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Transportation Department
City of Bellevue

Presentation to:
Bellevue Transportation Commission
April 12, 2018
Meeting Purpose & Agenda

Purpose:
Staff seeks Commission endorsement of the 108th Avenue Northeast Demonstration Bikeway Assessment Framework.

Agenda:
1. Evaluation framework inputs
2. Outcomes, indicators, and count methods
3. Project update
4. Commission endorsement
Background | Project Selection

We want to hear from you!
The Transportation Department is working to make Downtown Bellevue a safe, comfortable, attractive place for people to bike.
We could install Downtown’s first high-comfort bikeway as a pilot project in 2018. Help pick the street and design that balances the community’s priorities.
Learn about the benefits and trade-offs of concepts along four candidate streets: 108th Ave NE, 106th Ave NE, Main St, NE 2nd St.

Attend the Open House:
Thursday / November 20 / 5-7 PM
Bellevue City Hall / 450 110th Ave NE

Take the Survey:
http://www.surveymonkey.com/r/BikeBikewayDemo
Available through December 31

For more information contact Franz Lorentzen at 425-452-4077 or florentzen@bellevuewa.gov

Postcard Mailer

Preferred street for demo bikeway in 2018?

None
23%
108th Ave
38%
106th Ave
11%
Main St
10%
2nd St
7%
Unsure
8%

Pop-Up Events

Open House

Online Questionnaire

BDA Bike Series

Stakeholder Letters
“BDA members share a significant stake in the rollout and outcome of a demonstration project. Details, data and effective outreach will matter greatly before and during the implementation. You’ll note our positions are conditioned around safety in our growing city core, traffic movements, right-of-way impacts, real-time evaluation and response, and funding considerations.”
- Collect data to make necessary adjustments and ultimately for assessing performance and next steps.

- Develop a scope of work to assess outcomes for all street users, including people bicycling, walking, driving, using transit, and transporting goods, based on data and community engagement.

- Staff will share the results of the evaluation with the Transportation Commission in early 2019 to inform our consideration of next steps.
“Further evaluate the issues, impacts and trade-offs of taking scarce street capacity for a dedicated bicycle facility and create a comprehensive understanding of the competing uses for the precious Downtown street space, and have a robust Council and community-wide discussion about transportation in Downtown.”

Criteria might include:

a. Changes in travel delay in Downtown, on a wide range of streets.
b. Changes in traffic volume on a range of streets.
c. Changes in the Vehicle LOS at specific intersections and Arterial Corridors
d. The number of bicycle trips attracted to 108th Ave. NE.
e. Changes in the number of bicycle trips attracted to Downtown.
f. The traffic safety experience in Downtown in terms of reported collisions.
g. The impacts on on-street parking.
h. The impacts on current and projected bus stops along 108th Ave. NE.
i. The potential for managed curb space for bus stops and passenger and freight load zones for increased ACES (e.g. Microsoft Connector, Uber/Lyft type services) demand for passenger load zones.
j. Impacts on ingress and egress at adjacent buildings.
k. Impacts on the benefit/cost of the future N.E. 10th Street off ramp from I-405."
“We want to know what users think about this project.” – Chelminiak

“Looking forward to the assessment.” – Robinson

“Demonstration is better than simulation to evaluate the project.” – Lee

“Would like to understand the key metrics that we will be tracking to determine what is working and not working with the project.” – Nieuwenhuis

“A demonstration project allows us to collect real data to see if we are getting more bicycle riders & if they feel safer.” – Zahn

“Let’s avoid analysis paralysis. We need to be smart and ensure that we collect the right data moving forward.” – Stokes

“I’m really happy that this is happening....”

- Mayor Chelminiak
Evaluation Framework

- Livability
- Efficiency
- Safety
Safety | Collisions

SHERMAN AVENUE CRASH HISTORY

<table>
<thead>
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<th>CRASHES IN 3 YEARS</th>
<th>TOTAL CRASHES</th>
<th>INJURY CRASHES</th>
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<tr>
<td></td>
<td>PRE-CONSTRUCTION</td>
<td>POST-CONSTRUCTION</td>
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<tr>
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SHERMAN AVENUE CROSS STREETS, NORTH-TO-SOUTH
Safety | Perceptions of Safety

Centre City Cycle Track Pilot
SUMMARY REPORT

People cycling report the greatest change in perceived safety:

- 2014: 68%
- 2016: 91%

- 2014: 93%
- 2016: 91%

- 2014: 93%
- 2016: 91%

Perception of safety

People cycling: 68% to 91%
People driving: 93% to 91%
People walking: 93% to 91%

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INNOVATION
Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.

NITC-RR-583
June 2014

Safety | Traffic Conflicts

4.1.1 Video Review Objectives
The purpose of the video review was to analyze the actual behavior of bicyclists and motor vehicle drivers in order to determine how well each user type understands the design intent of the facility and how potential conflicts arise. In contrast, the surveys collect data on stated behavior and perceptions. In instances where the two analyses overlap, the video review and survey results can be contrasted to compare how individuals behave to how they say they do, or should, act. Finally, the video data were also used to supplement the bicyclist counts provided by the cities for the after-construction period.

4.1.2 Location Selection
Video was recorded at 12 locations along six study roadways in four cities in the spring and fall of 2013. Camera locations and mounting positions at each study site were selected that would best capture potential turning conflicts with motorists and pedestrians and allow us to identify which mixing zone treatments or other crossing treatments were most effective. The selected locations and a brief description of each are provided in Table 4-2.

Cameras were mounted for at least 40 hours with the goal of capturing two midweek days between the hours of 7 a.m. and 7 p.m. Because the Oak Street and Fell Street facilities are popular weekend routes for accessing Golden Gate Park, video was collected on a Saturday at those locations. Generally the collection days were consecutive, though in a few cases equipment failure necessitated redeployment (Dearborn at Randolph and Oak at Broderick).
Efficiency | Motor Vehicle Travel Time

Historical Trends for SB Route

To zoom in, drag the mouse over the area to magnify. To hide/show a data series, click the name of the series in the legend bar.
Seattle Department of Transportation

2nd Ave Protected Bike Lane Demonstration Project

Before and After Study

Efficiency | Bus Travel Time

KING COUNTY METRO TRANSIT TRAVEL TIMES
King County Metro staff compared data from July and August 2014 (before) and post September 8, 2014 (after). The result is that the September 2014 period has slight higher median and 90th percentile travel times at most times during the day compared to the before period. In most cases, the difference is less than one minute.

Their analysis also compared 2nd Ave travel times with southbound travel times for 3rd and 5th avenues between October 2013 and September 2014 to see if the slight increase in travel times on 2nd Ave were part of an overall increase in transit travel times in the center city. The results were mixed, with 3rd Ave showing very similar travel times, but 5th Ave showing similar increase in travel times to what 2nd Ave experienced.
Efficiency | Automobile Delay

Note: PM peak hour intersection level of service (seconds/vehicle).
Source: Synchro Simulation Model
ROLAND AVENUE CYCLE TRACK EVALUATION

SEPTEMBER 22, 2017

PREPARED FOR:

DRAFT

PREPARED BY:

McCORMICK TAYLOR

with: Conner Support Services, LLC
Daniel Consultants, Inc.

ROLAND AVENUE CYCLE TRACK EVALUATION
Livability | User Satisfaction

The Plaza Separated Bicycle Lane Demonstration Project
FINDINGS REPORT

PUBLIC INPUT

In order to gauge the public’s satisfaction with the temporary modifications as well as the interest in making the modifications permanent, CDOT collected feedback from local residents. In addition to distributing a survey, CDOT reviewed emails and phone calls for feedback. Summaries of the findings are provided below.

Survey Monkey Analysis

Post-project, a survey was distributed to residents and interested stakeholders. The survey was distributed through a number of channels, including:

- Online through the Plaza-Midwood Neighborhood Association (PMNA), NextDoor, the City of Charlotte’s Facebook page, and Charlotte DOT’s Twitter account.
- Physical copies of the survey were mailed to Plaza-Midwood neighborhoods in a boundary approximating within a few blocks of the Plaza demonstration project.

The survey asked residents to provide feedback about different parts of the project, and help CDOT staff understand how residents use different modes of transportation. Residents were asked to rate their satisfaction with the addition of travel lanes, the protected bicycle lane, and the intersection modifications at the Plaza and Central Avenue, on a scale from “Extremely Satisfied” to “Extremely Dissatisfied.”

Between May 22 and June 5, a total of 841 surveys had been completed - 632 were completed online and 209 were submitted by mail.

Map 5: 77% of survey respondents lived within a few blocks of the Plaza.
Bicycle LOS improved substantially when using the Danish Bicycle LOS and BEQI measures, which better capture the innovative facility types.
Livability | TNC & Freight Delivery
Project Update | Preliminary Construction Timeline

- 100% PS&E Review: Done
- Traffic Control Plan Preparation: Done
- Respond to 100% PS&E Comments and Finalize Plans: Done
- ROW Use Permitting Approval: Done
- Advertise for Construction: Apr 3 – Apr 17
- Council Award: May 7
- Execute Contracts, Pre Construction: May 8 – May 19
- Notice to Proceed: May 21
- Construction: June 11 – July 8 (assumes no weather delays)
Project Timeline

2018

January
Demonstration Bikeway Transportation Commission Recommendation

February
Demonstration Bikeway City Council Update

March
Demonstration Bikeway Design Finalized

April
Transportation Commission Evaluation Plan Review
  Demonstration Bikeway Construction
  Demonstration Bikeway Opening Event

July

Q4 ?

September
Status Update to Transportation Commission

Q1

February
Final Evaluation and Staff Recommendation to Transportation Commission

2019

Q1

March
City Council Update on Next Steps for Demonstration Bikeway
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