



Pedestrian & Bicycle Implementation Initiative 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.

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| 1. Continue to aspire to the vision established by the <i>2009 Pedestrian and Bicycle Transportation Plan</i>, pursue its goals, which should not be diluted, and monitor its established measures of effectiveness. | The <i>2009 Pedestrian and Bicycle Transportation Plan</i> developed a comprehensive vision for the future of the city's pedestrian and bicycle networks. The Council believes that the 2009 Plan continues to be an accurate representation of the City's aspirations for non-motorized facilities, programs, and policies. As such, this initiative should not revisit the overall construct of the existing plan but should instead focus on advancing the projects and programs identified by that effort and continue tracking progress implementing that Plan. |
| 2. Undertake an action-oriented initiative that advances projects and programs to help realize the City's vision. | This action-oriented initiative should undertake assessments and pre-design analyses to advance the projects and programs identified by the 2009 Plan from concept to final design and, where possible, implementation. The initiative should also develop a scenario-based strategic plan to implement non-motorized improvements in the coming years that reflects the City's existing and anticipated financial situations and considers potential funding opportunities to help the City realize both its short-term goals and its long-term vision. |
| 3. Provide a safe pedestrian and bicycle environment, which is a prerequisite to making non-motorized travel a viable, attractive option in Bellevue. | The provision of a safe street environment for all users is a top priority for the City. Without safe pedestrian and bicycle facilities, the viability of relying on these modes for some or all of one's transportation needs is greatly diminished, thereby limiting the effectiveness of the City's efforts to encourage travel alternatives to driving alone and leaving some individuals (e.g. children, elderly, those with personal mobility limitations) without a means to move about their community. Safety should therefore be a focus of this initiative, including consideration of where safety issues currently exist, how new facilities can be designed to make walking and cycling safe for people of all ages and abilities, and how education and enforcement programs can support safe facilities. |
| 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. | The <i>2009 Pedestrian and Bicycle Transportation Plan</i> identifies eleven cross-city Bicycle Priority Corridors that promote connections to surrounding jurisdictions and create links among communities within Bellevue. Consistent with its goal to complete two north-south and two east-west Priority Bicycle Corridors by 2019 (see Policy PB-2), this initiative should complete pre-design work for one or more of the corridors so that this goal is met expeditiously whether or not construction can be completed by 2019. |
| 5. Research pedestrian and bicycle count technologies to improve the City's data driven decision-making. | This initiative should leverage available data to inform its recommendations while recognizing that existing pedestrian and bicycle data is limited in comparison to that available for other travel modes. Where currently available local data is inadequate to effectively assess recommended alternatives, best practices from other communities should be employed to provide a basis for analysis. This initiative should also identify means by which information about local non-motorized travel and demand can be improved to facilitate more rigorous analysis in the future. |

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| <p>6. Determine where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system.</p> | <p>The City of Bellevue recognizes that as its transit network evolves with the implementation of light rail and ridership continues to grow, it will be increasingly important to enhance the pedestrian and bicycle environment so that transit can enable more people to reach more destinations in less time. Consistent with work begun as part of the Transit Master Plan, this initiative should assess where investments in high-priority walkways and bicycle facilities can significantly improve access to bus transit and help attract even more riders.</p> |
| <p>7. Coordinate with other efforts underway in Bellevue related to pedestrian and bicycle issues.</p> | <p>Several ongoing City initiatives address pedestrian and bicycle concerns, including the East Link Station Area Access study, the Mountains to Sound Greenway Trail project, early planning work for the Eastside Rail Corridor, the Grand Connection envisioned in the Downtown Livability Initiative, and bike share planning taking place through the Downtown Transportation Plan, among other ongoing efforts. The Pedestrian & Bicycle Implementation Initiative should incorporate and inform the work done by these efforts where appropriate.</p> |
| <p>8. Identify partnership opportunities to advance the implementation of non-motorized projects and programs.</p> | <p>Most non-motorized facilities are funded either through the Capital Investment Program, such as new or reconstructed roadways, or by property-owners through the development review process. Recognizing that the City is currently falling short of its targets for investments in pedestrian and bicycle infrastructure, this initiative should coordinate with community stakeholders to identify opportunities where collaboration can help to expedite the realization of non-motorized facilities and support programs identified by the 2009 Plan.</p> |
| <p>9. Engage community stakeholders in setting the priorities for investment in non-motorized facilities.</p> | <p>A targeted yet robust public engagement strategy should provide input on non-motorized priorities from a range of stakeholders including residents, businesses, major institutions, “under-represented” communities, neighboring cities, transportation agencies, and other organizations. Outreach participants should help to identify shortcomings in existing facilities and evaluate trade-offs among competing investment decisions.</p> |
| <p>10. Refine existing metrics to track plan progress and engage other departments as needed to foster a One City commitment to active transportation.</p> | <p>The <i>2009 Pedestrian and Bicycle Transportation Plan</i> directs the City to “work towards specific short- and mid-term implementation objectives” and identifies five measurable targets (see Policy PB-2). This initiative should review progress toward these established targets, define additional metrics deemed beneficial to achieving the City’s goals, and leverage these insights to inform how existing goals can more readily be realized. Additionally, this initiative should recognize the broader context within which Bellevue can promote walking and cycling through “the Five E’s”—engineering, education, encouragement, enforcement, and evaluation. To that end, reflecting Bellevue’s commitment to its One City initiative, this initiative should facilitate coordination across City departments to measure and manage progress toward the 2009 Plan’s goals.</p> |