

» DOWNTOWN DEMONSTRATION BIKEWAY OPEN HOUSE

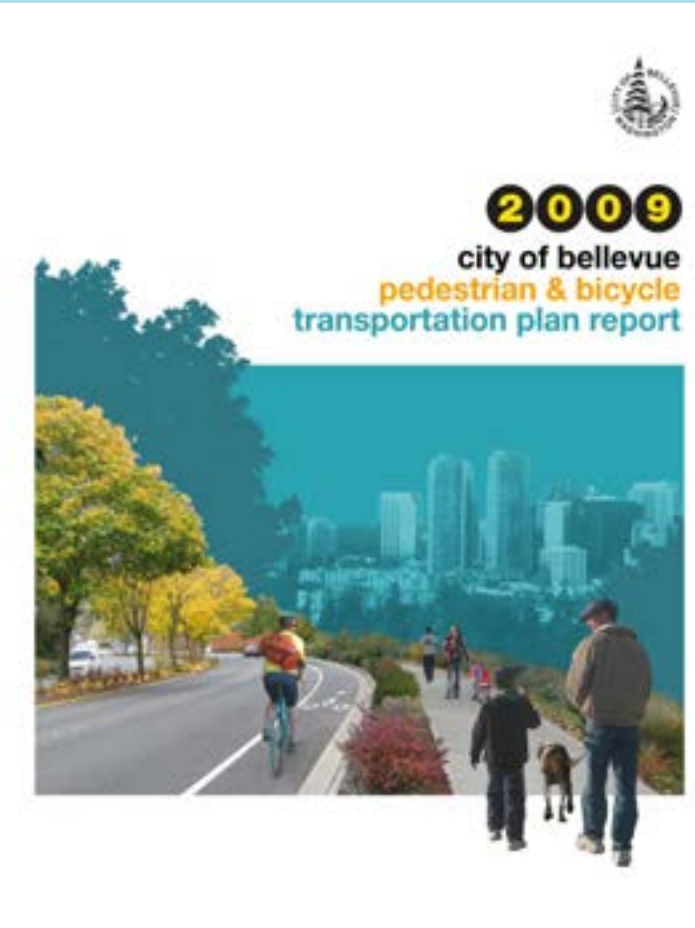
Project Overview



BELLEVUE
PEDESTRIAN & BICYCLE
IMPLEMENTATION INITIATIVE

BACKGROUND

2009 PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN



« The 2009 Ped-Bike Plan established a vision for Bellevue as a walkable and bikeable community. It defined the citywide Bicycle Network and designated eleven cross-city Priority Bicycle Corridors, including two north-south and two east-west corridors through downtown, and set implementation targets related to network completion.

PEDESTRIAN AND BICYCLE IMPLEMENTATION INITIATIVE



The Pedestrian and Bicycle Implementation Initiative (PBII) provides a framework to link the 2009 Plan with a coordinated strategy for expedited project implementation and supporting evaluation and education programs.

« The 2016 Bicycle Rapid Implementation Program Report identifies more than 50 bikeway projects to fill network gaps and upgrade existing bicycle facilities consistent with current best practices.

The Transportation Levy, approved by Bellevue voters in November 2016, provides a dedicated source of funding to make Bellevue a great place to walk and bike.

DEMONSTRATION

TRANSPORTATION CHOICES FOR DOWNTOWN

City Council envisions a well-connected network of bicycle facilities in Bellevue that enhance livability, support economic vitality, and serve the mobility needs of people of all ages and abilities.

Investments in bicycle facilities will help make Downtown a more attractive and accessible place for people to live, work, and visit. Providing people with transportation choices...

- Helps manage future traffic congestion
- Makes Downtown accessible to more people
- Provides an option to leave the car at home
- Provides a healthy, affordable travel option

DEMONSTRATION PROJECT PURPOSE

The city could install the first high-comfort bikeway in Downtown as a pilot project in 2018.

Four streets are candidates for the project: 108th Ave, 106th Ave, Main St, and NE 2nd St

Several bicycle projects completed in 2017 and others coming in 2018 provide improved connections to Downtown for people on bikes, but none connect to bike lanes in Downtown.

The demonstration bikeway could begin to address this gap, make progress on established goals, and help make Downtown a safer and more comfortable place to bike.

WHAT IS A "HIGH-COMFORT" DEMONSTRATION BIKEWAY?

A "high-comfort" bikeway provides separation between people on bikes and autos to create a riding environment that is comfortable for most adults and potentially even children and older adults.

Examples of separation treatments include wide painted areas, posts, and planter boxes. The number of conflict points is minimized and they are painted green to increase visibility.



PROJECT SELECTION

BENEFITS AND TRADE-OFFS

Each candidate project offers its own set of benefits and challenges. Introducing a new bicycle facility on any of these streets will involve trade-offs—but so does providing no accommodations for people to bike safely. For example:

- It may be possible to create a protected bikeway along most of a corridor, but portions may be impacted by construction activity.
- It may be necessary to repurpose travel lanes, turn lanes, or on-street parking along some of the candidate project streets, while on others it may be possible to add new on-street parking.
- Installing new bike lanes may increase auto travel time through some intersections, but providing no bike lanes has left downtown Bellevue an unwelcoming place to bike, so some people ride on sidewalks or avoid bicycling altogether.

We want your help to select the preferred street and develop a design that balances community priorities.

Category	Criteria	108th Ave	Main St	NE 2nd St	106th Ave
Safety	Collisions (2010-2016)	Green	Yellow	Red	Green
	Wikimap Safety Issues	Green	Yellow	Red	Green
Bicycle Environment	Bike Network Connectivity	Green	Yellow	Red	Green
	Bike Facility Comfort	Green	Yellow	Red	Green
	Construction Activity	Green	Yellow	Red	Green
Auto Environment	Travel Lanes Repurposed	Green	Yellow	Red	Green
	Turn Lanes Repurposed	Green	Yellow	Red	Green
Curbside Environment	Changes to On-Street Parking	Green	Yellow	Red	Green
	Loading/Unloading Access	Green	Yellow	Red	Green
Transit Environment	Bus Operations	Green	Yellow	Red	Green
	Transit Access	Green	Yellow	Red	Green

EVALUATION

RAPID IMPLEMENTATION, FLEXIBLE DESIGN

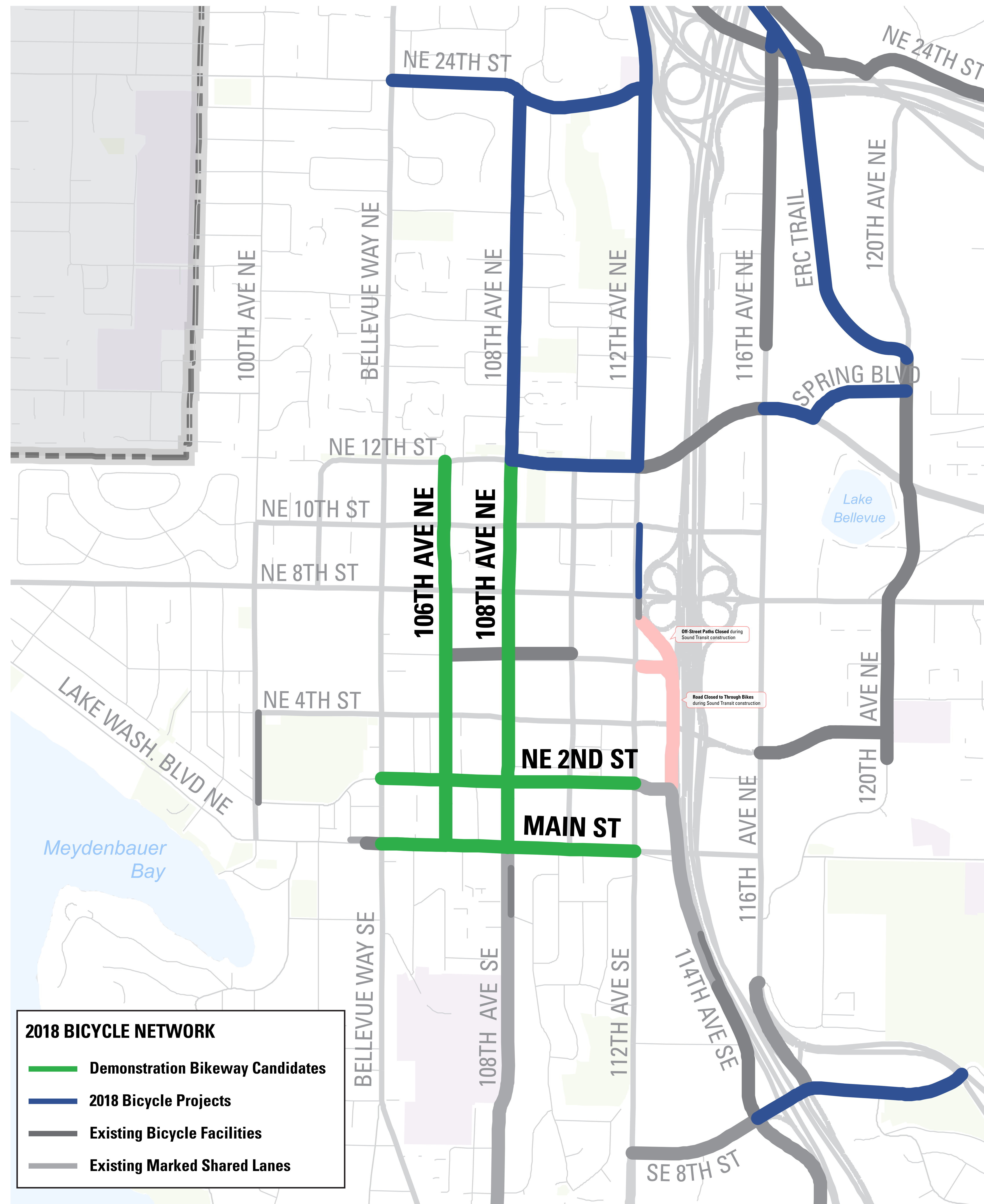
Using temporary and low-cost treatments, the demonstration project would provide a real-world opportunity to evaluate how the latest bikeway design concepts function in Bellevue. Outcomes will be monitored and adjustments could be made after installation as needed to improve operations.

If approved, more permanent upgrades could be applied in the future, including more robust bike lane separation. This pilot project could help guide other Downtown bicycle improvements.

BEFORE AND AFTER ASSESSMENT

If implemented, the demonstration is expected to be in place for several months, from mid-2018 through at least December. A before-and-after study will be conducted to assess how the project impacts travel for all street users, local businesses, and others in the community. For example:

- How will bicycle use in Downtown change? Will people ride more?
- Will the bikeway reduce conflicts between people driving, biking, and walking?
- Will auto travel time be impacted, and if so, by how much?
- Will the public support the project after installation?

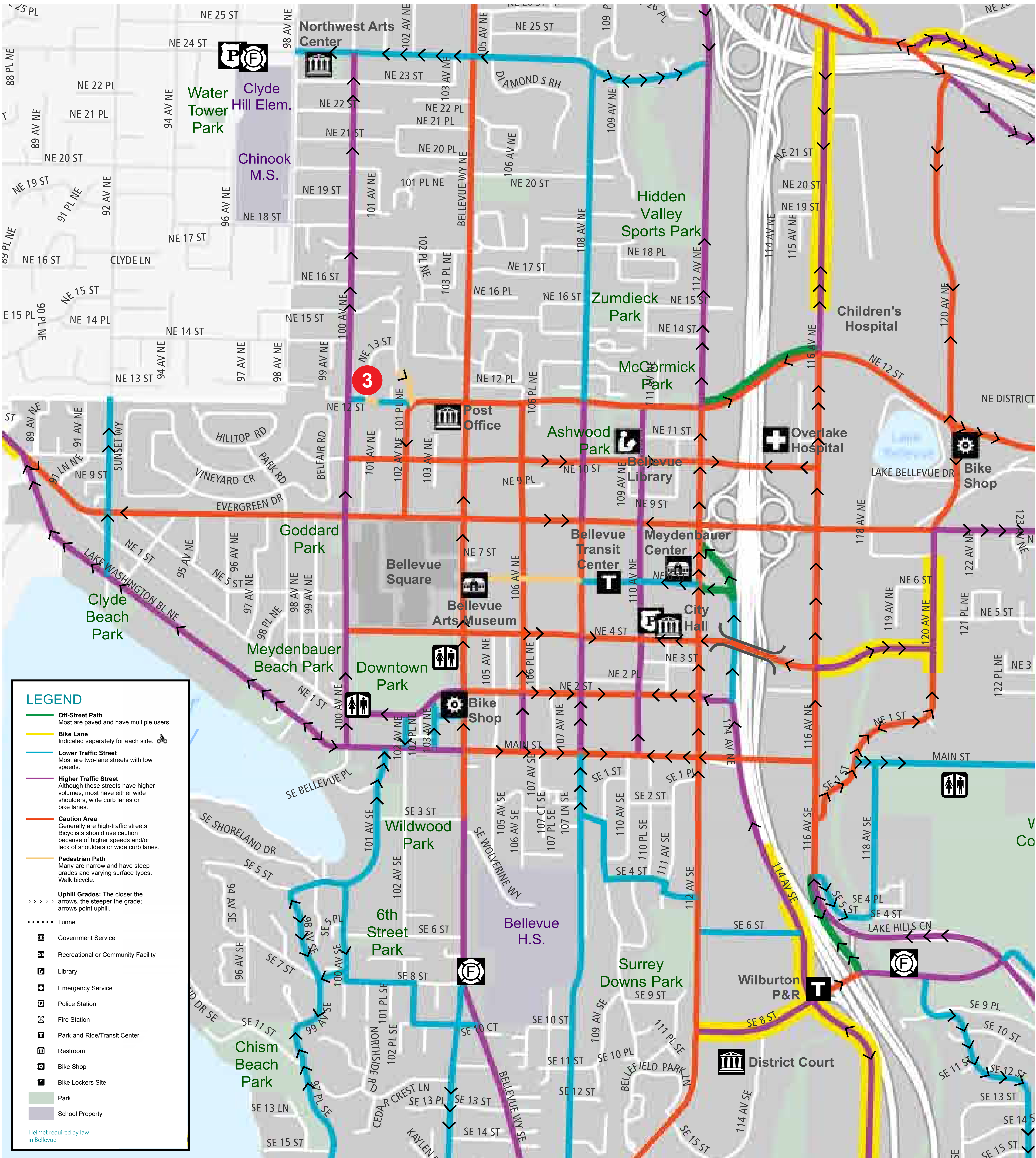


BELLEVUE BIKE MAP DOWNTOWN & VICINITY

last updated in December 2015



BELLEVUE
**PEDESTRIAN
& BICYCLE**
IMPLEMENTATION INITIATIVE



LEGEND

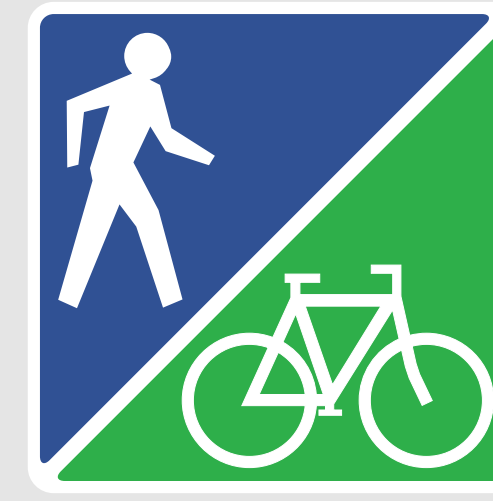
- Off-Street Path**
Most are paved and have multiple users.
- Bike Lane**
Indicated separately for each side.
- Lower Traffic Street**
Most are two-lane streets with low speeds.
- Higher Traffic Street**
Although these streets have higher volumes, most have either wide shoulders, wide curb lanes or bike lanes.
- Caution Area**
Generally are high-traffic streets. Bicyclists should use caution because of higher speeds and/or lack of shoulders or wide curb lanes.
- Pedestrian Path**
Many are narrow and have steep grades and varying surface types. Walk bicycle.

Uphill Grades: The closer the arrows, the steeper the grade; arrows point uphill.

Tunnel

- Government Service
- Recreational or Community Facility
- Library
- Emergency Service
- Police Station
- Fire Station
- Park-and-Ride/Transit Center
- Restroom
- Bike Shop
- Bike Lockers Site
- Park
- School Property

Helmet required by law in Bellevue



They say a picture is worth a thousand words.

But **YOUR** picture, together with your own personal message about bicycling in Downtown Bellevue, is even more valuable.

Tell us what **YOU** think!

- 1.) Grab a blank poster board
- 2.) Complete the waiver so we can use your photo
(name, address, signature, and date required)
- 3.) Choose a marker of your favorite color
- 4.) Write a few words that express your thoughts about a potential demonstration bikeway project
- 5.) Have your photo taken by John Tiscornia
(he's a local professional photographer, Bellevue resident, and volunteering his time to help improve walking and biking in Bellevue)
- 6.) Give your message board to staff before you leave

Not sure what to say?

Consider the following questions for inspiration:

Demonstration Bikeway

Are you excited about a demonstration bikeway in Downtown?

Do you have concerns about any of the candidate projects?

On which street would you prefer to see a bikeway installed in 2018?

Bicycling in Downtown Bellevue

How would you describe your experience bicycling in Downtown?

Do you want to bike in Downtown but feel it is currently unsafe?

What kinds of facilities would make you feel comfortable riding here?