

meet BELLEVUE

WASHINGTON

Downtown Demonstration Bikeway

Project

This project provides people bicycling with the first continuous bikeway through Bellevue's most bustling neighborhood. The three-quarter of a mile project completes a gap in a bike route linking two regional trails and connects to and from the city's busiest transit center.

Using flexible, low-cost treatments, this quick-build project provided an opportunity to evaluate how a variety of bikeway design concepts function in Bellevue and iterate based on measured outcomes. This allowed the City to design and build the project faster, collect data to understand benefits and impacts, identify issues to be addressed, and make refinements to the design quickly.

Process

- In 2015, instead of updating its 2009 plan, the City launched an implementation initiative to accelerate project delivery and complete bicycle priority corridors.
- In the 2016 election, voters approved a 20-year transportation levy that helps to fund bike projects.
- In 2017, staff facilitated community dialogue on the benefits and tradeoffs of four candidate corridors for the Downtown demonstration bikeway. The business association, open house attendees, and online questionnaire respondents all preferred 108th Ave NE.
- In early 2018, Transportation Commission helped shape and approve the assessment framework.
- The project was installed and opening celebration held in summer 2018.

Evaluation

A before-and-after assessment offered insight into project impacts and benefits—measured and perceived—on all street users. The City compiled data from pavement loop detectors, bluetooth readers, thermal sensors, video analytics, bike share GPS units, attitudinal questionnaires, street-level and video observations, and conversations with residents, businesses, bus operators, and other stakeholders. Project outcomes were evaluated in three categories: safety, efficiency, and livability. Key takeaways include:

- Average daily bike ridership increased by 35%
- About 4,500 bike share trips used 108th Ave NE in the first six months—the most of any street citywide
- People who bike overwhelmingly feel safer and more comfortable, and people who drive and walk do too
- No change in trends in police-reported collisions
- Riding on the sidewalk decreased, with 85 percent of people opting to bicycle in the bike lanes
- Motor vehicle travel times—for cars and buses—were maintained in the morning and afternoon peak periods.

Next Steps

Concurrent with project implementation, levy funds were set aside for 2019–20 to either remove or refine the bikeway based on assessment results. The bikeway will be retained following the Transportation Commission's endorsement, with improvements to include:

- new bicycle signals and phasing enhancements to improve safety and traffic flow;
- reconstruction of the midblock crossing refuge island to convert sharrow to continuous bike lanes;
- additional physical separation, pavement markings, and signage;
- modifications to improve planter box visibility at night;
- design work for future a high-comfort (LTS 1) bikeway.

