



City of Bellevue

Main Street Bike Lane Project

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Bellevue Chamber of Commerce

Public Affairs Council

July 11, 2019

AGENDA



May 13 Council Direction



May 23 Transportation Commission Request



Main Street – Policy Context



Main Street – Project Alternatives



July 11 Transportation Commission

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City Council (5/13)

108th Avenue NE Bike Lane (5/13)



"I appreciate the work that was done and I call this project a complete success."

*Mayor John Chelminiak
City of Bellevue*

Main Street Bike Lane (5/13)



- “I think implementing the project on Main Street in a reasonable manner makes sense.”
- “We’ve included Main Street in the Grand Connection and in the Bike Plan.”
- “I think this would be a good opportunity.”

*Mayor John Chelminiak
City of Bellevue*



City Council Direction (5/13)

Council directed the Transportation Commission to evaluate a potential Main Street bike lane project; followed by an update to Council.

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Transportation Commission (5/23)

Commission Meeting Topics (5/23)

1. Main Street & 108th Avenue NE alternatives.
2. Main Street & Bellevue Way operations.
3. NE 2nd Street as an alternative east-west bicycle connection.
4. WSDOT's I-405 Bellevue to Renton project.
5. Main Street bike lane project assessment.
6. Lane repurposing for bicycle mobility.
7. New vulnerable user/safe passing law.



Commission Request (5/23)

Were the City to repurpose travel lanes for bicycle lane purposes would it be required to reimburse Washington State for any constitutional trust funds it might have received when it originally constructed Main Street?

Use of road funds for bicycle lanes

RCW 35.75.060. Use of street and road funds for bicycle paths, lanes, routes and improvements authorized—Standards.

Any city or town may use any funds available for street or road construction, maintenance, or improvement for building, improving, and maintaining bicycle paths, lanes, roadways, and routes, and for improvements to make existing streets and roads more suitable and safe for bicycle traffic: PROVIDED, That any such paths, lanes, roadways, routes, or streets for which any such street or road funds are expended shall be suitable for bicycle transportation purposes and not solely for recreation purposes. Bicycle facilities constructed or modified after December 31, 2012, shall meet or exceed the standards adopted by the design standards committee under RCW [35.78.030](#).



Commission Request (5/23)

Transportation Commission requested staff seek feedback from the business community on the Main Street bike lane project.

Business Community Outreach

- June 5 – Bellevue Downtown Association
- July 11 – Bellevue Chamber of Commerce



Policy & Project Context

Chair Wu requested (7/1) that staff provide additional policy and project context associated with Main Street bike lane project.

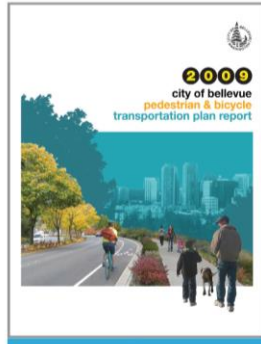


Main Street - Policy Context

Timeline

PLANNING

2/17/2009



2/9/2015



4/28/2016



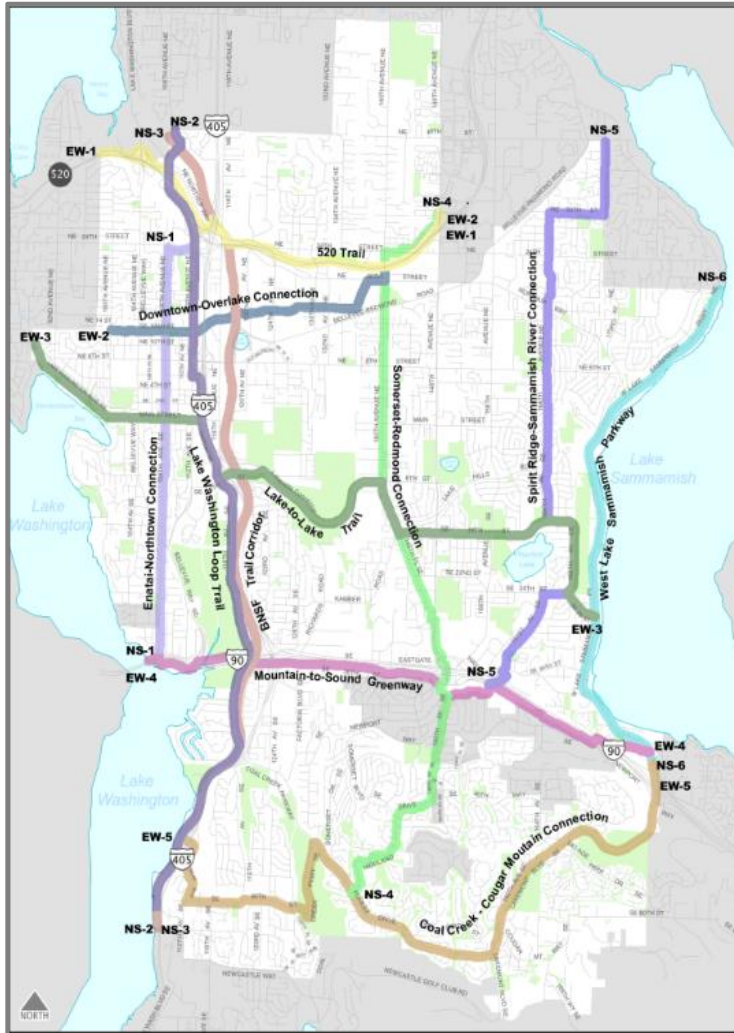
11/8/2016



IMPLEMENTATION

- **During 2017 and early 2018** – Staff worked with the Transportation Commission, BDA, and broader community in a discussion about how to make downtown a comfortable, safe, attractive place for people to bike.
- **January 11, 2018** – The Transportation Commission voted to proceed with implementing a demonstration bikeway project on 108th Avenue NE.
- **February 5, 2018** – The City Council voiced support for implementing the downtown demonstration bikeway project on 108th Avenue NE and conducting a study to assess outcomes.
- **April 12, 2018** – The Transportation Commission endorsed an assessment framework.
- **July 31, 2018** – A celebration marked the opening of the 108th Avenue NE bikeway.
- **March 28, 2019** – The Transportation Commission voted to retain the 108th Avenue NE bikeway with refinements to the design per community feedback. Received a briefing on Main Street bike lane alternatives.
- **May 10, 2019** – BDA letter/position re: 108th Avenue NE Demonstration Bikeway.
- **May 13, 2019** – The City Council directed the Transportation Commission to evaluate alternatives to fill the gap in the existing bike lanes on Main Street between Bellevue Way and 108th Avenue NE.

2009 Pedestrian & Bicycle Plan



- **2014 Target:** “Within 5 years, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.” – Policy PB-2
- **Main Street:** Component of the Lake-to-Lake Trail, a bicycle priority corridor.

2015 Implementation Principles

Bellevue City Council

Claudia Balducci
Mayor

Kevin Wallace
Deputy Mayor

John Chelminiak
Councilmember

Conrad Lee
Councilmember

Jennifer Robertson
Councilmember

Lynne Robinson
Councilmember

John Stokes
Councilmember

PBII Program Principles

To guide the Transportation Commission in its oversight of the PBII, the Bellevue City Council approved the following set of **Program Principles**:

The City Council envisions an accessible, well-connected network of pedestrian and bicycle facilities for Bellevue that (i) enhances livability, (ii) supports economic vitality, and (iii) serves the mobility needs of people of all ages and abilities. The Council developed the following set of Program Principles to direct the Pedestrian & Bicycle Implementation Initiative, a complement of action-oriented efforts that advance non-motorized facility designs and programs identified by the 2009 Pedestrian and Bicycle Transportation Plan to meet or exceed the City's 2019 targets and position the City to realize its long-term vision for a walkable and bikeable Bellevue.

1. Continue to aspire to the vision established by the 2009 Pedestrian and Bicycle Transportation Plan, pursue its goals, which should not be diluted, and monitor its established measures of effectiveness.
2. Undertake an action-oriented initiative that advances projects and programs to help realize the City's vision.
3. Provide a safe pedestrian and bicycle environment, which is a prerequisite to making non-motorized travel a viable, attractive option in Bellevue.
4. 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.
5. Research pedestrian and bicycle count technologies to improve the City's data driven decision-making.
6. Determine where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system.
7. Coordinate with other efforts underway in Bellevue related to pedestrian and bicycle issues.
8. Identify partnership opportunities to advance the implementation of non-motorized projects and programs.
9. Engage community stakeholders in setting the priorities for investment in non-motorized facilities.
10. Refine existing metrics to track plan progress and engage other departments as needed to foster a One City commitment to active transportation.

“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.”

- City Council (February 2015)

2016 Rapid Implementation Program

- **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
- **Rapid**, leveraging early-win opportunities that can quickly advance project delivery

Vision Zero

- “The life, safety and health of residents, employees and visitors to Bellevue is the City Council’s highest priority.” – Res. 9035 (2015)
- “Strive to provide separation between motorized vehicles, pedestrians, and bicyclists, as feasible, reasonable and appropriate to the context, while maintaining adopted level-of-service standards for all modes.” – Comprehensive Plan (TR-116.1)

Complete Streets

“The City of Bellevue will, to the maximum extent practical, implement Complete Streets [which] provide appropriate facilities to meet the mobility needs of people of all ages and abilities who are walking, bicycling, riding transit, driving, and transporting goods.” (BCC 14.60.191)

Mode Share Targets – Comprehensive Plan

Figure TR-3. Commute Trip Non-Drive-Alone Mode Share Targets

Worker population	2012 Existing	2035 Target
Citywide Residents	35%	45%
Citywide Workers	26%	40%
Downtown** Workers	29%	65%

**Includes public transportation, private commuter buses, carpool, walk, bicycle, and work at home.*

***Downtown is Bellevue's Regional Growth Center and Mobility Management Area # 3.*

Environmental Stewardship Initiative

- Improve transportation access and the proportion of non-drive-alone travel in Downtown Bellevue.
- Explore alternatives to current concurrency methodology to include multimodal aspects of the transportation system.
- Increase accessibility of pedestrian and bike travel routes according to the City's Ped-Bike Plan.
- Market, recognize, and promote cycling to increase bicycle ridership and pedestrian travel in the community.

2014 Economic Development Plan

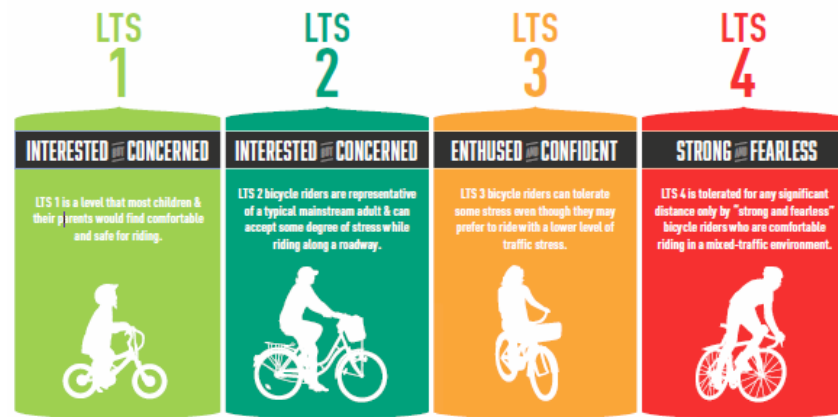
Foundational Strategies:

- A.3. Cultivate a multi-modal transportation system that will ease congestion by increasing capacity and enhancing connectivity (roads, transit, rail, biking, and pedestrian corridors)
- F.1. Complete Meydenbauer Bay Park with a strong linkage to Downtown and the Wilburton District, including the Eastside Rail Corridor

Bicycle Level of Service

“Recommended bicycle metrics and guidelines are based largely on the rider experience, not the number of riders who use a facility... The quality of the experience for a person riding a bicycle is largely determined by the speed and volume of traffic on the street, coupled with the type of bicycle facility.”

– MMLOS Report (2017)

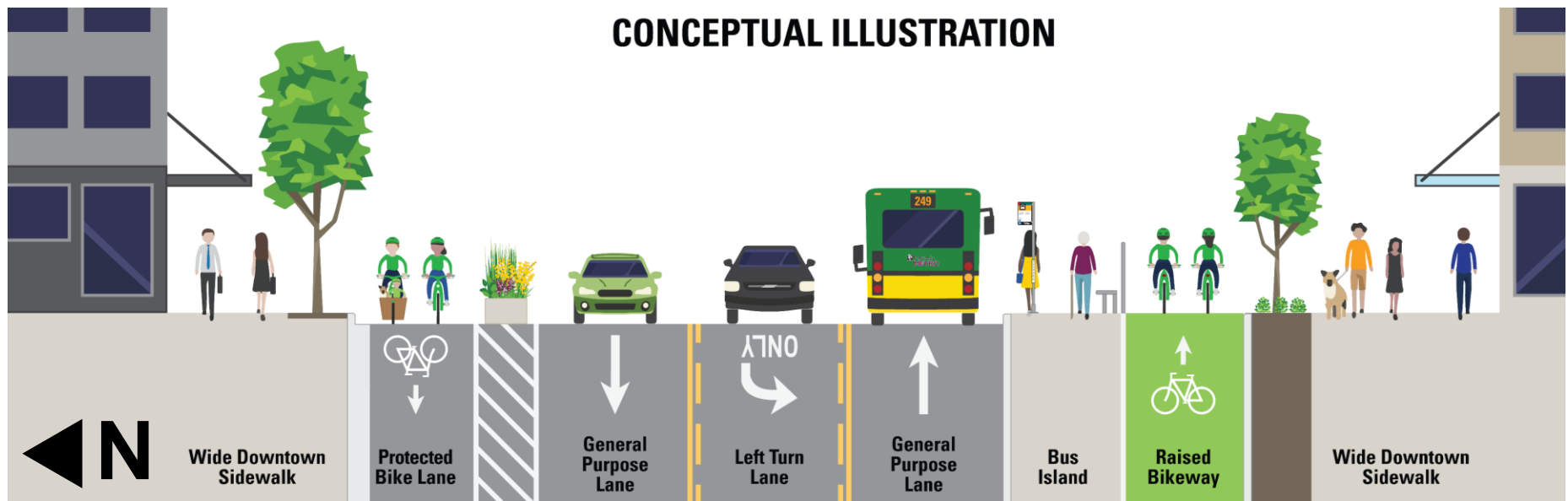


Roadway Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Service/Level of Traffic Stress					
Speed Limit (MPH)	Arterial Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
<= 25	<3k	1	1	1	1	1	1
	3-7k	3	2	2	2	1	1
	>=7k	3	3	2	2	1	1
30	<15k	3	3	2	2	1	1
	15-25k	4	4	3	3	3	1
	>=25k	4	4	3	3	3	1
35	<25k	4	4	3	3	3	1
	>=25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

Corridor Vision

Target: LTS 1 – *Bicycle Priority Corridors in Downtown*

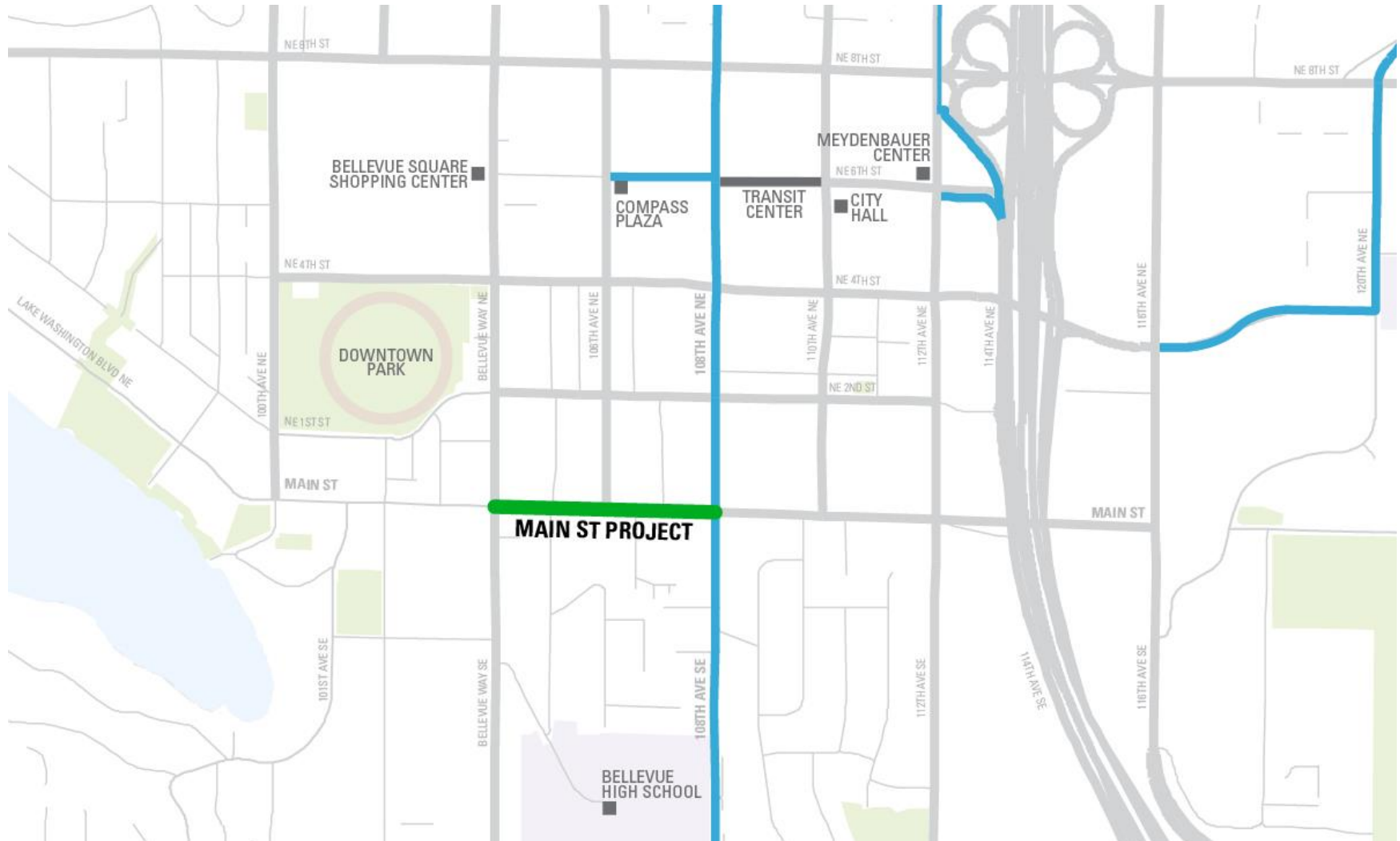
A high level of bicycle mobility for all ages and abilities is expected within areas where the City has the vision, intent and policy to promote a high-density, mixed use urban environment.





Main Street - Project Context

Project Context



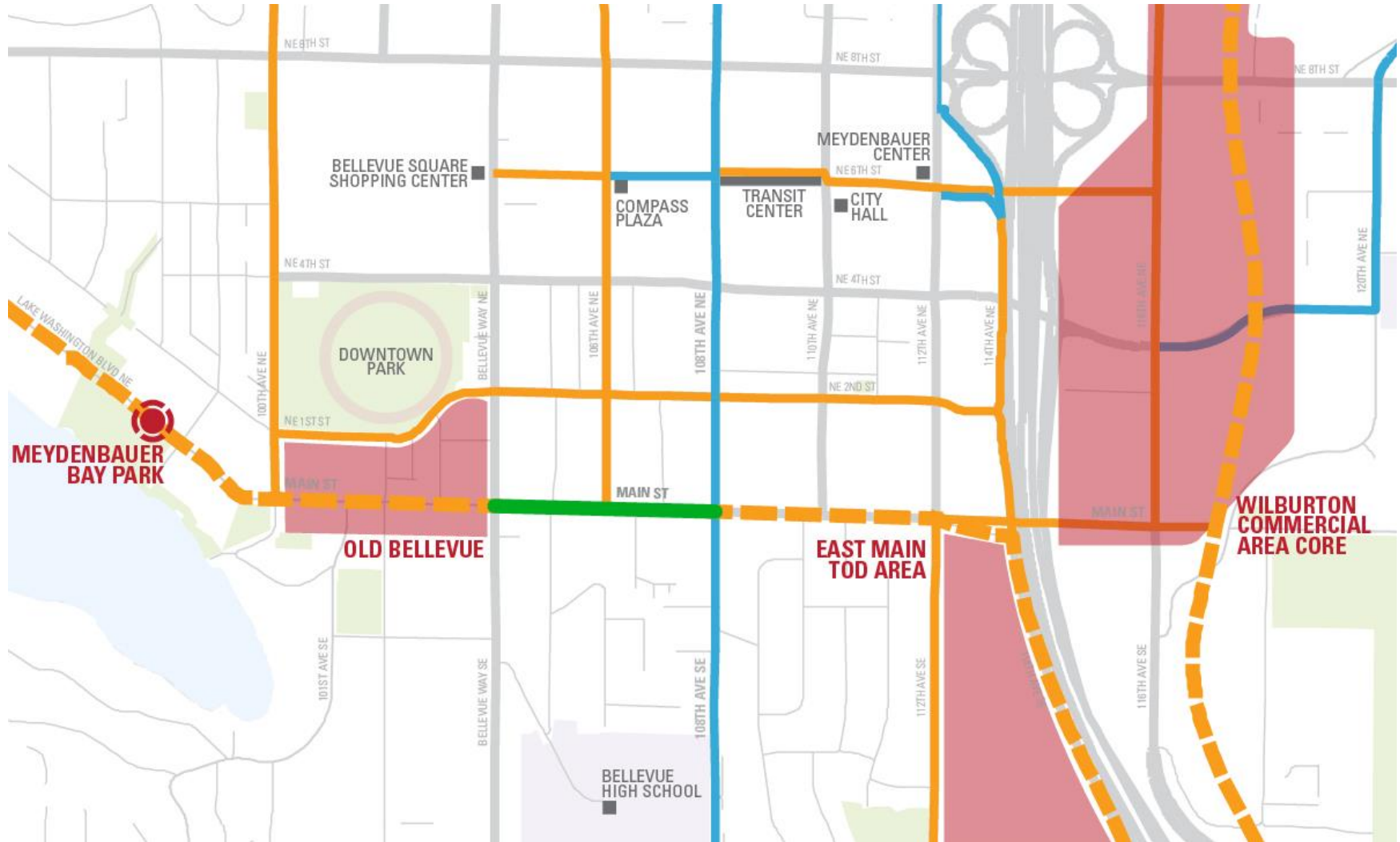
Project Context



Project Context



Project Context



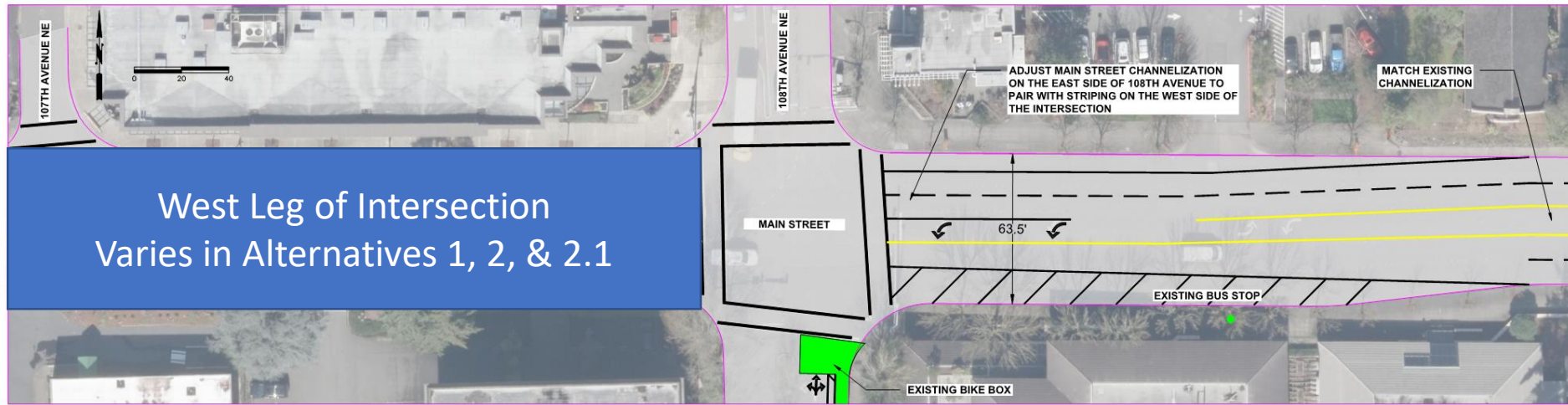
Our Mission – Transportation Dept

“To provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with our diverse community.”

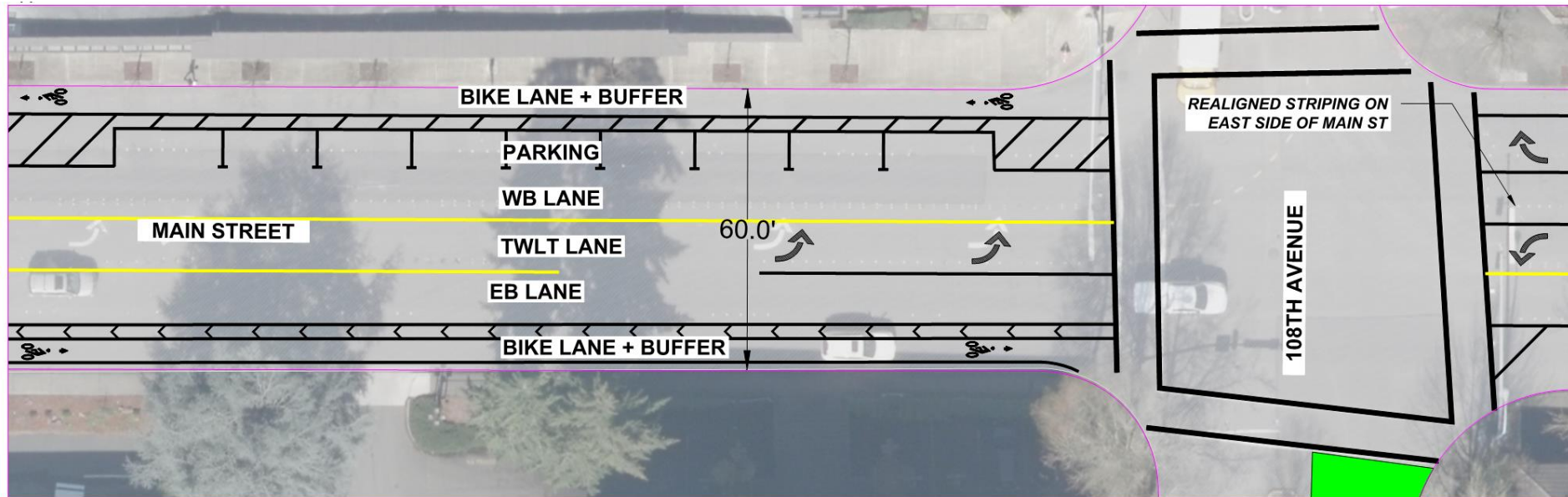
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Main Street – Project Alternatives

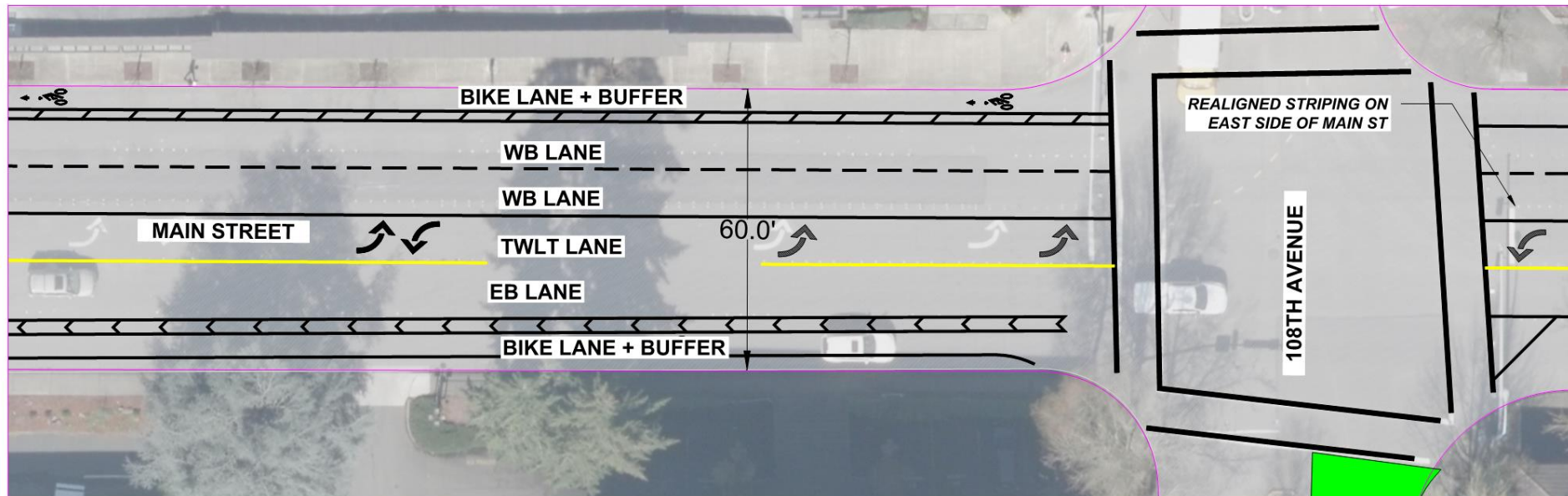
Alternatives Development



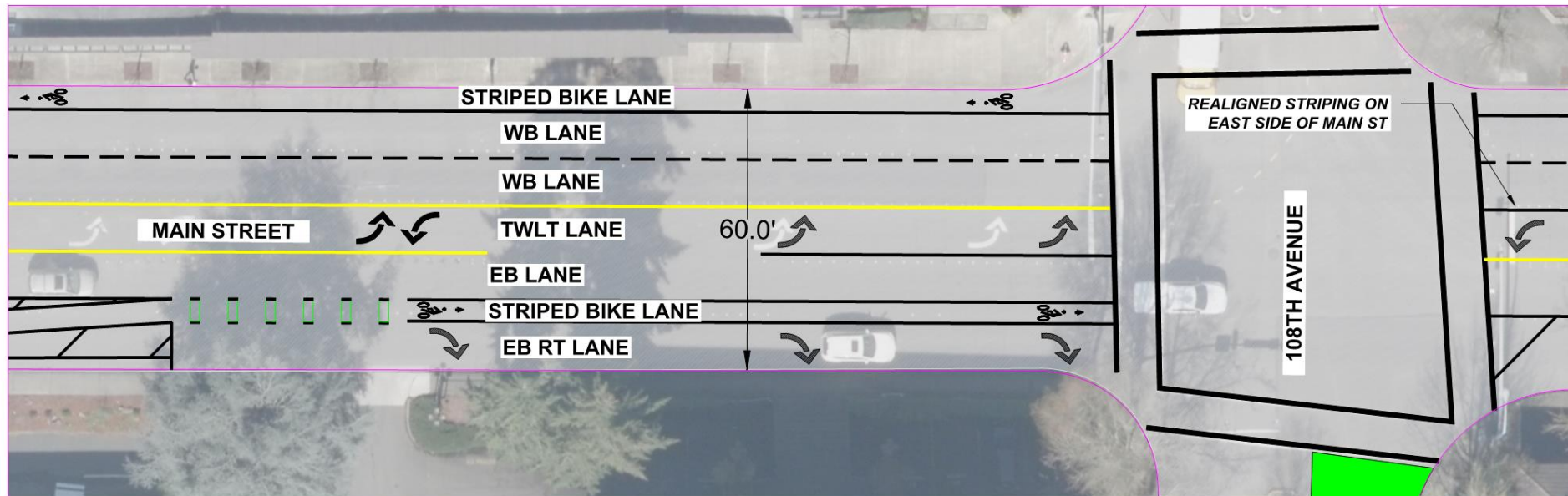
Alt 1 – Buffered Both



Alt 2 – Buffered EB



Alt 2.1 – Buffered EB, with RT Pocket



STAFF RECOMMENDED ALTERNATIVE

Travel Time Changes (PM Peak)

Direction	Existing	Alternative 1	Alternative 2	Alternative 2.1
Eastbound (Bellevue Way - 108th)	2.3 mins 138 seconds	+0.1 min +6 seconds	No Change	-0.1 min -6 seconds
Westbound (108th - Bellevue Way)	1.7 mins 102 seconds	+0.9 min +54 seconds	No Change	No Change

1. Cycle length and signal timing splits were kept the same across alternatives.
2. Existing conditions include EB bike lane from Bellevue Way to 105th Ave NE.

Level of Service Changes (PM Peak)

Intersection	Existing	Alternative 1	Alternative 2	Alternative 2.1
Bellevue Way/Main St	54.6 sec	+0.4 sec	-2.8 sec	-2.8 sec
106th/Main St	21.7 sec	+18.0 sec	-0.7 sec	-2.0 sec
108th/Main St	17.6 sec	+17.9 sec	+6.9 sec	+4.9 sec

1. Cycle length and signal timing splits were kept the same across alternatives.
2. Existing conditions include EB bike lane from Bellevue Way to 105th Ave NE.



July 11 Meeting

Staff seeks Transportation Commission endorsement to incorporate rapid-build bicycle facilities on Main Street between 108th Avenue Northeast and Bellevue Way.