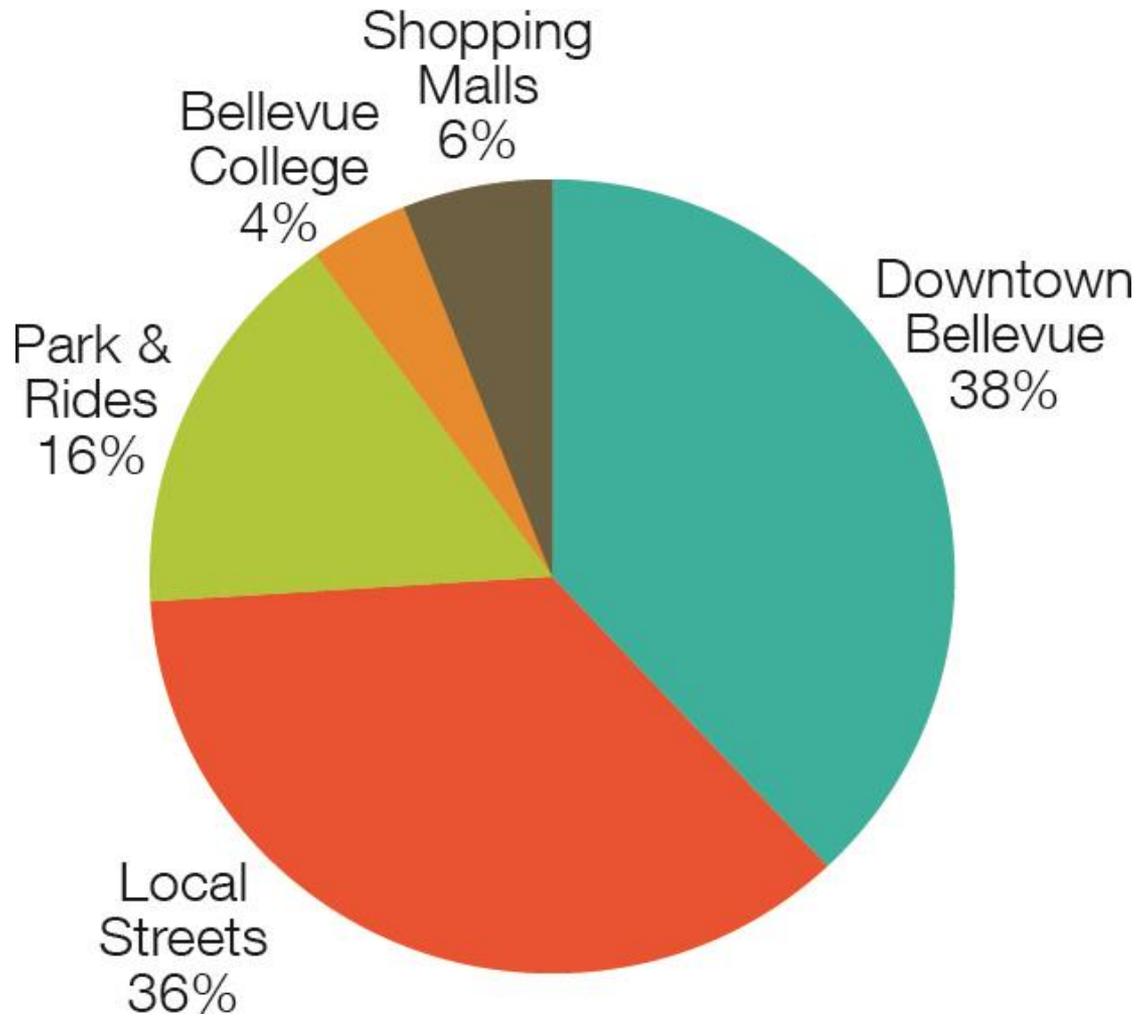
What percent of transit usage in Bellevue takes place at Park & Ride facilities?

[Eastgate P&R; South Bellevue P&R; Newport Hills; Wilburton; Eastgate Direct Access Ramp]

- 1) 6%
- 2) 12%
- 3) 16%
- 4) 24%
- 5) 36%



Daily Transit Usage Patterns in Bellevue



What kind of a bicyclist are you?

1) Strong & Fearless

[Will ride anywhere regardless of conditions]

2) Enthusiastic & Confident

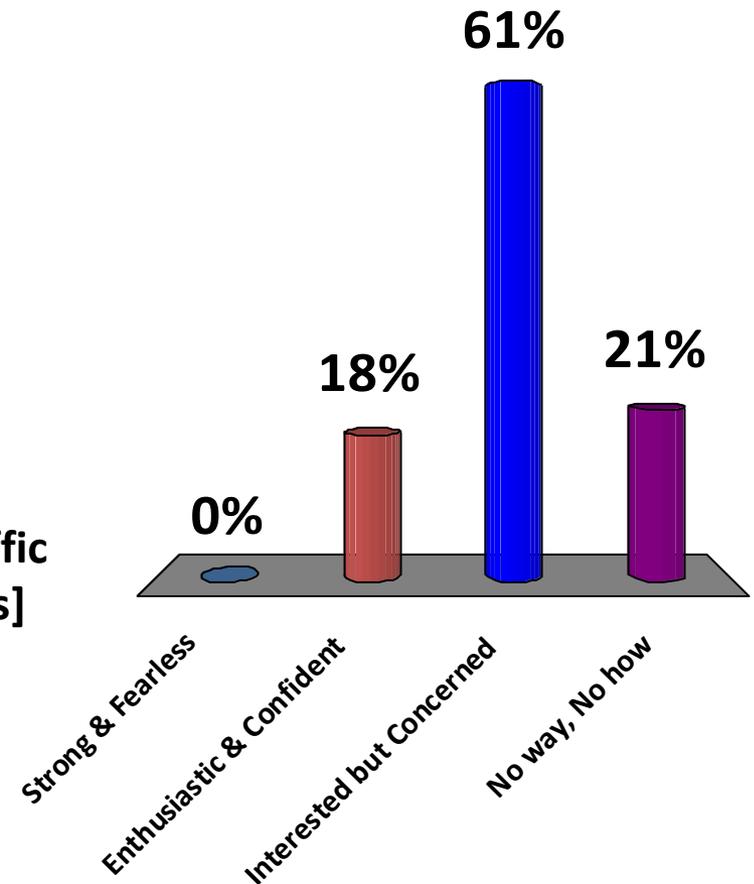
[Confident in traffic, prefer a bike lane]

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

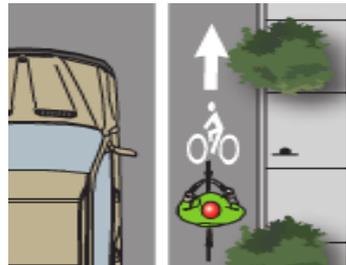
[No interest in bicycling; will not ride under any circumstances]



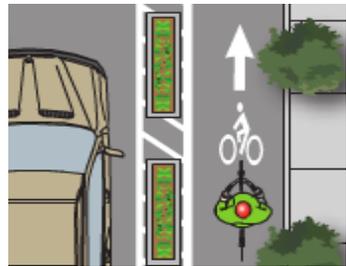
Which of these types of facilities would encourage you/your employees to bike in Downtown Bellevue?



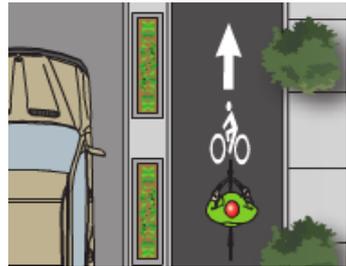
1) Shared Lane Marking



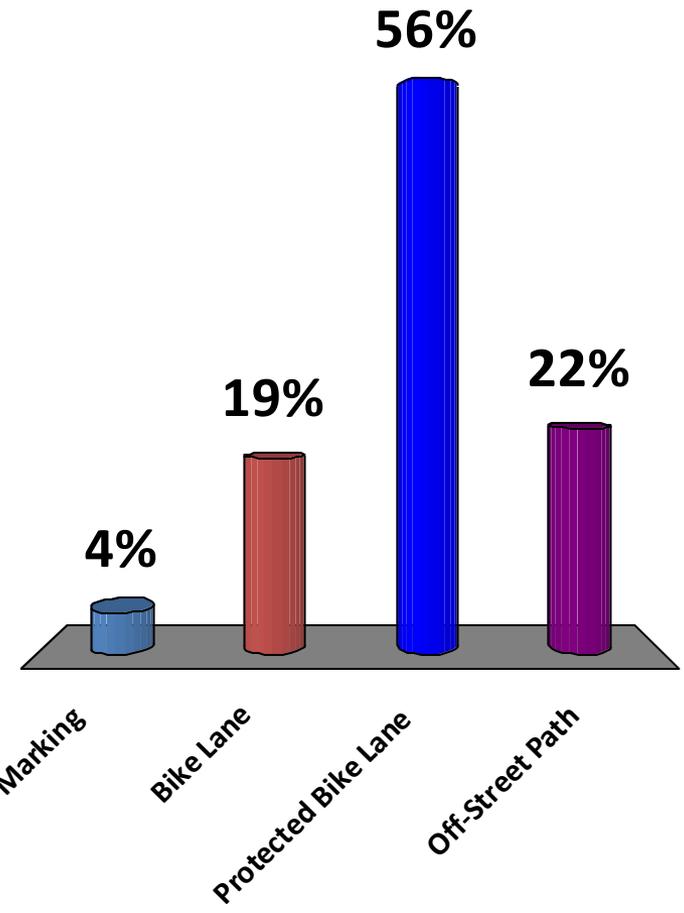
2) Bike Lane



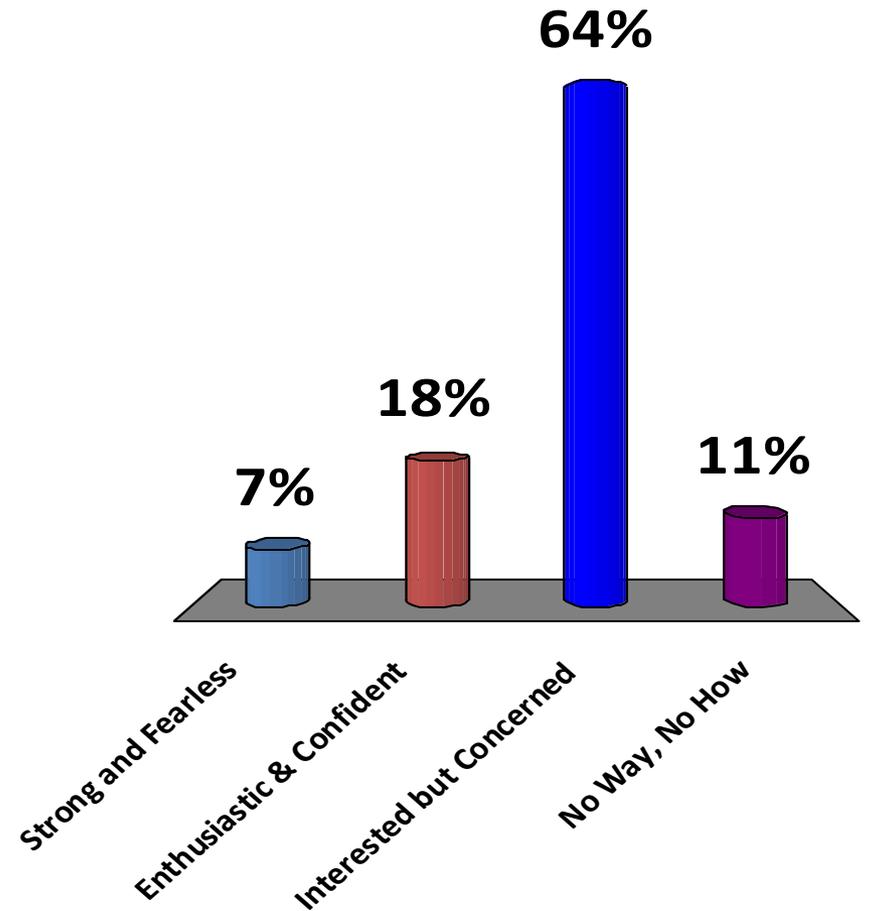
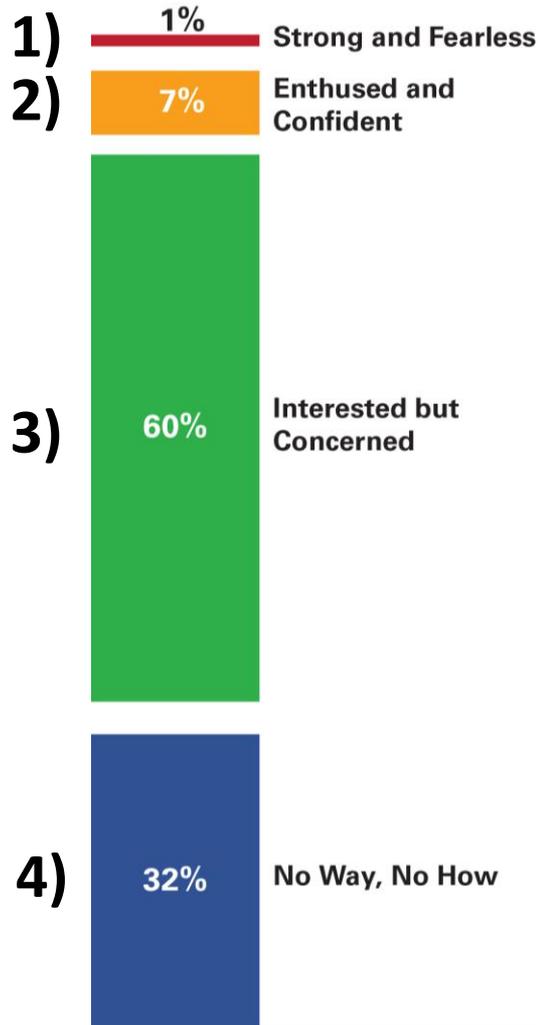
3) Protected Bike Lane



4) Off-Street Path



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





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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?

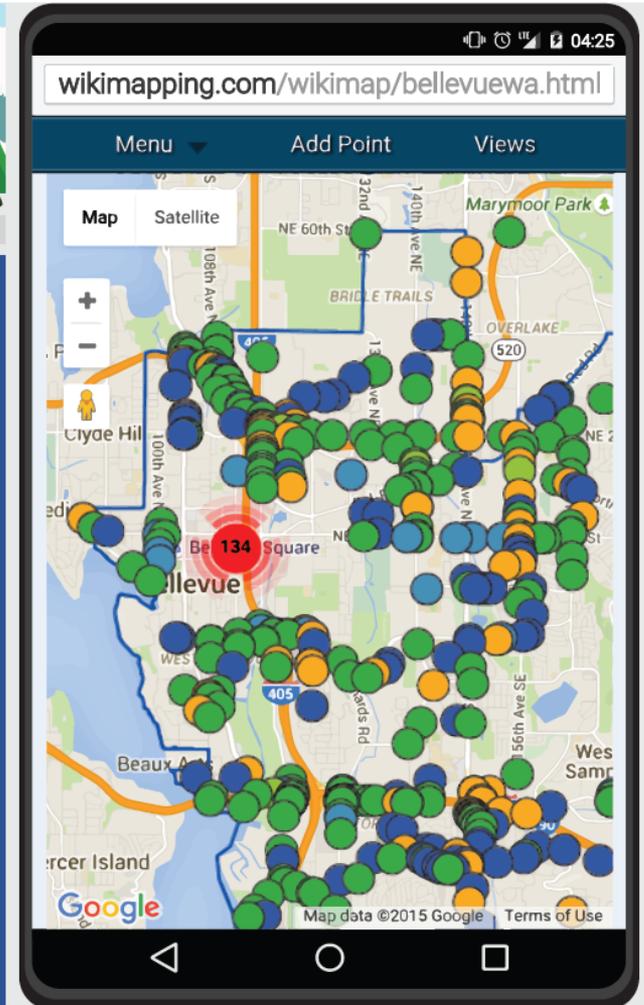
The City of Bellevue invites you to use the *Pedestrian & Bicycle Implementation Initiative* (PBII) wikimap to identify locations where you have noticed conditions or behaviors that are unsafe for people walking and bicycling. To participate visit:

<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!



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Next Steps - Wikimap



“A good option, if space is available, is for more dedicated bike space with greater separation this puts up a kind of ‘bikes are welcome here’ message.”

- Benson Porter, CEO & President of BECU





“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



“I don’t mind taking a little longer getting somewhere if that means that people who choose to walk and bike feel safer... It’s important to think about safety over convenience.”

- Amy Carlson, Vice President, Puget Sound Area Manager of CH2M



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