



BELLEVUE
**PEDESTRIAN
& BICYCLE**
IMPLEMENTATION INITIATIVE

Progress Report & Next Steps

Transportation Commission

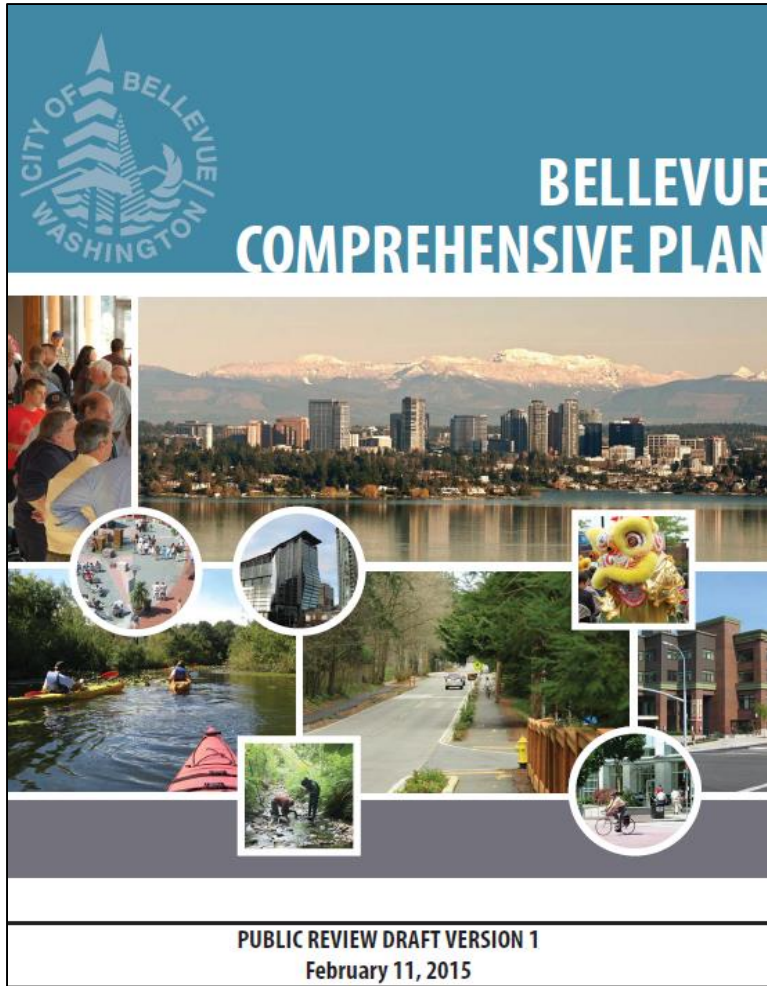
October 13, 2016



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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*



2009

city of bellevue
pedestrian & bicycle
transportation plan report



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

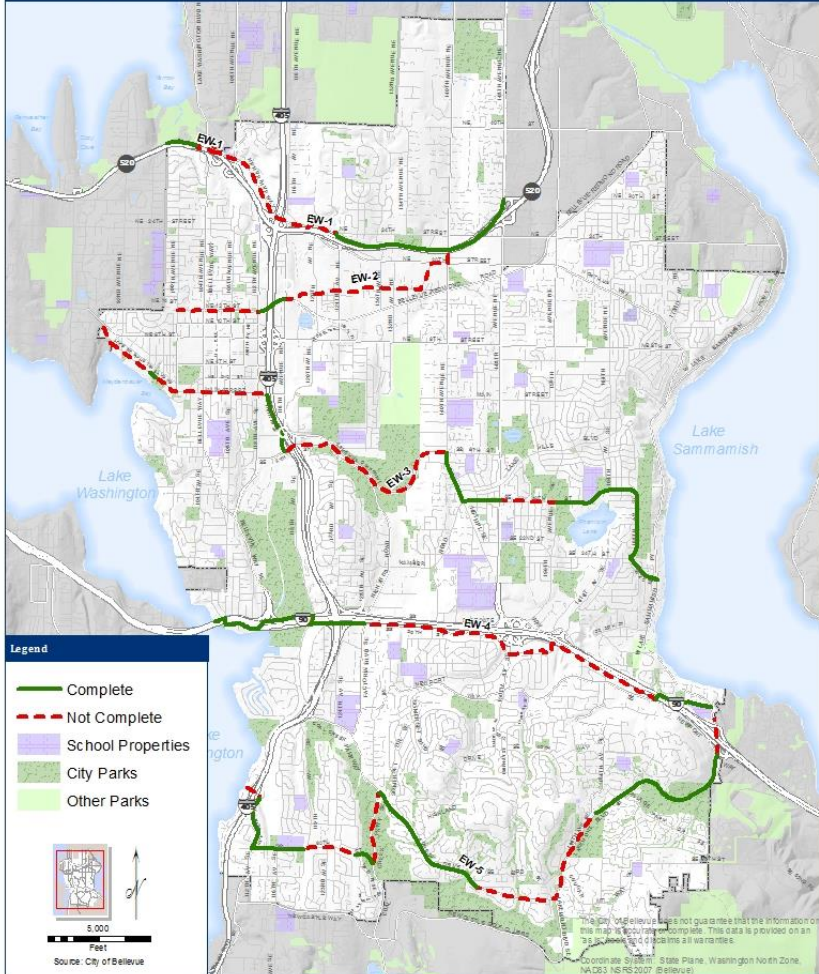
Ordinance No. 5861 (2/17/2009)



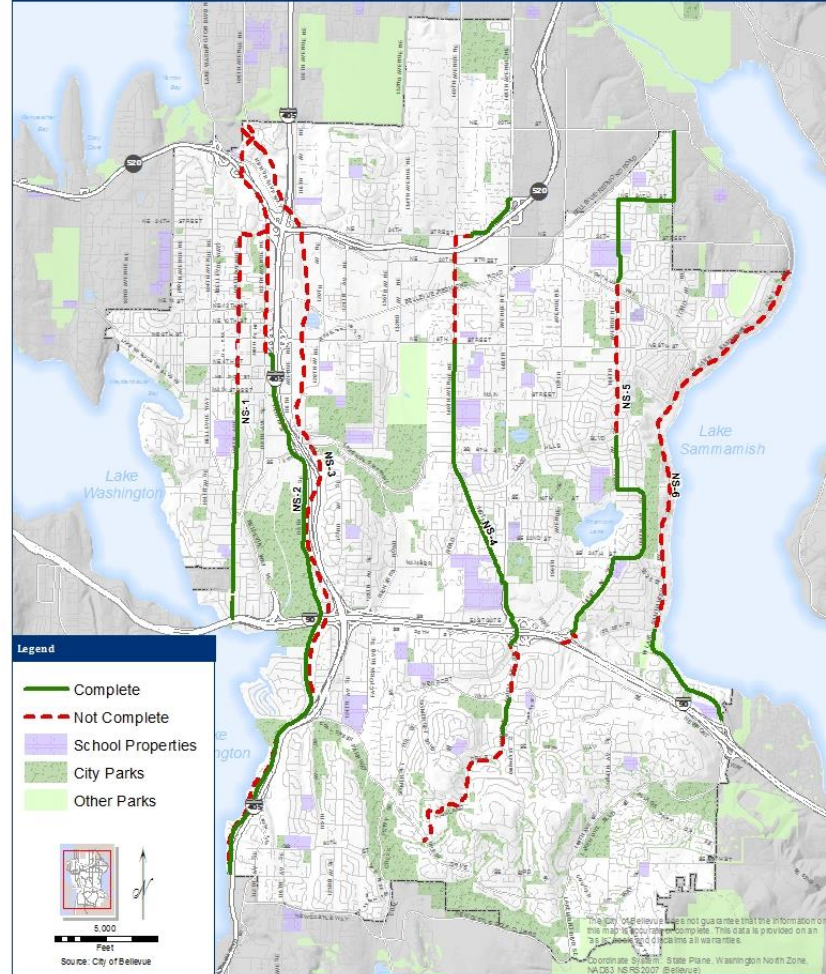
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2009 Pedestrian & Bicycle Plan

E-W Priority Bicycle Corridors Completion Status 2013



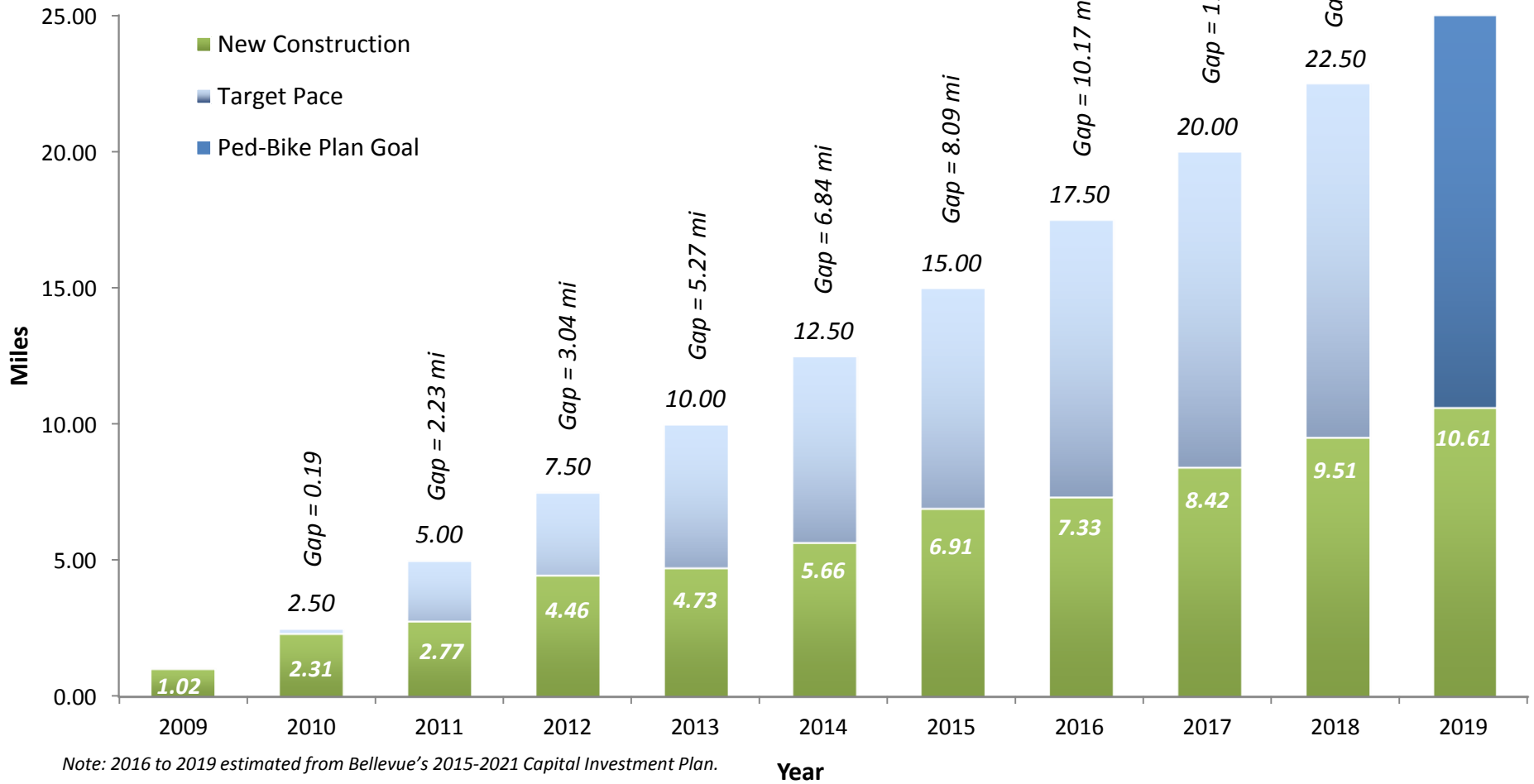
N-S Priority Bicycle Corridors Completion Status 2013



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Priority Bicycle Corridors

Arterial Sidewalk Construction - Cumulative

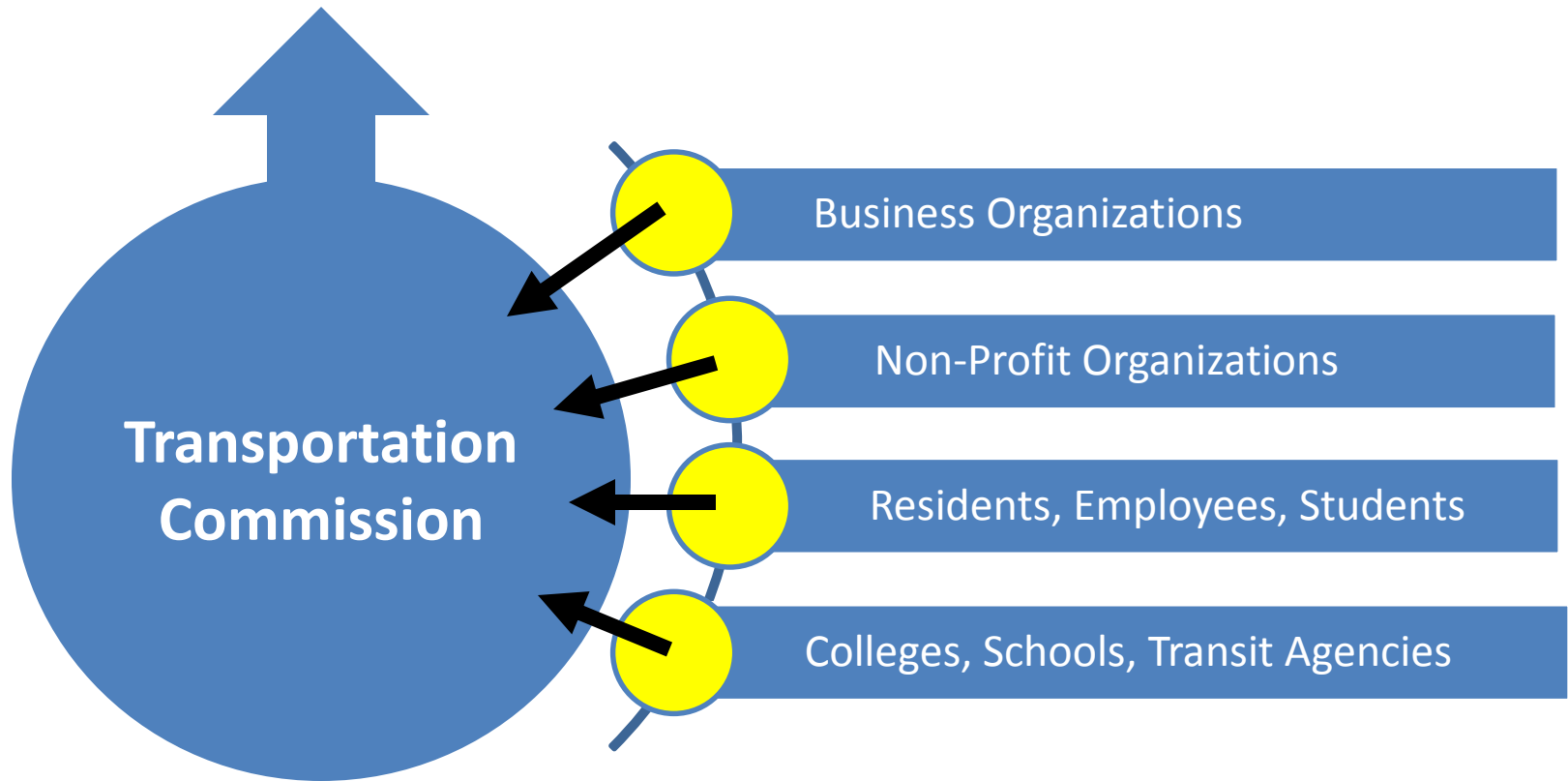


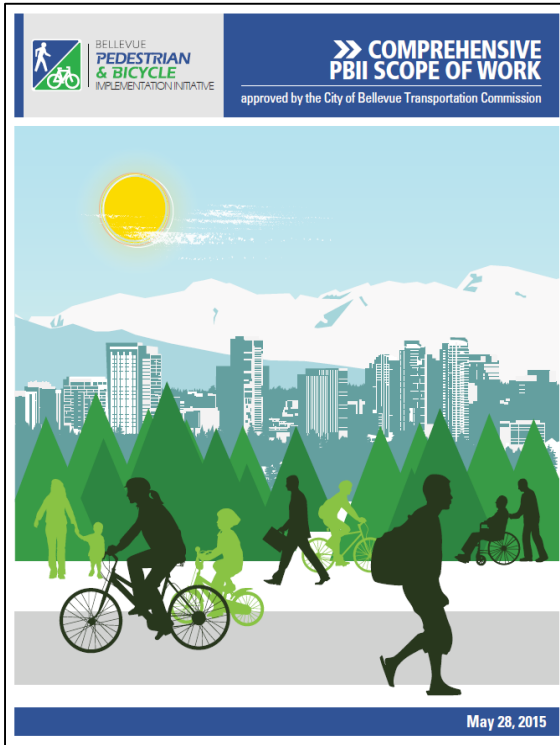
Council support for a unified and recognizable strategy that:



- 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

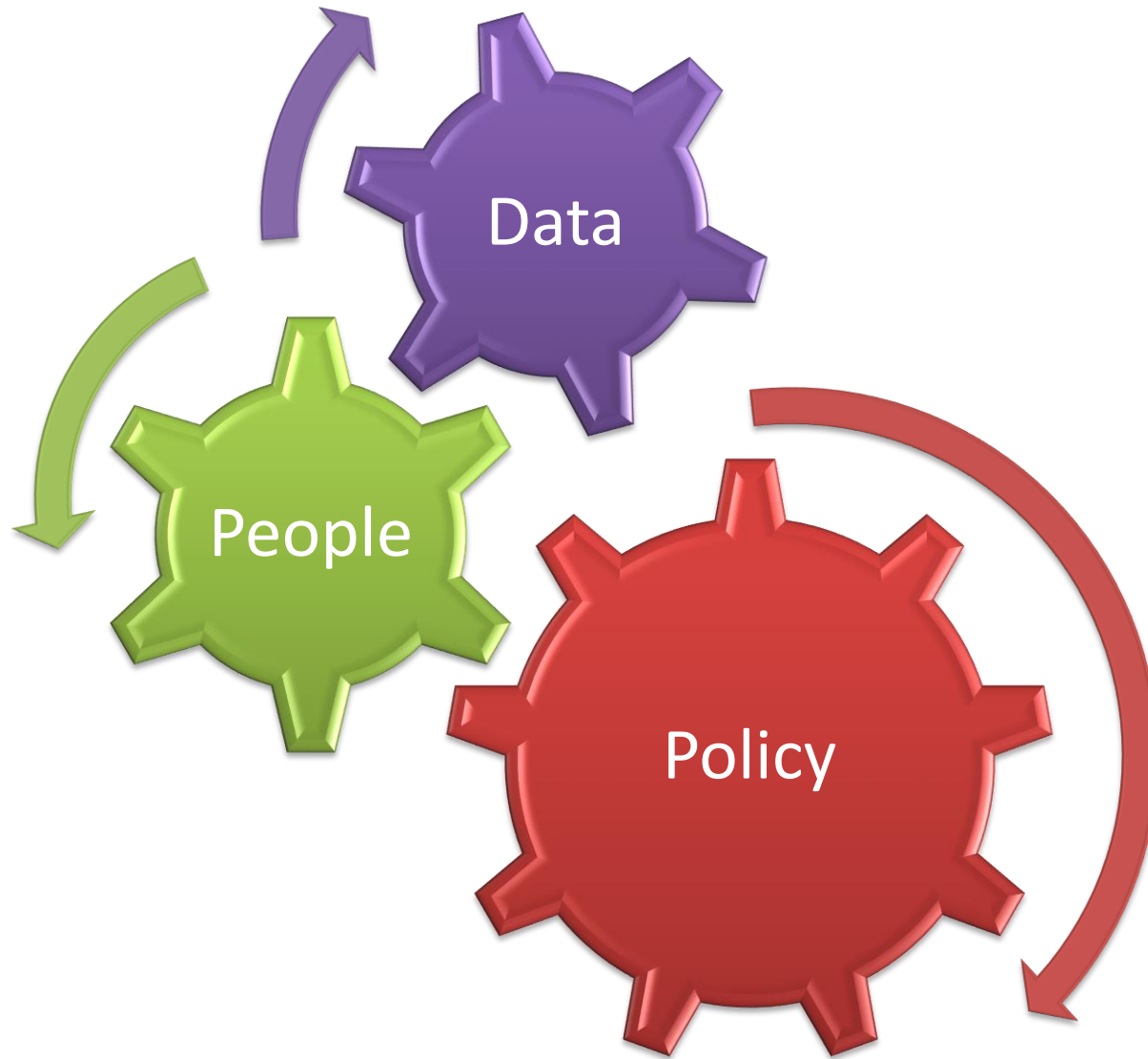
Bellevue City Council





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**



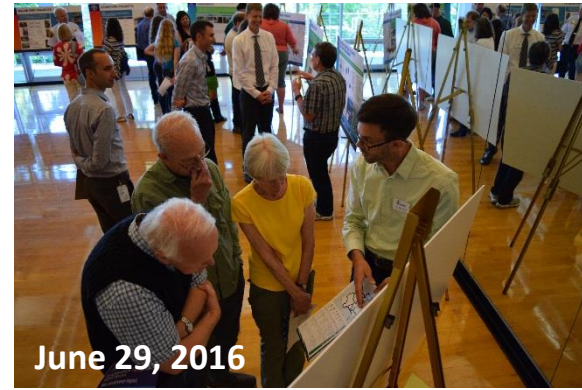




March 3, 2015



May 25, 2016



June 29, 2016



August 18, 2015



June 7, 2016



August 11, 2016



March 23, 2016



June 27, 2016



September 16, 2016



U.S. Department of Transportation
MAYORS' CHALLENGE



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



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



Pedestrian and Bicycle Safety Assessment and Awareness Report



“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)

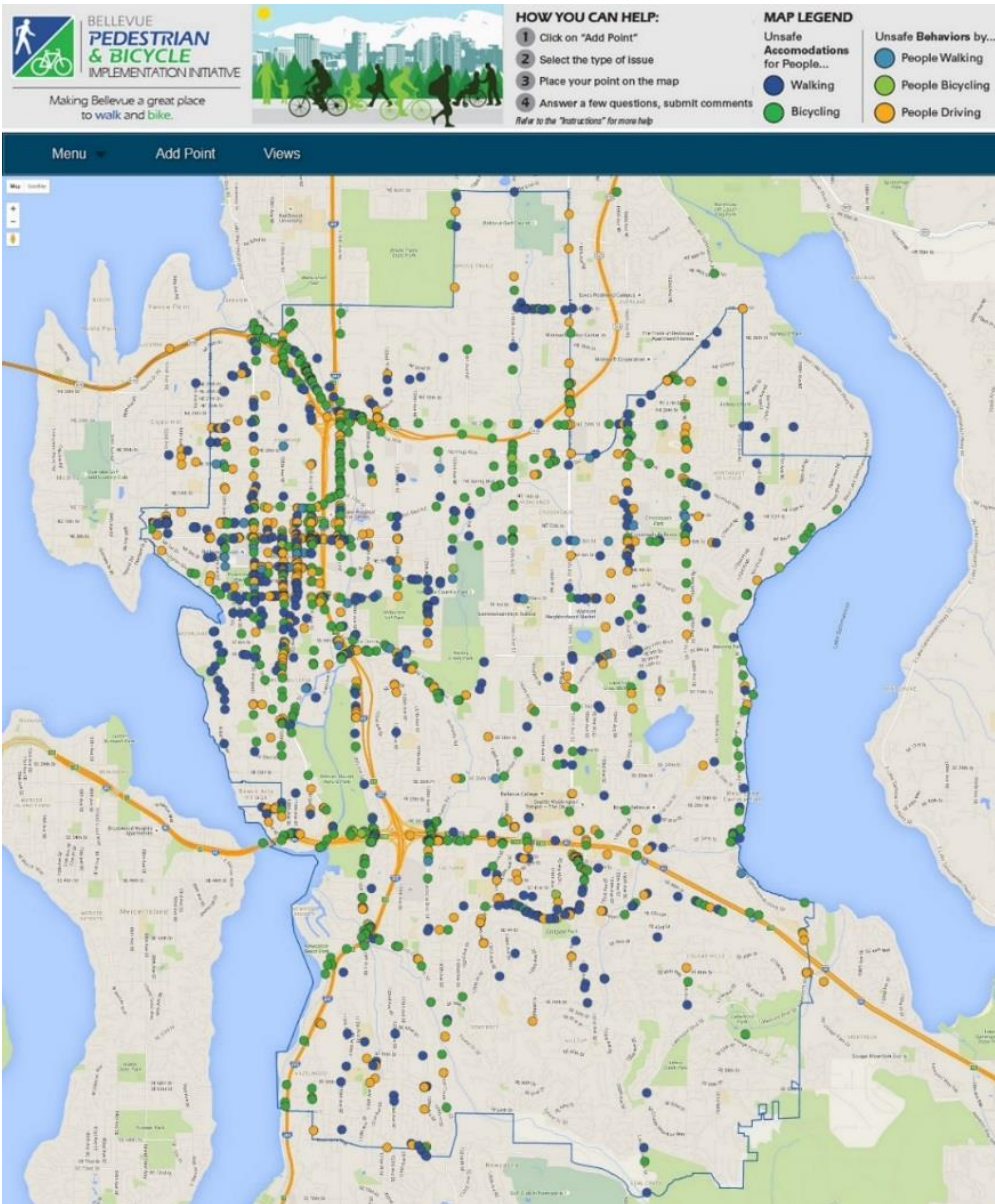


Amy Carlson, Vice President and Area Office Manager, CH2M HILL



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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	

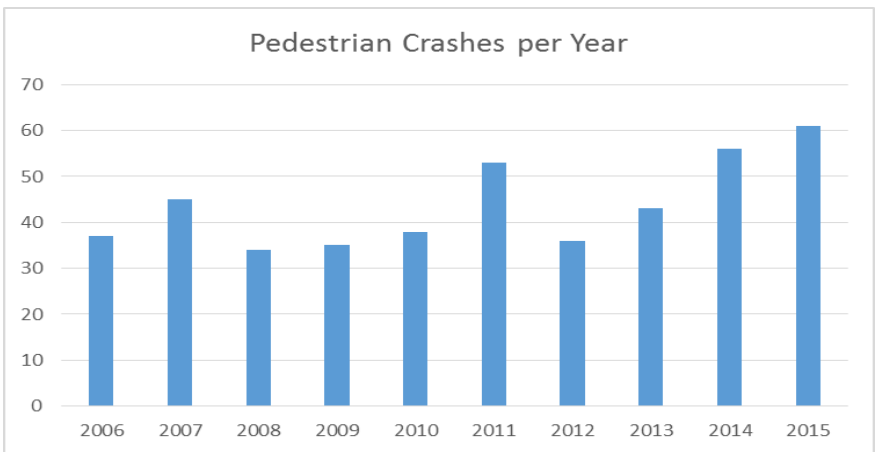
Hit-and-run driver nearly kills woman on bike in Bellevue

BY KOMO NEWS | WEDNESDAY, MARCH 23RD 2016



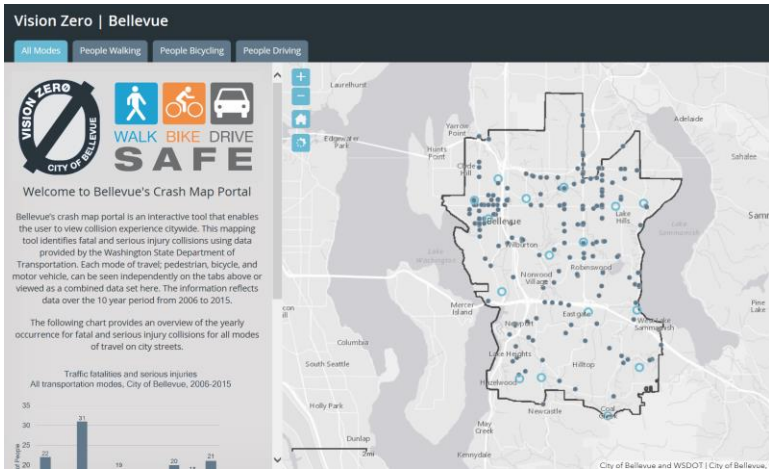
Car strikes, kills toddler in stroller in Bellevue

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

Task 1 – Data



BellevueWa.gov MyBellevue Customer Assistance Sign Up Log In f t y

City of Bellevue Open Data

Home Browse Data User's Guide Developers

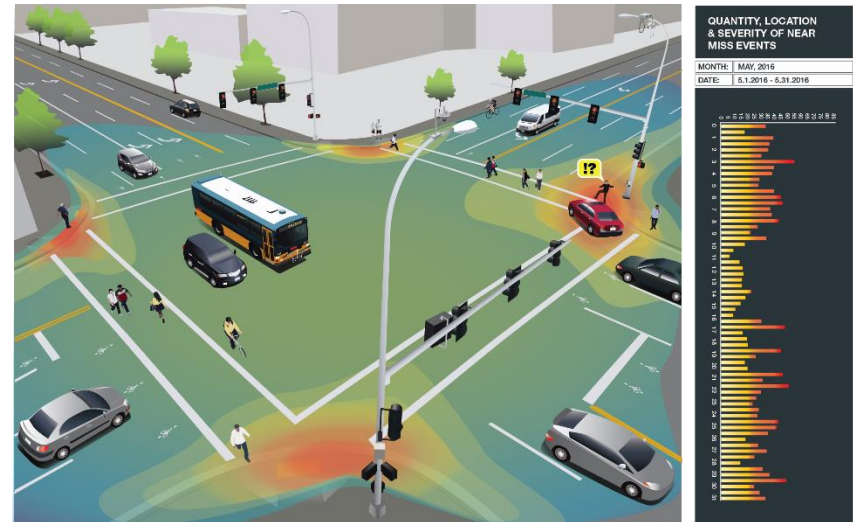
Bellevue Open Data is categorized by six community outcomes. We invite you to explore the data that supports these six community outcomes in our delivery of efficient, effective and improved customer services.

- Economic Growth and Competitiveness
- Health and Sustainable Environment
- Improved Mobility and Connectivity
- Quality Neighborhoods/Innovative, Vibrant
- Responsive Government
- Safe Community



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

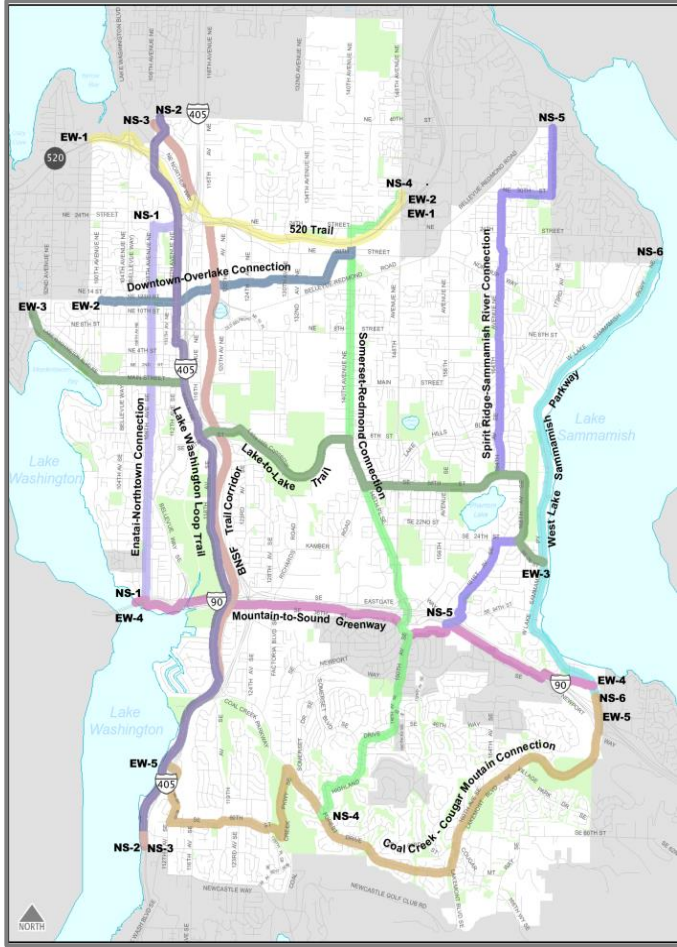
- monitor counts and travel speed of all road user groups (vehicle, pedestrian, and bicycle);
- document the directional volume of all road user groups as they move through an intersection; and,
- assess unsafe "near-miss" trajectories and interactions between all road user groups.



Task 1 – Next Steps

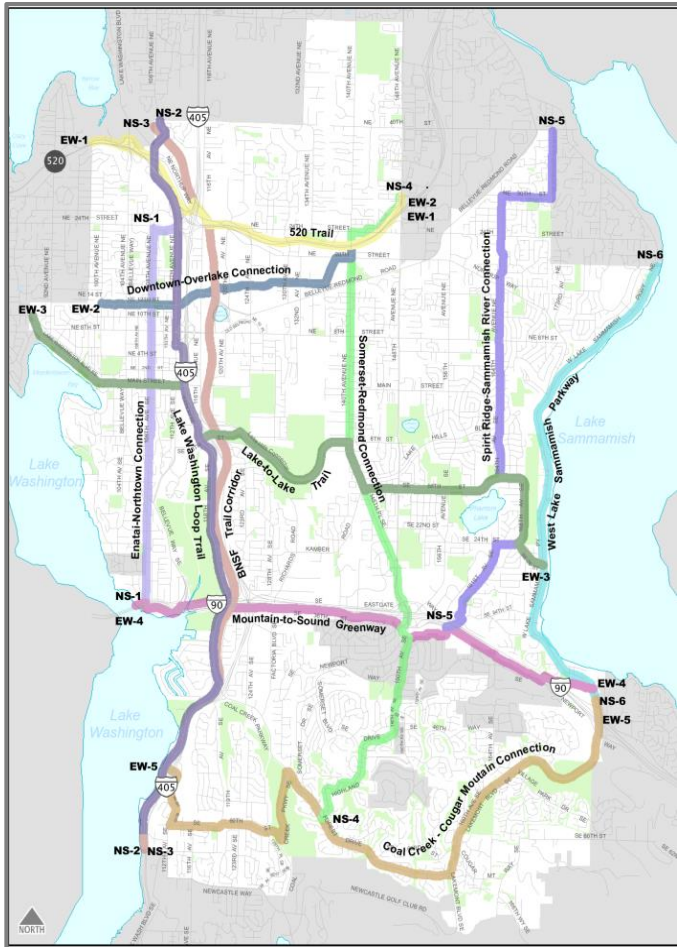
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-

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



Bicycle Priority Corridor Design Report





“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)



Greg Johnson, President, Wright Runstad & Company



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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



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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.

BICYCLE RAPID IMPLEMENTATION PROGRAM

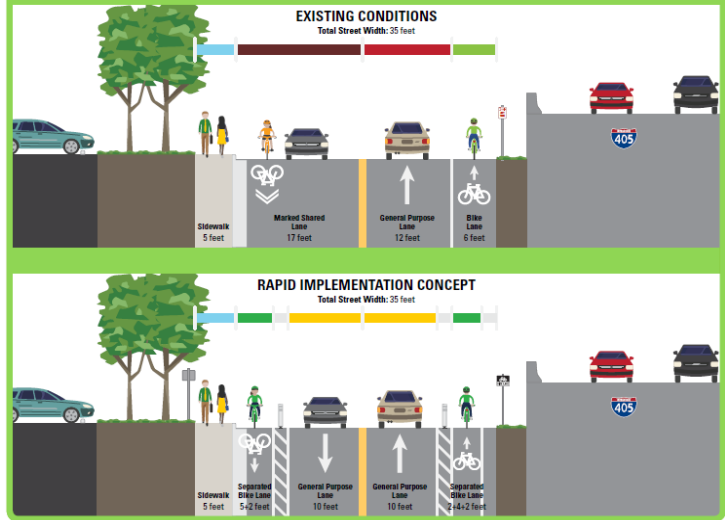
project ideas and conceptual layouts

DRAFT

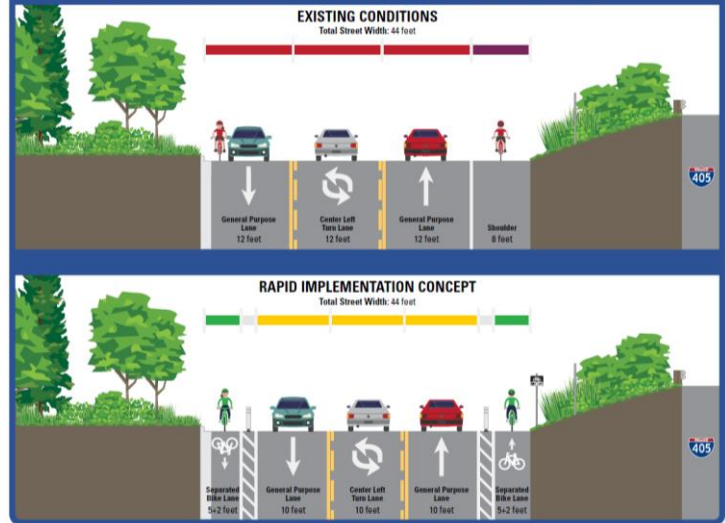


April 2016

2. SE 6th St to Main St

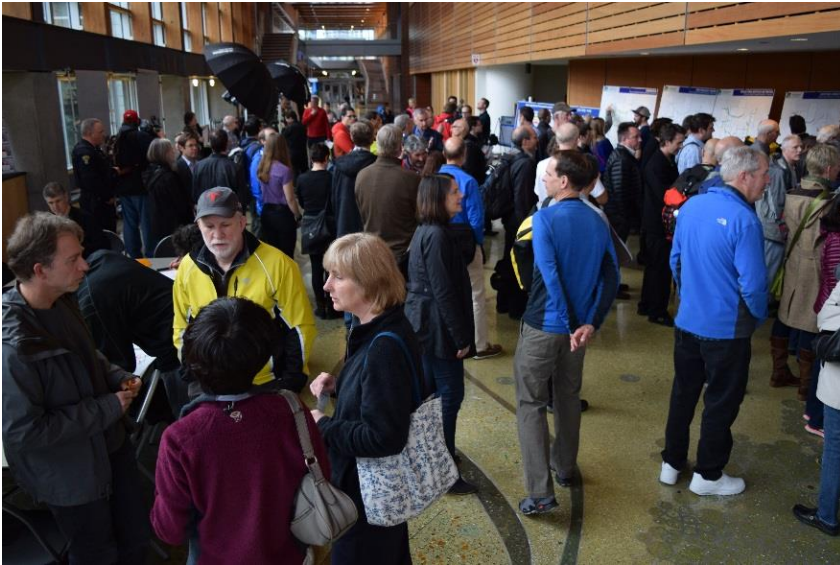


3. Pedestrian Trail to SE-520 EB on-ramp



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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



Seattle Children's
HOSPITAL • RESEARCH • FOUNDATION

“... 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

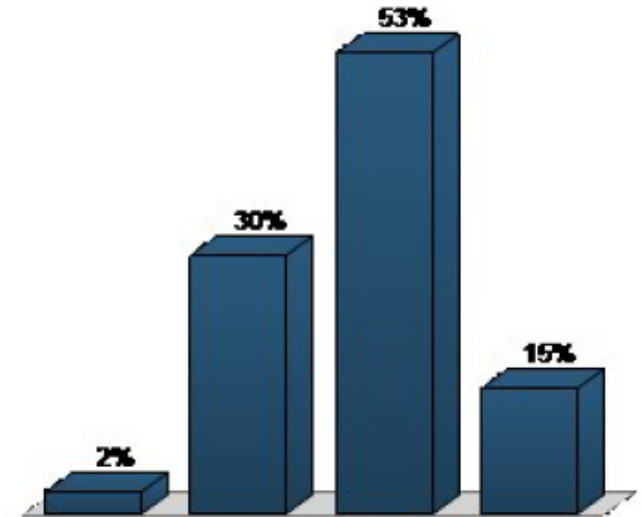


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Task 2 – People

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.



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Making Bellevue a great place
to walk and bike.



HOW YOU CAN HELP:

- 1 Click on the green lines
- 2 View candidate bicycle project idea details (PDF)
- 3 Return to comment form, answer questions, submit comments

Refer to the "Instructions" for more help

BICYCLE MAP LEGEND

- Candidate project ideas
- Funded projects
- Existing facilities

Options

Add Comment

Description: PBC-2
Initial comment:

Before answering the questions below, please click on this orange button to view this candidate project idea.

Do you think that this facility would make it feel safer to bicycle here?

Yes
 Maybe
 Probably not
 Not at all

Do you think this facility would help connect people on bicycles to the places they want to go?

Yes
 Maybe
 Probably not
 Not at all

How likely are you to bicycle here if this bicycle facility is NOT implemented?

Definitely
 Possibly
 Unlikely
 No way

How often would you bicycle here if the candidate project is implemented?

Daily
 About once per week
 Infrequently

Several times per week
 Occasionally
 Never

Next Page

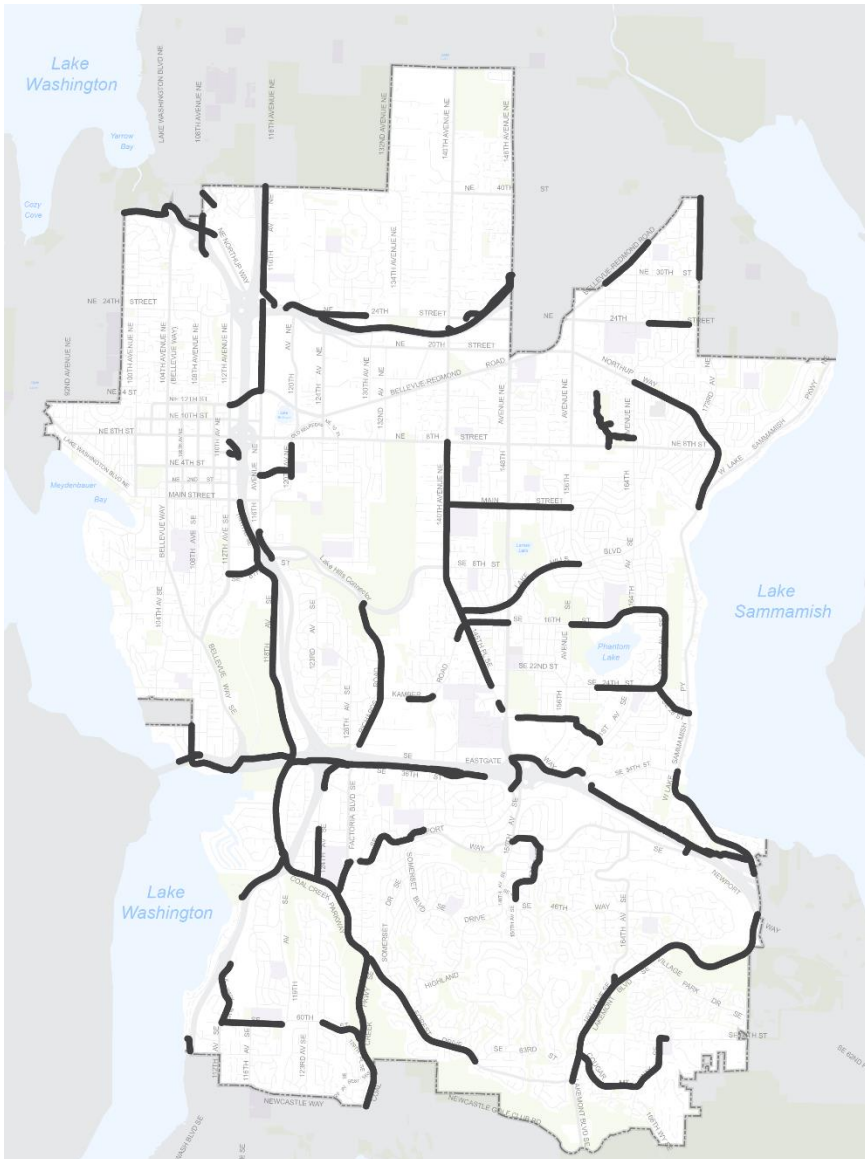
Close

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.

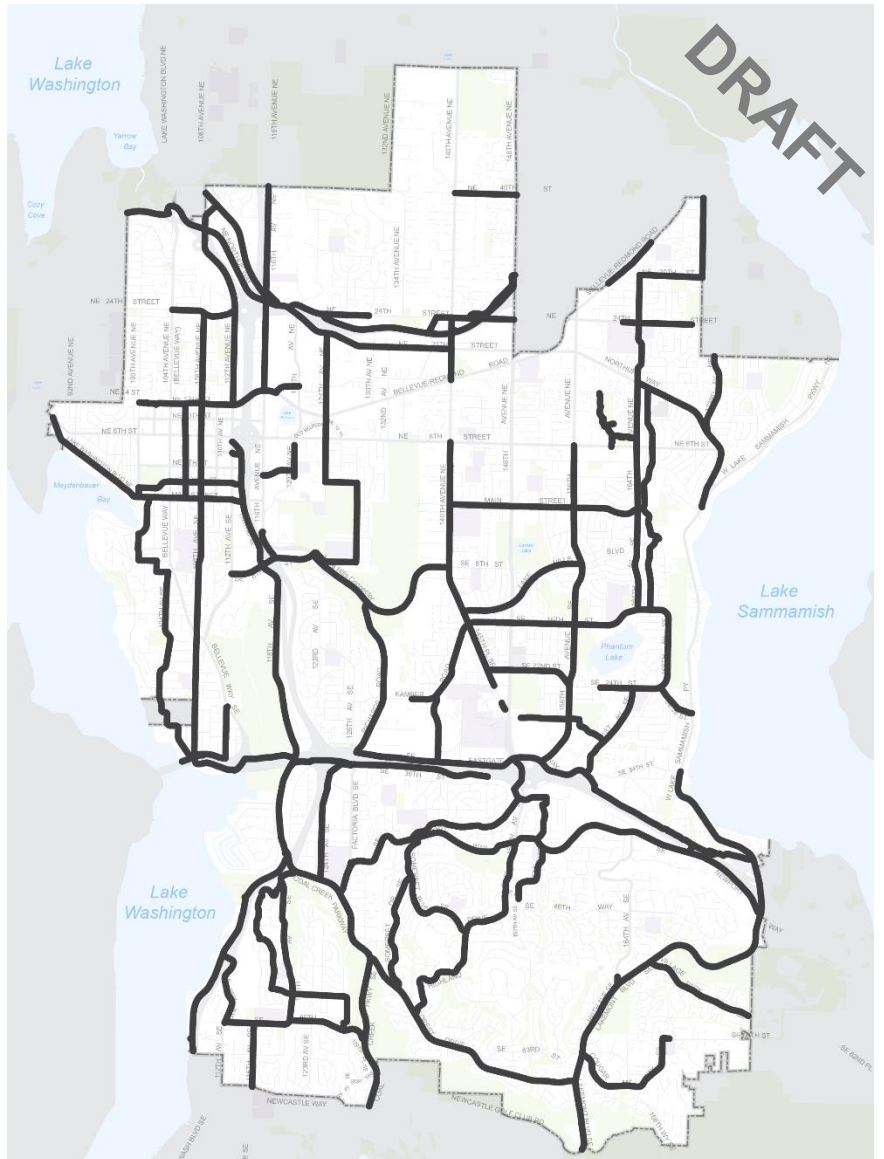


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Task 2 – Data



Existing Bicycle Network



Bicycle Rapid Implementation Program Network

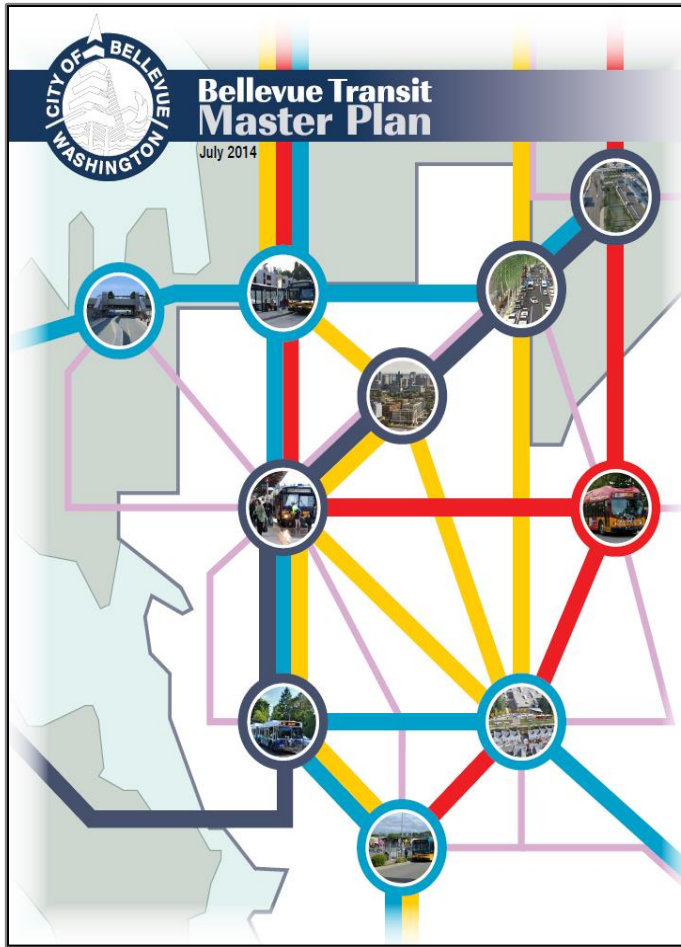


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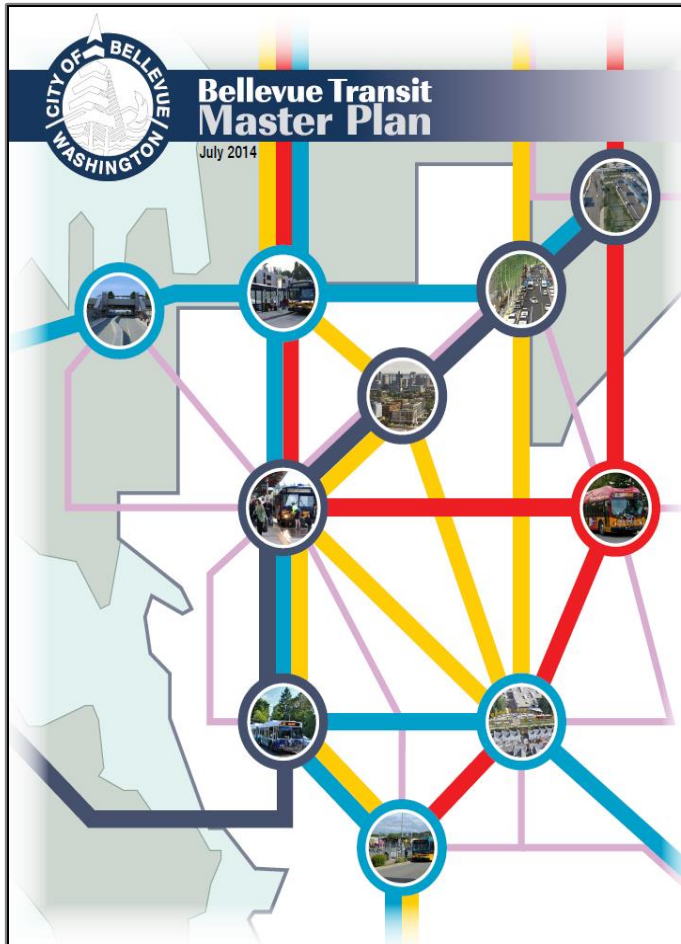
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T *Transportation Commission Discussion/Action*



Transit Master Plan Integration Report



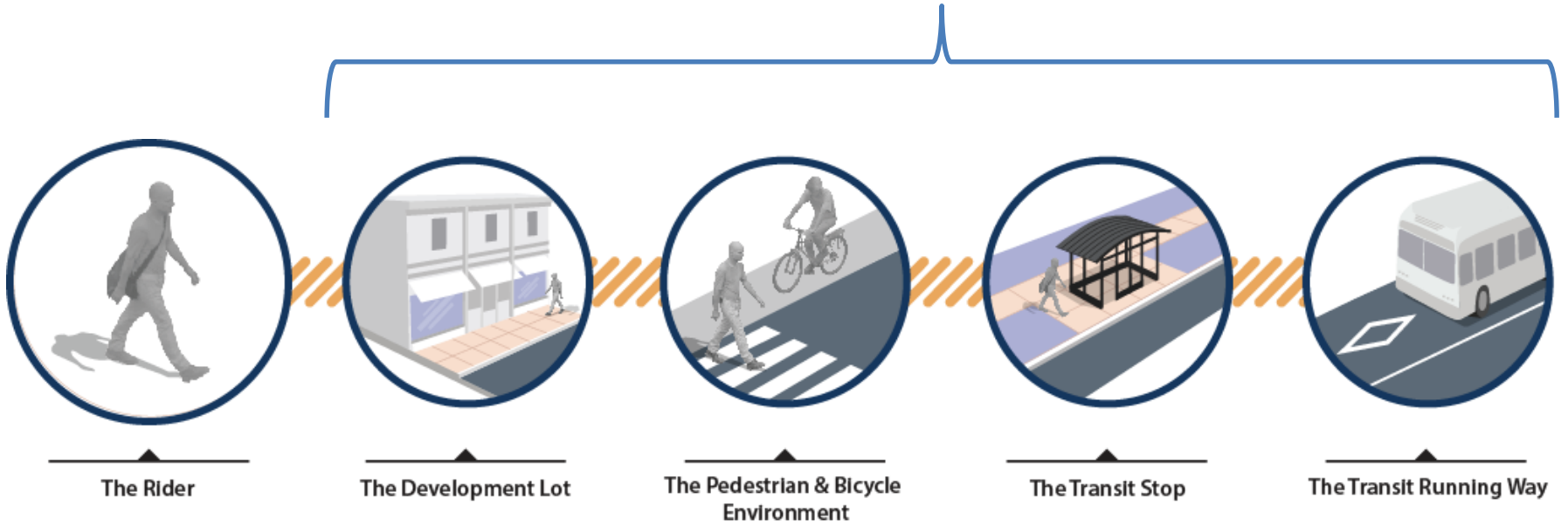
“Determine where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system.”

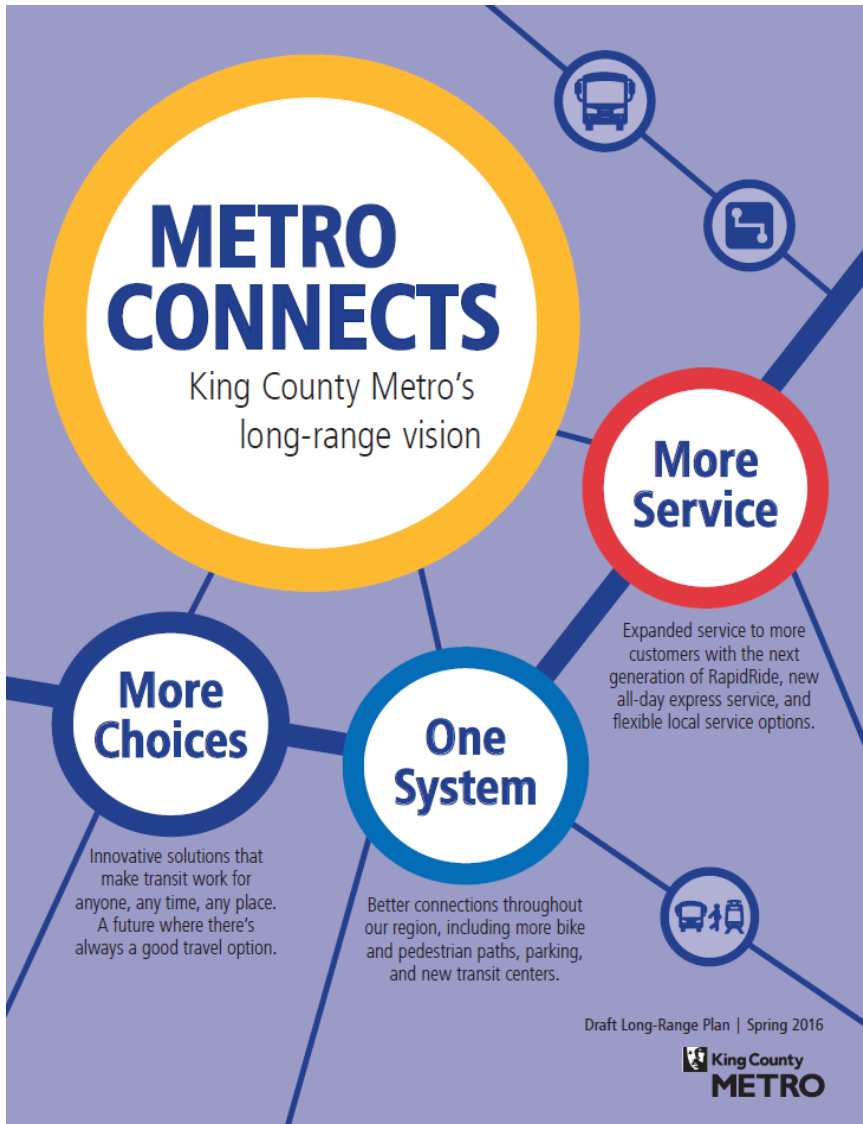
- Program Principles (2/17/15)



Debra Kumar, Bellevue Parks & Community Services Board

City of Bellevue Influence





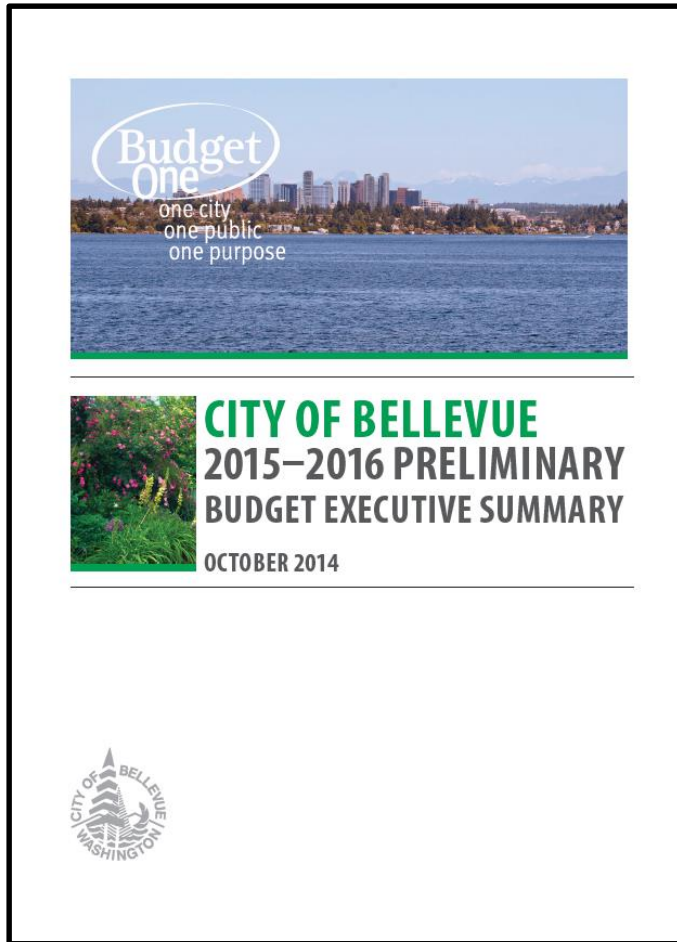
Sound Transit 3:

The Regional Transit System Plan for Central Puget Sound

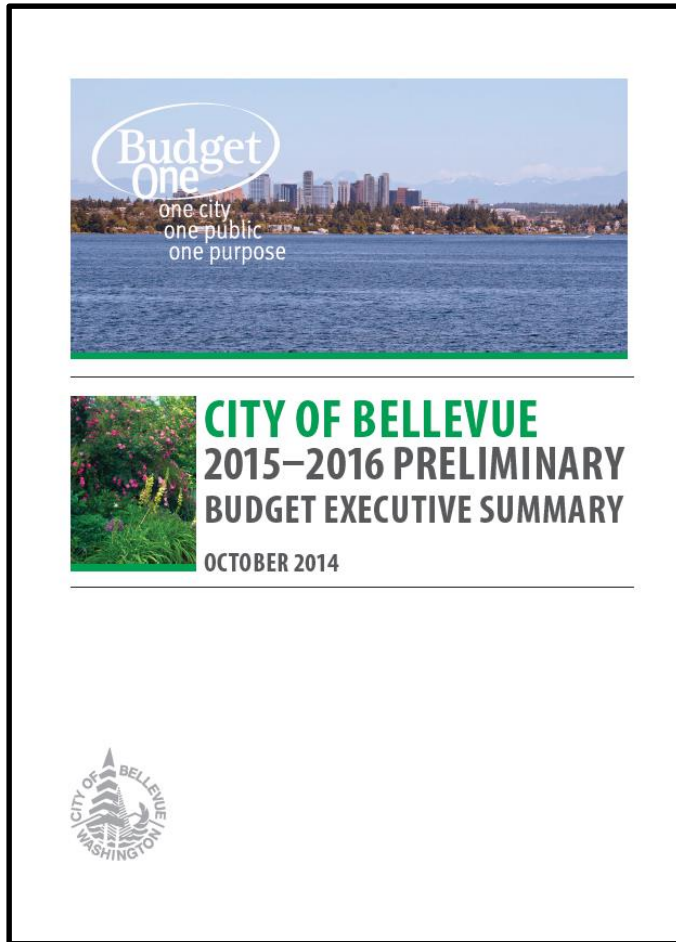
Adopted June 23, 2016

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T *Transportation Commission Discussion/Action*



Pedestrian and Bicycle Implementation Strategy Report



“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)



David Hill, President, Freiheit & Ho Architects



Photo: John Tiscornia



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Task 4 – People

Non-Motorized Access to Transit



CMAQ Corridors Connecting Centers

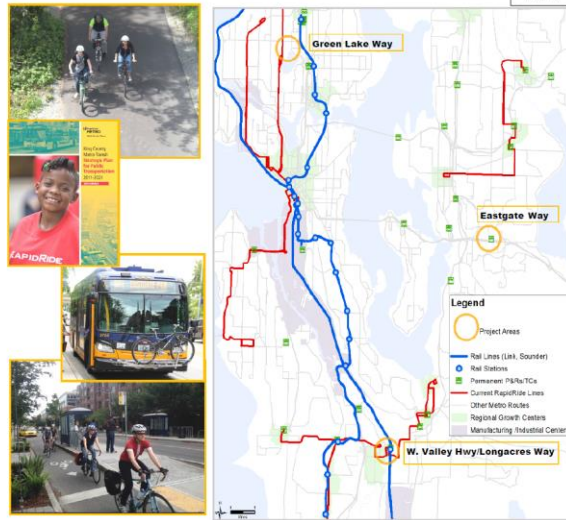
Project scope
Design & construct separated bike facilities in Bellevue, Seattle, Tukwila connecting to major transit services.

Purpose
Create safer, higher quality non-motorized access to frequent, regional transit services that directly connect centers. Attract users to transit with low-stress separated facilities. Foster efficient use of roads and transit facilities through safe alternatives to driving, shifting drive-alone trips, reducing VMT.

Project serves	~13,000 daily transit boardings
Eastgate P&R	15 Metro & ST routes
W. Valley Hwy, Longacres Way	RapidRide F, 3 other routes
Green Lake—Aurora	RapidRide E, 5 other routes
	Roosevelt Link (2021)

- Implements Metro's Non-Motorized Access to Transit Program.
- Improves 1st / last mile connections to high-demand transit.
- Direct transit connections to 14 regional centers, 5 local centers
- Upgrades substantial bike facilities on high traffic roadways.
- Fills gaps in bike networks, helps implement high-priority links in adopted bike plans.
- Leverages opportunities for other funds, transit changes and expansions, and local and regional development vision.

Project total	\$2,623,277
Grant request	\$2,039,161
Match—secured	\$ 584,116
Design	2019
Complete	2021



Non-Motorized Access to Transit

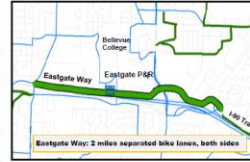


Legend

- Rail Lines (Link, Sounder)
- Rail Stations
- Current RapidRide Lines
- Other Metro Bus Service
- Trails in King County
- Design and Build
- Design Only
- Other Funds Secured



Range of Existing Conditions per project area	
Travel lanes	2-7 lanes
ADT	5,000-40,000
Posted speeds	25-40 mph
Transit riders	2400-5800 avg weekday boardings per area
Bike counts	30-150 per peak



Criteria

- Centers Benefits: Supports growth targets**
- Enhances direct access to jobs, services, education in 14 designated centers.
 - Supports adopted visions of 5 local centers as urban villages, TODs and compact mixed-use communities.
 - Connects to jobs in 7+ industry sectors of the Regional Economic Strategy.

- Connectivity: Fills logical segments**
- Adds logical segments for network continuity.
 - Serves 1st / last mile connections to major transit services.
 - Expands and connects adopted bike networks.
 - Local access examples: Bellevue College, Southcenter, Green Lake Aurora / Roosevelt.

- Safety: Separates users from high-volume traffic**
- Physically separates users to reduce mode conflicts, crash risks.
 - Upgrades facilities to current NACTO standards.
 - Improves conflict rating, reduces cycle stress.
 - "All ages and abilities" facilities attract users.
 - Supports Vision Zero objectives.

- Other criteria**
- Ready to start planning level concepts and costs completed.
 - Serves minority & low income areas, wide range of wages.
 - Helps reduce household transportation costs.
 - Mode shifts—Separated paths can increase bike use 100% - 150%.

Leverages funds & opportunities, builds toward future

Green Lake
Adds link in Bike Master Plan network west to N.E.3rd Greenway and east toward Roosevelt Link Station. Supports 3 local urban villages.

Tukwila
Secured funds from KC Parks & City plus this grant will help complete safer, more direct ped-bike connection between Tukwila TC & Sounder station, linking with 2 regional trails. Helps implement Walk & Roll Plan and Southcenter Subarea plan. Supports future Sounder trips, complements ST's station parking management program.

Eastgate
Helps manage parking demand after S. Bellevue P&R closes, offering safe alternative to driving to overcrowded facilities. Helps implement Bike Master Plan. Supports Eastgate/Factoria subarea plan & future Bellevue College TOD.

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](#).



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Task 4 – Next Steps

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 - T** 12. Performance Management Strategy (TBD)
 - T** 13. Complete Streets – policy review (staff initiated CPA in January; Winter 2017)
 - T** 14. Vision Zero Action Plan (TBD)
-

T *Transportation Commission Discussion/Action*



Pedestrian and Bicycle Count Assessment Report





“Research pedestrian and bicycle count technologies to improve the City’s data driven decision-making.”

- Program Principles (2/17/15)



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IMPLEMENTATION INITIATIVE

Task 5 - Policy



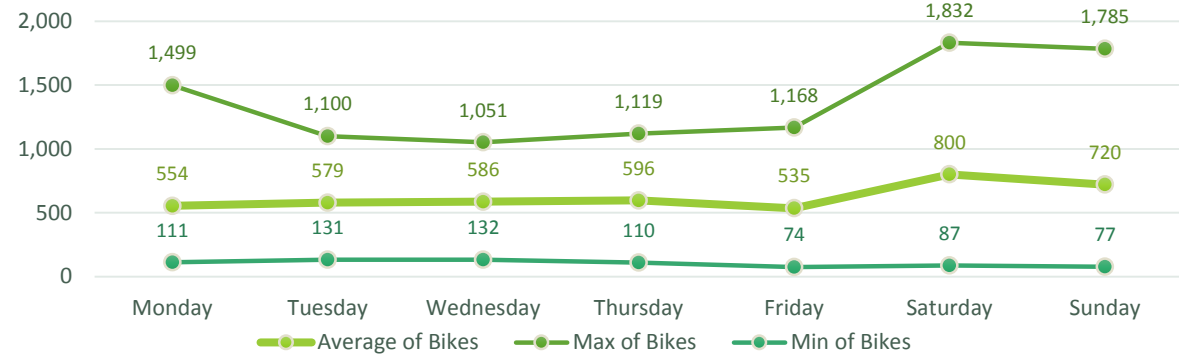
“Downtown Bellevue is not an area where the faint of heart would choose to ride; that said, it is prime for investment to attract additional riders. What’s needed are safe and inviting bicycle facilities that are separated from the auto.”

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



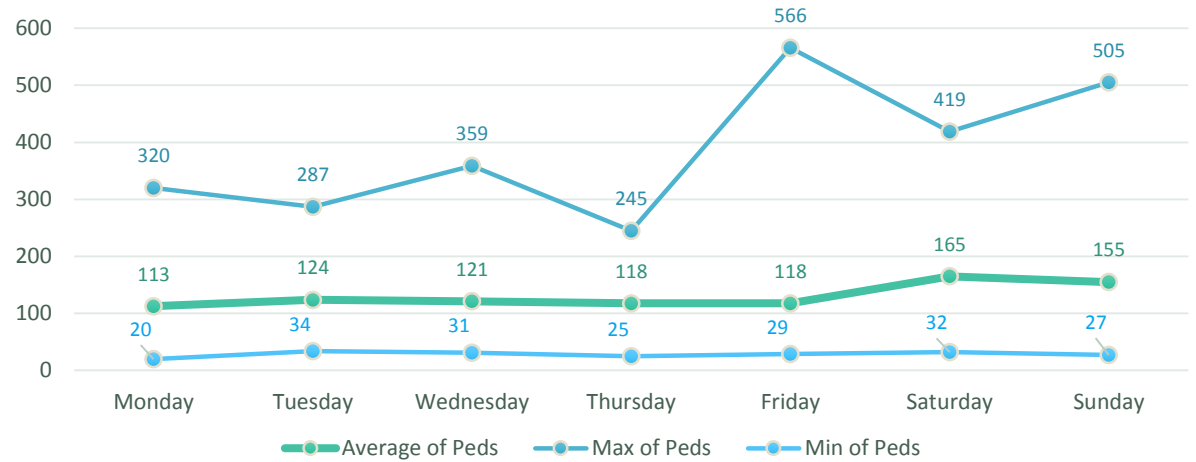
I-90 Bicycle Volumes

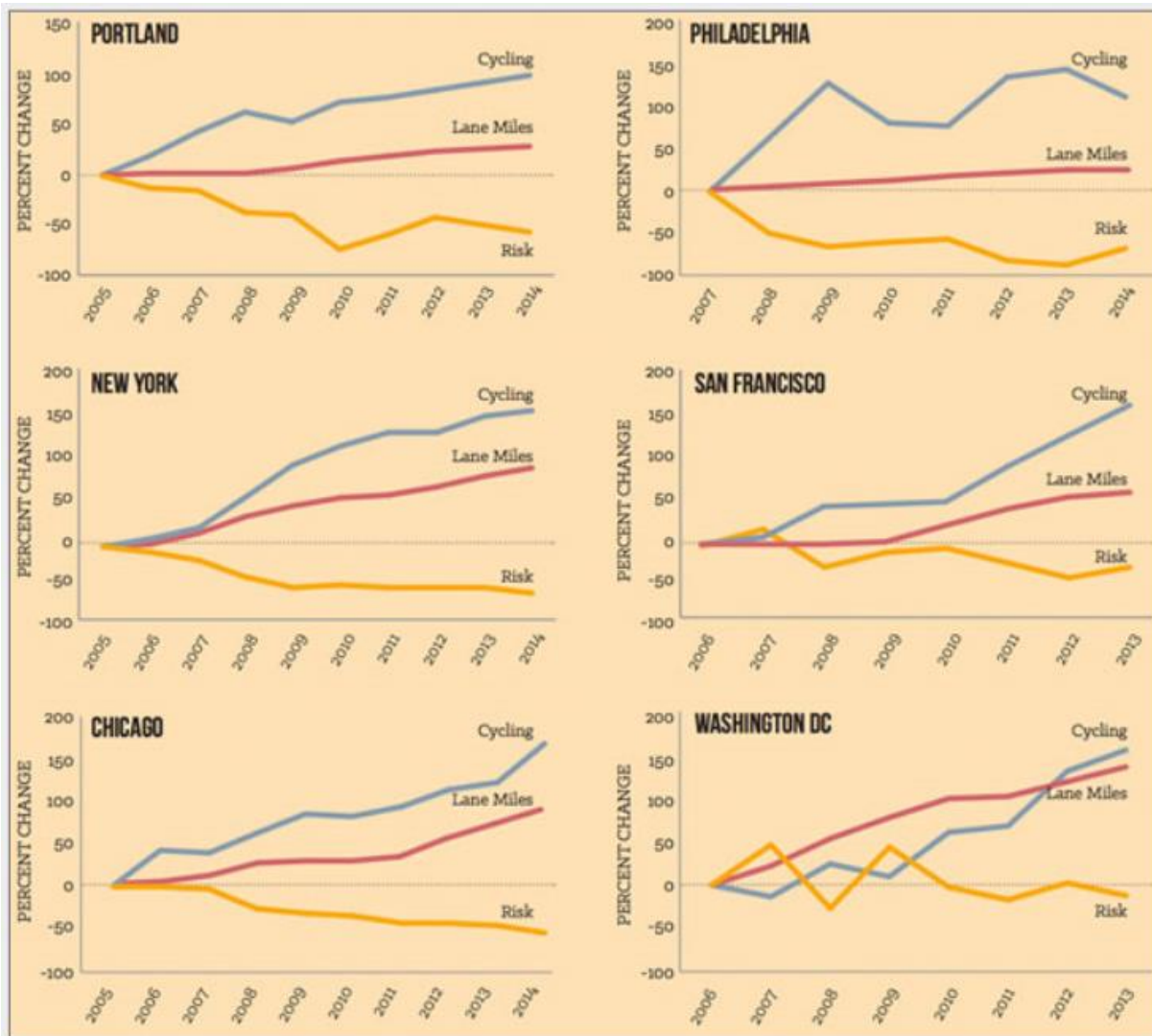
(average, min and max daily values)



I-90 Pedestrian Volumes

(average, min and max daily values)





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



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)**
 - T 5. BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
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-

T *Transportation Commission Discussion/Action*



Bike Share Feasibility Analysis Report





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

- Program Principles (2/17/15)



1. The Big Jump Application (Fall 2016)
 2. PSRC Access to Transit Study (Fall 2016)
 3. Vision Zero Story Map (Fall 2016)
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-

T *Transportation Commission Discussion/Action*



Pedestrian & Bicycle Implementation Initiative

Data & Resources Community Support

PBIC names 50th Walk Friendly Community

Bellevue, WA, Portsmouth, VA and Sisters, OR are the latest communities to earn Walk Friendly status.

Task 7 - 2009 Plan Progress Measurement and Management Report



Pede

Data & Resources Community Sup

**PBIC names
50th Walk
Friendly
Community**

Bellevue, WA, Portsmouth, VA and
Sisters, OR are the latest communities
to earn Walk Friendly status.

“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)



Al Kinisky, Senior Director, Concur Technologies



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IMPLEMENTATION INITIATIVE

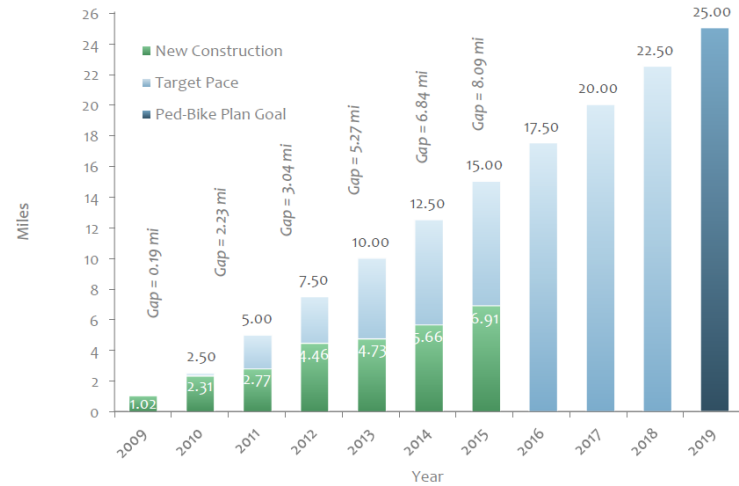
Task 7 – People

Pedestrian and Bicycle Progress Report 2015

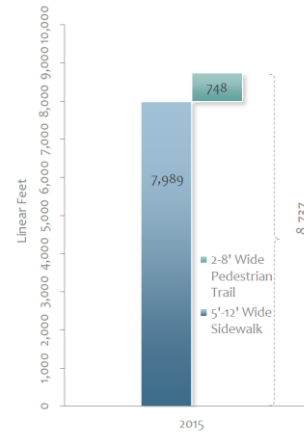
City of Bellevue



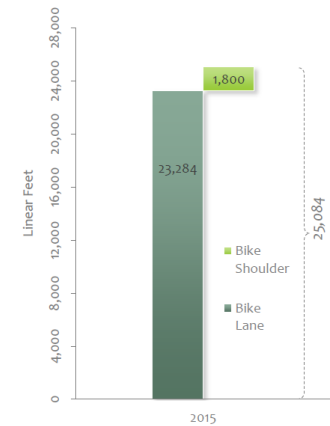
Arterial Sidewalk Construction 2009-2015 - Cumulative



All New Pedestrian Facilities Construction in 2015



New Bicycle Facilities construction in 2015



Walk Score
92

Walker's Paradise

Daily errands do not require a car.

Transit Score
58

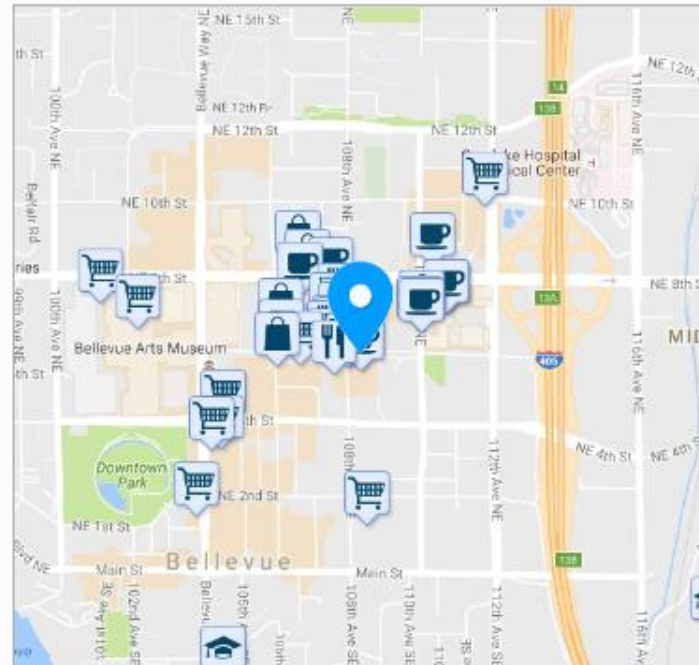
Good Transit

Many nearby public transportation options.

Bike Score
52

Bikeable

Mostly flat, minimal bike lanes.



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IMPLEMENTATION INITIATIVE

Task 7 – Data



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



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IMPLEMENTATION INITIATIVE

Progress Reports

Transportation Commission
October 13, 2016

Stela Nikolova
Assistant Transportation Planner
City of Bellevue

Pedestrian and Bicycle Progress Report 2015

City of Bellevue



Pedestrian and Bicycle Progress Report 2015

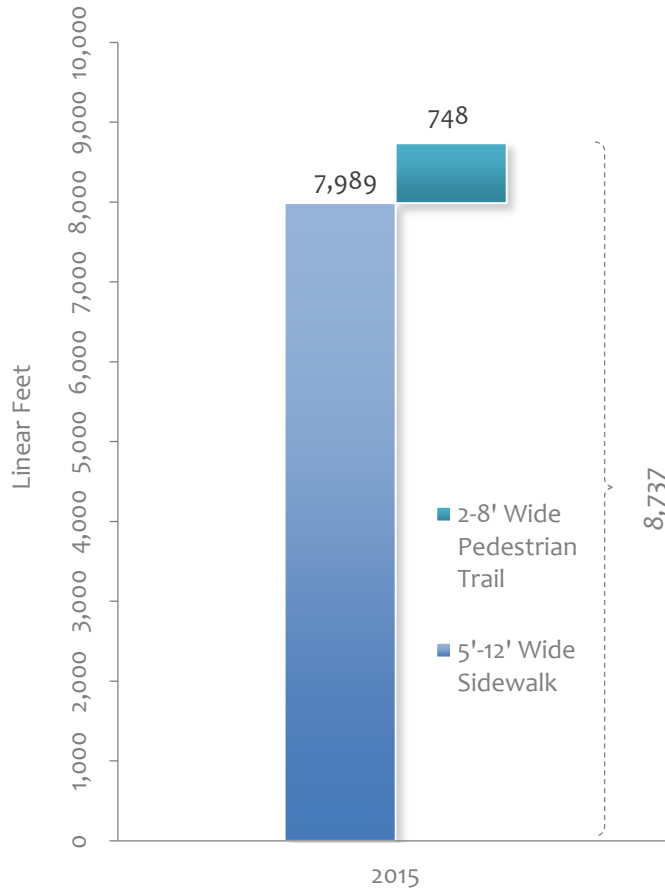


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& BICYCLE**
IMPLEMENTATION INITIATIVE

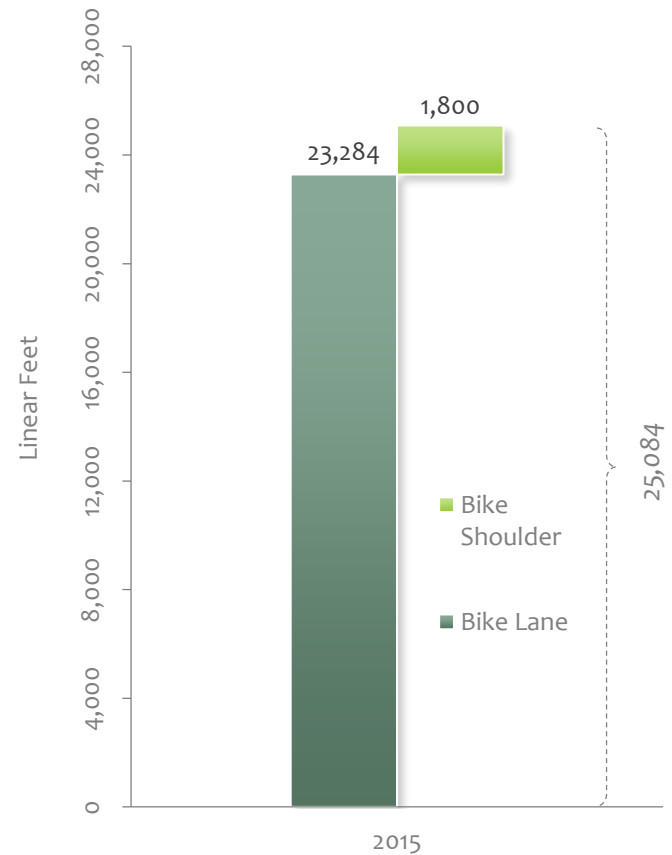
Progress Report

New Pedestrian and Bicycle Facilities in Bellevue in 2015

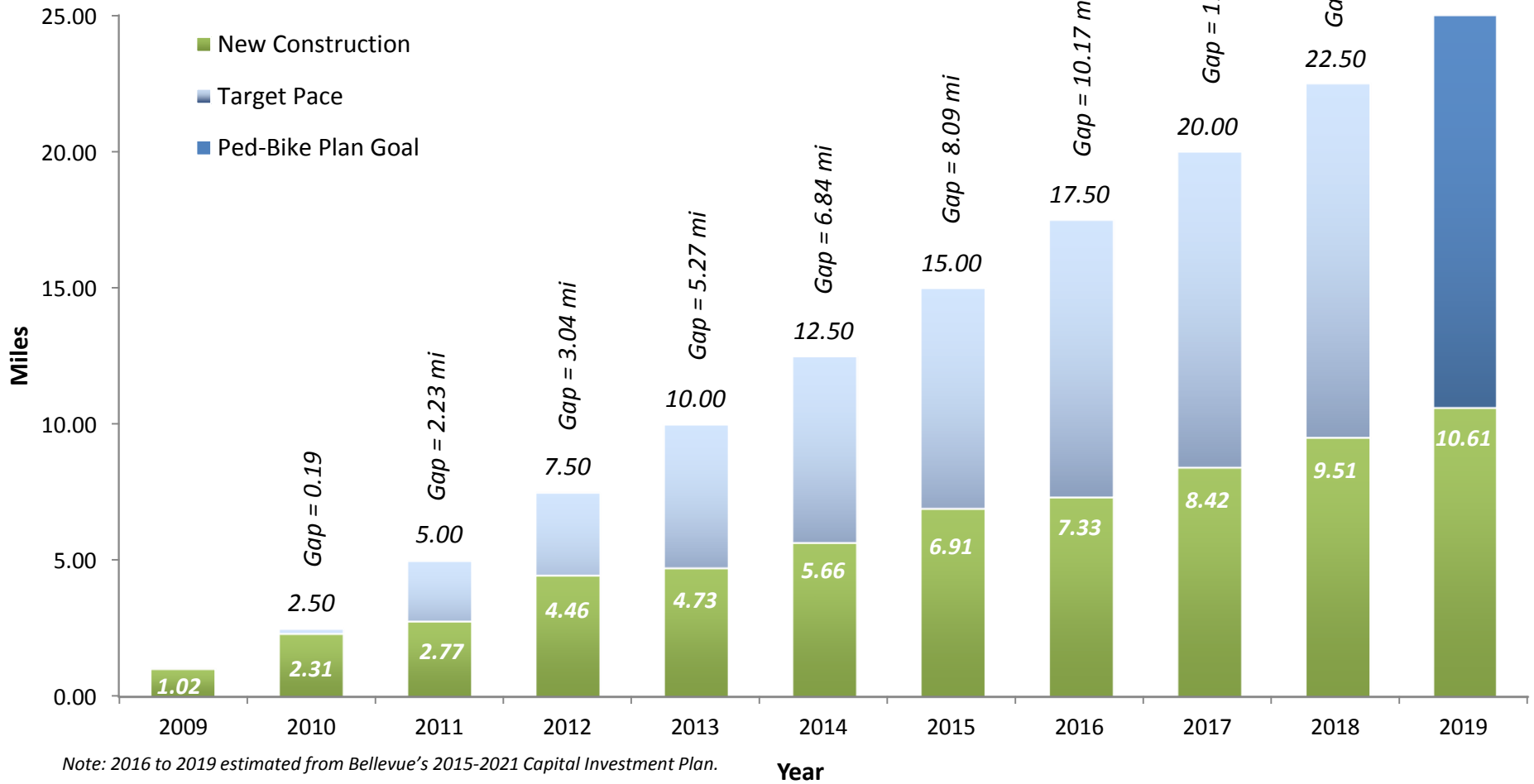
All New Pedestrian Facilities Construction in 2015



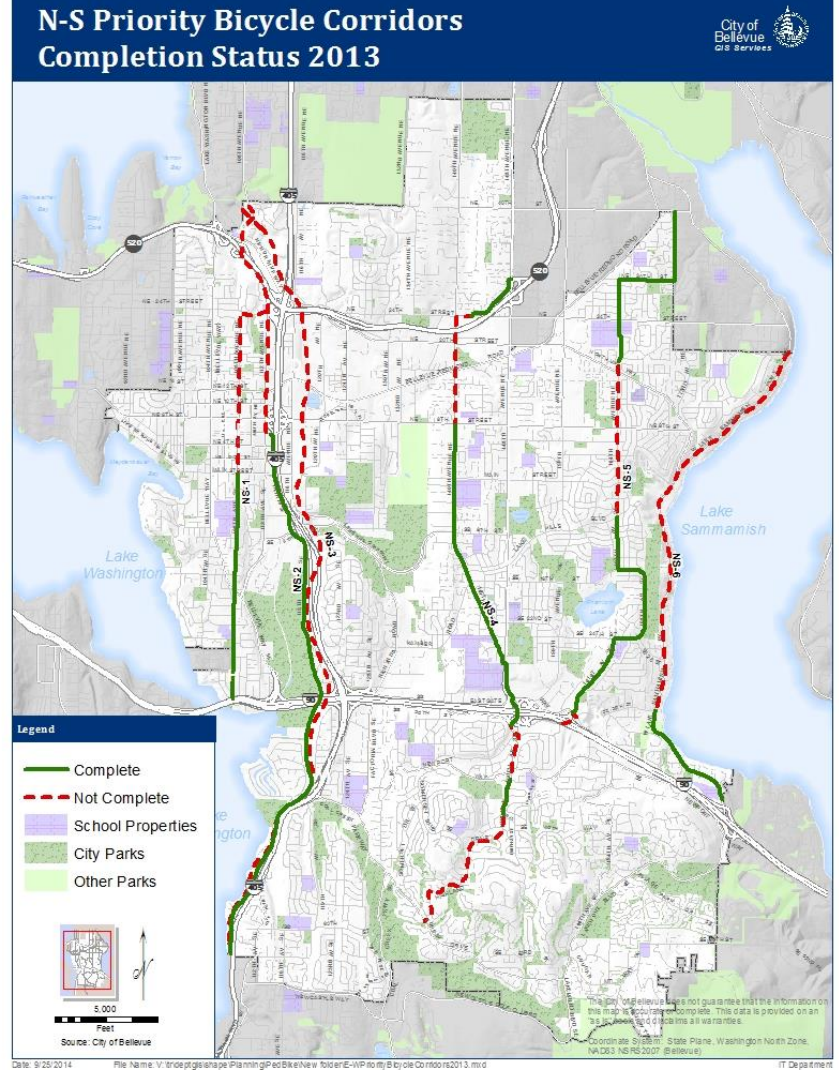
New Bicycle Facilities construction in 2015



Arterial Sidewalk Construction - Cumulative



Priority Bicycle Corridors



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 IMPLEMENTATION INITIATIVE

Progress Report

Pedestrian and Bicycle Count Report 2015

Pedestrian and Bicycle Count Report 2015

City of Bellevue



BELLEVUE
**PEDESTRIAN
& BICYCLE**
IMPLEMENTATION INITIATIVE

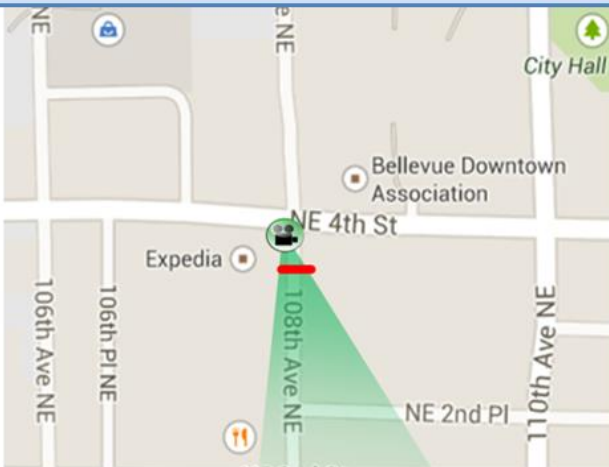
Count Report

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

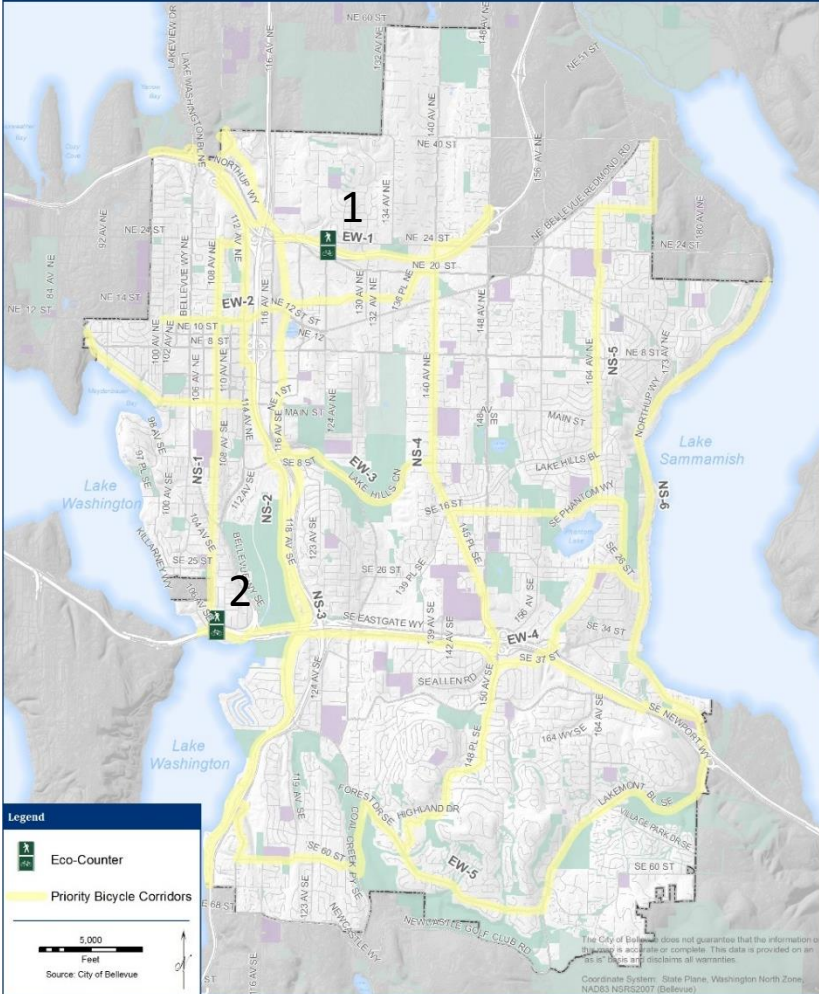
Current Methodology

- 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

2015



Eco-Counter Locations – SR 520 Trail



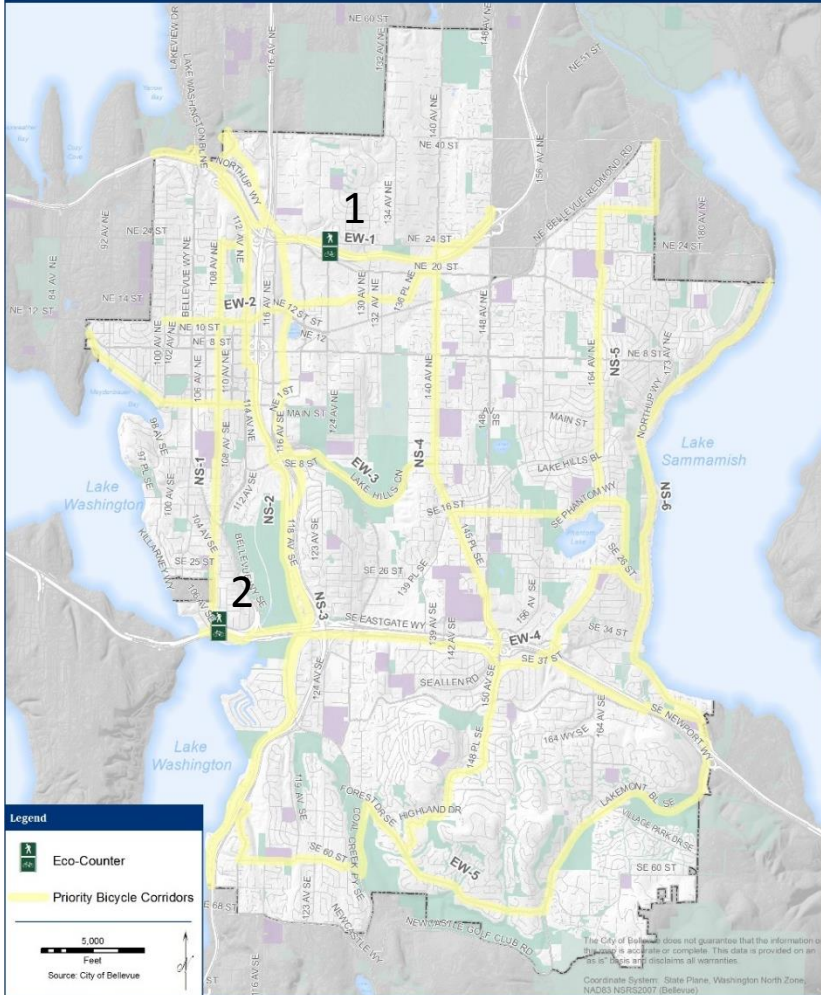
1. SR 520 Trail location south of NE 24th St



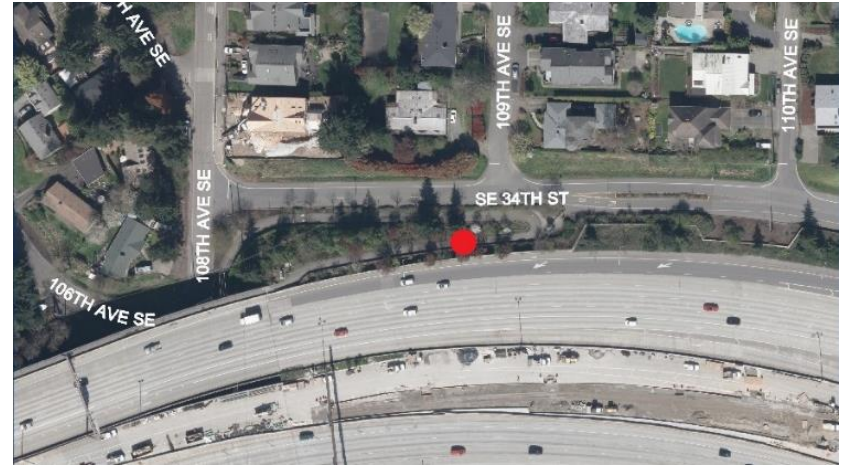
BELLEVUE
**PEDESTRIAN
& BICYCLE**
IMPLEMENTATION INITIATIVE

Count Report

Eco-Counter Locations 2015



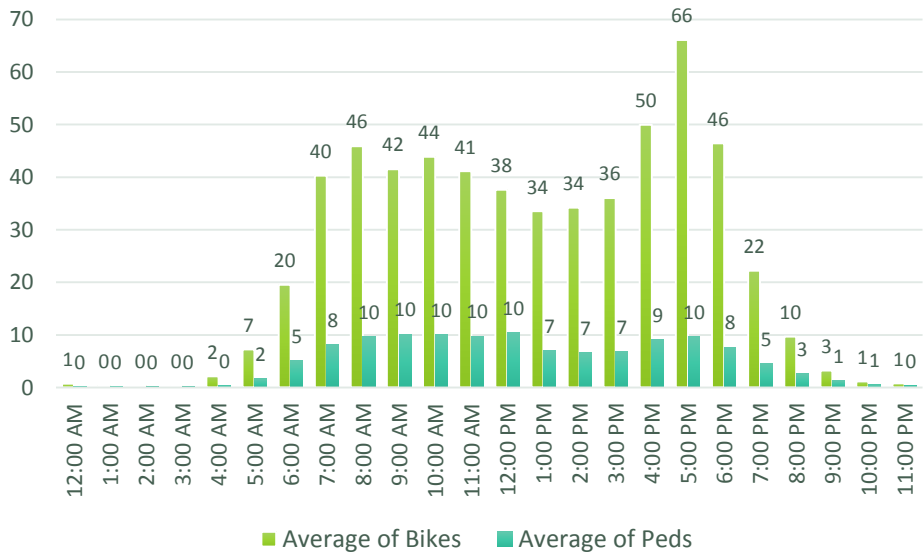
Eco-Counter Locations – I-90 Trail



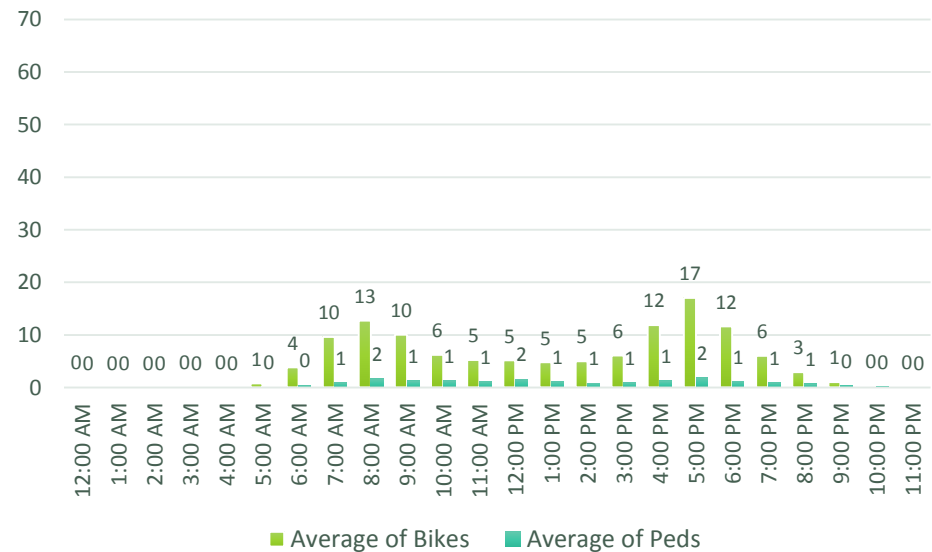
2. I-90 Trail location at SE 34th St & 109th Ave SE

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

Average Hourly Pedestrian and Bicycle Volumes
I-90 Trail Counter Location, 2015

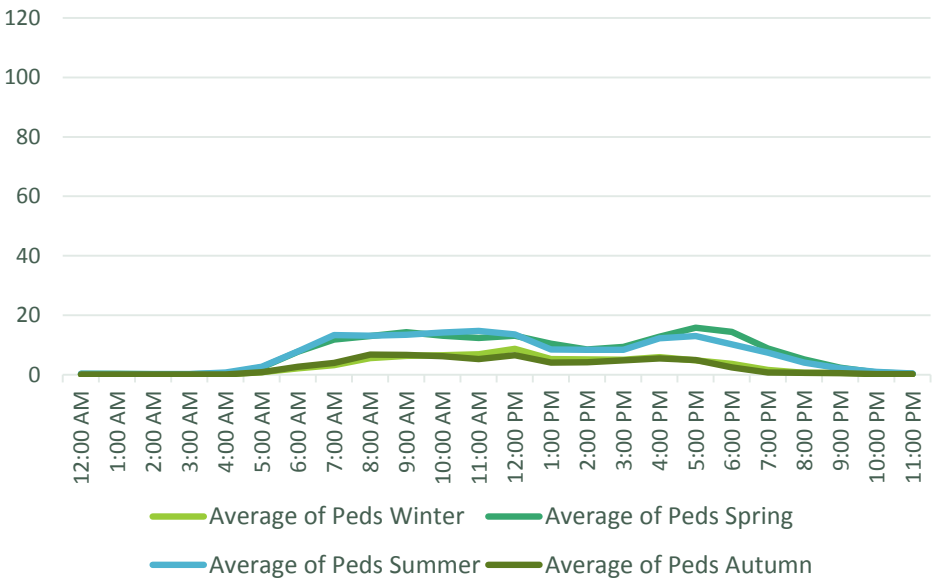


Average Hourly Pedestrian and Bicycle Volumes
SR 520 Trail Location, 2015

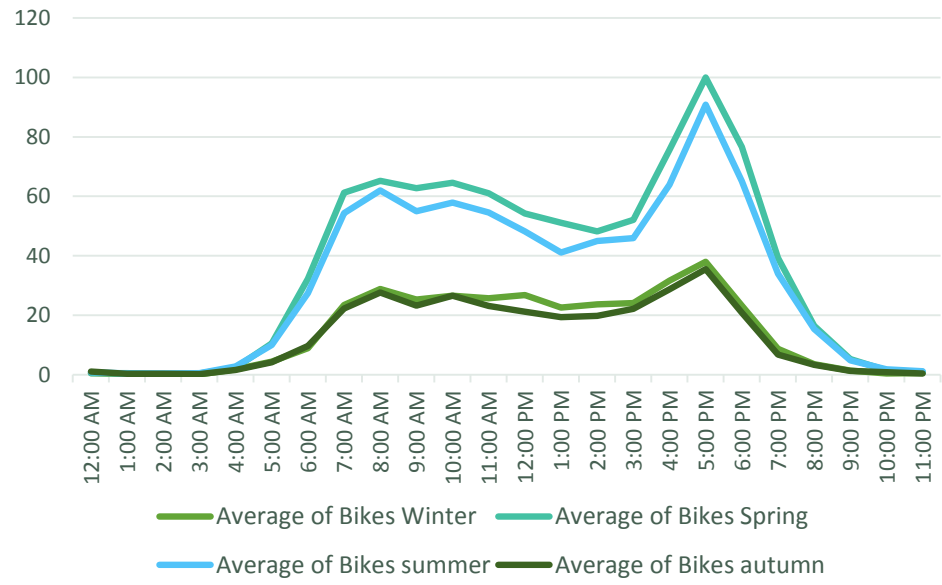


Average Hourly Pedestrian and Bicycle Volumes by Season I-90 Trail Counter Location

Average Hourly Pedestrian Volumes by Season
I-90 Trail Counter Location, 2015

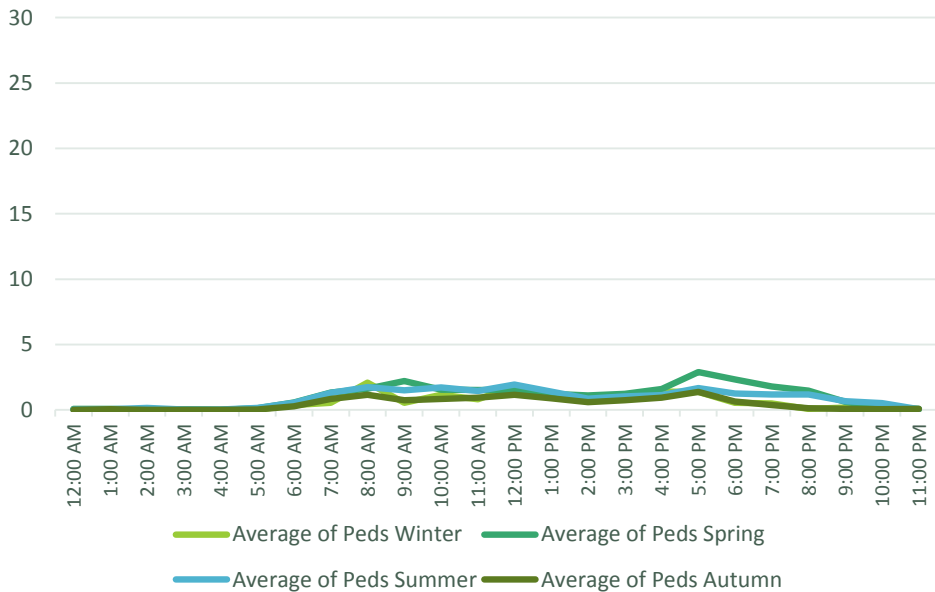


Average Hourly Bicycle Volumes by Season
I-90 Counter Location, 2015

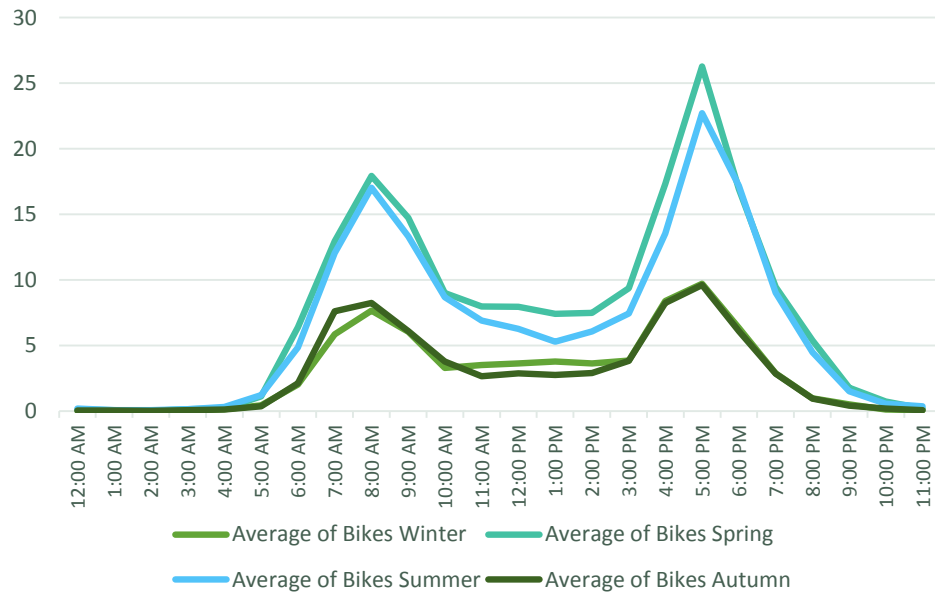


Average Hourly Pedestrian and Bicycle Volumes by Season SR 520 Trail Counter Location

Average Hourly Pedestrian Volumes by Season
SR 520 Trail Counter Location, 2015



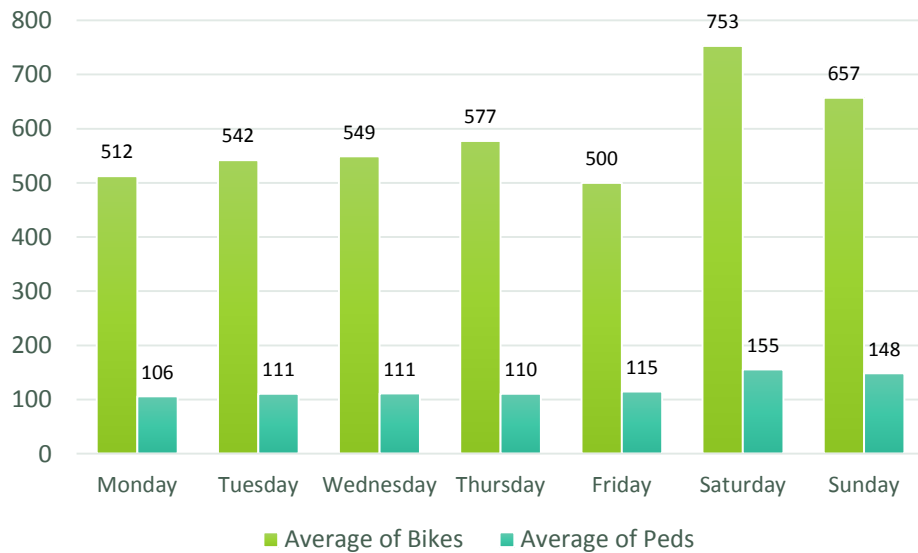
Average Hourly Bicycle Volumes by Season
SR 520 Trail Counter Location, 2015



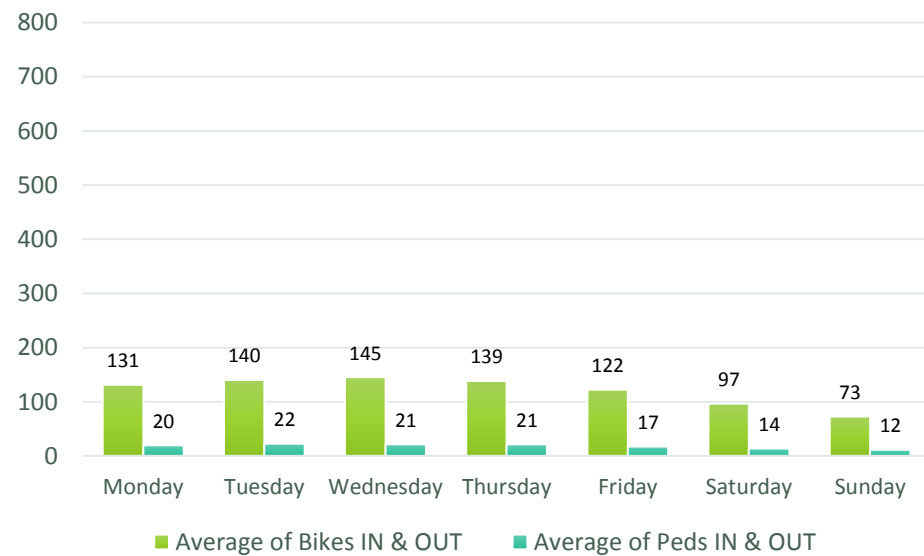
Average Daily Pedestrian and Bicycle Volumes by Weekday

I-90 Trail and SR 520 Trail Counter Locations

Average Daily Pedestrian and Bicycle Volumes by Weekday, I-90 Trail, 2015



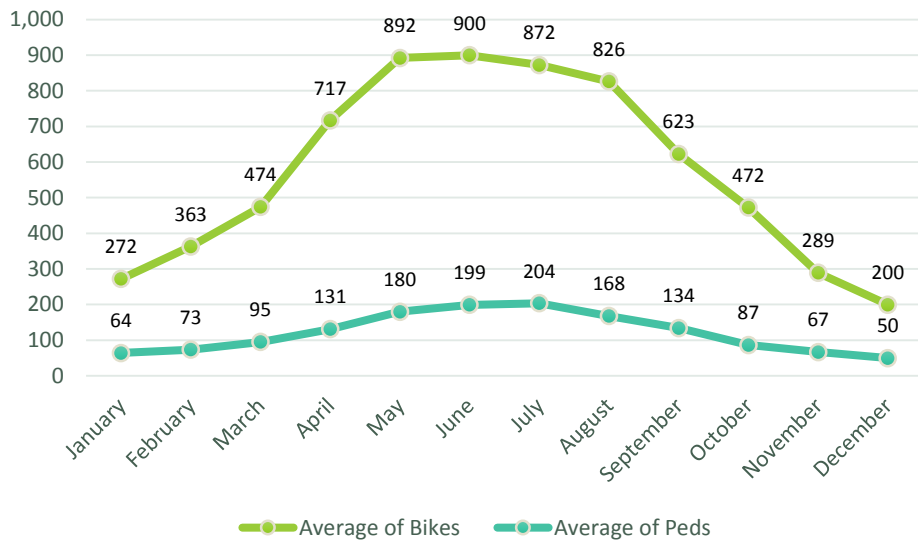
Average Daily Pedestrian and Bicycle Volumes by Weekday, SR 520 Trail, 2015



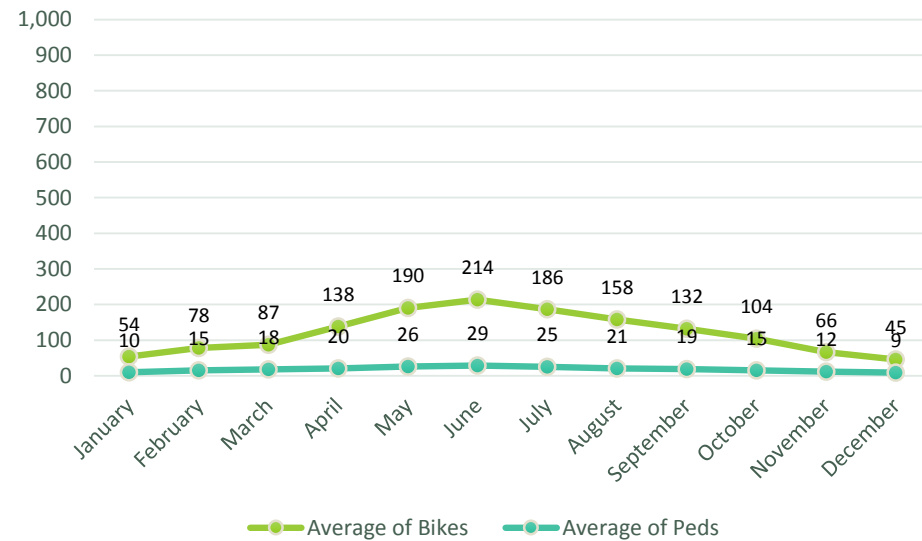
Average Daily Pedestrian and Bicycle Volumes by Month

I-90 Trail and SR 520 Trail Counter Locations

Average Daily Pedestrian and Bicycle Volumes by Month, I-90 Trail Counter Location, 2015



Average Daily Pedestrian and Bicycle Volumes by Month, SR 520 Trail Counter Location, 2015



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.



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IMPLEMENTATION INITIATIVE

Community Engagement: Wikimap Online Surveys

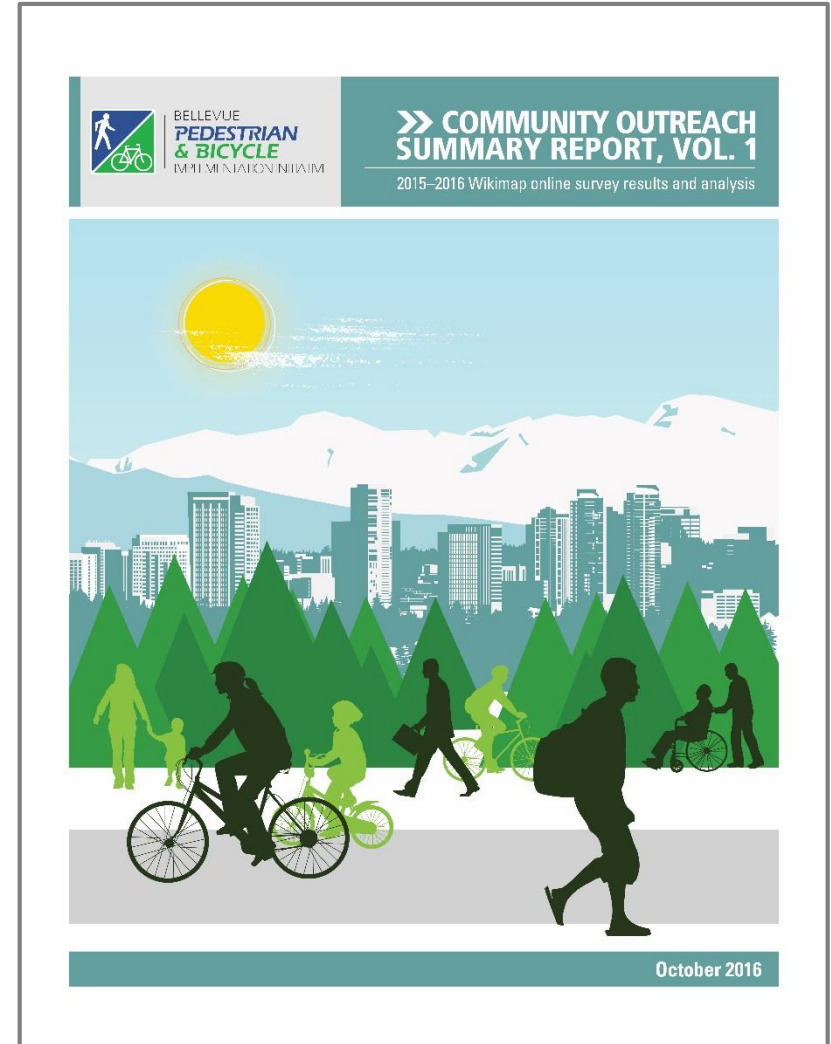
Transportation Commission
October 13, 2016

Andreas Piller
Assistant Transportation Planner
City of Bellevue

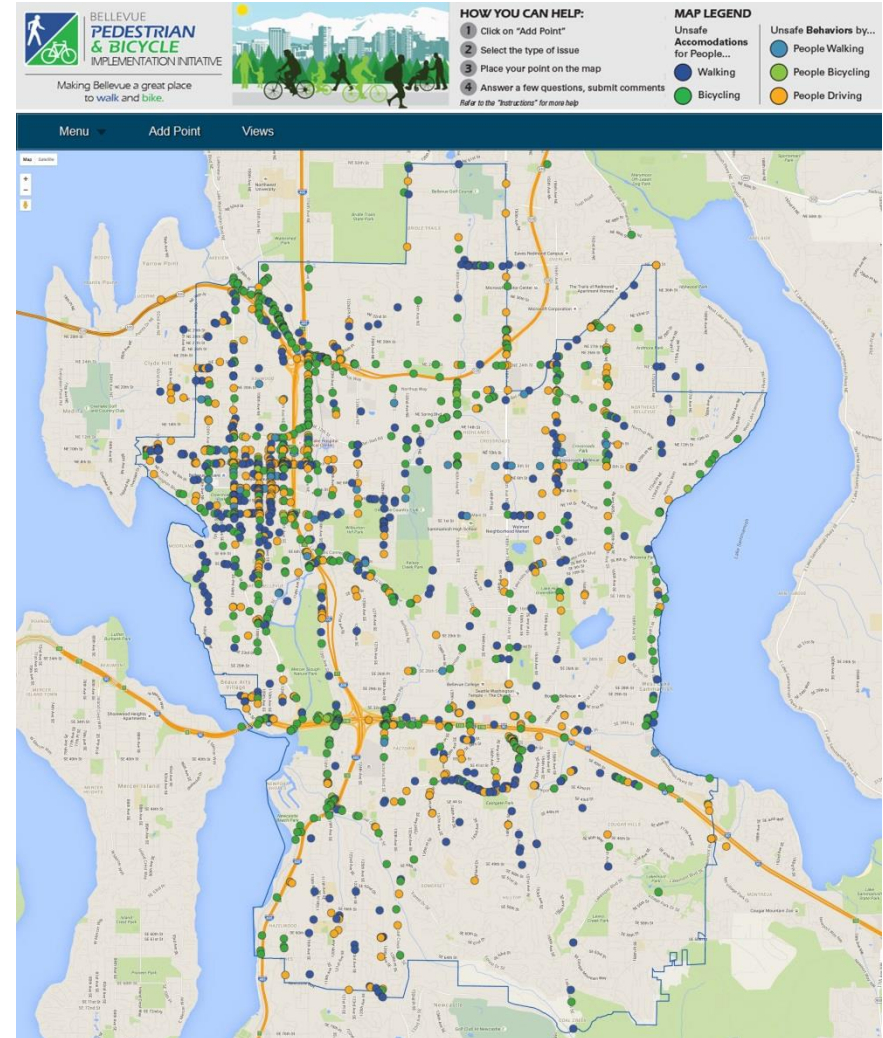
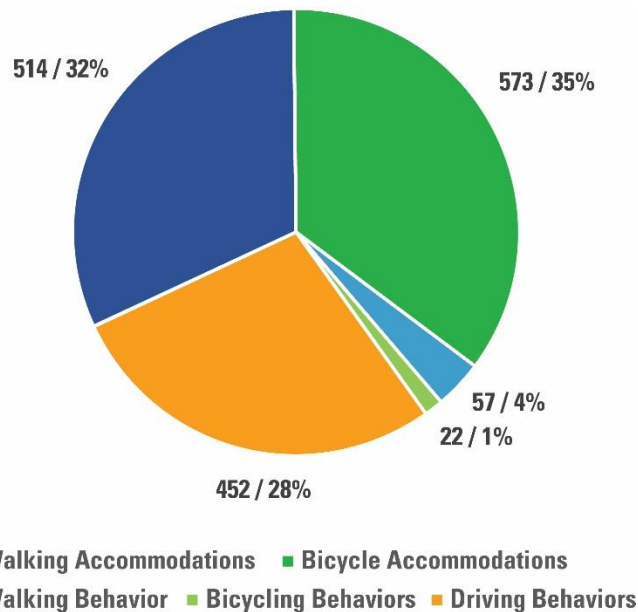
- **PBII Council Strategy:**
 - *Engages stakeholders at the earliest stages of scope development to ensure their input is included in project design.*
- **PBII Program Principle:**
 - *Engage community stakeholders in setting the priorities for investment in non-motorized facilities.*



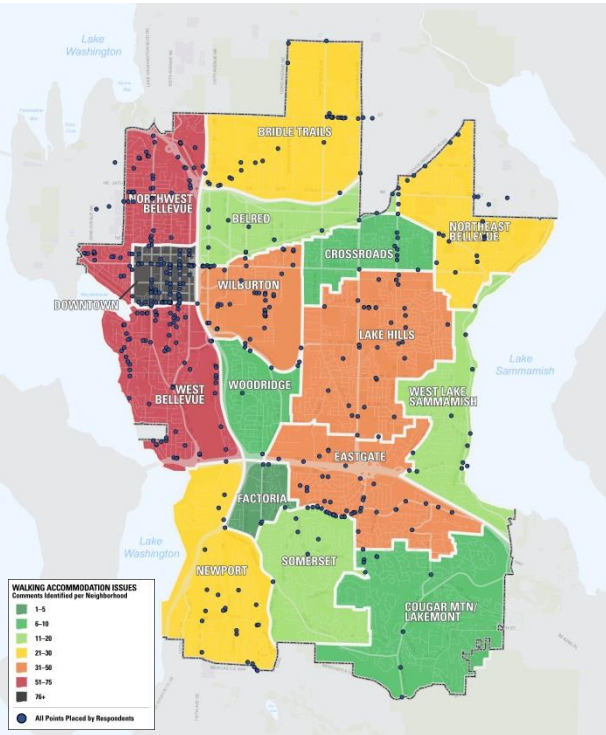
- **Wikimap 1**
 - *Identify walk/bike safety issues,*
 - *Report near misses,*
 - *Suggest preferred solutions*
- **Wikimap 2**
 - *Review and comment on BRIP project ideas*



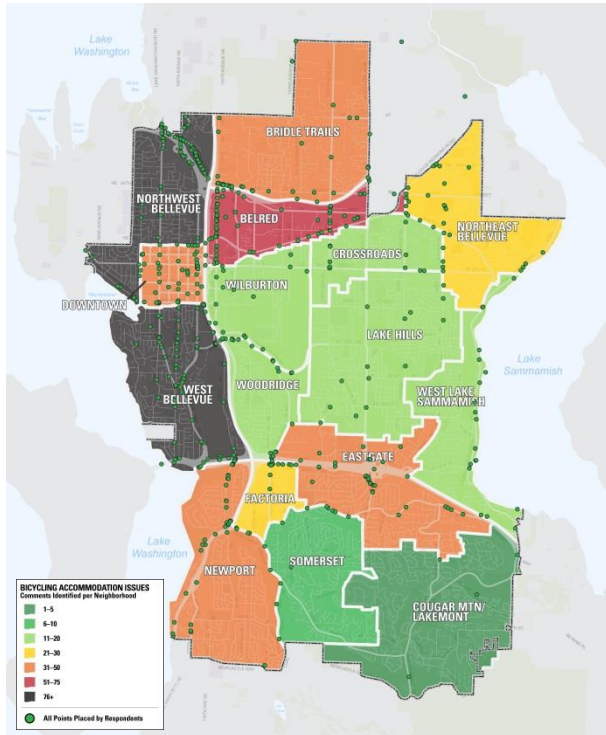
- Survey available online from August 26 – November 1, 2015
- 700+ respondents
- 1,600+ points



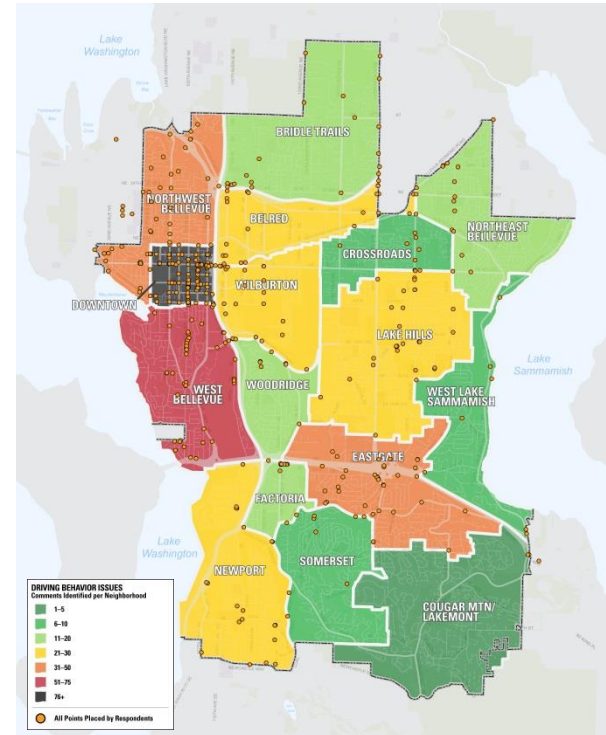
Walking Accommodation Issues



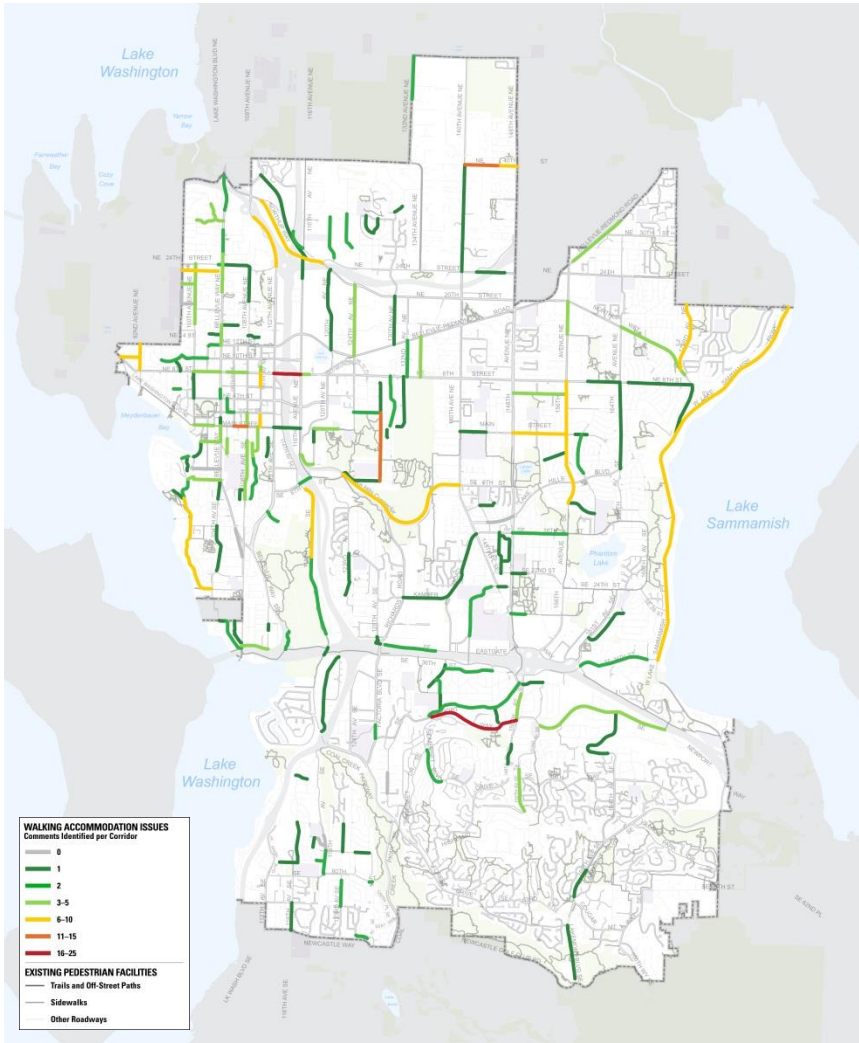
Bicycle Accommodation Issues



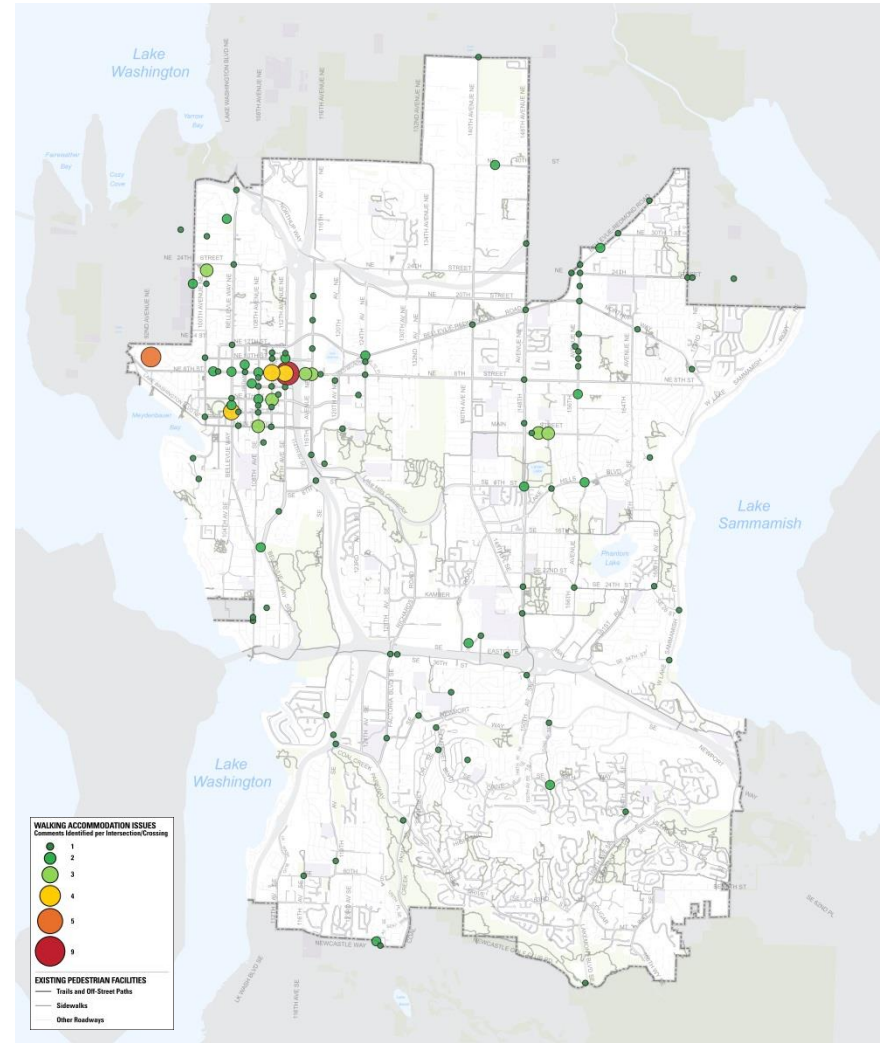
Driving Behavior Issues



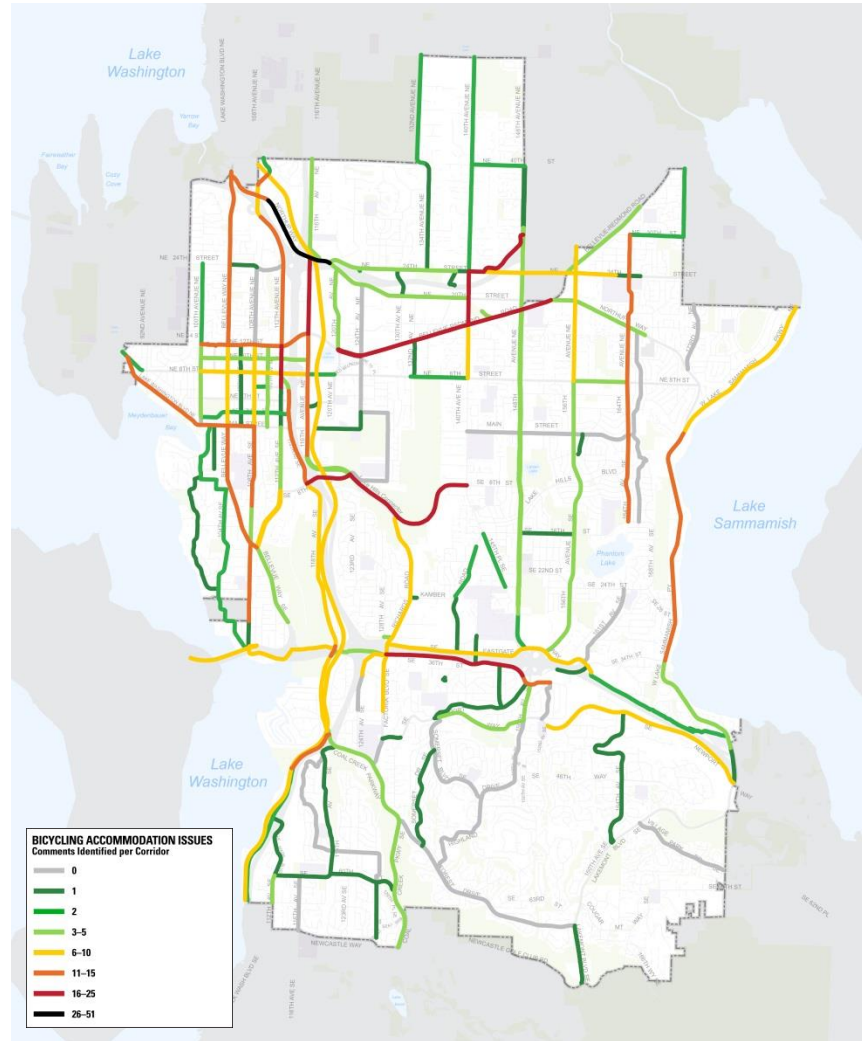
Issues along Corridors



Issues at Intersections/Street Crossings



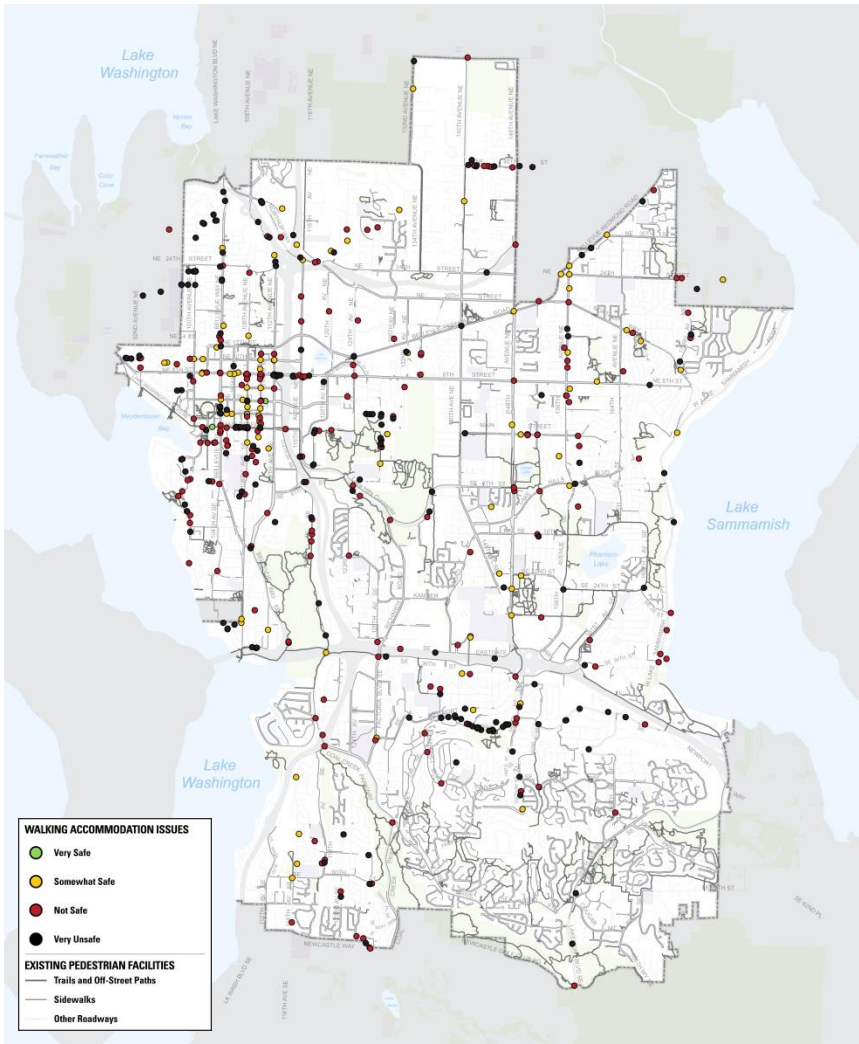
Issues along Corridors



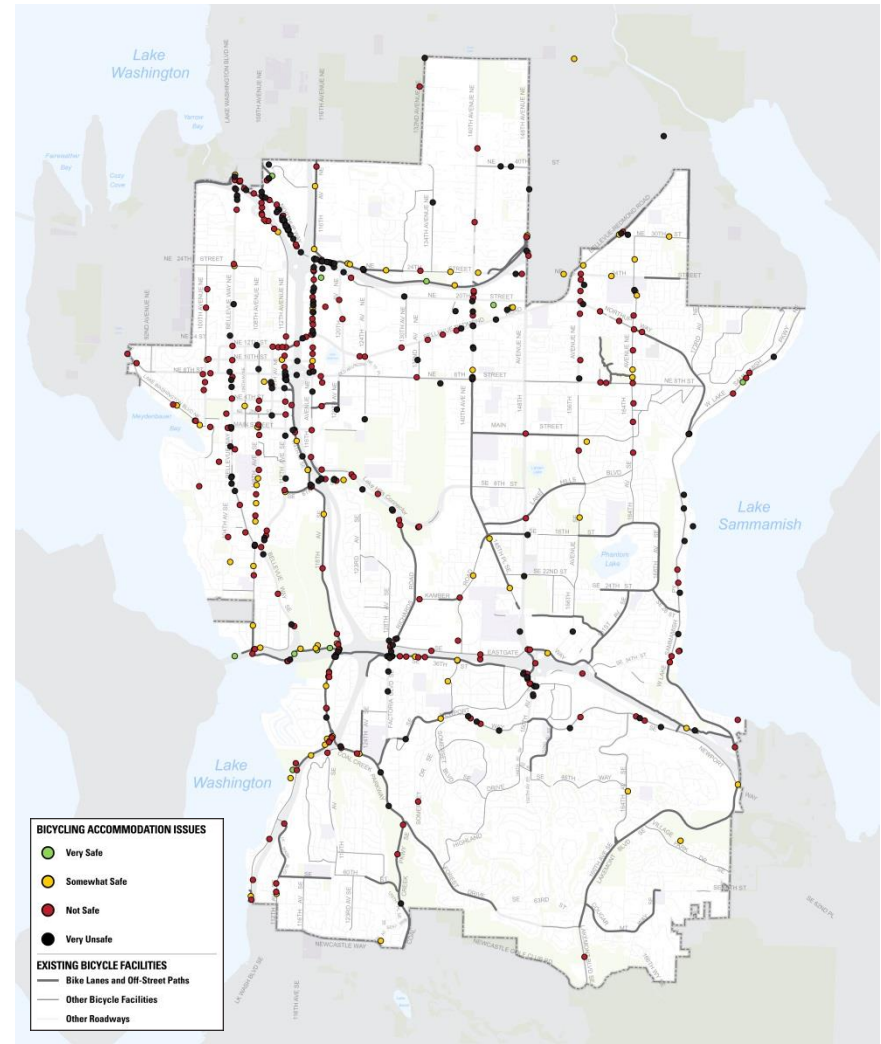
BELLEVUE
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IMPLEMENTATION INITIATIVE

Bicycling Accommodation Issues

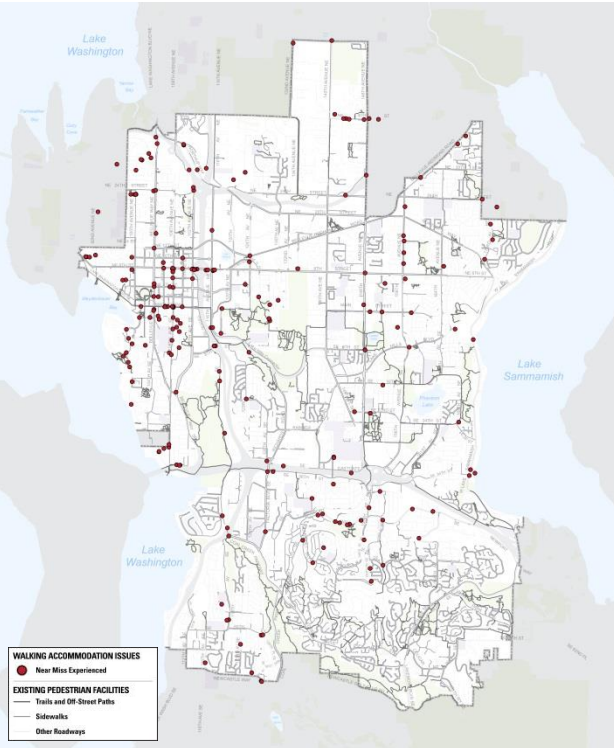
Walking Accommodation Issues



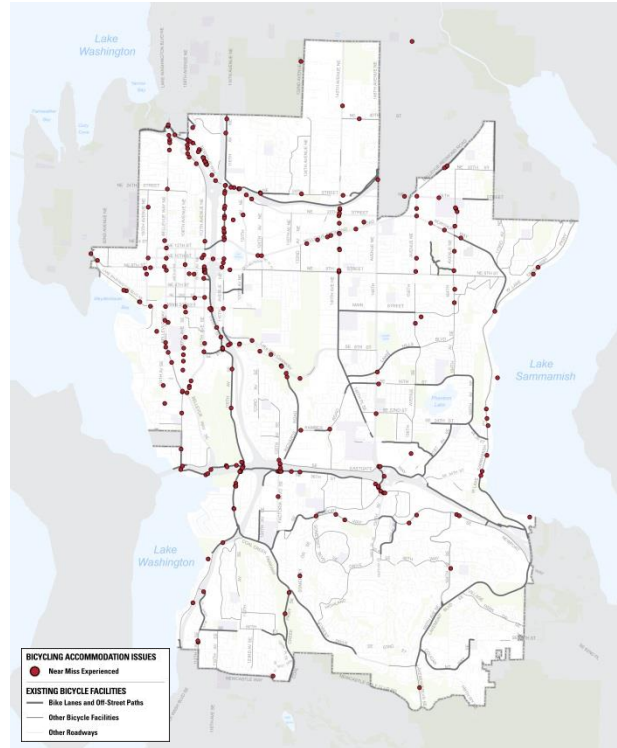
Bicycle Accommodation Issues



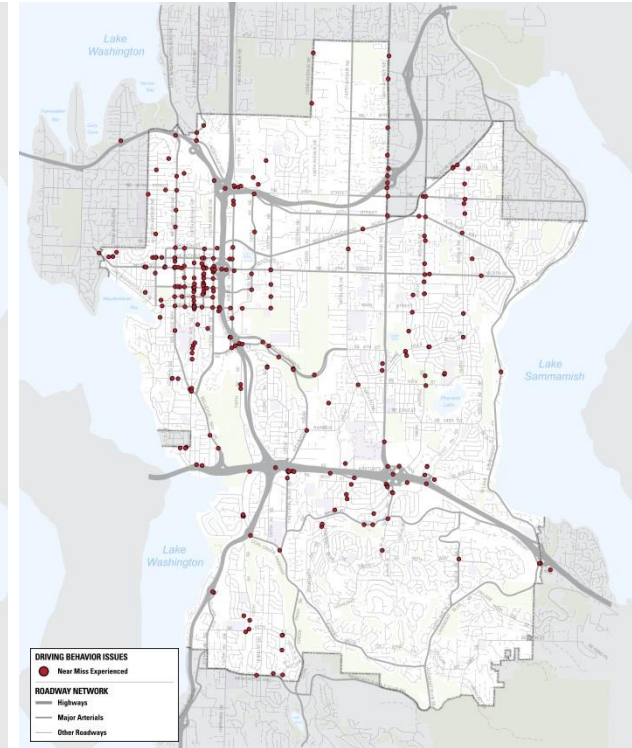
Walking Accommodation Issues



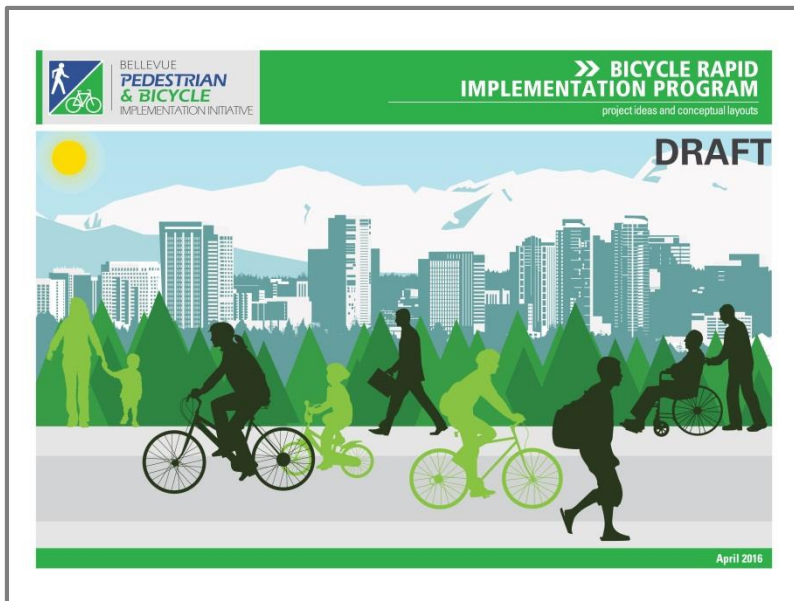
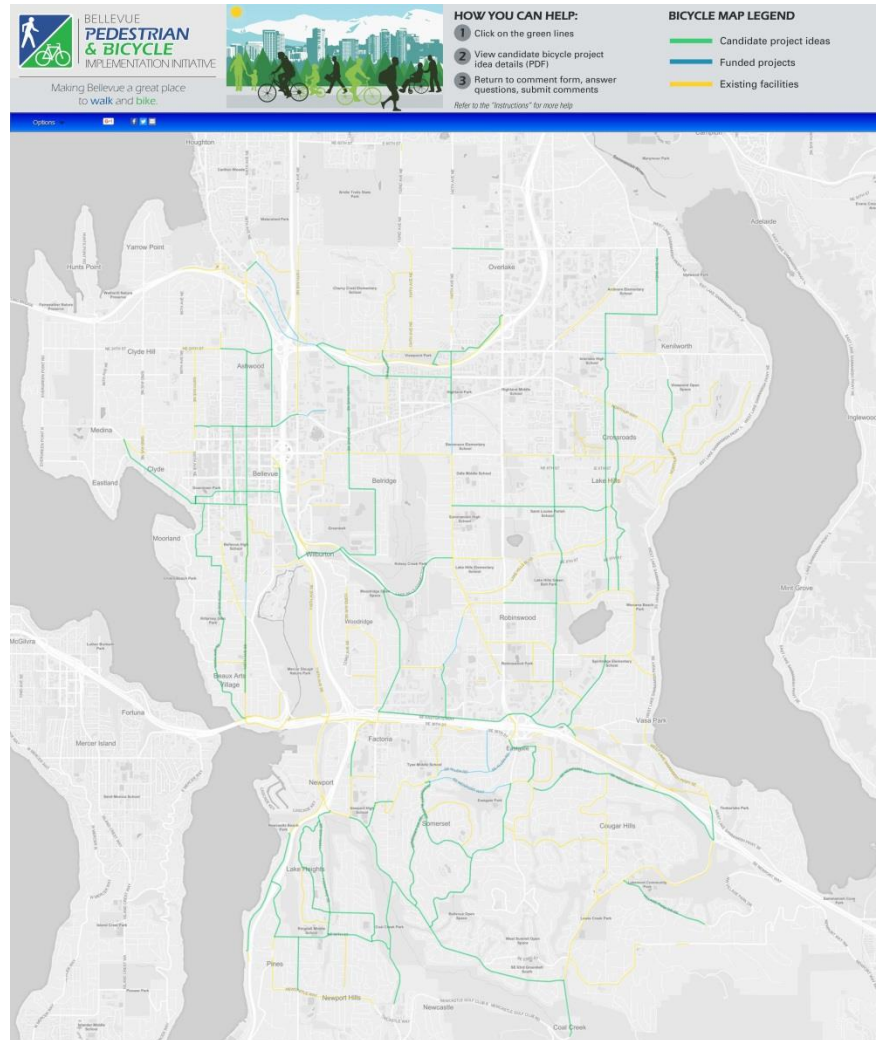
Bicycle Accommodation Issues



Driving Behavior Issues



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



Add Comment ✕

Description: PBC-1
Initial comment:

Before answering the questions below, please click on this orange button to view this candidate project idea.

Do you think that this facility would make it feel safer to bicycle here?

Yes

Maybe

Probably not

Not at all

Do you think this facility would help connect people on bicycles to the places they want to go to?

Yes

Maybe

Probably not

Not at all

How likely are you to bicycle here if this bicycle facility is NOT implemented?

Definitely

Possibly

Unlikely

No way

How often would you bicycle here if the candidate project is implemented?

Daily

About once per week

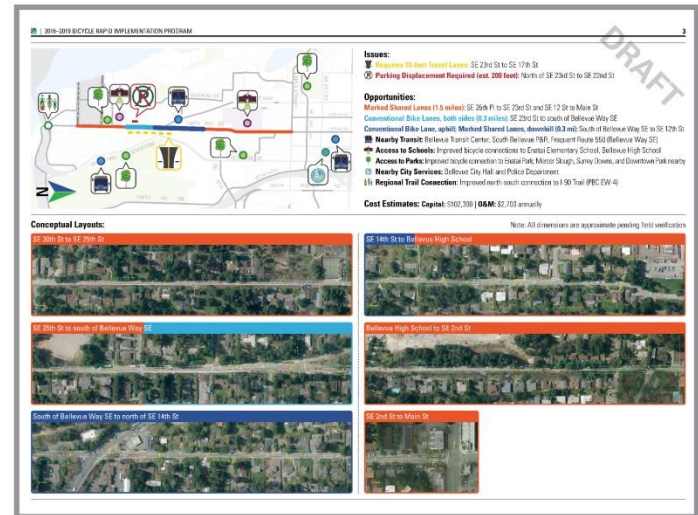
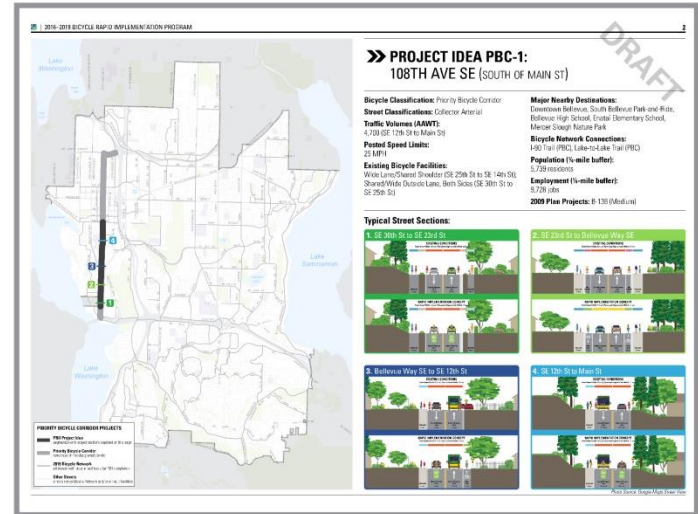
In frequently

Several times per week

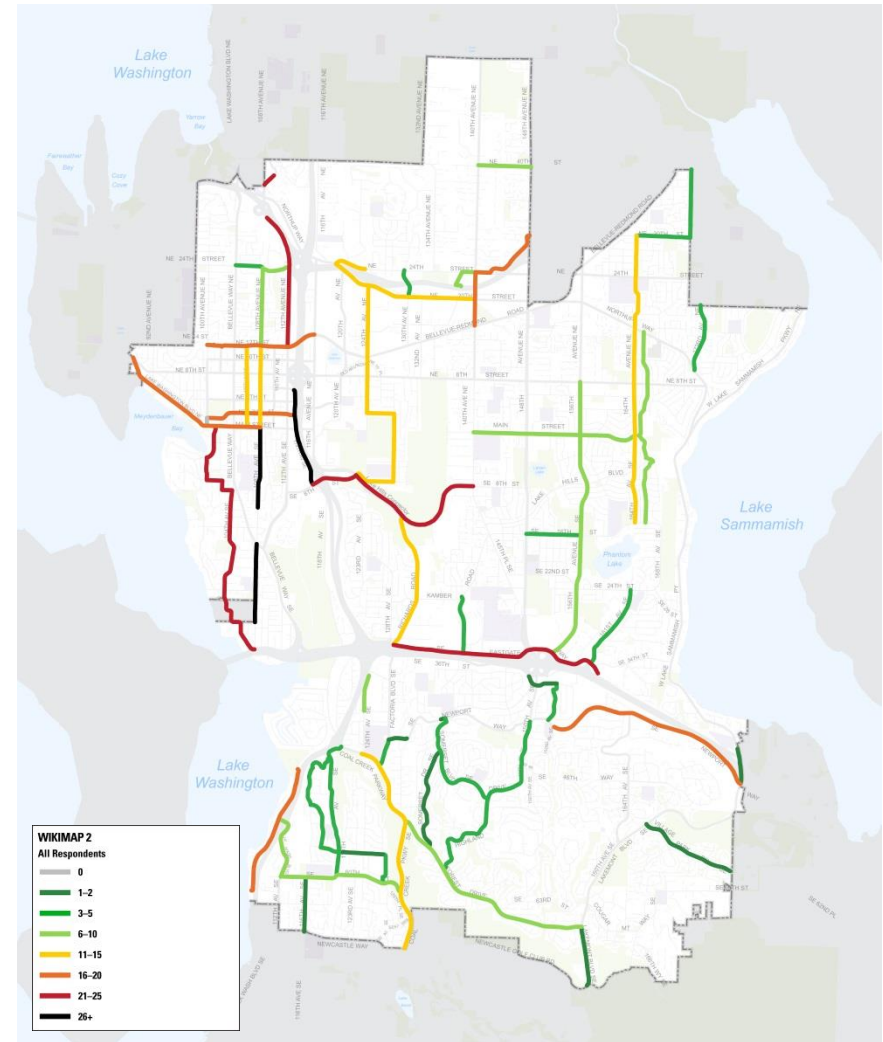
Occasionally

Never

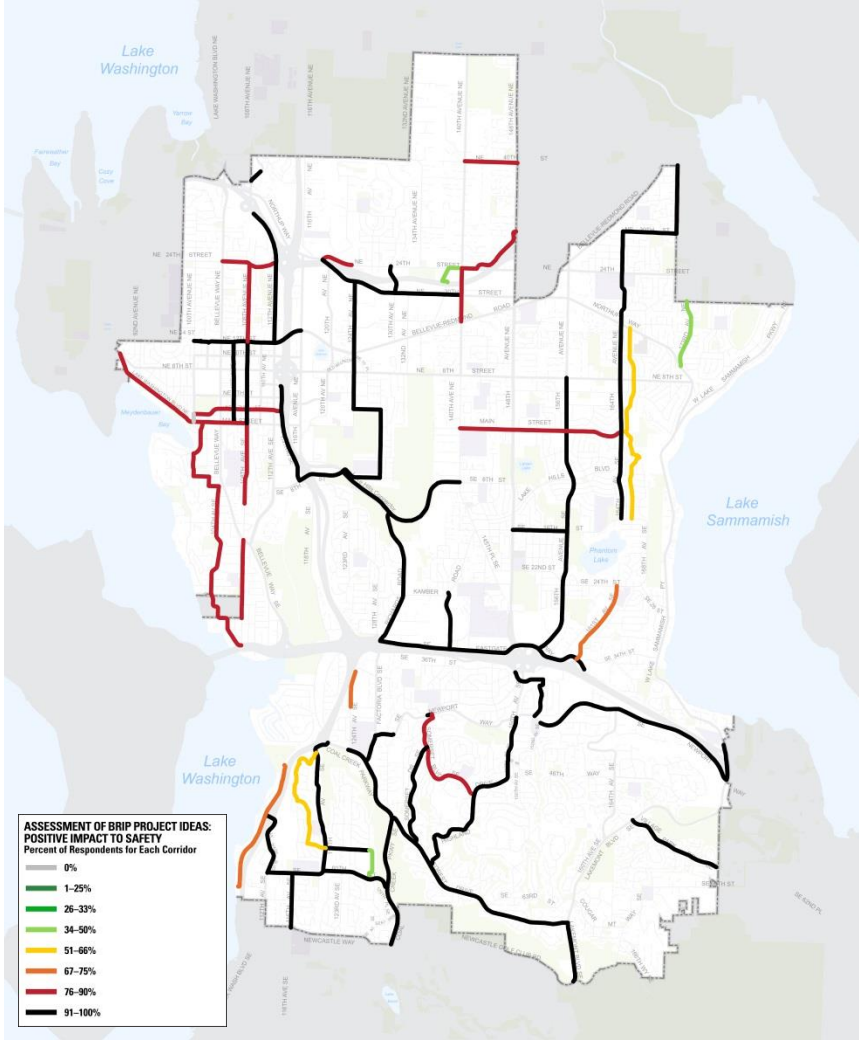
1/2



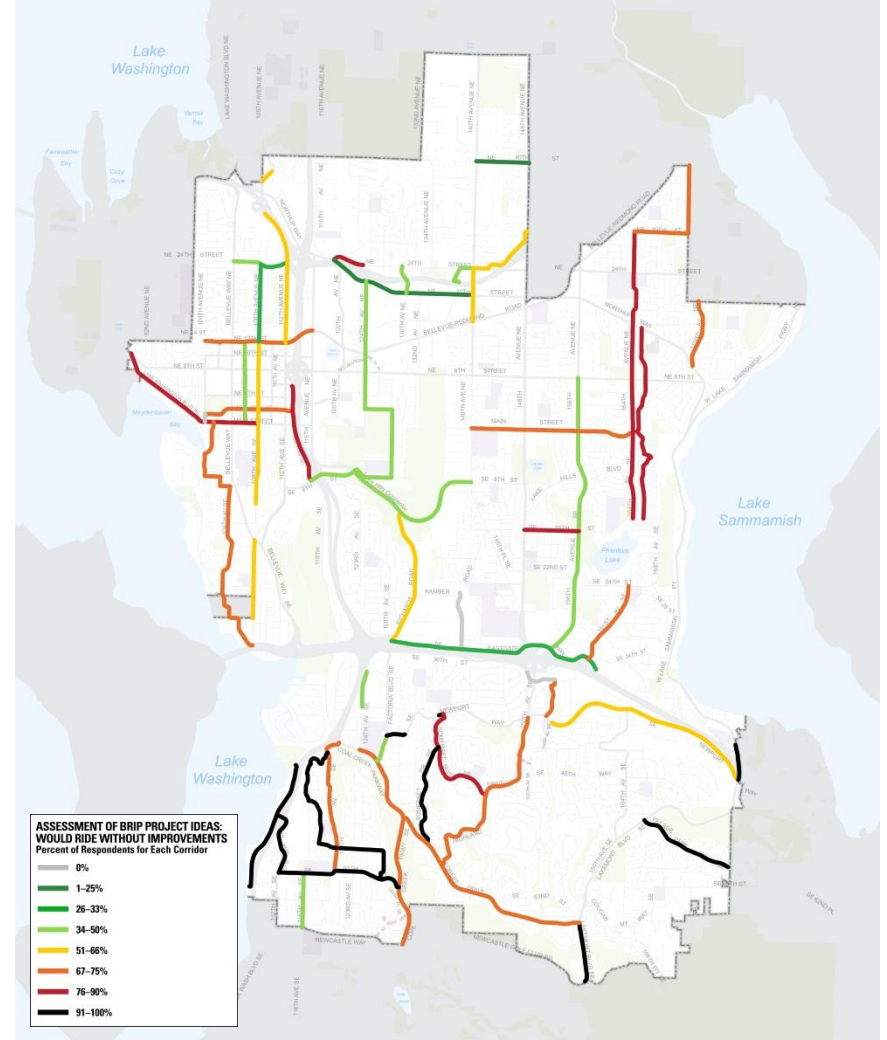
- Some general takeaways:
 - Highest interest in project ideas providing access to Downtown
 - I-90 corridor also notable
 - Little concern about on-street parking among respondents



Would project improve bicycle safety?



Would you ride here under existing conditions?



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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



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

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T *Transportation Commission Discussion/Action*