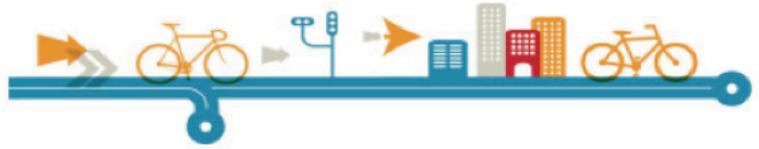




BICYCLE FRIENDLY COMMUNITY FEEDBACK



BELLEVUE, WA

Spring 2015

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Bellevue a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Bellevue. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Pass an ordinance that would require larger employers to provide shower and locker facilities.

Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving

by bicycle have a secure and legal place to lock their bikes at popular destinations.

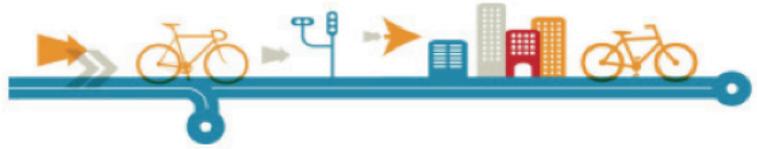
Continue to expand the on-street bike network, especially along arterials such as West Lake Sammamish Parkway, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). Note that shared lane markings should only be used on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. See Bicycle Boulevards in action.

Ensure that all new and existing bicycle facilities conform to current best practices and guidelines – such as the NACTO Urban Bikeway Design Guide (preferred), 2012 AASHTO Guide for the



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Development of Bicycle Facilities and your DOT's own guidelines. Upgrade substandard facilities to improve safety and usability.

Provide adequate lighting along streets and shared-use paths to allow for safer bike commuting before dawn and after dusk.

Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO intersection design guidelines](#) (preferred) and the 2012 [AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.

Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to develop and implement a Safe Routes to School program for all schools. Click [here](#) for an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

Continue to expand your public education campaign promoting the Share the Road message. Ensure that the campaign message clearly conveys that both motorists and cyclists have the same rights and responsibilities on the road. Use Share the Road street signs that could be interpreted as being directed only at cyclists with caution. Some communities prefer to use the regulatory "Bikes May Use Full Lane" sign instead.

Offer bicycling skills training opportunities for adults more frequently or encourage your local bicycle advocacy group or bike shop to help. There are options from [short videos](#) and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League [Quick Guide](#), offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

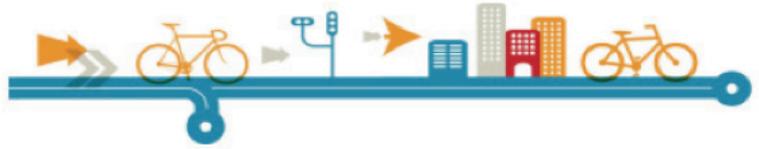
Host a League Cycling Instructor (LCI) seminar or sponsor the certification tuition of interested cyclists to increase the number of certified LCIs in Bellevue. Having your own instructors will better enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, and have experts available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

Encouragement

Celebrate Bike to Work Day and Bike to School Day. Host, sponsor and encourage bicycle



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transportation-themed events, campaigns and programs on these days.

Consider offering a ‘Ciclovía’ or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

Promote cycling throughout the year by offering or supporting more family-oriented community rides, and bicycle-themed festivals, parades or shows.

Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the “last mile” between public transit and destinations. See what is being done across the country at <http://nacto.org/bikeshare/>

Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.

Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. **Your community’s government should be the model employer for local businesses**, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Encourage Bellevue College to promote cycling to students, staff, and faculty and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community will benefit as well: Communities near BFUs have a higher number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets, and university-hosted public bicycle events, programs, and classes. The League offers many tools to help promote the Bicycle Friendly University program in your community.

Enforcement

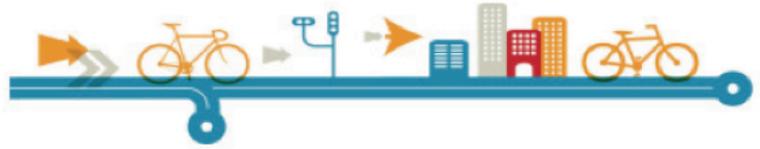
Police officers should be initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.

Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement products: Roll Call Video: “Enforcing Law for Bicyclists” and Enhancing Bicycle Safety: Law Enforcement’s Role (2-hour self-paced interactive video training).

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that



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bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Pass additional ordinances that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, implement penalties for motor vehicle users that ‘door’ cyclists, pass laws/ordinances protecting all vulnerable road users, and make it illegal to harass a cyclist. Ensure that local law enforcement receives training on any new bicycle-related laws.

Evaluation & Planning

Expanding the Bicycle & Pedestrian Coordinator’s time focused on bicycle projects would help in scaling up your BFC efforts. This staff person should spend more time on reviewing development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, developing and implementing educational and promotional programs, writing grant proposals, **servicing as the public contact for bicycling/walking inquiries and complaints**, educating other staff about state and federal facilities standards and guidelines, and coordinating with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the importance of Bicycle & Pedestrian program staff.

Appoint an official Bicycle Advisory Committee to step up your BFC efforts.

Update your 2009 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure

planning is complimented with encouragement, education, and enforcement programs to increase usage. See examples from [Davis, CA](#) and [Greenville, SC](#).

Adopt a Vision Zero policy to improve road safety for all road users. To learn more about Vision Zero, visit visionzeronetwork.org.

Ensure that future bicycle counts capture the gender of cyclists again. If women ride significantly less than men, this gender gap can be addressed through infrastructure improvements, and targeted education and encouragement efforts. Learn more at bikeleague.org/womenbike.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

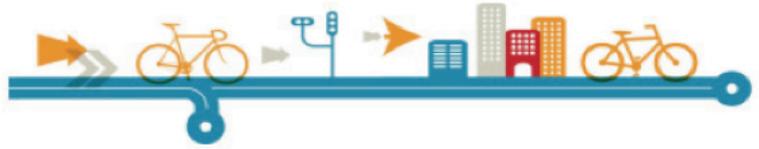
COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.



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Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use [this report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To

learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.