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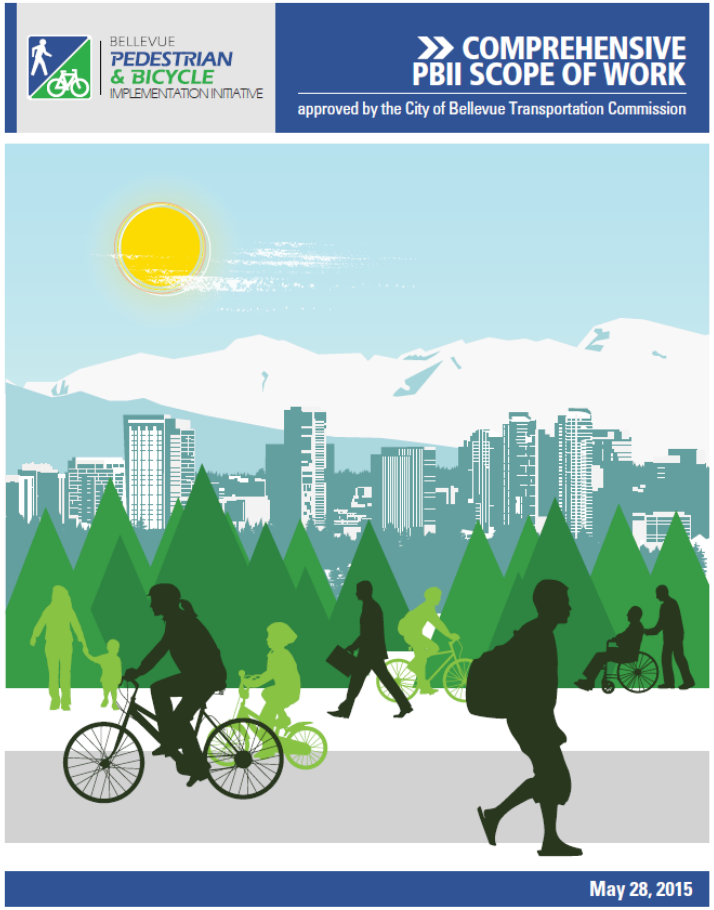
IMPLEMENTATION INITIATIVE

Staff Report on Joint Board/Commissions Meeting with Seattle Dept. of Transportation (8/18/15)

Transportation Commission

September 10, 2015



At its May 28th meeting the Bellevue Transportation Commission approved the *Comprehensive PBII Scope of Work* and requested staff seek out opportunities for joint meetings with other Boards and Commissions as we evaluate best practices that are successful elsewhere and applicable to Bellevue.

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PBII Context

1) **SDOT's overall pedestrian and bicycle program – from planning to implementation.**

2) **Move Seattle and how it packages together projects within an overall transportation investment strategy.**

3) **SDOT's use of physically separated facilities to minimize conflicts between roadway users.**

4) **Field – Pronto Cycle Share and 2nd Ave Protected Bike Lanes.**

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8/18/15 Agenda with SDOT

- Scott Lampe (Transportation)
- Vic Bishop (Transportation)
- Michelle Hilhorst (Planning)
- Jeremy Barksdale (Planning)
- John Carlson (Planning)
- Stephanie Walter (Planning)
- Debra Kumar (Parks)
- Stuart Heath (Parks)

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Board & Commission Attendance

- "I support an appropriate mix of multi-modal facilities to accommodate all modes of travel. In determining the appropriate mix, it is critically important to provide mobility options that optimize total system throughput."
- "The separated lane is very attractive for safety reasons. My greatest concern is the taking of scarce roadway space for a limited user base."
- "The main opportunity is in providing an additional option for people to take short trips more quickly. Given the limited downtown area, the greatest challenge will be generating enough demand to make the system work economically."

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Feedback – Scott Lampe

- **"I think separating the biker from traffic is a given. When thinking about the riders experience (versus just providing them a place to ride), it's obvious that a separation is necessary. We provide it for cars to prevent accidents. We should provide it for bikers given the imbalance in protection."**

- **"I think there's an opportunity for people to really enjoy cruising through Downtown Bellevue for its scenery, activities, and socializing if they were getting around on bikes. Biking can encourage greater spending at nearby businesses when people are able to more freely move around than they would in a car."**

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Feedback – Jeremy Barksdale

- "I was impressed that SDOT is accomplishing so much so quickly. How do they do it? Is it the simplicity of paint and posts?"

- "Bellevue is a car-centric city. This will be a huge hurdle to overcome. But the demographic change in Bellevue provides the city with an opportunity to refocus on multi modes of transportation, including safer space for cyclists and pedestrians. If the bus is accessible, people will use it. If the bike lanes feel safe, kids and people will use them. I live in South Bellevue and my kids will not ride their bikes past Forest Dr so they don't feel safe riding to Factoria because there are no bike lanes there. The lack of protected bike lanes and lack of transportation choices forces everyone into a car."

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Feedback – Debra Kumar

- **Scott Lampe (Transportation)**
- **Stephanie Walter (Planning)**
- **Debra Kumar (Parks)**
- **Others?**

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Next Steps – Interviews Scheduled

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For Additional Information