



Making Bellevue A Great Place to Walk & Bike

Transportation Commission
December 11, 2014

Franz Loewenherz
Senior Transportation Planner
City of Bellevue

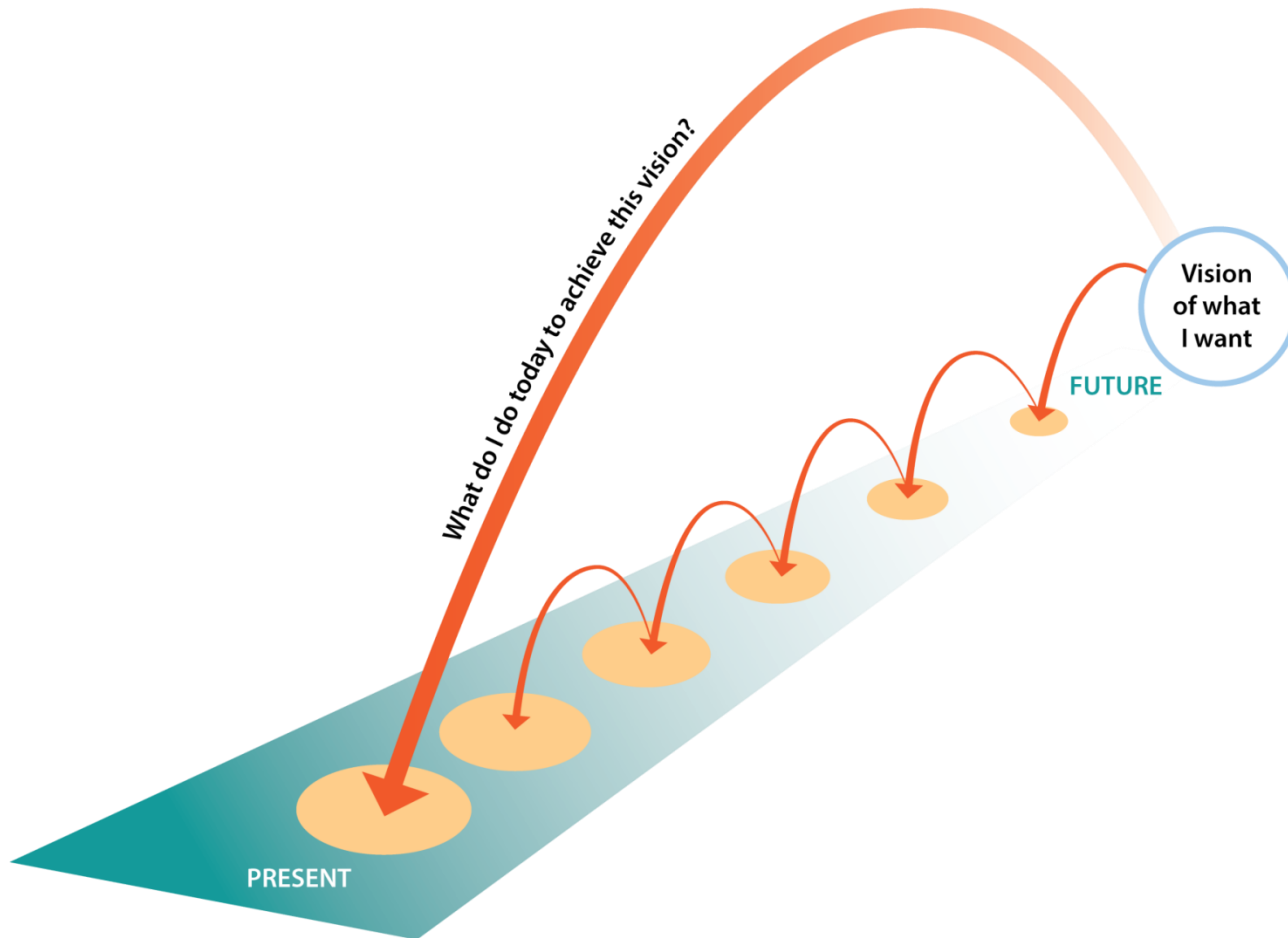


Tonight's Discussion

- 1) ***10/09/14 Commission Workshop Summary***
- 2) ***Feedback on program principles?***
- 3) ***Feedback on scope of work?***

10/09/14 Commission Feedback:

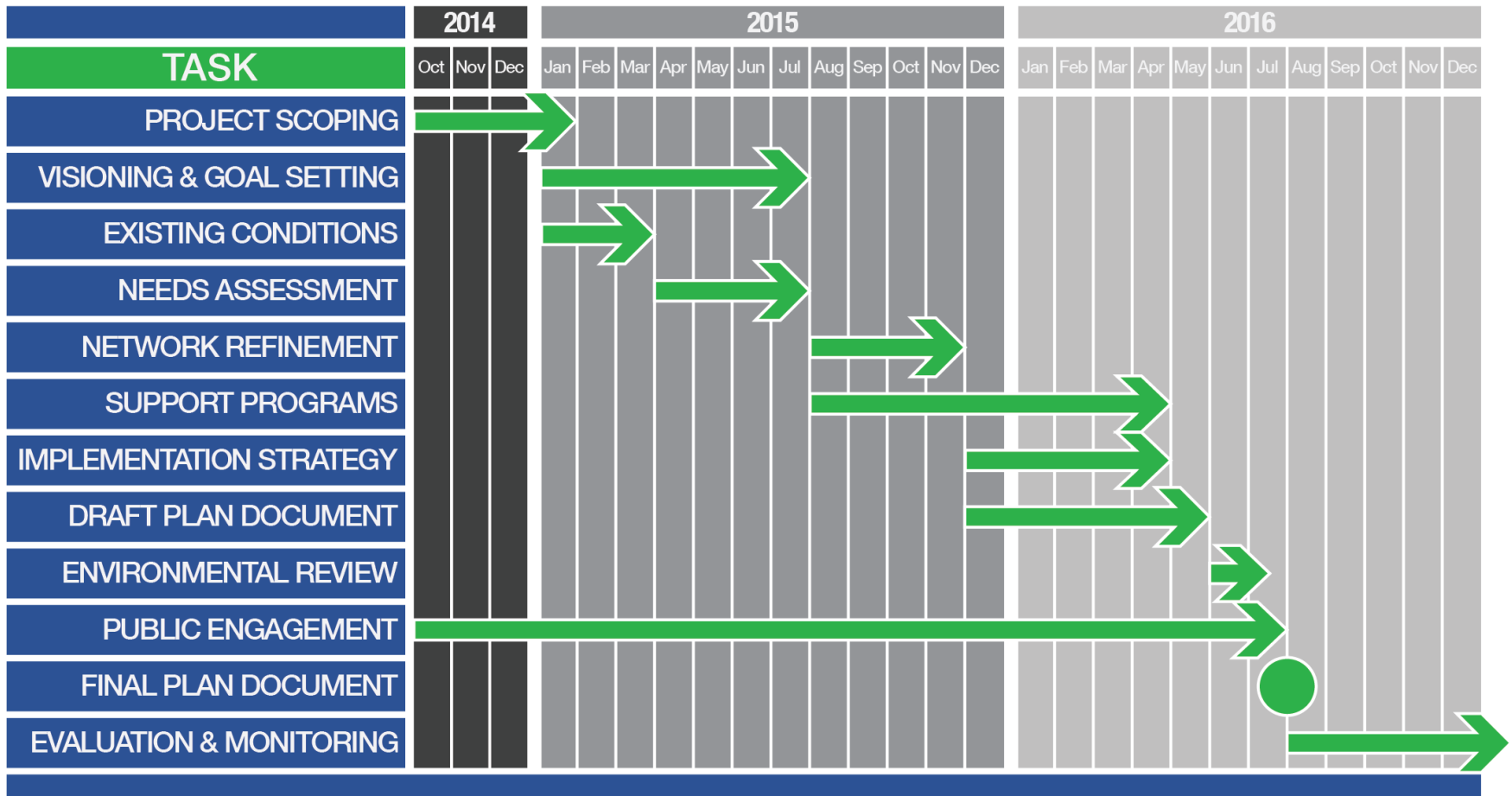
“2009 Plan does not require a complete update”



10/09/14 Preliminary Scope of Work



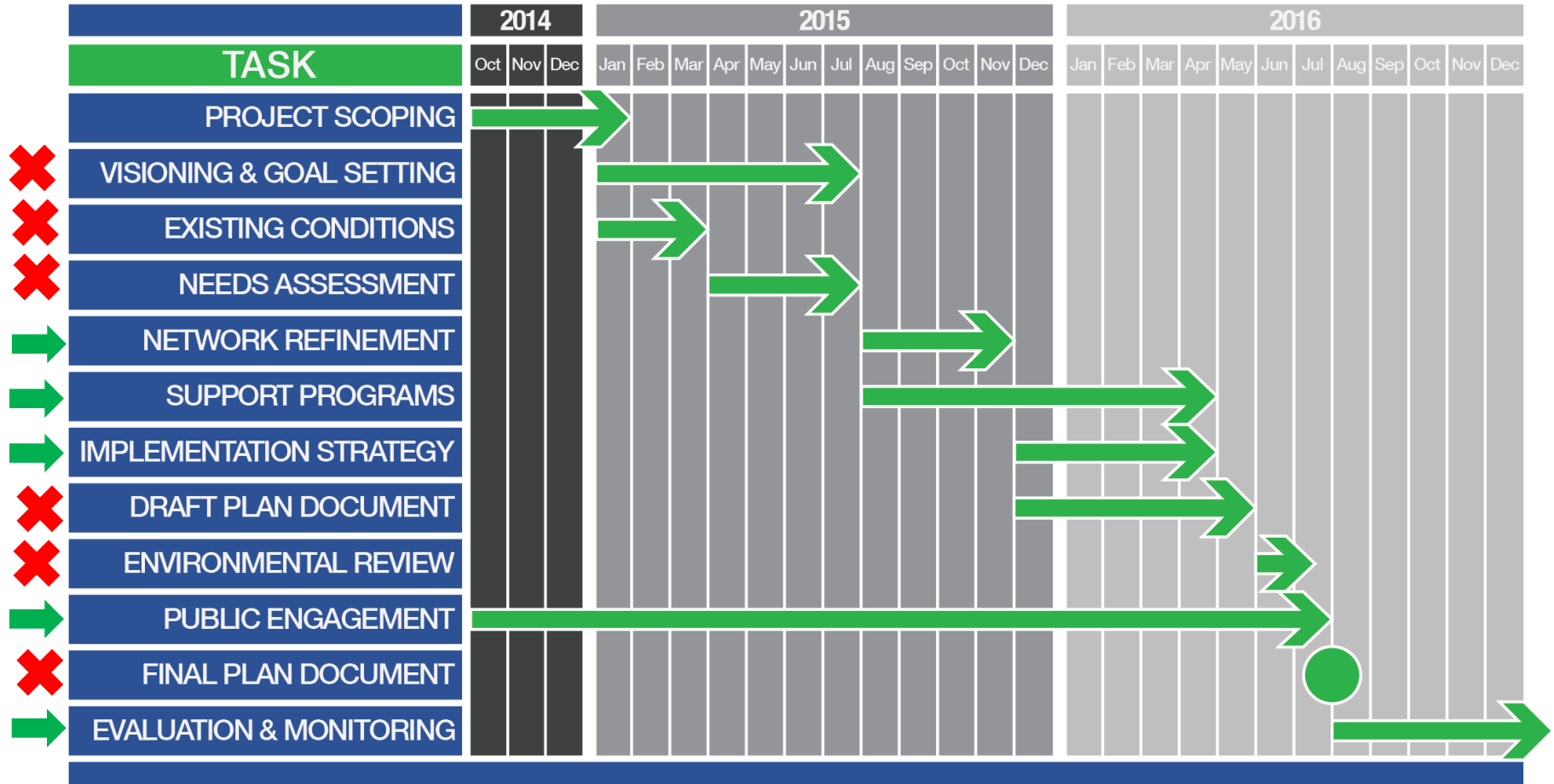
Bellevue Pedestrian & Bicycle Master Plan Project Timeline



10/09/14 Preliminary Scope of Work



Bellevue Pedestrian & Bicycle Master Plan Project Timeline



- ✖
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12/11/14 Revised Scope of Work

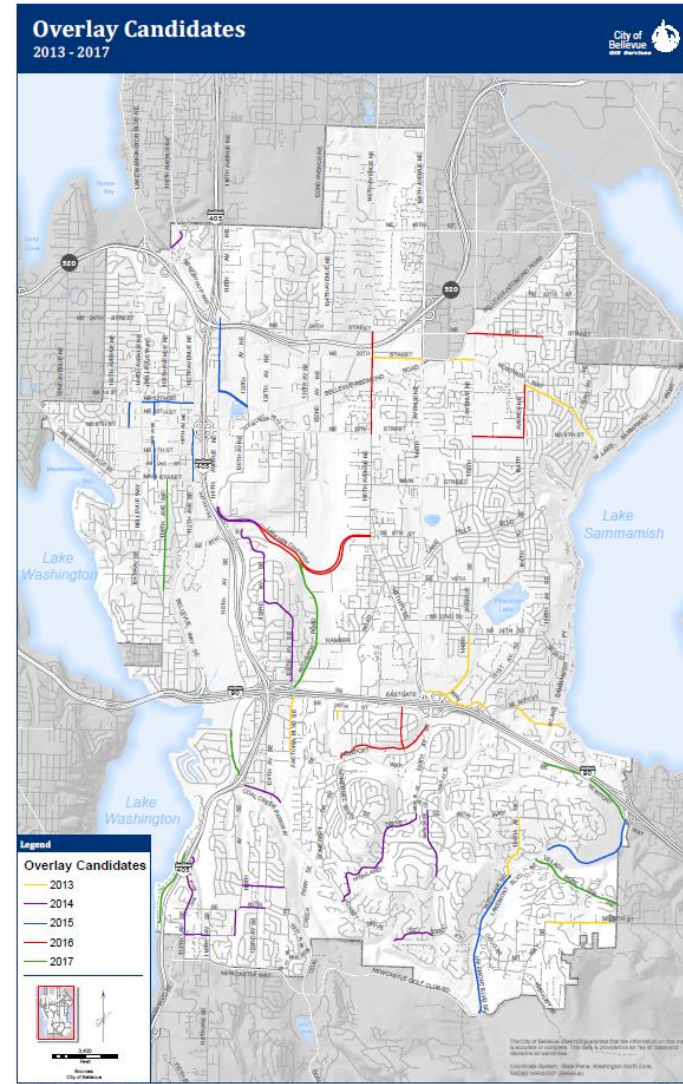
- 1. *Implementation/Funding Strategy Report***
- 2. *Lake Washington Loop Pre-Design Analysis***
- 3. *Safety/Collision Analysis Report***
- 4. *Count Technology Report***
- 5. *Transit Master Plan Integration Report***
- 6. *Downtown Bike-Share Feasibility Report***
- 7. *Performance Management Report***



Commission Feedback: “We need to focus on implementation”

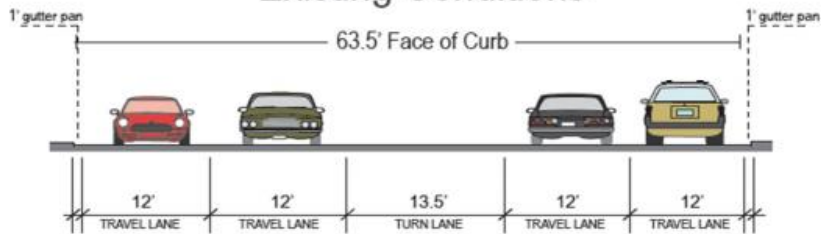


Leveraging Existing Programs

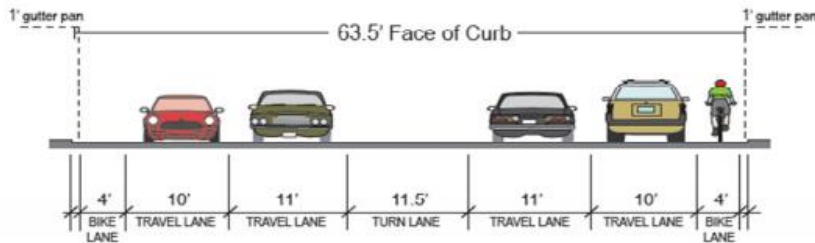


Leveraging Existing Programs

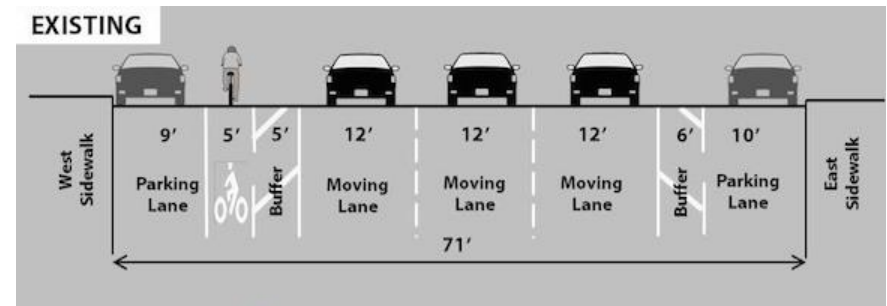
Existing Conditions



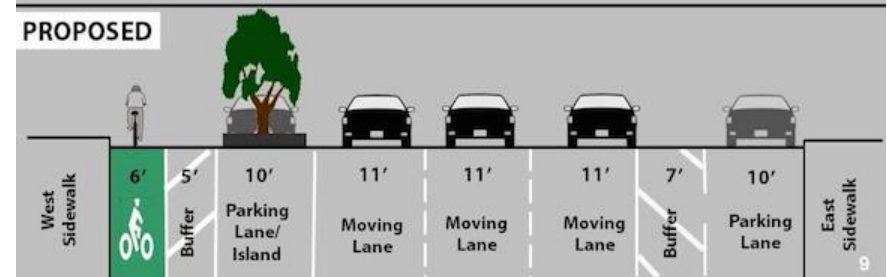
Reconfigured to fit Bike Lanes



EXISTING



PROPOSED



Leveraging Grant Funding Opportunities



The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives.

Title	Amount Awarded	Round
East Bay Regional Park District - Pedestrian and Bicycle Network	\$10,200,000	2010
New York City DOT - Vision Zero: Saving Lives and Providing Opportunity Project	\$25,000,000	2014
Indianapolis Bicycle and Pedestrian Network	\$20,500,000	2010
Philadelphia Area Pedestrian and Bicycle Network (PA and NJ)	\$23,000,000	2009
Houston Regional Multimodal Connections to Transit	\$15,000,000	2012
Link Detroit Multimodal Enhancements	\$10,000,000	2012

Leveraging Grant Funding Opportunities



Advocacy Advance
a partnership of Alliance for Biking & Walking and THE LEAGUE OF AMERICAN BICYCLISTS



Leveraging Health Funding for Active Transportation Investments



This report takes a deeper look into the recent funding awards from the Centers for Disease Control and Prevention for active transportation, and provides examples of how transportation and public health have worked together.

November 2014

Snapshot of FY 2014 CDC Funding Programs

PROGRAM	GOAL	AWARDEE TYPE	TOTAL FUNDING
State Public Health Actions to Prevent and Control Diabetes, Heart Disease, Obesity and Associated Risk Factors and Promote School Health	Existing CDC program that funded all 50 states and the District of Columbia to help prevent chronic disease, including in school settings.	State public health departments	51 awards \$33 million for up to 5 years
State and Local Public Health Actions to Prevent Obesity, Diabetes, Heart Disease, and Stroke	Expands on the State Public Health Actions awards to include community strategies and focuses on adults.	State and large city health departments	21 awards (17 state; 4 large city) \$69.5 million over 4 years
Partnerships to Improve Community Health (PICH)	Creates or strengthens healthy environments that make it easier for people to make healthy choices and take charge of their health at the community level. Emphasis on community partnerships.	Government agencies, non-government organizations	39 awards \$49.3 million over 3 years
Racial and Ethnic Approaches to Community Health (REACH)	Focuses on capacity building and implementation of policy and environmental improvements in racial and ethnic communities experiencing health disparities.	Government agencies, non-government organizations	49 awards (17 basic; 32 comprehensive) \$34.9 million over 3 years
National Implementation and Dissemination for Chronic Disease Prevention	Supports national organizations to reach deeper into smaller communities to strengthen ability to improve health environments.	National non-profit organizations	5 awards \$9.4 million over 3 years
A Comprehensive Approach to Good Health and Wellness in Indian Country	Implements a coordinated and more comprehensive portfolio of chronic disease prevention and health promotion	Tribal governments and organizations	22 awards \$11.3 million over 5 years
Programs to Reduce Obesity in High-Obesity Areas	Implements obesity interventions in counties with more than 40% prevalence of adult obesity.	Land grant universities cooperative extensions	6 awards \$4.2 million over 3 years

Leveraging New Funding Opportunities



Leveraging New Funding Opportunities

The screenshot shows the ioby website interface. At the top, there are navigation links for 'about', 'blog', and 'help', along with 'SIGN UP' and 'LOG IN' buttons and a search bar. The ioby logo is on the left, with the tagline 'Now in your backyard!' and the text 'ioby brings neighborhood projects to life, block by block.' Below this, there are buttons for 'start a project' and 'find a project'. The main content area features a project titled 'Arapahoe Street Protected Bike Lane' with a status of 'OPEN'. It includes a description: 'Designing a network of enhanced bikeways for everyone in Downtown Denver.' and a 'SHARE THIS PROJECT' button with social media icons. A progress bar shows 'TOTAL FUNDING NEEDED: \$36,085', with '\$2,600 RAISED SO FAR' and '\$33,485 STILL NEEDED'. A 'donate to this project' button is visible. A map section titled 'where it's at' shows the location on a street grid. On the left, there are tabs for 'OVERVIEW', 'BUDGET', 'UPDATES', and 'DONORS'. A photo of a cyclist is shown, along with project details: 'project leader DDP', 'location Arapahoe Street (Downtown Denver)', and 'latest update No updates yet.' Below the photo is a section titled 'the project' with two paragraphs of text.

about blog help SIGN UP LOG IN Search ioby.org GO

ioby Now in your backyard!
ioby brings neighborhood projects to life, block by block.

start a project
find a project »

STATUS: OPEN

Arapahoe Street Protected Bike Lane

Designing a network of enhanced bikeways for everyone in Downtown Denver.

SHARE THIS PROJECT f t+ +

OVERVIEW BUDGET UPDATES DONORS NEARBY PROJECTS

TOTAL FUNDING NEEDED: \$36,085

\$2,600 RAISED SO FAR \$33,485 STILL NEEDED

\$ []

donate to this project

where it's at

the project

The City & County of Denver, in partnership with the Downtown Denver Partnership, is currently designing a network of enhanced bikeways centered in Downtown Denver and radiating throughout the City. The next step in implementing the enhanced bikeways - more commonly known as protected bike lanes - will be to take the Plan's recommended facilities to full design before construction can begin.

To speed up the implementation process for Downtown, the Partnership is leading an effort to fund the full design of the Arapahoe Street corridor in Downtown. The Partnership is hoping to raise at least \$35,000 from the community to match the \$120,000 already committed by the Gates Family Foundation and the Downtown Denver Business Improvement District. The more money raised by this effort means that the Partnership can fund a more complex design for bicycle facilities in Downtown Denver. The Arapahoe Street corridor was selected after a dedicated planning process with input from the public and fulfills the City's needs to enhance the network of protected facilities in

The Downtown Denver Partnership hopes to gather enough donations via a crowdfunding campaign to pay for the design of a new protected bike lane in the city.

The partnership says it needs to raise about \$35,000 to add to \$120,000 already donated by the [Gates Family Foundation](#) and the Downtown Denver Business Improvement District.

Andarko Petroleum Corp., a Texas-based company that is one of Colorado's biggest oil and gas operatives, pledged to donate \$2,500 to the campaign. RedPeak Properties, iTriage, Valley Crest Design Group, HDR, GreenBox Self Storage and East West Partners also pledged donations.

Leveraging Public-Private Partnerships



From 2001-2003, \$4 million was raised for initial design studies and concepts.

In 2004, the City of Indianapolis gave permission to use city right-of-way to build the Trail. The City has continued to be a partner and champion of the Trail.



Eugene and Marilyn Glick commit \$15 million as a lead gift, and in 2007 the ground-breaking of the Trail took place.

In 2010, the Trail was awarded a \$20.5 million grant from the U.S. Department of Transportation through its Transportation Investment Generating Economic Recovery (TIGER) grant.



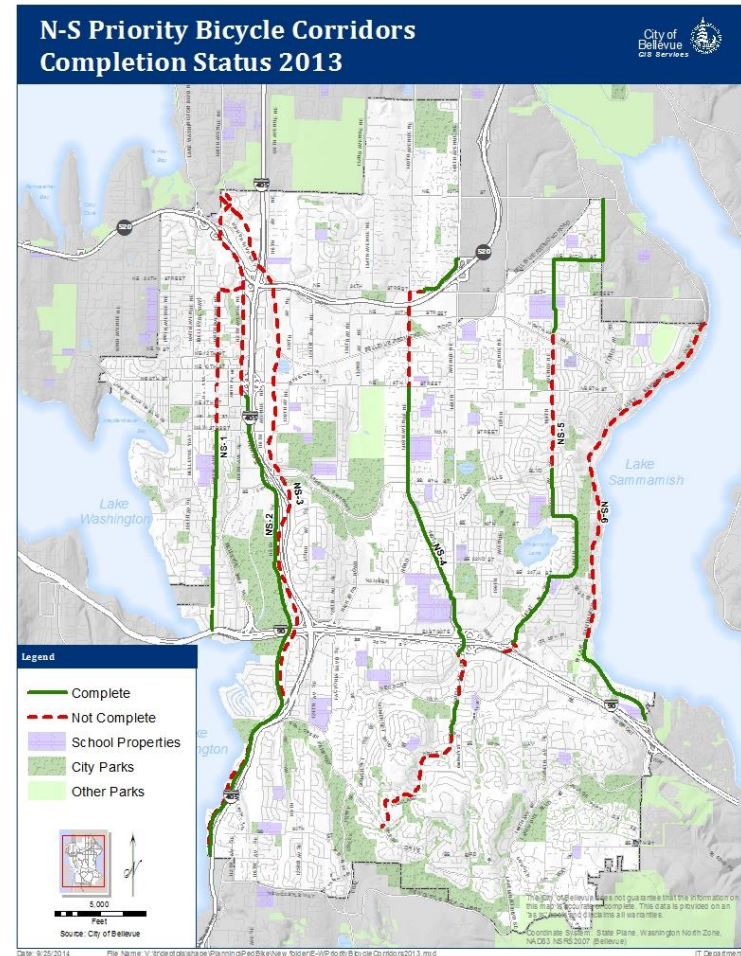
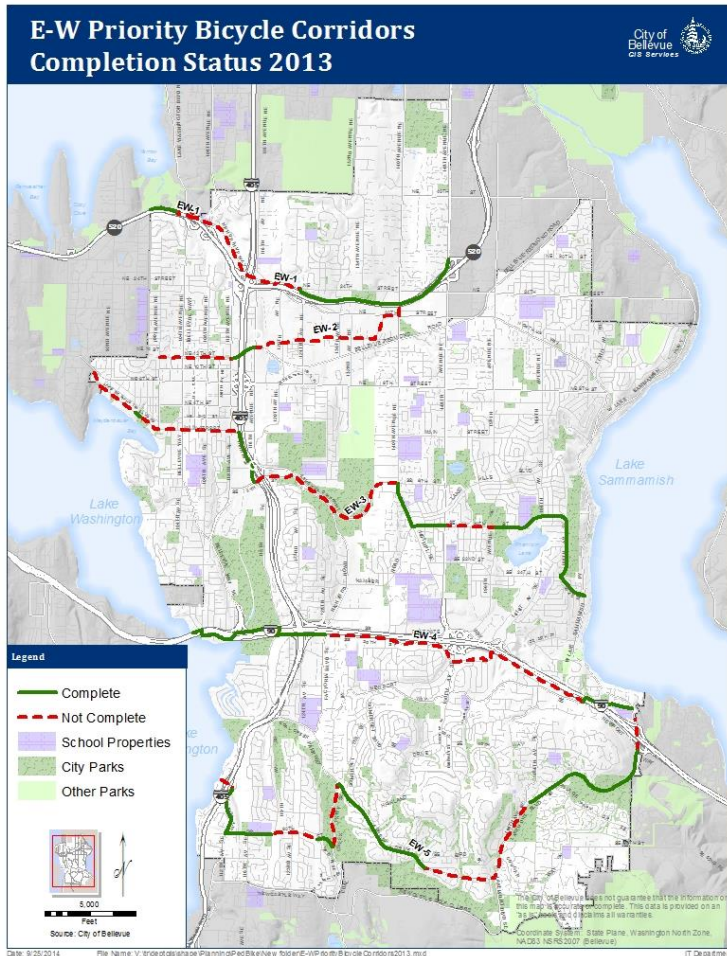
In May 2013, the 8 miles of Trail are complete and the official grand opening celebration took place.

Suggested Deliverable

A funding strategy report that identifies how to integrate pedestrian and bicycle improvements into existing programs (CIP projects, pavement overlay, etc.). The report should also identify additional funding strategies that might be pursued to achieve 2009 Pedestrian and Bicycle Transportation Plan targets.

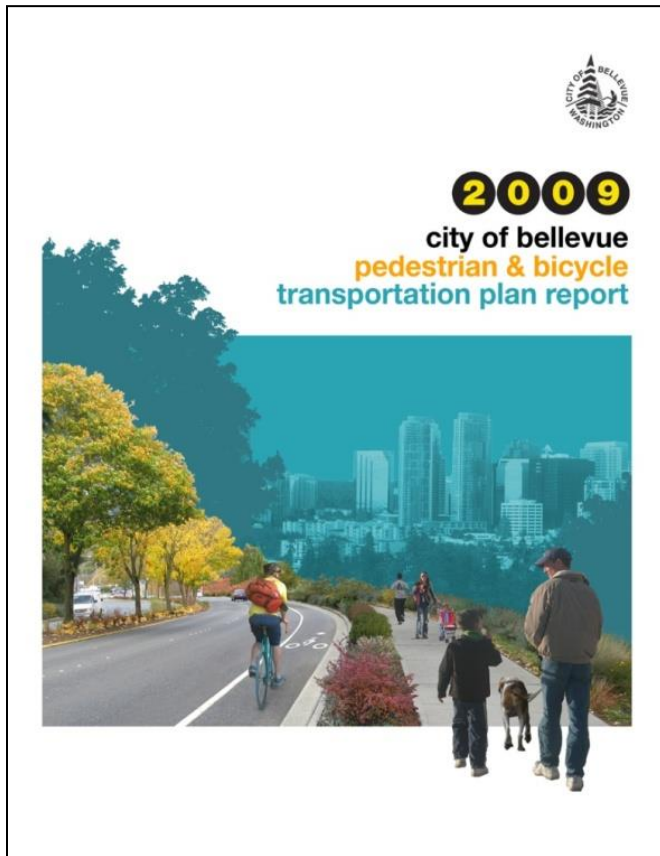
Commission Feedback:

“We need to focus on priority bike corridors”



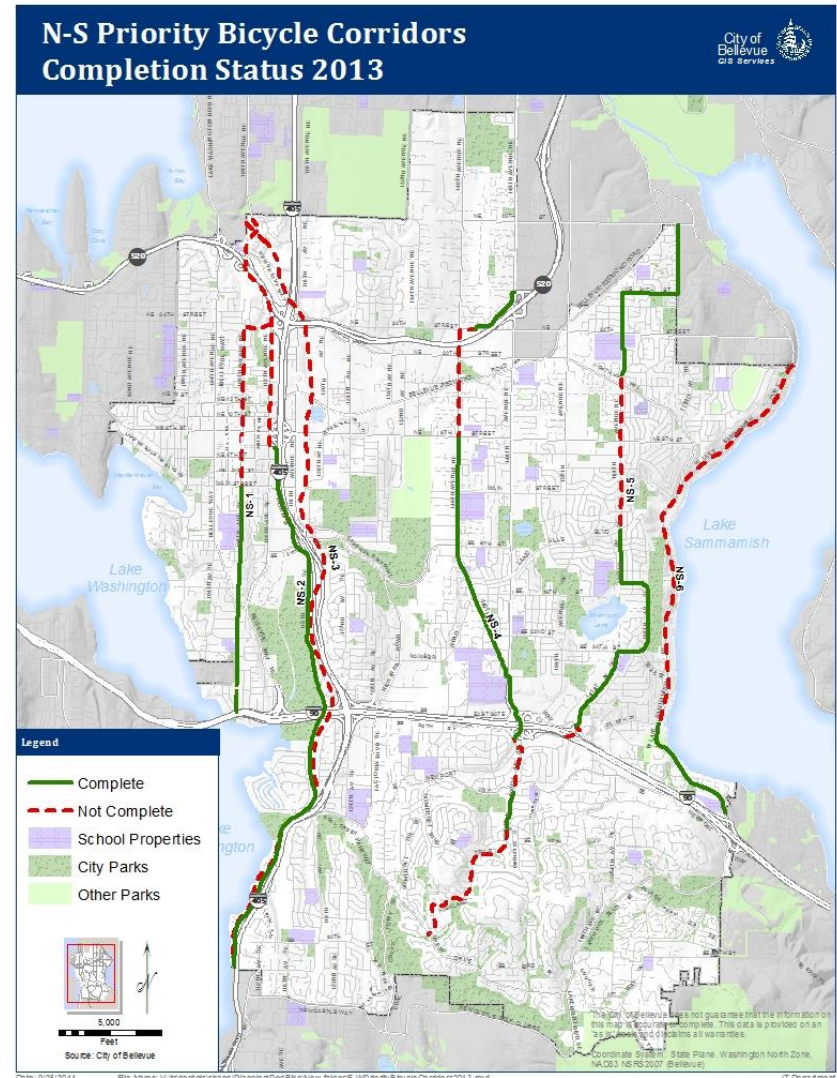
Performance Monitoring

POLICY PB-2. Work towards specific short and mid-term implementation objectives intended to be completed following the adoption of the 2009 plan update. Specifically:

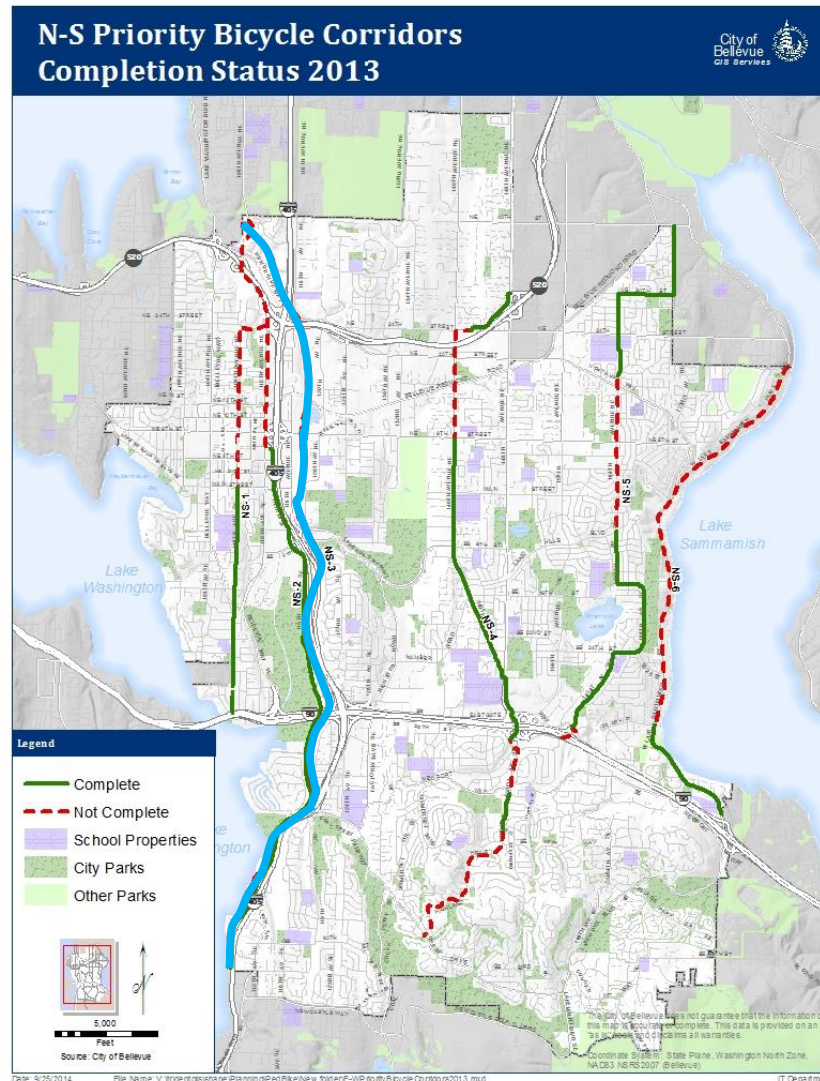


- 1. Within 10 years, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system.**
- 2. Within 5 years, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.**
3. Within 10 years, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from 2007 levels.
4. Within 10 years, construct 25 more miles of sidewalks along arterial streets including collector arterials above 2007 levels.
5. Within 10 years, increase trips by bicycle and foot by 10 percent over 2009 levels.

Priority Bicycle Corridors in Design



Priority Bicycle Corridors in Design



NS-2: Lake Washington Loop Trail

N-S Priority Bicycle Corridors Completion Status 2013



Date: 9/25/2014 File Name: V:\bridgegis\shape\Plan\img\pedbike\new folder\E-WIP\to city\Bicycle Corridors2013.mxd IT DeJaysme

FY2013-2019 Capital Investment Program

PW-W/B-81 108th/112th Aves NE - NE 12th St to North City Limit

Category: Walkways/Bikeways Status: New
 Department: Transportation Location: North Bellevue Subarea

Programmed Funding								
Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
200,000	-	-	-	200,000	-	-	-	-

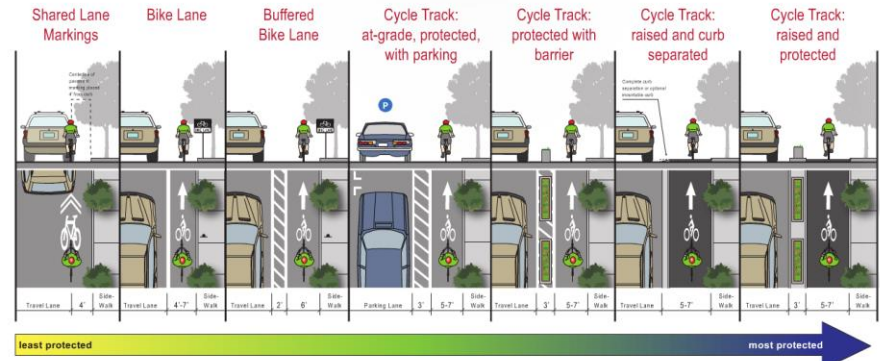
Description and Scope

This project will conduct a pre-design analysis to determine the ultimate scope of pedestrian and bicycle improvements on 108th and 112th Avenues NE from NE 12th Street to the north city limits. The pre-design process will include community outreach/involvement facilitation and will include the evaluation of intersection treatment options at the 112th Avenue NE/NE 24th Street intersection.

Rationale

The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. Bellevue has historically committed to improving mobility by promoting alternative transportation methods. This project completes a missing segment of the Lake Washington Loop Trail, a priority bike corridor in the adopted Pedestrian-Bicycle Plan. Completion of sidewalks where missing along the west side of this project location is also identified as a high priority in the Pedestrian & Bicycle Plan. This project supports the City's commitment to build a safe and continuous bike system and enhance the quality of life and the environment by promoting pedestrian and bicycle travel.

On-Street Marked Bikeway Continuum



Suggested Deliverable

A pre-design analysis to determine the ultimate scope of pedestrian & bicycle improvements on Priority Bicycle Corridor NS-2: Lake Washington Loop Corridor. Findings of this report should be used to inform and influence the next round of updates to the City's Capital Investment Program and Transportation Facilities Plan.

Commission Feedback:

“We need to focus on safety”

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



“This new Initiative recognizes the need to work in a coordinated, multimodal fashion, not just across the U.S. Department of Transportation, but throughout America’s states, regions, towns and cities. The growing interest in bicycling and walking needs to be encouraged and supported through continued investment in safer infrastructure, and through new resources and tools to ensure that we choose the safest designs and promote safer behaviors.”

- *Anthony Foxx,*
Secretary of Transportation

Sign of the Times

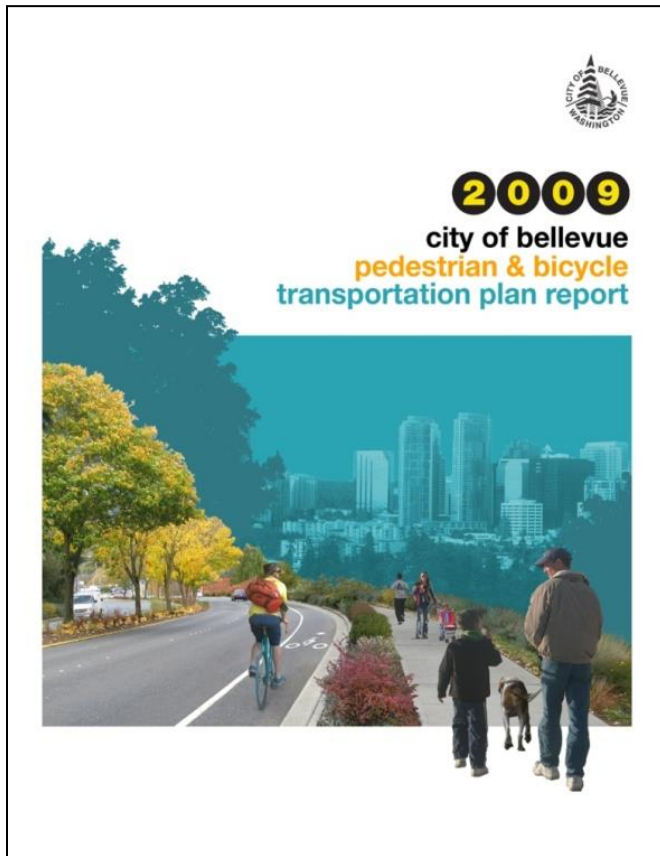


“The good news is I’m making a living, the bad news is I’m making a living”.

- Bellevue resident & bike attorney John Duggan

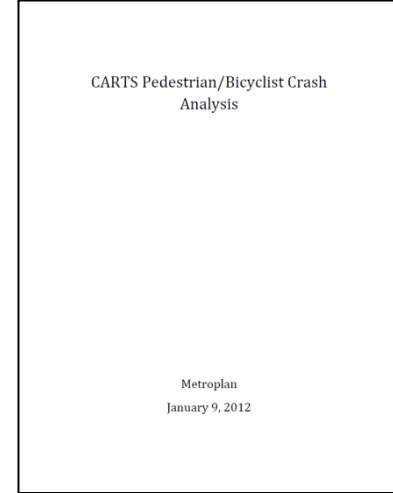
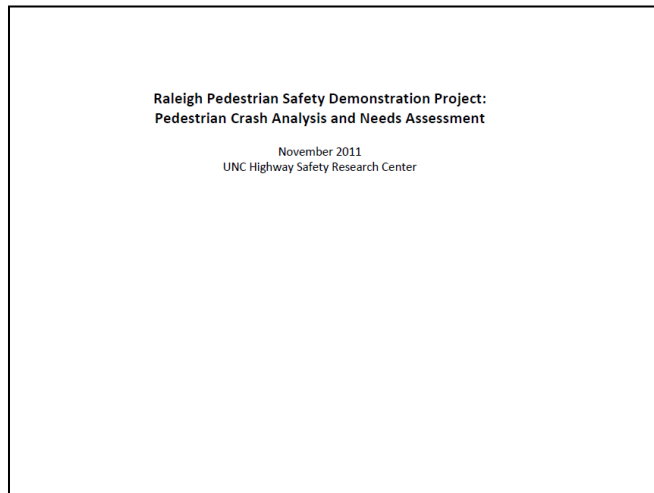
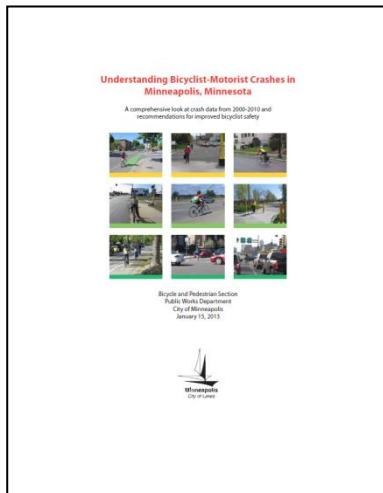
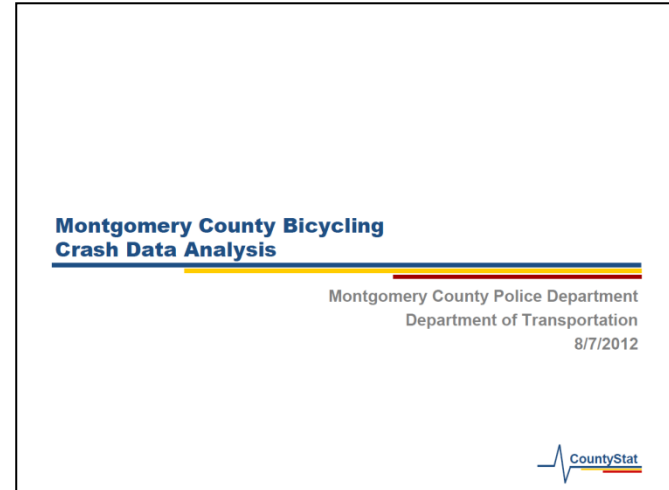
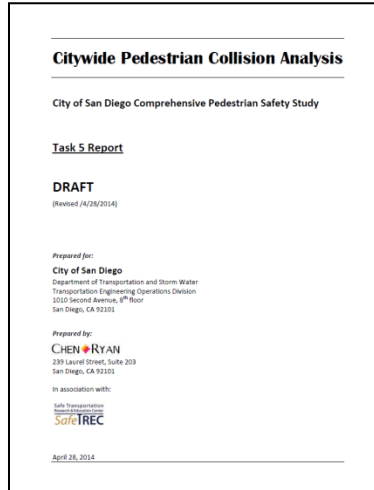
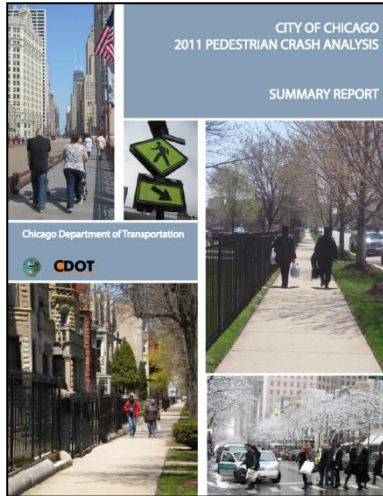
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3. **Within 10 years, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from 2007 levels.**
4. Within 10 years, construct 25 more miles of sidewalks along arterial streets including collector arterials above 2007 levels.
5. Within 10 years, increase trips by bicycle and foot by 10 percent over 2009 levels.

Representative Reports



Suggested Deliverable

A comprehensive report of pedestrian and bicycle crashes within Bellevue since 2007 aimed at offering insight into why and where collisions happen and offering suggestions on how to increase safety (and achieve our reduction goals). Findings of this report should be used to inform and influence the design of new bicycle facilities, the redesign of existing roadways, the development of education programs, enforcement campaigns, crash data collection and sharing protocols, and potential policy directives.

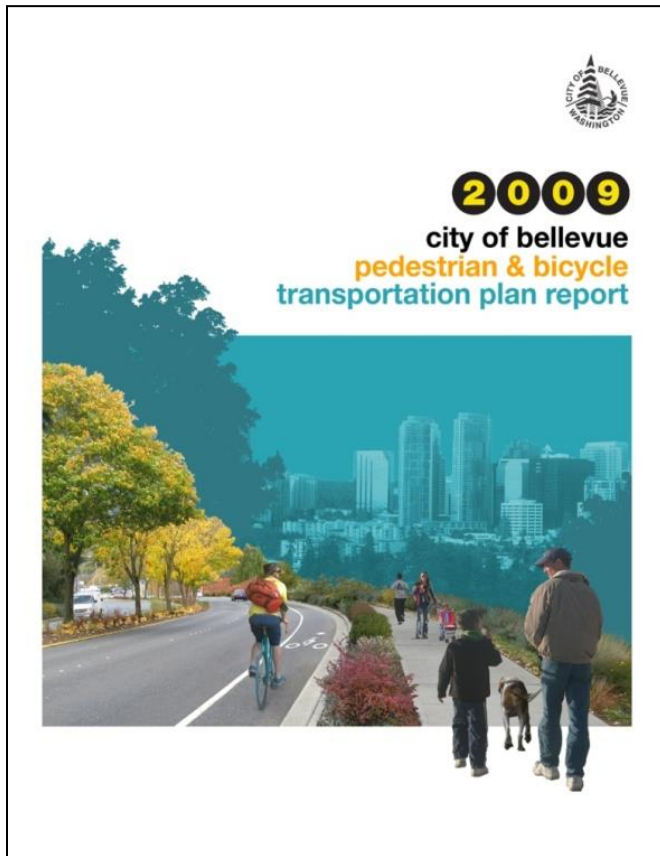
Commission Feedback:

“Data-driven decision-making is a priority”



Performance Monitoring

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Current Methodology



2013 Pedestrian and Bicycle Count Report



2009 Camera Count Locations

G	114th Ave NE north of SE 8th St
D	NE 12th St west of 116th Ave NE
A	Bellevue Way north of NE Northup Way
F	108th Ave NE south of NE 4th St
E	Bellevue Way north of NE 4th St

2010 Camera Count Locations

G	114th Ave NE north of SE 8th St
D	NE 12th St west of 116th Ave NE
A	108 th Ave NE north of NE Northup Way
F	108th Ave NE south of NE 4th St
E	Bellevue Way north of NE 4th St

2011 Camera Count Locations

G	114th Ave NE north of SE 8th St
A	108 th Ave NE north of NE Northup Way
F	108th Ave NE south of NE 4th St
E	Bellevue Way north of NE 4th St

2012 Camera Count Locations

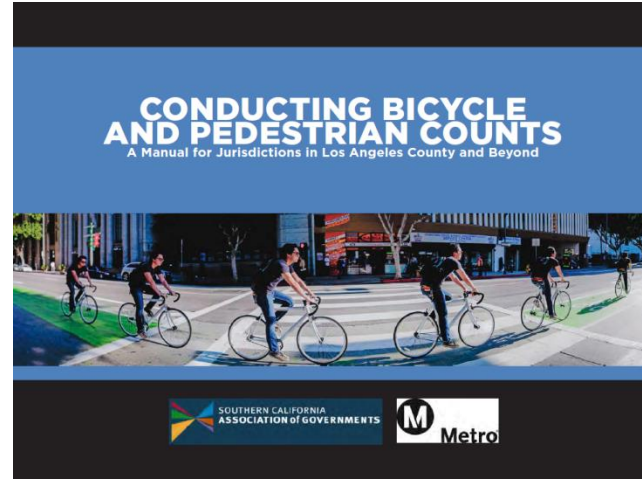
G	114th Ave NE north of SE 8th St
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M	Lake Washington Loop at Coal Creek Pkwy SE


2013 Camera Count Locations

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M	Lake Washington Loop at Coal Creek Pkwy SE

Table 1: Camera Count Locations 2009-2013

Best Practice: Making Data Programs Count






The Minnesota Bicycle and Pedestrian Counting Initiative: Methodologies for Non-motorized Traffic Monitoring

Greg Lindsey, Principal Investigator
Hubert H. Humphrey School of Public Affairs
University of Minnesota

October 2013
Research Project
Final Report 2013-24

Your Destination...Our Priority



Minnesota Department of Transportation

RESEARCH SERVICES

Office of Policy Analysis, Research & Innovation

Active Living Research
Building Evidence to Promote Outdoor Activity and Support Active Communities
www.activelivingresearch.org

RESEARCH BRIEF | February 2012



Counting Bicyclists and Pedestrians to Inform Transportation Planning

Introduction

Creating communities that support walking and bicycling is an important strategy for promoting health, reducing air pollution, and lessening our dependency on an auto-centric transportation system. Yet the design of our cities, neighborhoods, and transportation systems often discourages people from walking or bicycling to places where they work, learn, play, or shop. Urban planners, transportation engineers, and other public health professionals need accurate counts of bicyclists and pedestrians to help inform transportation planning and investments that support physical activity, such as walkways and bicycle facilities.

In response to this need, the Federal Highway Administration, along with a number of states and localities, has launched initiatives to count bicyclists and pedestrians. These initiatives are based on a growing body of research that documents practical approaches to counting and ways that counts can be used in modeling, as well as other aspects of transportation and recreation planning.

Urban West Mobility Research

Downtown Management

eco counter
COUNTING PEOPLE. ANALYSING DATA



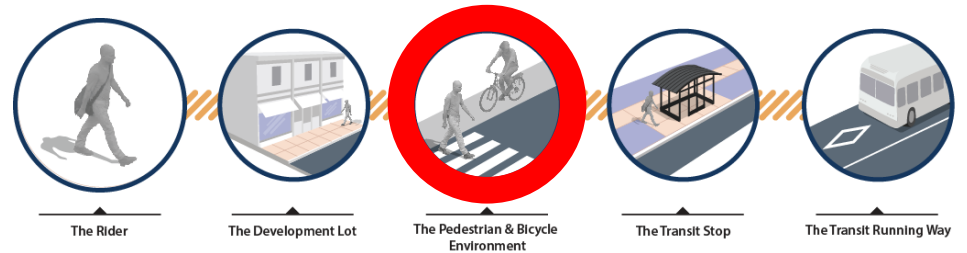
Would you like to measure the value of pedestrian traffic?

Suggested Deliverable

A strategy report for enhancing Bellevue's count program. Report recommendations will be informed by emerging trends and research in bicycle and pedestrian data. The report will highlight concrete examples of how agencies use data effectively for performance measurement and improved decision-making. Findings of this report should be used to inform Bellevue's ITS Master Plan Update and regional partnership opportunities.

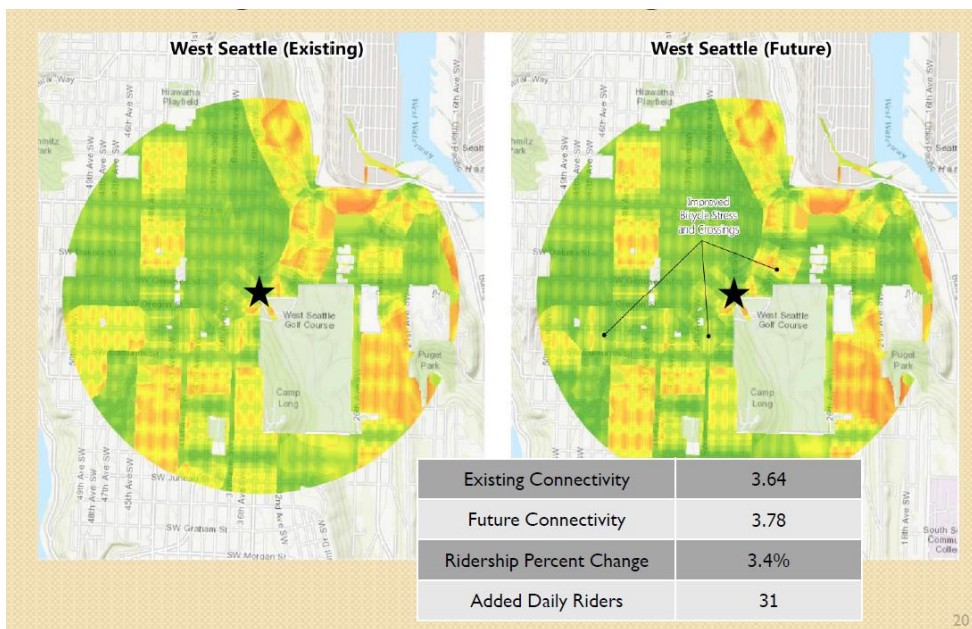
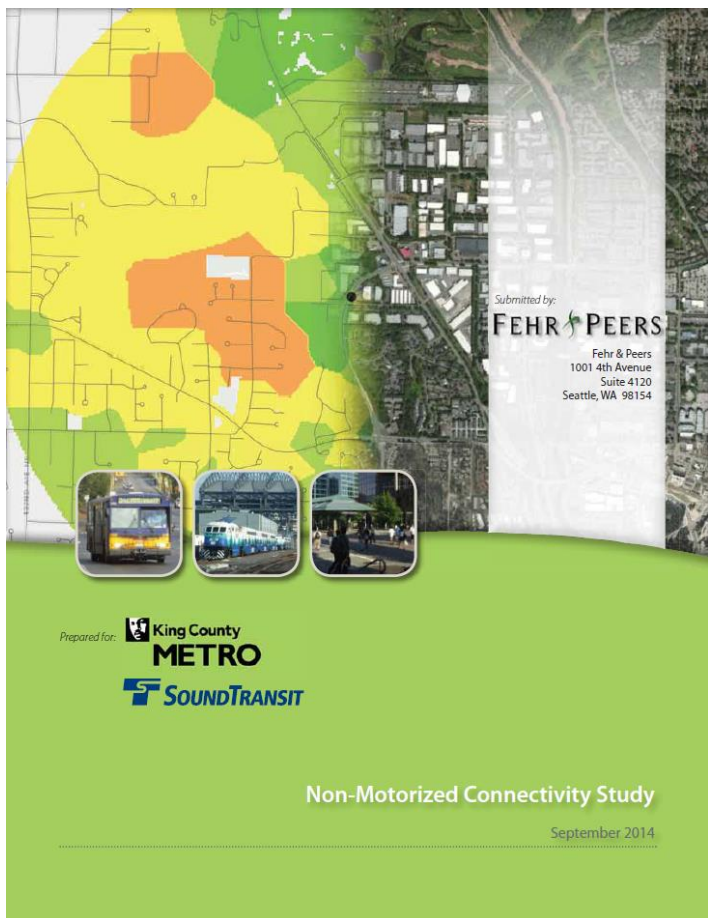
Commission Feedback:

“We need to build on the Transit Master Plan”



Transit Usage and Non-Motorized Connectivity

King County Metro and Sound Transit have partnered to develop a set of tools to evaluate the benefits of non-motorized access improvements to transit.

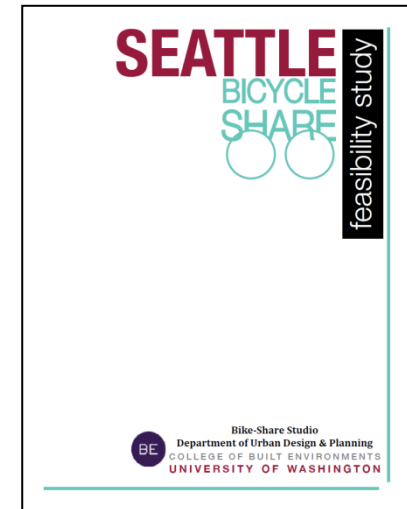
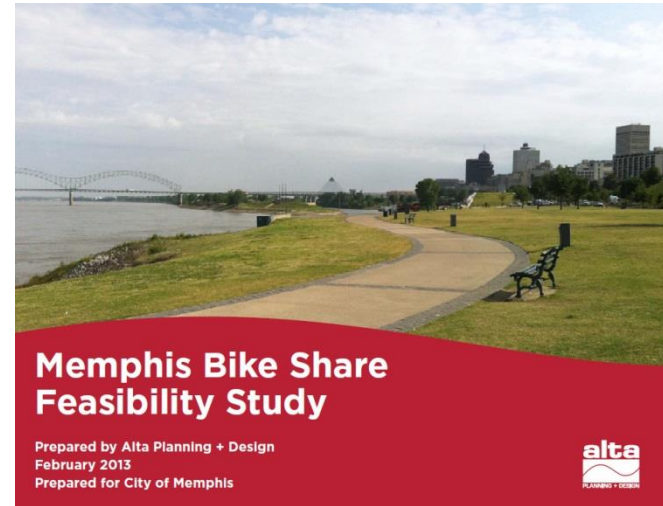
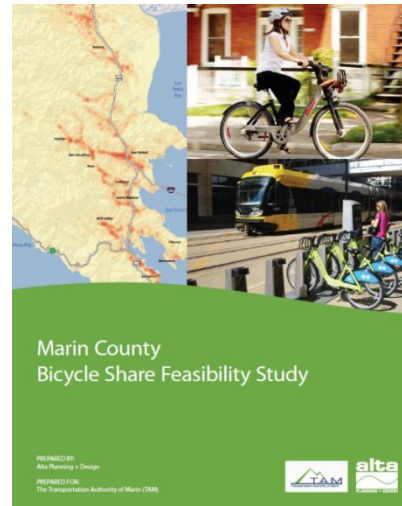
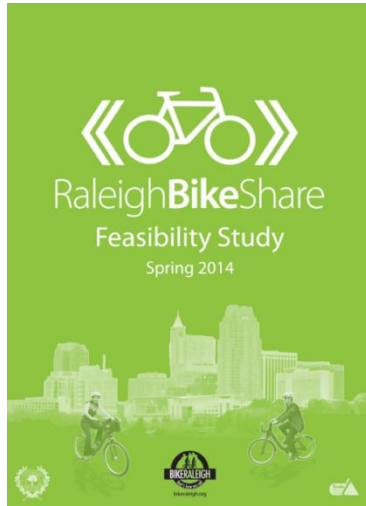


Stop Location	Area	Project Type	Percent Change in Daily Ridership	Potential New Daily Boardings	Cost (\$ millions)	Annual Cost per Annual Rider
NORTHGATE TC	Seattle	Off-street Trails / Cycletracks*	6.8%	443	\$31.2	\$19
WESTLAKE STATION	Seattle	Off-street Trails / Cycletracks	1.9%	329	\$15.7	\$13
3RD AVE & UNION ST	Seattle	Off-street Trails / Cycletracks	1.9%	249	\$13.3	\$14
FEDERAL WAY TC	Federal Way	New Streets	6.3%	149	\$10.4	\$19
NORTHGATE TC	Seattle	Greenways / Signalized Crossings	2.2%	140	\$4.5	\$9
NORTHGATE TC	Seattle	Bike Lanes	1.8%	116	\$2.8	\$6
MT BAKER	Seattle	Greenways / Signalized Crossings	2.1%	88	\$3.0	\$9
BELLEVUE TC	Bellevue	Bike Lanes	1.2%	87	\$2.2	\$7
BEACON HILL	Seattle	Off-street Trails / Cycletracks	3.1%	87	\$15.2	\$47
MT BAKER	Seattle	Off-street Trails / Cycletracks	1.9%	83	\$10.5	\$34
REDMOND TC	Redmond	Off-street Trails / Cycletracks	4.3%	76	\$10.4	\$36
INTERNATIONAL BLVD & S 176TH ST	SeaTac	New Streets	6.2%	76	\$6.6	\$23

Suggested Deliverable

A connectivity to transit analysis report that prioritizes a sub-set of 2009 Plan “high-priority” non-motorized projects benefiting the implementation of Bellevue’s Frequent Transit Network. Findings of this report should be used to advance partnership opportunities with transit agencies to obtain grants and other funds in support of transit operations.

Staff Suggestion: Bike Share Feasibility Analysis



King County

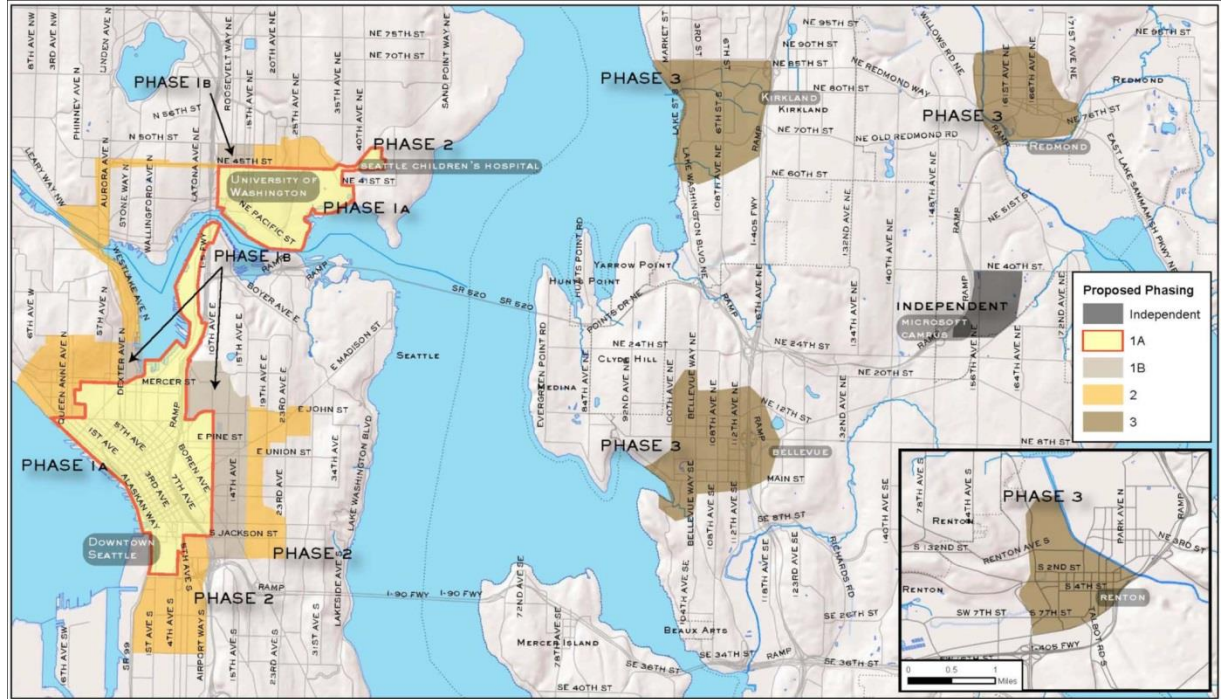
King County Bike Share Business Plan

Prepared for:
The Bike Share Partnership

By:
Alta Planning + Design

In association with:
Nelson \ Nygaard
Alta Bicycle Share
Nice Ride Minnesota

Prepared on:
January 27, 2012



“The decision to expand beyond the first phase (and subsequent phases) will depend on available funding and the success of the system. System success is typically measured in terms of visible achievements such as high ridership, positive public response, neighborhood and corporate requests for service area expansion, and on-going financial performance. Essentially, the system will grow if the expansion can be sustained through existing funding or an additional influx of user fees, private sponsorship, grants, and/or public funding.”

Suggested Deliverable

A feasibility analysis report assessing the cost, public/private partnership potential, and viability of operating a Downtown Bellevue bike-share program. The report will identify a list of potential sites that would be suitable for bike-sharing facilities. Findings of this report will inform an implementation strategy and business plan.

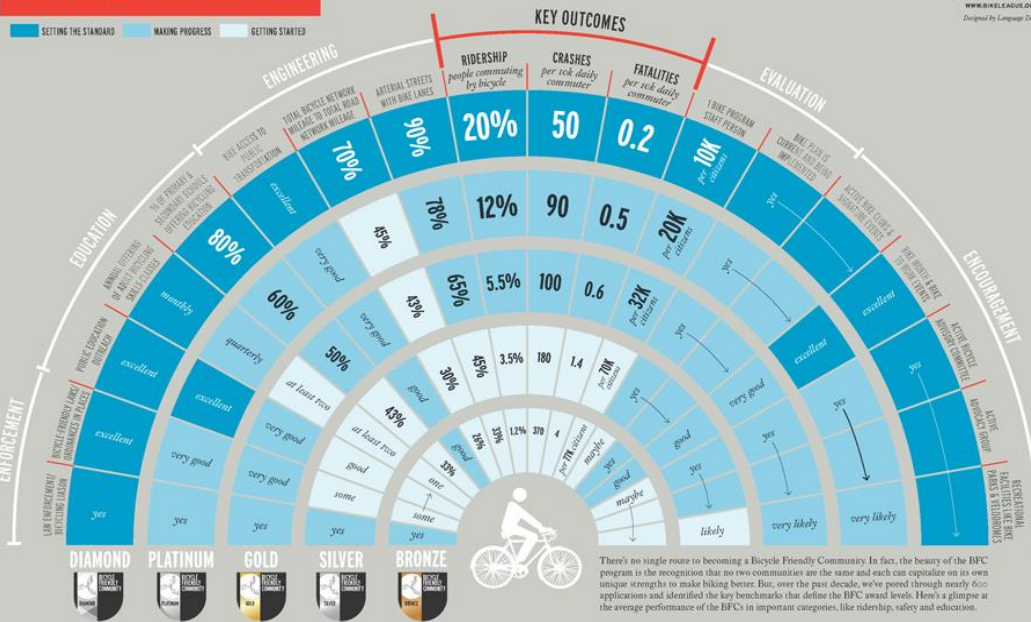
Staff Suggestion: Performance Management Report



Bellevue, WA
SILVER LEVEL 2014-2019

www.walkfriendly.org

THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY



Performance Evaluation



COMMUNITY REPORT CARD AND FEEDBACK

Bellevue, Washington
September 29, 2014

Introduction

Thank you for submitting an application to the Walk Friendly Communities program on behalf of Bellevue, Washington! A Walk Friendly Community is a city or town that has shown a commitment to improving walkability and pedestrian safety through comprehensive programs, plans and policies.

Each application was evaluated by at least three reviewers to provide a fair assessment of your community and provide technical feedback on how to improve the walkability of your community.

After thorough consideration of your application, we are designating Bellevue as a Silver Walk Friendly Community. In reviewing your application, there were several areas that we were particularly impressed with, including:

- Bellevue's Pedestrian and Bicycle Transportation Plan, which receives regular updates, and the city's annual progress report on pedestrian-related infrastructure and programs.
- Excellent parking and land use policies that support a walkable urban environment.
- Detailed inventories for sidewalks and curb ramps, crosswalks, medians, and curb extensions, in addition to the city's progress installing and repairing these elements.
- The steadily increasing mode share for walking and transit.

Bellevue has exhibited a desire to become a community that supports active transportation. The application to the Walk Friendly Communities program is an endorsement of that desire and it is our hope that the feedback and information we provide can help your community improve in this regard. We also hope that, by identifying Bellevue as a Silver Walk Friendly Community and highlighting some of these impressive programs on our website, other communities can follow your example and build their own successful programs.

We have noted several areas in which your community can improve its policies, programs, and standards. Please continue to build upon this foundation to work to become a Walk Friendly Community. This report card provides detailed feedback on how your community can take its programs and initiatives to the next level; take the time to review the feedback and contact us with any questions.

Feedback by Section

- **Community Profile:** "On the Right Track"
- **Status of Walking:** "On the Right Track"
- **Planning:** "On the Right Track"
- **Engineering:** "Walk Friendly"
- **Education & Encouragement:** "On the Right Track"
- **Enforcement:** "Needs Attention"
- **Evaluation:** "On the Right Track"

Suggested Deliverable

A performance management report that reviews progress toward 2009 Plan targets, defines additional metrics as deemed beneficial to achieving the City's goals, and guides coordination between various City departments—consistent with Bellevue's One City High Performing Organization initiative—to manage implementation progress through consideration of “the Five E’s” (engineering, education, encouragement, enforcement, and evaluation) and promote walking and cycling.

12/11/14 Revised Scope of Work

- 1. *Implementation/Funding Strategy Report***
- 2. *Lake Washington Loop Pre-Design Analysis***
- 3. *Safety/Collision Analysis Report***
- 4. *Count Technology Report***
- 5. *Transit Master Plan Integration Report***
- 6. *Downtown Bike-Share Feasibility Report***
- 7. *Performance Management Report***



Tonight's Outcome:

- 1) *Feedback on program principles?*
- 2) *Feedback on scope of work?*



Additional Information

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www.bellevuewa.gov/pedbike-plan.htm