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”
# Bellevue Pedestrian & Bicycle Master Plan Project Timeline

**10/09/14 Preliminary Scope of Work**

<table>
<thead>
<tr>
<th>TASK</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT SCOPING</td>
<td>Oct</td>
<td>Nov</td>
<td>Dec</td>
</tr>
<tr>
<td>VISIONING &amp; GOAL SETTING</td>
<td></td>
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</tr>
<tr>
<td>EXISTING CONDITIONS</td>
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<tr>
<td>NEEDS ASSESSMENT</td>
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<tr>
<td>NETWORK REFINEMENT</td>
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<tr>
<td>SUPPORT PROGRAMS</td>
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</tr>
<tr>
<td>IMPLEMENTATION STRATEGY</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>DRAFT PLAN DOCUMENT</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>ENVIRONMENTAL REVIEW</td>
<td></td>
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<td>PUBLIC ENGAGEMENT</td>
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<tr>
<td>FINAL PLAN DOCUMENT</td>
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Note: Arrows indicate the progression and timeline for each task.
Bellevue Pedestrian & Bicycle Master Plan

Project Timeline

10/09/14 Preliminary Scope of Work

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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

West Sidewalk

6' 5' 10' 11' 11' 11' 7' 10'

Parking Lane/Island Moving Lane Moving Lane Moving Lane Buffer Parking Lane

West Sidewalk

4' 10' 11' 11.5' 11' 10' 4'

Bike Lane Travel Lane Turn Lane Travel Lane Travel Lane Travel Lane Bike Lane

63.5' Face of Curb

1' gutter pan

1' gutter pan

East Sidewalk

9'

5'

5'

12'

12'

12'

12'

6'

10'

9'

East Sidewalk

9'
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.

<table>
<thead>
<tr>
<th>Title</th>
<th>Amount Awarded</th>
<th>Round</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Bay Regional Park District - Pedestrian and Bicycle Network</td>
<td>$10,200,000</td>
<td>2010</td>
</tr>
<tr>
<td>New York City DOT - Vision Zero: Saving Lives and Providing Opportunity Project</td>
<td>$25,000,000</td>
<td>2014</td>
</tr>
<tr>
<td>Indianapolis Bicycle and Pedestrian Network</td>
<td>$20,500,000</td>
<td>2010</td>
</tr>
<tr>
<td>Philadelphia Area Pedestrian and Bicycle Network (PA and NJ)</td>
<td>$23,000,000</td>
<td>2009</td>
</tr>
<tr>
<td>Houston Regional Multimodal Connections to Transit</td>
<td>$15,000,000</td>
<td>2012</td>
</tr>
<tr>
<td>Link Detroit Multimodal Enhancements</td>
<td>$10,000,000</td>
<td>2012</td>
</tr>
</tbody>
</table>
## Leveraging Grant Funding Opportunities

### Advocacy Advance

**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.

### Snapshot of FY 2014 CDC Funding Programs

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>GOAL</th>
<th>AWARDEE TYPE</th>
<th>TOTAL FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Public Health Actions to Prevent and Control Diabetes, Heart Disease, Obesity and Associated Risk Factors and Promote School Health</td>
<td>Existing CDC program that funded all 50 states and the District of Columbia to help prevent chronic disease, including in school settings.</td>
<td>State public health departments</td>
<td>$33 million for up to 5 years</td>
</tr>
<tr>
<td>State and Local Public Health Actions to Prevent Obesity, Diabetes, Heart Disease, and Stroke</td>
<td>Expands on the State Public Health Actions awards to include community strategies and focuses on adults.</td>
<td>State and large city health departments</td>
<td>$69.5 million over 4 years</td>
</tr>
<tr>
<td>Partnerships to Improve Community Health (PICHC)</td>
<td>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.</td>
<td>Government agencies, non-government organizations</td>
<td>$49.3 million over 3 years</td>
</tr>
<tr>
<td>Racial and Ethnic Approaches to Community Health (REACH)</td>
<td>Focuses on capacity building and implementation of policy and environmental improvements in racial and ethnic communities experiencing health disparities.</td>
<td>Government agencies, non-government organizations</td>
<td>$34.9 million over 3 years</td>
</tr>
<tr>
<td>National Implementation and Dissemination for Chronic Disease Prevention</td>
<td>Supports national organizations to reach deeper into smaller communities to strengthen ability to improve health environments.</td>
<td>National non-profit organizations</td>
<td>$9.4 million over 3 years</td>
</tr>
<tr>
<td>A Comprehensive Approach to Good Health and Wellness in Indian Country</td>
<td>Implements a coordinated and more comprehensive portfolio of chronic disease prevention and health promotion.</td>
<td>Tribal governments and organizations</td>
<td>$11.3 million over 5 years</td>
</tr>
<tr>
<td>Programs to Reduce Obesity in High-Obesity Areas</td>
<td>Implements obesity interventions in counties with more than 40% prevalence of adult obesity.</td>
<td>Land grant universities cooperative extensions</td>
<td>$4.2 million over 3 years</td>
</tr>
</tbody>
</table>
Leveraging New Funding Opportunities

By pooling small contributions of money...

...from groups of people who share common interests...

...everyone has the power to achieve financial goals!
Leveraging New Funding Opportunities

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.
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.
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”
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

E-W Priority Bicycle Corridors Completion Status 2013

N-S Priority Bicycle Corridors Completion Status 2013
Priority Bicycle Corridors in Design

E-W Priority Bicycle Corridors
Completion Status 2013

N-S Priority Bicycle Corridors
Completion Status 2013
NS-2: Lake Washington Loop Trail

N-S Priority Bicycle Corridors
Completion Status 2013

FY2013-2019 Capital Investment Program
PW-WB-81 108th/112th Aves NE - NE 12th St to North City Limit

<table>
<thead>
<tr>
<th>Category: Walkways/Bikeways</th>
<th>Department: Transportation</th>
<th>Status: New</th>
<th>Location: North Bellevue Subarea</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Programmed Funding</th>
<th>Appropriated To Date</th>
<th>FY 2013 Budget</th>
<th>FY 2014 Budget</th>
<th>FY 2015 Budget</th>
<th>FY 2016 Budget</th>
<th>FY 2017 Budget</th>
<th>FY 2018 Budget</th>
<th>FY 2019 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>$200,000</td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

Programmed Funding

Descriptive of 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 54th 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 along the east 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

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

Shared Lane
- Markings
- Bike Lane
- Buffered Bike Lane
- Cycle Track: at-grade, protected with parking
- Cycle Track: protected with barrier
- Cycle Track: raised and curb separated
- Cycle Track: raised and protected

Least protected

Most protected

Date: 5/22/14
City of Bellevue
Transportation Planning and Development
300 108th Avenue NE
Bellevue, WA 98004

1-800-980-5687
www.bellevuewa.gov

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

- Bellevue resident & bike attorney John Duggan
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.

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5. **Within 10 years**, increase trips by bicycle and foot by 10 percent over 2009 levels.
Representative Reports

Citywide Pedestrian Collision Analysis
City of San Diego Comprehensive Pedestrian Safety Study

Montgomery County Bicycling Crash Data Analysis
Montgomery County Police Department
Department of Transportation
8/7/2012

Raleigh Pedestrian Safety Demonstration Project:
Pedestrian Crash Analysis and Needs Assessment
November 2011
UNC Highway Safety Research Center

CARTS Pedestrian/Bicyclist Crash Analysis
Metroplan
January 9, 2012
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”
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:

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Current Methodology

2013 Pedestrian and Bicycle Count Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Camera Count Locations</th>
</tr>
</thead>
</table>
| 2009          | 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          | G 114th Ave NE north of SE 8th St  
D NE 12th St west of 116th Ave NE  
A 108th 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          | G 114th Ave NE north of SE 8th St  
A 108th 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          | G 114th Ave NE north of SE 8th St  
A 108th Ave NE north of NE Northup Way  
F 108th Ave NE south of NE 4th St  
M Lake Washington Loop at Coal Creek Pkwy SE |
| 2013          | G 114th Ave NE north of SE 8th St  
D NE 12th St west of 116th Ave NE  
A 108th Ave NE north of NE Northup Way  
F 108th Ave NE south of NE 4th St  
M Lake Washington Loop at Coal Creek Pkwy SE |

Table 1: Camera Count Locations 2009-2013
Best Practice: Making Data Programs Count
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”

Newport Hills: 119th Ave SE north of SE 56th Street
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.

<table>
<thead>
<tr>
<th>Existing Connectivity</th>
<th>3.64</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future Connectivity</td>
<td>3.78</td>
</tr>
<tr>
<td>Ridership Percent Change</td>
<td>3.4%</td>
</tr>
<tr>
<td>Added Daily Riders</td>
<td>31</td>
</tr>
</tbody>
</table>
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
“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.”
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
Performance Evaluation

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”

---

**Walk Friendly Communities**

**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.
- 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 Sisters as a Bronze 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.

www.walkfriendly.org  info@walkfriendly.org

Page 1 of 6
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.
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

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

www.bellevuewa.gov/pedbike-plan.htm