



Bike Bellevue – Draft Design Concepts Guide and Draft Engagement Plan

Transportation Commission
November 9, 2023

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Transportation

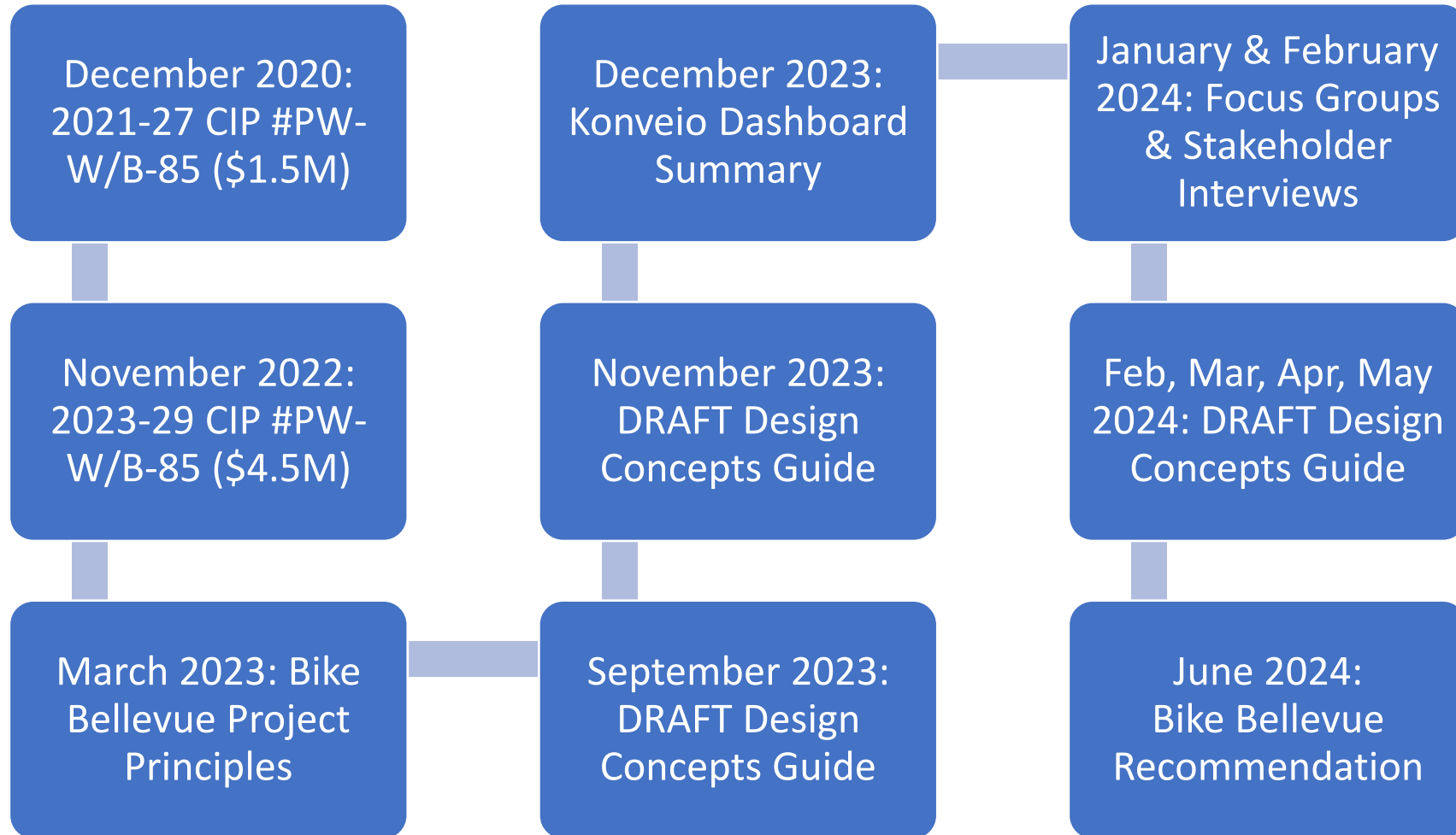


Agenda

- Project Timeline
- DRAFT Design Concepts Guide, November 2023
- Email communications
- DRAFT Community Engagement Plan
- No action is requested tonight

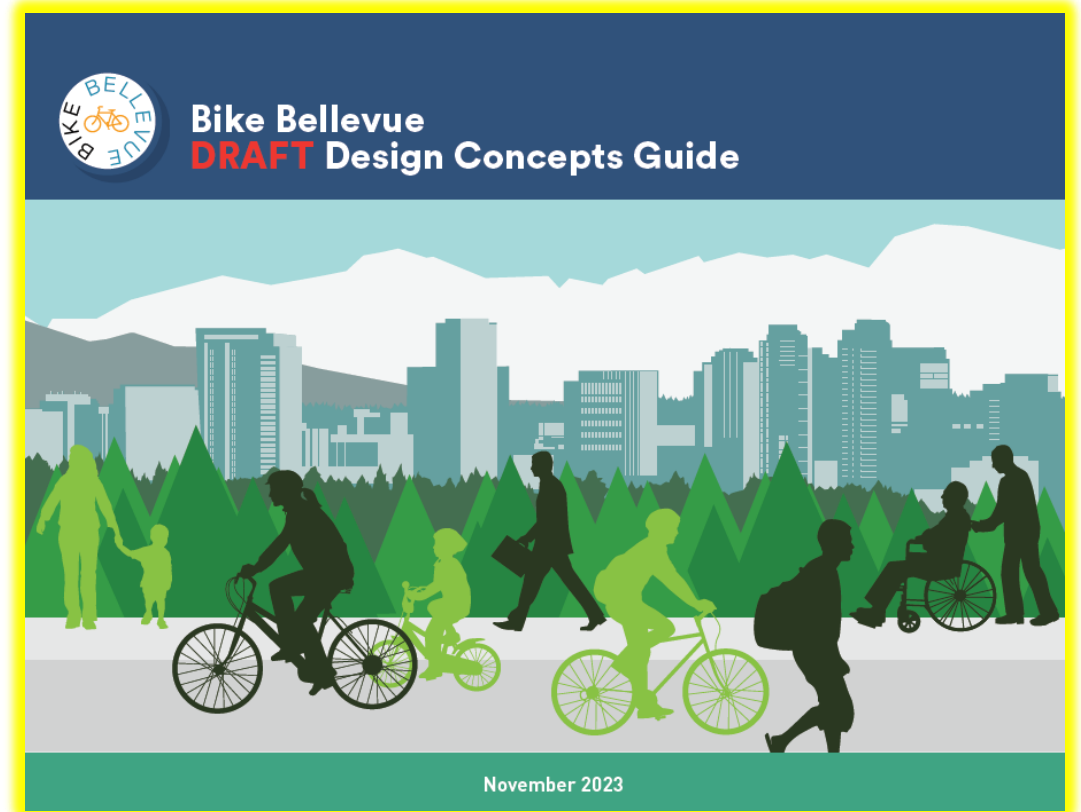


Project Timeline





DRAFT Design Concepts Guide



Changes to the DRAFT Design Concepts Guide, September 2023 do not affect candidate corridor designs. Suggested refinements to corridor designs will be informed by community engagement process currently underway.



DRAFT Design Concepts Guide

Notable edits in November 2023

What is Bike Bellevue?

Bike Bellevue will implement 15.11 miles of bicycle network improvements in Downtown, BelRed, and Wilburton that will fill major gaps in the city's low stress bike network. Bike Bellevue will provide key linkages to East Link light rail stations, Eastrail, and many parks, schools, and other points of interest. The cost to implement Bike Bellevue is estimated at \$18.6 million.

How Will We Add 15.11 Miles of Bike Lanes in Bellevue's Urban Core?

Implementing bicycle facilities in a built-out environment is challenging. Avoiding extensive property impacts requires trade-offs. The graphic below identifies the impacts to vehicle lanes from Bike Bellevue projects.

Of the 15.11 miles of bike lanes:

- 2.05 miles of new bike lanes are added by converting 5.90 miles of existing vehicle travel lanes
- 1.88 miles of bike lanes are upgraded to reduce level of traffic stress with no modification to vehicle travel lanes
- 11.77 miles of new bike lanes are added by converting 5.90 miles of existing vehicle travel lanes
- 2.05 miles of new bike lanes are added with no modifications to vehicle travel lanes
- 1.88 miles of bike lanes are upgraded to reduce level of traffic stress with no modification to vehicle travel lanes

The project will also remove approximately 30 on-street parking spaces in Downtown Bellevue to provide adequate space for continuous bike lanes. The removed parking is located along Lake Washington Boulevard, 100th Ave NE, and NE 2nd Street. Due to a rigorous design and traffic evaluation, implementing these bicycle improvements will result in PM peak-hour travel speeds decreasing by about 0.2 miles per hour, on average, across the 11 Bike Bellevue Corridors. See the [Documenting Vehicle Performance](#) section and [Appendix A](#) for more details.

11 Bike Bellevue Corridors

The city has identified 11 urban corridors that will fill gaps in the existing network

Existing Network

Here's how the network looks today, with significant gaps in connectivity

Future Network

The future network links the urban core to surrounding neighborhoods and regional trails

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120th Ave NE to 140th Ave NE

Northrup Way

Project Description

Northrup Way/NE 20th Street is an important east-west corridor serving the Bel-Red mixed-use area, which is rapidly densifying and changing from a light industrial to a mixed-use area.

The proposed concept reallocates one existing westbound lane to provide one-way separated buffered bike lanes on both sides of the corridor. The two-way left turn lane will be retained to provide vehicle access to the many businesses on both sides of the street.

Existing

Westbound Lanes Eastbound Lanes

Proposed

Westbound Lanes Eastbound Lanes

Orientation of cross-section is westbound (viewed as if looking east). This is an illustrative cross-section reflective of typical lane configurations. Because there are variations in lane markings along this corridor, please consult CAD drawings for details.

Visualization looking west along Northrup Way/Northeast 20th Street, east of 132nd Avenue Northeast. Please consult CAD drawings for details.

Street Classification	Minor arterial
Traffic Volume (ADT)	23,000 - 30,000
Posted Speed Limit	35 mph
Existing Bicycle Facility	No facility
Existing Bike LTS	1 1 1 1 1
Target Bike LTS	1 1 1 1 1
Safety Data	<ul style="list-style-type: none"> On the Vision Zero High Injury Network. 3 severe or fatality crashes (2011 - 2022)
Major Nearby Destinations	Highland Park, access to SR 520 Trail and Eastrail
Population (600 Foot Buffer)	3,400 (2019) 16,850 (2050)
Employment (600 Foot Buffer)	18,300 (2019) 43,000 (2050)
Transit Route	King County Metro 247

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In “What is Bike Bellevue?” and Appendix A included travel lane and parking impacts. For each corridor summary, included view direction information for each cross-section and photo visualization. Additions requested during community engagement.



DRAFT Design Concepts Guide

Notable edits in November 2023

Roadway Capacity Utilization

The Documenting Vehicle Performance sections reviewed the results of the MIP's Vehicle Performance Metrics, which utilize data collected during the PM peak period. While these metrics offer a valuable snapshot of traffic during the busiest time of the day, it is also important to recognize that during the rest of the day there is far less traffic on the road. From an economic perspective, most roads are overbuilt, since a majority of the capacity is unused during much of the day. Aside from the cost to build roads that are often under-utilized, there are environmental, safety, and livability consequences for roads that are wider than necessary.

National transportation planning experts have acknowledged the issues associated with focusing too much attention on accommodating traffic during the busiest hours of the day. As part of a National Academies of Sciences report, practitioners developed the "Hourly Demand / Theoretical Capacity (D/C) Ratio" to assess whether demand exceeds capacity (D/C > 1) at any time during the day and, if so, for how long.

Key findings from the analysis include:

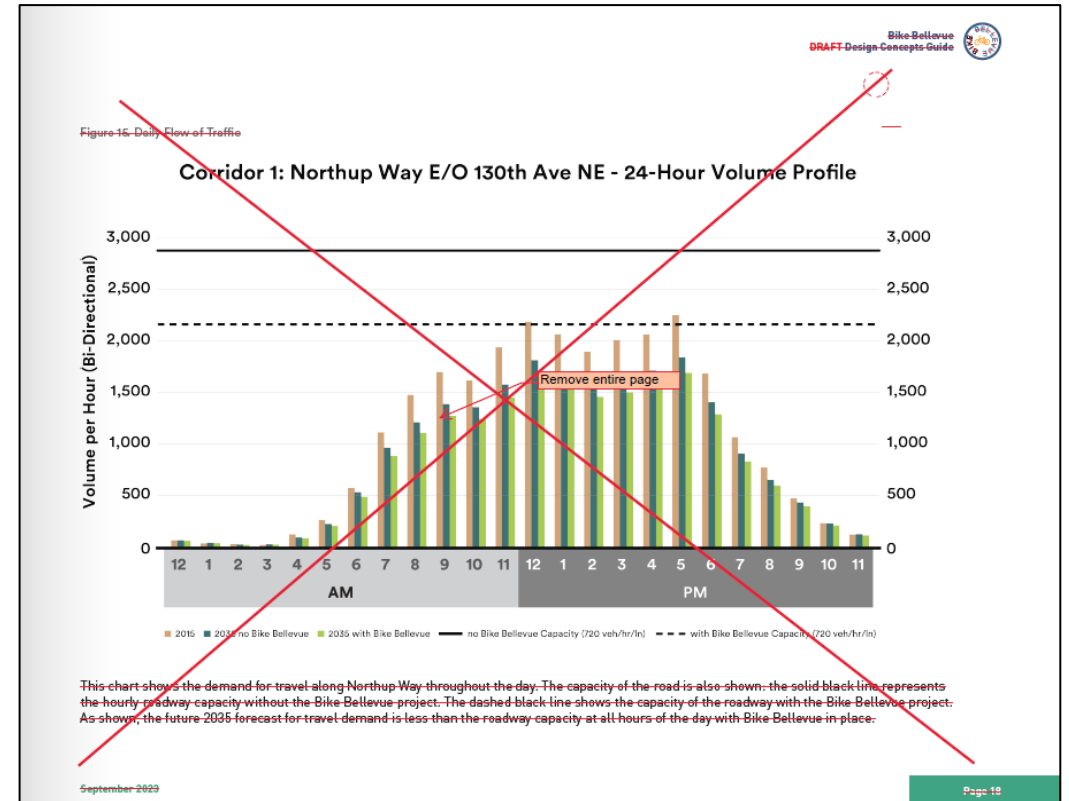
- Upward of 90% of all vehicle travel on the Bike Bellevue corridors occurs between 7 AM and 7 PM.
- Under future conditions, 2035 Build model, the average 7 AM - 7 PM D/C ratio is 0.48; in other words, during the period when most travel takes place, vehicles are using less than half of the available roadway capacity.
- The maximum forecast D/C ratio exceeds 0.90 on two corridors: Corridor 2 - NE 12th Street and Corridor 11 - 140th Avenue NE. This high D/C ratio occurs for only one hour out of the day.

How can 2035 traffic volume be less than 2015 traffic volume?

Figure 15 and the charts in the appendix may look counterintuitive to people who expect that additional population and employment growth invariably leads to more vehicle traffic. However, the city has been tracking traffic volume at numerous locations for more than 20 years and six of the 11 Bike Bellevue corridors have seen no growth in traffic volume or even a decrease in traffic volume over the past 20 years, a period of rapid growth in Bellevue. Nearly all corridors saw a drop in traffic volume between 2019 and 2022 as travel patterns changed after the pandemic. It is expected that over time a lower percentage of people will regularly commute to work, but that there will be slightly more non-work travel throughout the day.

Fundamentally, the demand/capacity analysis shows that even with substantial growth in Bellevue in the future, approximately half of the roadway capacity on the Bike Bellevue corridors will not be utilized by cars in 2035, even with these projects in place. In exchange for a reduction in vehicular capacity, the city will be able to eliminate the highest-stress LTS 4 conditions on Bike Bellevue corridors.

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Removed "Roadway Capacity Utilization" consistent with request by Transportation Commission at its 9/14/2023 meeting given approach caused confusion.



Emails and Letters

Attachment C: Staff responses to 49 emails/letters between 9/25/2023-10/27/2023

- 51% expressed support for the Bike Bellevue projects.
- 37% expressed opposition towards Bike Bellevue projects.
- 12% requested additional information without expressing support or opposition towards Bike Bellevue projects.

Attachment D: 87 emails/letters between 10/24/2023-10/30/2023

- 97% expressed support for the Bike Bellevue projects.
- 2% expressed opposition towards Bike Bellevue projects.
- 1% requested additional information without expressing support for or opposition towards Bike Bellevue projects.

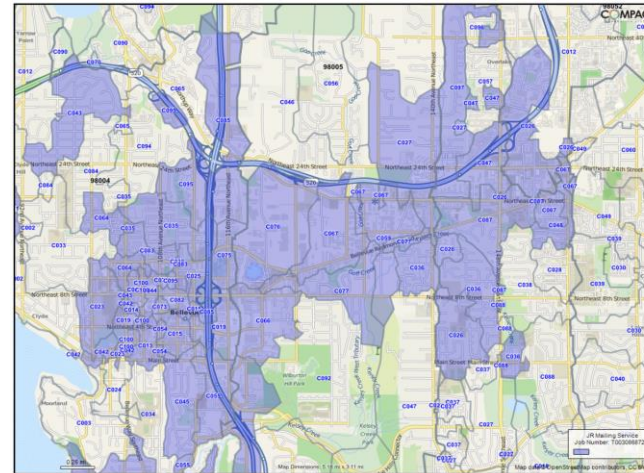
Desk Packet: 146 emails/letters between 10/31/2023-11/8/2023

- 93% expressed support for the Bike Bellevue projects.
- 7% expressed opposition towards Bike Bellevue projects.



DRAFT Engagement Plan

- Konveio tool
- Mailer
- Yard signs
- Posters
- Focus groups
- Stakeholder interviews
- Community events
- Public open house



The City of Bellevue's Transportation Department is continuing work on Bike Bellevue, and we want your input! Bike Bellevue will add bike lanes to existing streets in the urban core areas of Downtown, Wilburton and BelRed. The goal is to create a network of safe and comfortable cycling connections for people of all ages and abilities.

Provide feedback on proposed bike lane designs

Share your thoughts on the proposed designs for each Bike Bellevue corridor using an online project design feedback tool at bikebellevue.konveio.com. You will also be able to see comments from other people, add a response, and agree or disagree. Submit your comments by Friday, November 17.

For more information on Bike Bellevue and to sign up for project alerts, visit BellevueWA.gov/bike-bellevue.

If you would like to participate in a focus group, stakeholder interview or arrange a Bike Bellevue presentation for your community group, please contact Franz Loewenherz, Bike Bellevue Project Manager, at floewenherz@bellevuewa.gov.

Visit the project design feedback tool at bikebellevue.konveio.com or scan the QR code below



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Engagement Activities

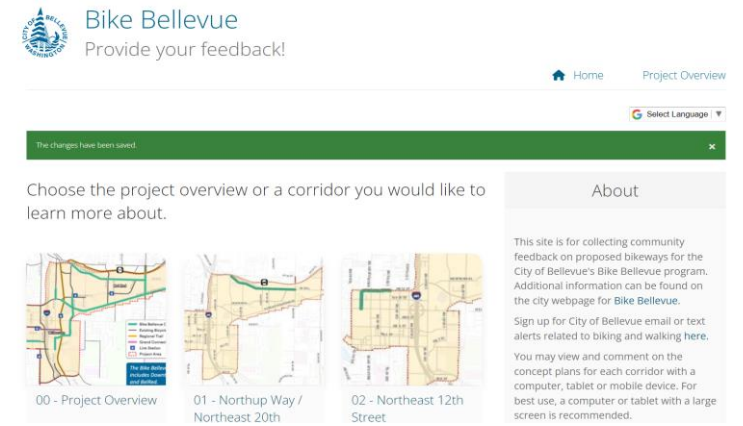
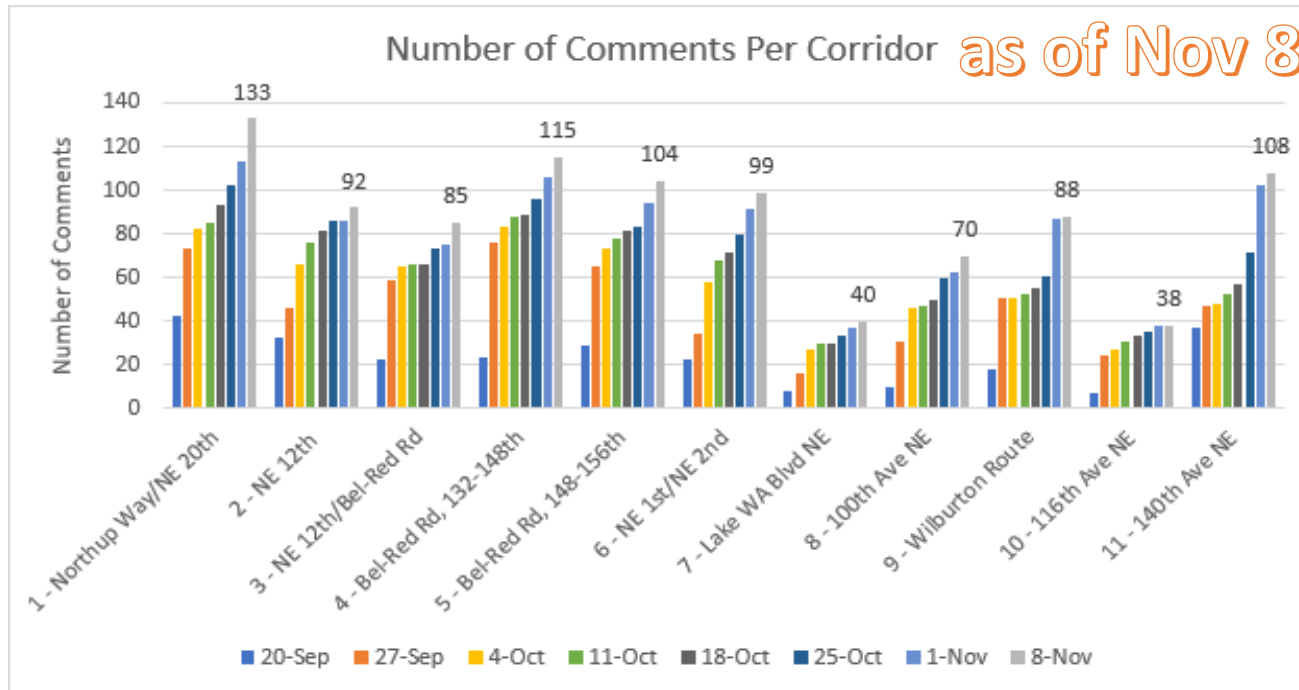




Next Commission Meeting

December 14, 2023: Staff will share findings from the online project design feedback tool.

972 comments



<https://bikebellevue.konveio.com/> - comments by November 17, 2023



Information

- **Project Webpage**

<https://BellevueWA.gov/bike-bellevue>

- **Franz Loewenherz**

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**Online Engagement Tool –
Comments by November 17, 2023**

<https://bikebellevue.konveio.com/>