



Transportation Commission Workshop

DATE: April 28, 2016

TO: Chair Lampe and Members of the Transportation Commission

FROM: Franz Loewenherz, Senior Transportation Planner, 425-452-4077
floewenherz@bellevuewa.gov

SUBJECT: Bellevue Bicycle Rapid Implementation Program (BRIP) Budget Proposal for the Pedestrian and Bicycle Implementation Initiative

DIRECTION REQUESTED

- ☒ Action
- ☒ Discussion
- ☒ Information

*Action: Staff requests Transportation Commission provide direction on the narrative, and an expenditure amount, for a Bicycle Rapid Implementation Program budget proposal that includes the installation of bicycle infrastructure (**amount TBD**) and installation of counter technology equipment (**\$177,000**).*

At its April 28 workshop, staff presents for Transportation Commission consideration and action a phased approach to implementing priority bicycle corridors consistent with targets outlined in the [2009 Pedestrian and Bicycle Transportation Plan](#). Pending Commission direction, this packaging of [Bicycle Rapid Implementation Program](#) (BRIP) project ideas into North-South and East-West corridors could advance as follows:

1. **2019 Bicycle Rapid Implementation Program (BRIP)** – Seven potential variants have been developed associated with the 2019 BRIP, with new and improved bicycle facilities totaling between about 16 miles and 29 miles. The costs range from \$5.6M to \$7.3M. The city would achieve its goal established in the 2009 Plan to within ten years implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connect the boundaries of the city limits.
2. **2023 Bicycle Rapid Implementation Program (BRIP)** – Two potential variants have been developed associated with the 2023 BRIP, with new and improved bicycle facilities totaling

between about 31 miles and 50 miles. The costs range from \$8.7M to \$9.4M. Consistent with Council's [program principles](#) for the Pedestrian and Bicycle Implementation Initiative, the City would 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 connecting to regional facilities.

Having considered these 2019 and 2023 BRIP options, staff requests Transportation Commission provide direction on the narrative, and an expenditure amount, for a capital budget proposal that includes the installation of bicycle infrastructure (**amount TBD**) and installation of counter technology equipment (**\$177,000**). This packaging of a BRIP budget proposal will then be integrated into Commission's preliminary recommended 2017-2023 Capital Investment Program (CIP) funding priorities to the City's Leadership Team (Department Directors), the City Manager's Office, and the City Council. Once the CIP is approved by Council, BRIP will allow staff to work with the community to refine, implement, and monitor the project ideas informing this budget proposal.

BACKGROUND

It has been eleven months since the Transportation Commission began work on the Pedestrian and Bicycle Implementation Initiative (PBII). Guided by the [PBII Scope of Work](#) (approved May 28, 2015), the Transportation Commission is working with community stakeholders on an action-oriented initiative that will identify the strategy the City of Bellevue should pursue today to advance the bicycle projects and programs identified in the 2009 Pedestrian and Bicycle Transportation Plan.

In keeping with Task 2 of the PBII Scope, the Transportation Commission is assessing the priority bicycle corridor network established in the 2009 Plan to:

1. Evaluate the range of bicycle facility types that could be applied along missing segments in the network, including innovative interim treatments as well as more permanent best practice facilities;
2. Consider the pros and cons and the associated maintenance needs of each alternative treatment;
3. Develop planning level cost estimates and priorities to inform the next round of updates to Bellevue's [Transportation Facilities Plan](#) and [Capital Investment Program](#) and implementation opportunities through other programs (e.g., Pavement Overlay).

The Transportation Commission participated in the following conversations leading up to the BRIP proposal under consideration at this workshop:

On August 18, 2015 Transportation Commissioners participated in a joint meeting with other Bellevue Board and Commission members. The purpose of the meeting was to learn about the City of Seattle Department of Transportation's use of physically separated bicycle facilities to

minimize conflicts between roadway users. Commissioners and Board members were provided the opportunity to experience the Pronto Cycle Share system and bicycle along the 2nd Avenue protected bicycle lane. Participants at the event were then asked for their feedback; the following is a sampling of the comments received:

- “The separated lane is very attractive for safety reasons. My greatest concern is the taking of scarce roadway space for a limited user base.” – Scott Lampe, Chair, Transportation Commission
- “I think separating the biker from traffic is a given. When thinking about the riders experience (versus just providing them a place to ride), it’s obvious that a separation is necessary. We provide it for cars to prevent accidents. We should provide it for bikers given the imbalance in protection.” – Jeremy Barksdale, Planning Commission
- “I was impressed that SDOT is accomplishing so much so quickly. How do they do it? Is it the simplicity of paint and posts?” – Debra Kumar, Parks & Community Services Board

At its December 10, 2015 meeting, staff provided Transportation Commission members a status report on PBII, focusing on the community outreach and facility design work associated with Task 2. Staff also shared the [FHWA Separated Bike Lane Planning and Design Guide](#) (May 2015) which highlights how jurisdictions nationwide are implementing safer and more comfortable facilities for “[interested but concerned cyclists](#)” thereby making bicycling a more widespread and mainstream means of transportation. The FHWA Guide consolidates lessons learned from practitioners and researchers “while still recognizing that our understanding of this facility type is still evolving and that there is a need for design [flexibility](#).”

Commissioners concurred with the objective of needing to realize a network of bicycle facilities that are connected, protected, and can be implemented rapidly. Consistent with [Bellevue City Council guidance](#), this Connected, Protected, Rapid (CPR) theme is defined as follows:

- 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.

Commissioners understood that their work through spring 2016 would result in a Bicycle Rapid Implementation Program (BRIP) budget proposal specifying when the CPR-themed bicycle corridor projects will be implemented. This task responds to the proposed 2016-2027 Transportation Facilities Plan that includes a reserve allocation of \$22.5M for projects determined via the ongoing PBII process.

At its January 28 and then February 25 workshops, the Transportation Commission was invited to review and discuss the conceptual layouts for BRIP candidate projects. Like many local jurisdictions with highly developed urban areas, expanding the curb-to-curb width of a roadway in Bellevue is very expensive. Therefore, where roadway space is limited and design considerations allow, the BRIP aims to implement projects rapidly, by reducing lane width for motor vehicles and allocating the pavement space to cyclists. Commissioners were provided additional information on research associated with the use of narrower travel lanes, specifically related to roadway safety and capacity considerations.

Commissioners concurred that a context-appropriate solution – informed by engineering judgement in consultation with the community – is required when considering accommodations for people on bicycles. Commissioners concluded that their role in the process should be to focus on strategic approaches (e.g., Connected-Protected-Rapid) that advance the City Council’s vision and to allow for design-level recommendations to remain the purview of Transportation Department staff.

On March 23, 2016, the Transportation Commission hosted a public open house presenting 52 project ideas packaged together as the [Bicycle Rapid Implementation Program](#) (BRIP). Ideas presented at the open house were informed by the CPR theme and public feedback from an [interactive wikimap](#) – available from August 26 through October 31 – when over 700 people created more than 1,600 points on the map to identify locations where they have noticed conditions making it uncomfortable for people walking and bicycling.

Together the BRIP project ideas presented at the March 23 open house represent 57 miles of bicycle facility improvements: 2 miles of off-street path, 24 miles of separated bicycle lanes, 13 miles of conventional bike lanes, and 18 miles of shared roadway. In her welcome address at the open house, Janice Zahn, Vice Chair, acknowledged the importance of public feedback in assisting the Transportation Commission to evaluate and prioritize budget recommendations for citywide investments in bicycling infrastructure.

Participants at the open house were invited to provide feedback through keypad polling, written statements on comment cards, sharing a personal message for photographers on-hand to capture and then, when participants returned home, through an [interactive wikimap](#) (available from March 17 through April 30). This feedback is reflected in Attachments 1, 2, 3, and 4 respectively.

At its March 24, 2016 workshop, staff provided the Transportation Commission an overview of three potential BRIP budget proposals that packaged the project ideas into Cross-City Connections (CCC):

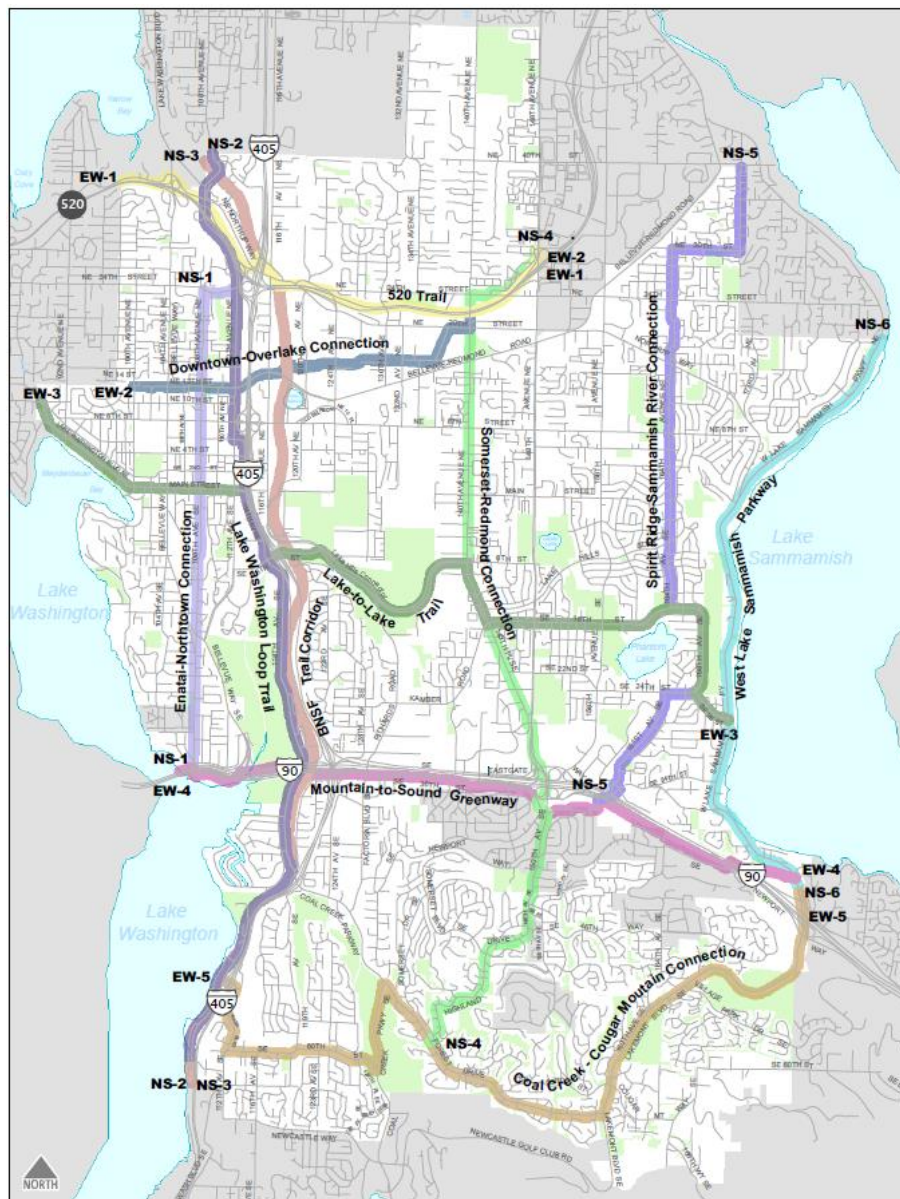
1. 2 North-South and 2 East-West CCCs = Est. Cost: \$6.1 Million
2. 5 North-South and 5 East-West CCCs = Est. Cost: \$28.2 Million
3. 5 North-South and 5 East-West CCCs + 17 Bicycle Network routes + 4 Neighborhood Bikeways = Est. Cost: \$32.1 Million

Following a discussion on the CCC alternatives, a motion was advanced to direct staff to focus on two options advancing the priority bicycle corridors in the 2009 Plan (see Figure 1):

1. 2 north-south (NS-1 and NS-5) and two east-west (EW-1 and EW-4) cross-city corridors
2. 3 north-south (NS-1, NS-4, and NS-5) and three east-west (EW-1, EW-4, and EW-5) cross-city corridors.

For the April 28 workshop, the Transportation Commission requested staff frame these CCC options within a 2019 time horizon with a budget of approximately \$6M. Staff supplemented the seven 2019 alternatives associated with Commission's request with two 2023 time horizon alternatives with an additional budget of approximately \$4M.

Figure 1



INFORMATION

Reflected below is a summary of the 2019 and 2023 Bicycle Rapid Implementation Program alternatives. Additional details for the BRIP options are reflected in Attachment 5.

1. **2019 Bicycle Rapid Implementation Program (BRIP)** – The 2019 BRIP would achieve the 2009 Ped-Bike Plan’s goal of realizing at least two continuous north-south and two continuous east-west cross-city bicycle connections (CCCs) by 2019. Four options that would realize two north-south (NS-1 and NS-5) and two east-west (EW-1 and EW-4) cross-city connections, together with supplementary bicycle access improvements whose estimated installation costs range between \$5.6M and \$6.2M. Three options were also developed that would realize three north-south (NS-1, NS-4, and NS-5) and three east-west (EW-1, EW-4, and EW-5) cross-city connections, together with supplementary bicycle access improvements whose estimated installation costs range between \$5.8M and \$7.3M.
2. **2023 Bicycle Rapid Implementation Program (BRIP)** – Consistent with the Bellevue Council’s program principles for the Pedestrian and Bicycle Implementation Initiative, the city would 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 connecting to regional facilities. Two 2023 BRIP variants were developed to extend the reach of the 2019 options (identified above) to a 2023 horizon year – consistent with the CIP timeframe. The costs range from \$8.8M to \$9.4M.

The following table reflects the estimated installation cost (in 2016 dollars) of the bicycle facility improvements (miles) associated with the various BRIP options.

BRIP Options	Generalized Bicycle Facility Categories by BRIP Option (miles)				All Facilities (miles)	Estimated Installation Cost (Millions)
	Marked Shared Lanes	Conventional Bike Lanes	Separated Bike Lanes	Offstreet Paths		
2.0	6.6	7.6	11.5	-	25.74	\$5.62
2.1	5.9	5.4	11.2	0.1	22.59	\$6.15
2.2	4.6	2.1	10.0	0.4	17.06	\$6.21
2.3	2.8	3.0	10.5	0.7	16.19	\$6.21
3.0	7.9	4.4	16.6	-	28.96	\$5.82
3.1	7.6	2.4	17.3	0.1	27.39	\$6.58
3.2	3.8	2.2	16.4	0.4	22.80	\$7.31
2023.1	16.8	12.0	21.2	-	50.26	\$8.75
2023.2	4.8	5.3	20.2	0.7	30.93	\$9.42

Not included in the above estimated installation cost figures is the expense of acquiring/ installing 25 inductive loop bicycle counters (16 for conventional bike lanes and 9 for separated bike lanes) + 2 off-street path multi-counters (counts and differentiates between pedestrians and bicyclists) that will ensure consistency with the PBII Scope of Work and the 2009 Plan

commitment to “develop procedures to collect data in order to measure pedestrian and bicycle usage on an ongoing basis.” The total cost for acquiring/installing this performance monitoring system is estimated to be **\$177,000**. It should also be noted that the above referenced new bicycle facilities require supplemental street sweeping and that these costs are captured in a maintenance operating budget proposal.

ASSESSMENT OF BRIP OPTIONS

Consistent with the intent of Task 2.3 of the PBII Scope of Work and to facilitate the Transportation Commission’s assessment of the 2019 and 2023 BRIP options, staff summarizes below how these options relate to public feedback and improves connectivity to high usage transit stops. Additional information on how the BRIP options support residential/employment concentrations will be available at the 4/28 workshop.

Related to public feedback, staff approached the development of project ideas leveraging a two-phased wikimap system that enabled the public to provide site specific information about issues and opportunities for improving Bellevue’s bicycle infrastructure. Additional public feedback is reflected in the form of letters of support from the community.

Wikimap 1.0

Last fall, over 700 people participated in the first [wikimap](#) identifying locations that made them feel uncomfortable walking or biking. The following table provides a high-level summary of the relationship between Wikimap 1.0 bike accommodation issue point locations (referenced with a 100-ft buffer) and the project idea corridor segments comprising each of the BRIP Options. The project ideas associated with BRIP Option 2023.1 align with the greatest number of bicycle accommodation issue points (237) representing 41% of all of the identified points (573); unsurprising given this option includes the most significant amount of bicycle facility mileage.

	Bike Accommodation Issue Points	
BRIP Option 2.0	205	36%
BRIP Option 2.1	173	30%
BRIP Option 2.2	165	29%
BRIP Option 2.3	180	31%
BRIP Option 3.0	206	36%
BRIP Option 3.1	192	34%
BRIP Option 3.2	182	32%
BRIP Option 2023.1	237	41%
BRIP Option 2023.2	231	40%
Total	573	

Wikimap 2.0

The second [wikimap](#) – available for public feedback from March 17 to April 30 – seeks public feedback on the 52 project ideas shared with the community at the March 23 public open house as the [Bicycle Rapid Implementation Program](#) (BRIP). Wikimap 2.0 provides the public an opportunity to respond to the following questions associated with each of the BRIP ideas:

- Do you think that this facility would make it feel safer to bicycle here?
- Do you think this facility would help connect people on bicycles to the places they want to go?
- How likely are you to bicycle here if this bicycle facility is NOT implemented?
- How often would you bicycle here if the candidate project is implemented?
- How important is the on-street parking along the portions of this street impacted by this candidate project to you?
- How often do you use the on-street parking along the portions of this street impacted by this candidate project?
- Comments?

The following table groups together the project ideas into the BRIP CCC options and then provides a high-level summary of preliminary community feedback through April 19 associated with the question “Do you think that this facility would make it feel safer to bicycle here?” further segmented to reflect public sentiment for each of the BRIP options as follows: supportive of the project idea, supportive of the improvements along the corridor segment with modifications to the project, neutral, and opposed to bicycle improvements along the corridor segment.

BRIP Option	Total Comments		Supportive of the project idea		Supportive of improvements w/modification to the project idea		Neutral		Opposed to bicycle improvements along corridor segment	
2.0	263	100%	199	76%	39	15%	15	6%	10	4%
2.1	253	100%	190	75%	39	15%	14	6%	10	4%
2.2	214	100%	160	75%	34	16%	11	5%	9	4%
2.3	212	100%	158	75%	34	16%	11	5%	9	4%
3.0	238	100%	178	75%	37	16%	11	5%	12	5%
3.1	257	100%	190	74%	40	16%	14	5%	13	5%
3.2	196	100%	148	76%	30	15%	8	4%	10	5%
2023.1	407	100%	298	73%	60	15%	27	7%	22	5%
2023.2	304	100%	232	76%	43	14%	14	5%	15	5%

As noted, there is not much variability in the community feedback among the BRIP options; the main takeaway being that the public is generally supportive of bicycle improvements along the corridor segments either as presented in the project ideas or with modifications.

Letters of Support

A high-level summary of community feedback in the form of letters of support from Bellevue residents and the business community is reflected below (see Attachment 6).

- Eric Art (Chief Operating Officer, REI) – “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.... Specific projects that will directly impact REI employees commuting to the Eastgate Campus, Bellevue store, and potential Spring District Headquarters include: 1) Connections to Downtown and the Bellevue Transit Center near our store: [PBC-2 \(108th Ave NE – Main St to NE 12th St\)](#), [BN-2 \(106th Ave NE\)](#); 2) Eastgate campus: [BN-25 \(SE Eastgate Way\)](#), [BN-12 \(156th Ave\)](#), and [BN-10 \(139th Ave SE\)](#); and, 3) Potential campus in the Spring District: [BN-6 \(124th and 128th Ave\)](#), [PBC-12 \(NE 12th St\)](#), [BN-22 \(Northup Way\)](#), and [PBC-8 \(140th Ave NE, NE 24th St, and NE 29 Pl\)](#).”
- J. Michael Marsh (President and Chief Executive Officer, Overlake Medical Center) – “Overlake sees improved non-motorized access to our campus as an effective long-term tool to mitigate traffic and safeguard patient and employee access. As such, we are particularly supportive of projects that would: 1) Expand safe pedestrian or bicycle linkages to Overlake’s campus from residential areas that currently lack access, such as in East or South Bellevue and along highway 520.) Improve linkages between Overlake’s campus and transportation centers, including the Bellevue Transit Center and future Sound Transit Wilburton and Spring District stations.” Although not specifically referenced in the letter, the following represent a sampling of project ideas that respond to Overlake Medical Center’s requests: [PBC-1 \(108th Ave SE – South of Main St\)](#), [PBC-2 \(108th Ave NE – Main St to NE 12th St\)](#), [PBC-3 \(108th Ave NE, NE 24th St\)](#), [PBC-6 \(112th Ave NE, 108th Ave NE\)](#), [PBC-12 \(NE 12th St\)](#), [BN-2 \(106th Ave NE\)](#), [BN-6 \(124th and 128th Ave\)](#), [BN-22 \(Northup Way\)](#), [PBC-8 \(140th Ave NE\)](#), and [BN-8 \(130th Ave NE\)](#).
- Lisa Brandenburg (President, Seattle Children’s Hospital) – “Seattle Children’s support the City of Bellevue’s initiative to implement pedestrian and bicycle improvements citywide. In particular, 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.... Creating safer bike routes to and from the Bellevue Transit Center would make biking and riding a bus an appealing option for our employees. Let’s make Bellevue a great place to live, work, and play.” Although not specifically referenced in the letter, the following represent a sampling of project ideas that respond to Seattle Children’s Hospital requests: [PBC-2 \(108th Ave NE – Main St to NE 12th St\)](#), [PBC-12 \(NE 12th St\)](#), [BN-2 \(106th Ave NE\)](#), [BN-6 \(124th and 128th Ave\)](#), [BN-22 \(Northup Way\)](#), [PBC-8 \(140th Ave NE\)](#), and [BN-8 \(130th Ave NE\)](#).
- Al Kinisky (Sr. Director, Concur Technologies), Sandy Bumstead (Director, Concur Technologies), Chris Loeffler (Manager, Concur Technologies), John Jacobsen-Watts (Manager, Concur Technologies), and Jessica Huss (Transportation Coordinator, Concur Technologies) – “We support increased investment in bicycling infrastructure and taking

rapid action on the following projects: [PBC-1 \(108th Ave SE – South of Main St\)](#), [PBC-2 \(108th Ave NE – Main St to NE 12th St\)](#), [PBC-3 \(108th Ave NE, NE 24th St\)](#), [PBC-6 \(112th Ave NE, 108th Ave NE\)](#), [PBC-12 \(NE 12th St\)](#), [PBC-13 \(Lake Washington Blvd NE\)](#), [PBC-14 \(SE 8th St, Lake Hills Connector\)](#), [NB-1 \(East Bellevue Bikeway\)](#), [BN-2 \(106th Ave NE\)](#), [BN-5 \(124th Ave SE\)](#), [BN-18 \(NE 1st St, NE 2nd St\)](#), [BN-20 \(NE 24th St\)](#), and [BN-27 \(SE Newport Way\)](#).”

- David Sturtevant (Vice President, CH2M) – “CH2M has reviewed the Bellevue Pedestrian and Bicycle Implementation Initiative and strongly supports bicycle lane and sidewalk projects that will improve transit options to downtown Bellevue and near our office at 112th Avenue and NE 12th Streets. Improved non-motorized access to downtown, and our office, will be an effective long-term tool to mitigate traffic and safeguard employee access. As such, we are particularly supportive of projects that would: 1) Expand safe pedestrian or bicycle linkages to CH2M’s office from residential areas that currently lack access, such as in east or south Bellevue and along State Route 520. 2) Improve linkages between CH2M’s office and transportation centers, including the Bellevue Transit Center and future Sound Transit Wilburton and Spring District stations.” Although not encompassing of all of the improvements in the areas identified, the following represent a sampling of project ideas that respond to CH2M requests: [PBC-12 \(NE 12th St\)](#) and [PBC-6 \(112th Ave NE, 108th Ave NE\)](#).
- Amber Nicholson (Director, Bellevue College) – “Strongly supports bicycle lane and sidewalk projects that will improvement transit options to Eastgate, Factoria, and Bellevue College, in addition to other areas around Bellevue.... Some routes identified in the pedestrian and bicycle initiative that we support are SE Eastgate Way, 156th Ave, and 139th Ave SE.” Although not encompassing of all of the improvements in the Eastgate, Factoria, and Bellevue College areas, the following project ideas respond to Bellevue College’s requests: [BN-25 \(SE Eastgate Way\)](#), [BN-12 \(156th Ave\)](#), and [BN-10 \(139th Ave SE\)](#).
- Dennis Moran (President, Fisherman’s Finest) – “We support the Bellevue Pedestrian and Bicycle Implementation Initiative as a beginning framework, and we strongly suggest that Bellevue focus on early and overwhelming deployment of segregated bicycle lanes along all the major streets in downtown Bellevue, at a minimum.... The answer is to move aggressively to build a safe bike infrastructure, and to do it now.” Although not specifically referenced in the letter, the following represent a sampling of project ideas that respond to Fisherman’s Finest requests: [PBC-12 \(NE 12th St\)](#) and [BN-2 \(106th Ave NE\)](#).
- C. Kurt Springman (Former Bellevue City Councilmember, 1996-1999) – “As you prioritize the list of capital projects, I suggest you rank a number of bicycle and pedestrian projects for near-term completion. In particular, Bellevue has a long standing goal of contiguous north/south and east/west routes, along the I-90 corridor, SR-520 corridor, 114th/116th and 164th. With the increased congestion in the downtown core, the need for a safe north/south cycling route has become critical. These improvements will serve the growing number of bicycling commuters, as well as recreational cyclists.” Although not specifically referenced in the letter, the following project ideas respond to Mr. Springman’s requests: [PBC-1 \(108th Ave SE – South of Main St\)](#), [PBC-2 \(108th Ave NE – Main St to NE 12th St\)](#), [PBC-3 \(108th Ave NE, NE 24th St\)](#), [PBC-6 \(112th Ave NE, 108th Ave NE\)](#), [PBC-10 \(164th Ave\)](#), [PBC-9](#)

[\(161st Ave SE\)](#), [BN-2 \(106th Ave NE\)](#), [BN-20 \(NE 24th St\)](#), [BN-8 \(130th Ave NE\)](#), [PBC-8 \(140th Ave NE, NE 24th St, and NE 29 PI\)](#), [BN-6 \(124th and 128th Ave\)](#), [BN-25 \(SE Eastgate Way\)](#), [BN-12 \(156th Ave\)](#), and [BN-10 \(139th Ave SE\)](#), and [BN-22 \(Northup Way\)](#).

- John Powers (President, Fana Group of Companies) – “The Fana Group appreciates the Transportation Commission’s commitment to Bellevue’s Pedestrian and Bicycle Implementation Initiative and encourages the Commission to prioritize funding for a complete and connected 57 mile network of bicycle lanes and pedestrian walkways throughout the City of Bellevue.... We understand difficult budget decisions need to be made in the coming months, however we urge the Transportation Committee to recommend funding the Pedestrian and Bicycle Implementation Initiative.” No specific project ideas referenced.
- McKayla Dunfey (Manager, Cascade Bicycle Club) – “We believe investments in bicycling will improve safety, health and economic outcomes in our community, and we strongly urge you to prioritize funding for a complete and connected 57 mile network of bicycle lanes throughout the city.” 250 community members have signed onto this letter. No specific project ideas referenced.
- Jon Croy (Co-Founder, Point Inside) – “As a business leader in downtown Bellevue, I would love to see the city do more to make it safer to ride bikes as a primary means of transportation.” No specific project ideas referenced.
- Bill Finkbeiner (Bellevue resident) – “By adopting the plans laid out in the initiative Bellevue will continue to lead the region in an important way, by continuing to be a great place to live and work.” No specific project ideas referenced.
- Shelly Bowman and Lizette Hedberg (Bellevue residents) – “I did want to submit a statement in response to the long overdue need for protected bike lanes and continuous safe routes that riders of all ages and abilities can use to commute, recreate, shop and, in general, enjoy the outdoors while being healthy on a bike.” No specific project ideas referenced.

Access to Transit

As Bellevue’s Transit Master Plan recognizes, the provision of an accessible pedestrian and bicycle network is an essential component of a useful transit system. Likewise, useful transit service can help to extend the range of people traveling on foot and by bike.

While a more thorough analysis of the relationship between non-motorized facilities and transit service is underway in support of PBII Task 3, the following table provides a high-level assessment of the alignment between the project ideas comprising each of the BRIP Options developed to date. As shown, the 2019 BRIP Options would improve bicycle connections to between 95–146 bus stops, accounting for between 51–54 percent of average daily weekday

boardings and alightings (ons/off) based on Spring 2015 data. The Bellevue Transit Center accounts for 34 percent of this boarding and alighting activity.

Connections to Transit, Spring 2015**				
	Stops Served		Average Daily Ons/Offs	
BRIP Option 2.0	138	20%	29,080	53%
BRIP Option 2.1	115	17%	28,409	52%
BRIP Option 2.2	95	14%	27,776	51%
BRIP Option 2.3	105	15%	28,023	51%
BRIP Option 3.0	146	21%	29,483	54%
BRIP Option 3.1	132	19%	29,023	53%
BRIP Option 3.2	124	18%	28,127	51%
BRIP Option 2023.1	240	35%	31,353	57%
BRIP Option 2023.2	175	25%	29,729	54%
Total	691		54,686	

**A 200-ft buffer used to locate bus stops to BRIP projects in order to better account for connections to stops located on cross-streets at intersections.

Note: Bellevue Transit Center is considered to be served by all BRIP Options, whether improvements are implemented on 108th Ave NE or 106th Ave NE, because both offer direct off-street connections to all BTC stops. Bellevue Transit center accounted for 34% of all boardings and alightings in Bellevue in Spring 2015.

It should be noted that this basic assessment does not offer an indication of the degree to which any of the BRIP project ideas improve overall bicycle network connectivity to transit—it describes only which stops are directly served by BRIP project ideas. These figures do not consider that the completion of a BRIP project idea may fill a critical gap in the bicycle network that significantly reduces travel distance to a bus stop for some areas or improves safety and reduced bicycle stress to travel to a nearby bus stop. Such assessments will be undertaken as part of PBII Task 3.

BRIP BUDGET PROPOSAL

Having considered these 2019 and 2023 BRIP options, staff requests Transportation Commission provide direction on the following draft budget proposal narrative and agree to an expenditure amount that includes the installation of bicycle infrastructure (**amount TBD**) and installation of counter technology equipment (**\$177,000**).

The program implements priority bicycle corridors consistent with targets outlined in the 2009 Ped-Bike Plan; by 2019, implement at least two completed, connected, and integrated N/S and two E/W bicycle routes that connect the city limits (Comp Plan Policy PB-2). The program is consistent with Bellevue's Ped & Bike Implementation Initiative and Vision Zero policy, implementing a grid of safe bicycle facilities throughout the city that connect with the priority

bicycle corridors. The program is—by virtue of its focus on early-win opportunities—targeting lower-cost on-street bicycle facility projects involving paint, signage, and delineator posts rather than more expensive off-street, raised, or curb-separated bicycle facilities. The program implements automated data collection for ped & bike activity citywide; a key element to achieving the 2009 Plan, directing staff to "develop procedures to collect data in order to measure pedestrian and bike usage on an ongoing basis."

This packaging of a BRIP capital budget proposal will then be integrated into Commission's preliminary recommended 2017-2023 Capital Investment Program (CIP) funding priorities to the City's Leadership Team (Department Directors), the City Manager's Office, and the City Council. Once the CIP is approved by Council, BRIP will allow staff to work with the community to refine, implement, and monitor the project ideas informing this budget proposal.

ATTACHMENTS

- Attachment 1 – March 23 Open House (Keypad Polling Results)
- Attachment 2 – March 23 Open House (Comment Cards)
- Attachment 3 – March 23 Open House (Photographic Statements)
- Attachment 4 – Preliminary Wikimap 2.0 Results (March 17 – April 19)
- Attachment 5 – Bicycle Rapid Implementation Program Options
- Attachment 6 – Letters of Support