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**» ATTACHMENT A**  
**PROJECT TIMELINE**

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On February 17, 2009, Council adopted the [Pedestrian and Bicycle Transportation Plan \(Ordinance No. 5861\)](#). The 2009 Plan establishes specific short- and mid-term performance targets relating to the implementation of priority bicycle corridors including having one north-south and one east-west bikeway in Downtown Bellevue by 2014 (Policy PB-2). Annual progress reports indicate that the City is not presently implementing improvements at a rate consistent with its targets.

On February 9, 2015, Council approved [Implementation Principles](#) to guide staff in fulfilling the projects and programs identified by the 2009 Pedestrian and Bicycle Transportation Plan (see [minutes](#)). The principles include a commitment to: “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 the region.”

At its April 28, 2016 workshop, the Transportation Commission endorsed the [Bicycle Rapid Implementation Program](#) (BRIP) which includes recommendations for citywide investments in Bellevue’s bicycling infrastructure. The program, informed by extensive community outreach, identifies 52 projects that would realize a network of bicycle facilities that are:

- *connected*, prioritizing a network that “fills the gaps” in lieu of piece-meal implementation;
- *protected*, promoting physically separated facilities to minimize conflicts between roadway users where possible; and,
- *rapid*, leveraging early-win opportunities that can quickly advance project delivery.

Consistent with the 2009 Plan, the BRIP list incorporates project ideas for Downtown Bellevue including 108th Avenue NE. The Transportation Commission acknowledged that the ultimate package of projects to be implemented will be determined through additional consultation with the community. To that end, the Bellevue Downtown Association (BDA) invited staff and members of the Bellevue Transportation Commission to engage in a discussion about how to make downtown a comfortable, safe, attractive place for people to bike.

The BDA Transportation Committee’s consultative process in 2017 included briefings on September 28, October 26, and November 16 (see [memo](#)). Following meetings on December 7 and December 19, the BDA Board of Directors endorsed a [recommendation](#) to the Bellevue Transportation Commission and Council to implement a demonstration bikeway project in which temporary and low-cost treatments are made to 108th Avenue NE between Main Street and NE 12th Street to evaluate how bikeway design concepts function in Bellevue.

At its January 11, 2018 meeting, the Transportation Commission reaffirmed the 2009 Plan directive to implement a high comfort priority bicycle route through Downtown Bellevue (see [minutes](#)). Voting five in favor and two opposed, the Transportation Commission recommended proceeding with implementation of a downtown demonstration bikeway project on 108th Avenue NE, from Main Street to NE 12th Street. In its February 5, 2018 [transmittal letter](#) to Council, the Transportation Commission noted: “Staff will share the results of the evaluation with the Transportation Commission in early 2019 to inform our consideration of next steps—that is, whether and how to make the bikeway project permanent.”

At its February 5, 2018 meeting (see [agenda materials](#)), Council voiced support for the demonstration bikeway project as a north-south priority bicycle corridor in the 2009 Pedestrian and Bicycle Transportation Plan that provides connections to regional bicycle routes. Councilmembers concurred with the Transportation Commission that a before-and-after study should be conducted to assess outcomes for all street users, including people bicycling,

walking, driving, using transit, and transporting goods, based on data and community engagement (see [minutes](#)).

At its April 12, 2018 meeting, the Transportation Commission endorsed an assessment framework for the 108th Avenue NE Demonstration Bikeway project informed by input from the Bellevue Downtown Association, industry best practices, and guidance documents from other communities (see [memo](#)). Consistent with Transportation Commission guidance, data collection on the demonstration bikeway project (leveraging loop detectors, Bluetooth readers, thermal sensors, video analytics, attitudinal questionnaires, street level and video observations, and conversations with residents, businesses, transit coach operators, and other stakeholders) lasted through December 2018.