

PW-W/B-85: Growth Corridor High Comfort Bicycle Network Implementation

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
4,500,000	1,000,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000

Description and Scope

Residents, employers, and employees have confirmed that more should be done to improve bicycle infrastructure in Downtown, Wilburton, and BelRed (the "Growth Corridor") to enhance user safety and Bellevue's livability and economic vitality. This program funds the design and implementation of bicycle projects in the Growth Corridor to coincide with the opening of light rail stations (2023) and Eastrail (2024). 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.

Rationale

In a 2017 online questionnaire, 57% of respondents reported feeling unsafe riding a bicycle in Downtown, and 62% indicated they would ride a bike in Downtown more often if streets had safe and comfortable bike lanes. People bicycling and driving alike reported feeling most comfortable along bike lanes that are physically protected. The City Council referred to these and other assessment findings as indicators of a successful project and that additional improvements are needed to create a connected and protected bicycle network.

This proposal would fill bicycle network gaps in the Growth Corridor and supports:

- (1) the Pedestrian and Bicycle Transportation Plan objective to "provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region";
- (2) Comprehensive Plan direction to "increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city" (Policy TR-26), which "enables equitable access for all people and all travel modes" (p. 169) and helps "ensure getting around Bellevue on foot is easy and safe, and bicycling facilities accommodate riders of all ages and abilities" (p. 161);
- (3) mode share targets aiming to reduce drive-alone trips (Policies TR-8 and TR-15);
- (4) ESI targets to reduce per capita vehicle miles travelled (VMT) by 50% by 2050 and reduce greenhouse gas emissions by 80% by 2050;
- (5) an Economic Development Plan foundational strategy to "cultivate a multi-modal transportation system that will ease congestion by increasing capacity and enhancing connectivity (roads, transit, rail, biking, and pedestrian corridors)."

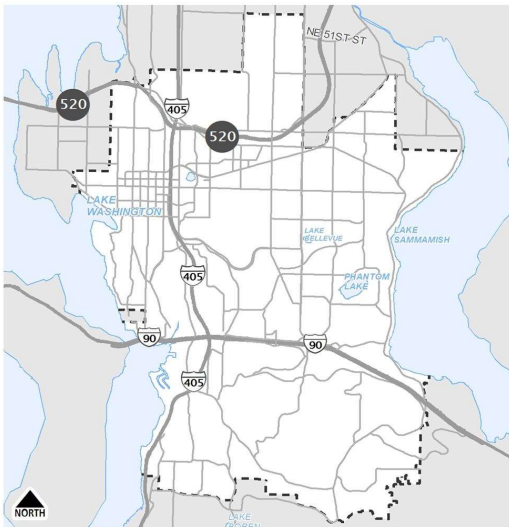
Environmental Impacts

This program funds rapid-build projects that are implemented on existing streets with no or minimal impact to existing curbs and drainage, which will be addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Ongoing costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	4,500,000

Total Budgetary Cost Estimate: 4,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	4,500,000
Total Programmed Funding:	4,500,000
Future Funding Requirements:	-

FY2023-2029

Comments