

City of
Bellevue



Transportation Commission Study Session

DATE: November 9, 2023

TO: Chair Stash, Vice Chair Helland, and Members of the Transportation Commission

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SUBJECT: Bike Bellevue – Draft Design Concepts Guide and Draft Engagement Plan

DIRECTION REQUESTED

| | |
|-------------------------------------|---|
| <input type="checkbox"/> | Action |
| <input checked="" type="checkbox"/> | Discussion/Direction (<i>No action; recommendation at a future meeting</i>) |
| <input checked="" type="checkbox"/> | Information |

At the Study Session on November 9, 2023 staff will provide the Transportation Commission the following [Bike Bellevue](#) project updates:

- DRAFT Design Concepts Guide, November 2023
- Email communications from the public on Bike Bellevue
- DRAFT Community Engagement Plan

While no action is requested of the Transportation Commission at this meeting, your recommendation to the Transportation Director is anticipated in Q2 of 2024.

DRAFT DESIGN CONCEPTS GUIDE

On November 21, 2022, the Bellevue City Council adopted a 2023-2029 Capital Investment Program (CIP) plan that increased from \$1.5 million (in the 2021-2027 CIP) to \$4.5 million funding for Growth Corridor High Comfort Bicycle Network Implementation (CIP #PW-W/B-85) in the Downtown, Wilburton, and BelRed neighborhoods. CIP #PW-W/B-85 funds Bike Bellevue work and includes the following direction: “This program funds the design and implementation of bicycle projects in the Growth Corridor to coincide with the opening of light rail stations and Eastrail. The design process will consider the 2009 Pedestrian and Bicycle Transportation Plan, 2016 Bicycle Rapid Implementation Program, and evolving best practices for how to establish a grid of safe and comfortable bikeways, including connections to key destinations along routes

that are suitable for people of all ages and abilities. This proposal will fund a consultant contract to complete design and implementation of three priority projects by 2024.”

On March 27, 2023, the City Council approved Bike Bellevue project principles (Attachment A). Pursuant to these principles, “The City Council envisions a well-connected bicycle network for Bellevue that is safe, enhances livability, supports economic vitality, and equitably serves the mobility needs of people of all ages and abilities.” Responsive to Council direction, staff produced a DRAFT Design Concepts Guide, September 2023 to support the Transportation Commission’s evaluation of the corridor designs from a variety of perspectives – how Bike Bellevue preserves and enhances safety, equity, and sustainability in addition to serving peoples’ mobility needs. Further, the DRAFT Guide serves as the project reference document as staff coordinates with the public, community groups, businesses, major institutions, and outside agencies to ensure that Bike Bellevue supports the city’s land use and transportation vision.

On September 14, 2023, staff presented the Transportation Commission with the DRAFT Design Concepts Guide, September 2023 (available on the project webpage) and conveyed that the document is expected to evolve over the course of the project to account for new insights and project refinements informed by technical analysis and public input. Following the release of the DRAFT Guide, staff commenced community engagement which includes an online project design feedback tool, and other outreach strategies that promote equity and inclusion in the development and delivery of bicycle projects.

On November 9, 2023, staff provides the Transportation Commission an updated DRAFT Design Concepts Guide (Attachment B), which will inform the Commission’s recommendation on rapid build bicycle improvements in the project area. The updated DRAFT Design Concepts Guide, November 2023 accounts for the following edits to the DRAFT Design Concepts Guide, September 2023:

- Cover and footer of every page: Updated to “November 2023.”
- Table of Contents: Delete “Roadway Capacity Utilization” consistent with request by Transportation Commission at its 9/14/2023 meeting given the approach caused confusion.
- Key Takeaway (page 1): Add vehicle lane mileage and parking stall impacts section requested during community engagement. In the “Safety” section included: “Bike Bellevue improvements are forecast to eliminate 4-8 serious injury or fatality bicycle crashes over the next 20 years.” Delete “Roadway Capacity Utilization” information.
- Transportation Vision (page 2): Delete “Roadway Capacity Utilization” in “Document Outline.”
- What is Bike Bellevue (page 5): Added to the last sentence of the paragraph: “The cost to implement Bike Bellevue is estimated at \$18.6 million.” The photo of the bicyclist in the September version of the DRAFT Guide, is replaced with a new section titled: “How will we add 15.11 miles of bike lanes in Bellevue’s urban core?” The information in this new section – highlighting travel lanes and parking impacts – was requested during community engagement.

- Documenting Vehicle Performance – Future (page 16): To avoid confusion, added text to top of page: “The average PM peak-hour vehicle speed on the 11 Bike Bellevue corridors decreased, on average, by 0.2 miles per hour with implementation of the projects.”
- Roadway Capacity Utilization (page 17-18): Deleted as requested by Transportation Commission at its 9/14/2023 meeting.
- Explore the 11 Bike Bellevue Corridors (page 19): The photo for corridor 04 was replaced with the photo on the Konveio online dashboard. The project extent on Corridors 02 (102nd Ave NE to 108th Ave NE) and Corridor 03 (NE Spring Blvd to 132nd Avenue NE) was corrected.
- Cross-sections and photo-visualizations for each of the 11 corridors (pages 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41): Modified to include text clarifying view direction for improved legibility as requested during community engagement.
- Corridor 01 (page 21): Corrected the “Safety Data” section: “3 severe or fatality crashes.”
- Corridor 02 (page 23): The project extent (top left of the page) is corrected as: 102nd Ave NE to 108th Ave NE.
- Corridor 02 (page 24): The project extent (top left of the page) is corrected as: 102nd Ave NE to 108th Ave NE. Corrected text for “A” in the “Changes” section (bottom left of the page) to: “1 of 2 eastbound lanes removed east of Bellevue Way NE”
- Corridor 03 (page 25): The project extent (top left of the page) is corrected as: NE Spring Blvd to 132nd Avenue NE.
- Corridor 03 (page 26): The project extent (top left of the page) is corrected as: NE Spring Blvd to 132nd Avenue NE.
- Corridor 04 (page 28): Corrected text for “A” in the “Changes” section (bottom left of the page) to: “... retain 2 lanes westbound between 134th Avenue NE and 143rd Avenue NE.” Corrected text for “B” in the “Changes” section (bottom left of the page) to: “Between NE 20th Pl and 148th Avenue NE, convert one of two westbound lanes to a one-way separated buffered bike lane; retain 2 lanes eastbound.”
- Corridor 05 (page 29): The project line on the map (upper right quadrant) is corrected: extended to 156th Ave NE. Corrected the “Safety Data” section: “6 severe or fatality crashes.”
- Corridor 05 (page 30): Corrected text for “C” in the “Changes” section (bottom left of the page) to: “Convert 1 of 2 eastbound lanes”
- Corridor 07 (page 34): Corrected text for “A” in the “Changes” section (bottom left of the page) to: “Remove curbside parking on the south side to accommodate a pair of bicycle lanes.”
- Corridor 08 (page 35): Corrected the “Safety Data” section: “No severe or fatality crashes.”
- Corridor 09 (page 37): Corrected the “Safety Data” section: “3 severe or fatality crashes.”
- Corridor 11 (page 41): Add to the “Safety Data” section: “2 severe or fatality crashes (2011-2022).”
- Appendices: Added new Appendix A titled “Vehicle Lane and Parking Impacts” as requested during community engagement. Inclusion of this new appendix resulted in all subsequent appendices changing titles (e.g., “Safety” section became Appendix B). Delete Appendix E “Roadway Capacity Utilization” consistent with request by Transportation Commission at its 9/14/2023 meeting given the approach caused confusion.

- Appendix F – Corridor 1: Add to cover page: “Design to be coordinated with WSDOT SR 520-124th planning”. Add on sheet 4-13: “Design to be coordinated with WSDOT SR 520-124th planning.”
- Appendix G – Corridor 2: Add to cover page: “Design to be coordinated with Sound Transit Layover”. Add on sheet 58-78: “Design to be coordinated with Sound Transit Layover.”
- Appendix H – Corridor 3: Add to cover page: “Design to be coordinated with 2025 Pavement Overlay”. Add on sheet 4-10: “Design to be coordinated with 2025 Pavement Overlay”. Add on sheet 5-10: “Design to be coordinated with 2025 Pavement Overlay.”
- Appendix J – Corridor 5: Add to cover page: “Design to be coordinated with Redmond 152nd Ave Bikeway improvements”. Add on sheet 4-9: “Design to be coordinated with Redmond 152nd Ave Bikeway improvements.”
- Appendix K – Corridor 6: Add to cover page: “Design to be coordinated with BOSA Park and Main St Place”. Add on sheet 4A-9: “Design to be coordinated with BOSA Park”. Add on sheet 7-9: “Design to be coordinated with Main St Place.”
- Appendix L – Corridor 7: Add to cover page: “Design to be coordinated with Eight One Hundred Main.” Add on sheet 3-3: “Design to be coordinated with Eight One Hundred Main.”
- Appendix N – Corridor 9: Add to cover page: “Design to be coordinated with 2025 Pavement Overlay.” Add on sheet 10-11: “Design to be coordinated with 2025 Pavement Overlay.”

These changes to the DRAFT Design Concepts Guide do not affect the candidate corridor designs. Suggested refinements to the corridor designs will be informed by the community engagement process currently underway and proposed in future updates to the DRAFT Design Concepts Guide.

The DRAFT Design Concepts Guide, November 2023 replaces the DRAFT Design Concepts Guide, September 2023 as the Bike Bellevue reference document on the project webpage. The project webpage will retain all past DRAFT Design Concepts Guide documents considered during Bike Bellevue. Updates to the DRAFT Design Concepts Guide will be referenced in future Transportation Commission meetings.

EMAIL COMMUNICATIONS

On September 14, 2023, staff sought Transportation Commission guidance on how to manage the flow of constituent email communications on Bike Bellevue. Commissioners requested staff forward staff responses to emails when they are produced and to compile the communications into packets and share insights at meetings.

Staff responded to 49 emails received between September 25, 2023, and October 27, 2023 (see Attachment C). The following is a summary of the sentiments expressed in these emails.

- 51% of the emails 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.

Additional insights from these 49 email communications:

- 22% of the emails requested additions to the proposed Bike Bellevue projects, including extensions of the proposed bike lanes to other corridors, additional protection from motor vehicles, and/or reduced speed limits.
- Of those that requested additional features in the proposed designs, 63% requested additional protection from motor vehicles.
- Of the 49 emails, there were 38 (78%) unique contacts [i.e., 11 [22%] of these emails were by repeat senders].

Between October 24 and October 30, 2023, staff received an additional 87 community emails on Bike Bellevue (see Attachment D). The following is a summary of the sentiments expressed in these emails.

- 96.6% of emails expressed support for the Bike Bellevue projects.
- 2.3% expressed opposition towards Bike Bellevue projects.
- 1.1% requested additional information without expressing support for or opposition towards Bike Bellevue projects.

Staff intend to pivot away from preparing responses to every constituent email communication on Bike Bellevue. Factors staff will consider when deciding whether to respond:

- Is the email simply an expression of support/don't support?
- Are questions posed that reasonably require a response?
- Are there factual errors in the comment that warrant correction?
- Is there something in the email that requires directing the commenter to another staff member?
- Has the City Council been copied on the email?

The Transportation Commission will continue to receive all email communications on Bike Bellevue sent to staff and to TransportationCommission@bellevuewa.gov. This approach is consistent with past planning projects.

DRAFT COMMUNITY ENGAGEMENT PLAN

The DRAFT Community Engagement Plan – last shared with the Transportation Commission on September 14, 2023 (available on the project webpage) – is updated (Attachment D).

At the Transportation Commission's December 14, 2023, meeting staff will share findings from the online project design feedback tool. Through <https://bikebellevue.konveio.com/> the public can submit comments and offer their perspective on feedback from others on the proposed designs for each Bike Bellevue corridor. The deadline for comment via the platform is November 17, 2023.

Attachment A – Project Principles

Attachment B – DRAFT Design Concepts Guide, November 2023

Attachment C – Staff responses to emails between 9/25/2023 and 10/27/2023

Attachment D – Emails received between 10/24/2023 and 10/30/2023

Attachment E – Draft Community Engagement Plan, updated for November 9 packet