Progress Report & Next Steps

Transportation Commission
October 13, 2016
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
- Formulated vision, goals, objectives.
- Assessed gaps in the non-motorized network.
- Established performance targets.
Priority Bicycle Corridors

E-W Priority Bicycle Corridors Completion Status 2013

N-S Priority Bicycle Corridors Completion Status 2013
Arterial Sidewalk Construction - Cumulative

Note: 2016 to 2019 estimated from Bellevue’s 2015-2021 Capital Investment Plan.

Pedestrian Network
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
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
7. Performance Management Report

PBII Scope of Work
PBII Team Structure

- Task 1 Group
- Task 2 Group
- Task 3 Group
- Task 4 Group
- Task 5 Group
- Task 6 Group
- Task 7 Group
Culture Change (Recognition)

Bellevue, WA, pursued a range of data collection activities during the Mayor’s 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 (PBI) to improve safety for people of all ages and abilities who walk and bike in Bellevue. Using data collected from online surveys, key-pad polling at public meetings, automated bicycle and pedestrian counters, and traffic camera videos, the PBI team identified barriers to walking and bicycling and developed a $4.7M 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 PBI process, Bellevue has emphasized understanding long-term trends and gathering feedback from people who walk and bike. Bellevue’s PBI 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.
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

Application due October 28, 2016.
Pedestrian and Bicycle Safety Assessment and Awareness Report

Task 1
“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)
Bellevue's Vision Zero Initiative: Dialogue with the Public

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

Task 1 – People
### Task 1 – People

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Points Placed</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Ped Facilities</td>
<td>514</td>
<td>32%</td>
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<tr>
<td>Bike Facilities</td>
<td>573</td>
<td>35%</td>
</tr>
<tr>
<td>Ped Behaviors</td>
<td>57</td>
<td>4%</td>
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<tr>
<td>Bike Behaviors</td>
<td>22</td>
<td>1%</td>
</tr>
<tr>
<td>Car Behaviors</td>
<td>452</td>
<td>28%</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>1618</strong></td>
<td></td>
</tr>
<tr>
<td>Crash Types</td>
<td>Frequency</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>-----------</td>
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</tr>
<tr>
<td>Backing Vehicle</td>
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<td></td>
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<tr>
<td>Dart-Out</td>
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<tr>
<td>Dash</td>
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<td>Motor Vehicle Loss of Control</td>
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<tr>
<td>Motorist Entering Driveway or Alley</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Motorist Exiting Driveway or Alley</td>
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<td></td>
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<tr>
<td>Motorist Failed to Yield</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>Motorist Left Turn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorist Left Turn - Parallel Paths</td>
<td>105</td>
<td></td>
</tr>
<tr>
<td>Motorist Left Turn - Perpendicular Paths</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Motorist Right Turn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorist Right Turn - Parallel Paths</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>Motorist Right Turn - Perpendicular Paths</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Motorist Right Turn on Red</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorist Right Turn on Red - Parallel Paths</td>
<td>6</td>
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<tr>
<td>Motorist Right Turn on Red – Perpendicular Paths</td>
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<td>Pedestrian Failed to Yield</td>
<td>14</td>
<td></td>
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<td>Pedestrian Waiting to Cross</td>
<td>6</td>
<td></td>
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<tr>
<td>Pedestrian Walking Along Roadway</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>33</td>
<td></td>
</tr>
<tr>
<td>Grand Total</td>
<td>438</td>
<td></td>
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</tbody>
</table>
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
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)
5. BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
8. BikeShare Feasibility Study – (Spring 2017)
9. Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
11. **Video Analytics towards Vision Zero Partnership (Fall 2017)**
12. Performance Management Strategy (TBD)
13. Complete Streets – policy review (staff initiated CPA in January; Winter 2017)

**Transportation Commission Discussion/Action**

Timeline (Questions/Discussion)
Bicycle Priority Corridor Design Report

Task 2
“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

Safe bike routes for our residents and employees
“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
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.
Task 2 – People
Task 2 – People
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

“... 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
Which of these types of facilities would encourage you to bicycle in Bellevue? (Multiple Choice)

<table>
<thead>
<tr>
<th>Responses</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared Lane Marking</td>
<td>2.42%</td>
<td>3</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>29.84%</td>
<td>37</td>
</tr>
<tr>
<td>Protected Bike Lane</td>
<td>53.23%</td>
<td>66</td>
</tr>
<tr>
<td>Off-Street Path</td>
<td>14.52%</td>
<td>18</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>100%</strong></td>
<td><strong>124</strong></td>
</tr>
</tbody>
</table>

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.
Task 2 – Next Steps
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)
5. **BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)**
8. BikeShare Feasibility Study – (Spring 2017)
9. **Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)**
10. Ped-Bike Performance Story Map (TBD)
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. Performance Management Strategy (TBD)
13. Complete Streets – policy review (staff initiated CPA in January; Winter 2017)

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**Transportation Commission Discussion/Action**

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**Timeline (Questions/Discussion)**
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

**Task 3 – People**
City of Bellevue Influence

The Rider

The Development Lot

The Pedestrian & Bicycle Environment

The Transit Stop

The Transit Running Way

Task 3 – Data
Sound Transit 3:

The Regional Transit System Plan for Central Puget Sound

Adopted June 23, 2016

Next Steps
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)
5. BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
8. BikeShare Feasibility Study – (Spring 2017)
9. Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
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12. Performance Management Strategy (TBD)
13. Complete Streets – policy review (staff initiated CPA in January; Winter 2017)

**Transportation Commission Discussion/Action**

**Timeline (Questions/Discussion)**
Pedestrian and Bicycle Implementation Strategy Report

Task 4
“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)
Task 4 – People

David Hill, President, Freiheit & Ho Architects

Connect Bellevue Today
Task 4 – Next Steps
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)
5. **BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)**
8. BikeShare Feasibility Study – (Spring 2017)
9. Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. Ped-Bike Performance Story Map (TBD)
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. Performance Management Strategy (TBD)
13. Complete Streets – policy review (staff initiated CPA in January; Winter 2017)

**Transportation Commission Discussion/Action**
Pedestrian and Bicycle Count Assessment Report

Task 5
“Research pedestrian and bicycle count technologies to improve the City’s data driven decision-making.”

- Program Principles (2/17/15)
“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

Task 5 – People
**I-90 Bicycle Volumes**
(average, min and max daily values)

**I-90 Pedestrian Volumes**
(average, min and max daily values)

**Task 5 – Data**
Cities adding bike infrastructure are seeing a “safety in numbers” — more people on bikes plus lower risk of severe or fatal injury. Graphs: NACTO

Task 5 – Next Steps
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)**
5. BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
7. **Count Program Tech Memo & Potential Story Map (Winter 2016)**
8. BikeShare Feasibility Study – (Spring 2017)
9. Update to the 2009 Ped-Bike Plan – Map/Project Descriptions (Staff initiated CPA in January; Winter 2017)
10. **Ped-Bike Performance Story Map (TBD)**
11. Video Analytics towards Vision Zero Partnership (Fall 2017)
12. Performance Management Strategy (TBD)
13. Complete Streets – policy review (staff initiated CPA in January; Winter 2017)

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**Transportation Commission Discussion/Action**

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**Timeline (Questions/Discussion)**
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)
4. 2015 Pedestrian and Bicycle Count Report (Fall 2016)
5. BRIP Implementation Strategy – Following November Ballot (Fall/Winter 2016)
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Transportation Commission Discussion/Action
Task 7 - 2009 Plan Progress Measurement and Management Report
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

Go from Good to Great and make Bellevue more Walkable!

Task 7 – People
Pedestrian and Bicycle Progress Report 2015

City of Bellevue

BICYCLE FRIENDLY COMMUNITY
Spring 2015
THE LEAGUE OF AMERICAN BICYCLISTS

BRONZE

Arterial Sidewalk Construction 2009-2015 - Cumulative

Miles

Year

New Construction
Target Pace
Ped-Bike Plan Goal
Gap = 0.09
Gap = 0.23
Gap = 3.04
Gap = 6.84
Gap = 8.09

2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019

Task 4 – Data
Walker’s Paradise
Daily errands do not require a car.

Good Transit
Many nearby public transportation options.

Bikeable
Mostly flat, minimal bike lanes.
Task 7 – Next Steps
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**Transportation Commission Discussion/Action**
Progress Reports

Transportation Commission
October 13, 2016

Stela Nikolova
Assistant Transportation Planner
City of Bellevue
New Pedestrian and Bicycle Facilities in Bellevue in 2015

All New Pedestrian Facilities Construction in 2015
- 2-8’ Wide Pedestrian Trail: 7,989 Linear Feet
- 5’-12’ Wide Sidewalk: 748 Linear Feet

New Bicycle Facilities construction in 2015
- Bike Shoulder: 23,284 Linear Feet
- Bike Lane: 1,800 Linear Feet

Progress Report
Arterial Sidewalk Construction - Cumulative

- New Construction
- Target Pace
- Ped-Bike Plan Goal

Miles

Year

2009: Gap = 0.19
2010: Gap = 2.50
2011: Gap = 5.00
2012: Gap = 7.50
2013: Gap = 10.00
2014: Gap = 12.50
2015: Gap = 15.00
2016: Gap = 17.50
2017: Gap = 20.00
2018: Gap = 22.50
2019: Gap = 25.00

Note: 2016 to 2019 estimated from Bellevue's 2015-2021 Capital Investment Plan.

Pedestrian Network
Priority Bicycle Corridors

E-W Priority Bicycle Corridors Completion Status 2013

Legend:
- Complete
- Not Complete
- School Properties
- City Parks
- Other Parks

N-S Priority Bicycle Corridors Completion Status 2013

Legend:
- Complete
- Not Complete
- School Properties
- City Parks
- Other Parks

Progress Report
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
**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)
1. SR 520 Trail location south of NE 24th St
Eco-Counter Locations – I-90 Trail

1. 1-90 Trail location at NE 34th St & 109th Ave NE

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

Count Report
Average Hourly Pedestrian and Bicycle Volumes by Season
I-90 Trail Counter Location, 2015

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

Average of Peds Winter
Average of Peds Spring
Average of Peds Summer
Average of Peds Autumn

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

Average of Bikes Winter
Average of Bikes Spring
Average of Bikes Summer
Average of Bikes Autumn

Count Report
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

Count Report
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.
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

Issue Points by Neighborhood
Walking Accommodation Issues

Issues along Corridors

Issues at Intersections/Street Crossings
Bicycling Accommodation Issues
Perceived Safety

Walking Accommodation Issues

Bicycle Accommodation Issues
Walking Accommodation Issues

Bicycle Accommodation Issues

Driving Behavior Issues

Near Misses
• Survey available online from March 15 – April 30, 2016
• 52 BRIP project ideas
• More than 500 responses
• Over 130+ respondents
Before answering the questions below, please click on this orange button to view this candidate project idea.
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?

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

For Additional Information
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**Transportation Commission Discussion/Action**