

Bike-ability Assessment

Bellevue College

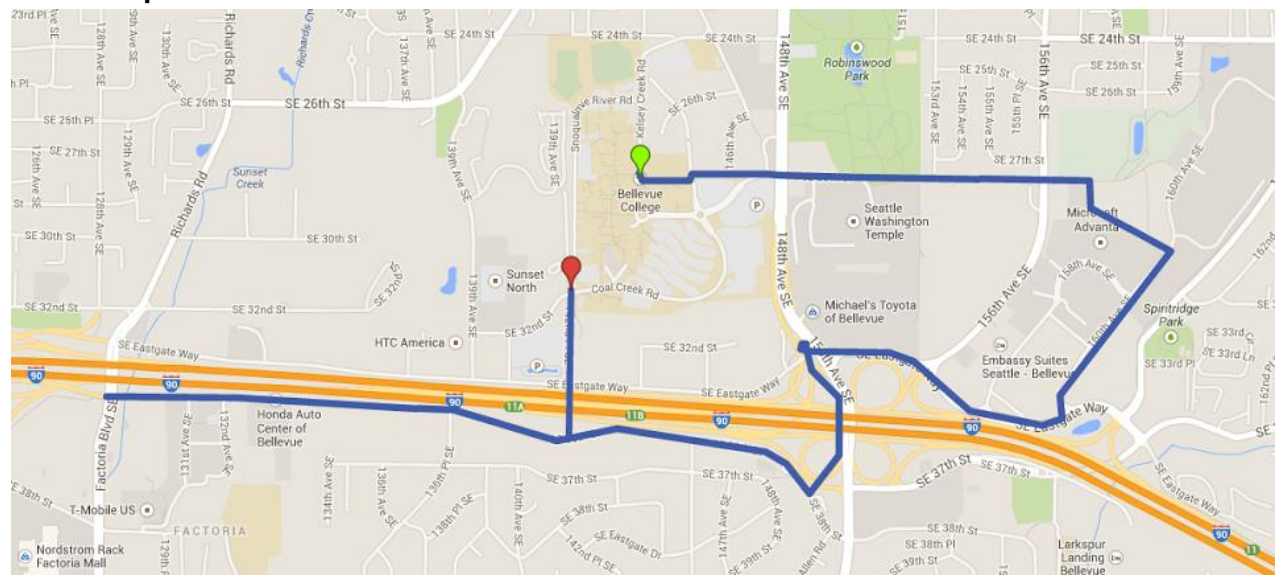
Date/Time: Tuesday, May 13, 2014, 4-5:30pm

The following report assesses the bicycle facilities on and near the Bellevue College campus. It informs future development and advocacy for infrastructure improvements for the Bellevue College community, improving the “bike-ability” of the routes leading to campus. In particular it identifies the opportunities and challenges presented by the bicycle infrastructure system as assessed by its own community.

Purpose:

To understand the strengths and weaknesses of the east/west bicycling approaches to Bellevue College through a community bike ride. The ride provided Bellevue College's Office of Sustainability with an opportunity to solicit feedback from college faculty, staff, students and other community members. The route focused on major east/west bicycling connections to Bellevue College, including connections to both on and off-street bicycle facilities, transit hubs and the Eastgate Park & Ride station.

Route Map:



Attendees:

Patrick Green, Bellevue College Staff
Jan Ng, Bellevue College Staff
Rick Glover, Bellevue College Faculty
Beautiful Existence, Bellevue College Student/Staff
Rebecca Szabo, Bellevue College Student/Staff
Jeff Aken, Cascade Bicycle Club
McKayla Dunfey, Cascade Bicycle Club

Recommendations:

Area: BC Parking Bus Shelter through Campus Entrance/Exit at 148th Ave SE

Observations

- Tyee River Rd. on campus is mostly safe and comfortable for bicyclists.
- Landerholm has 2 right-turn lanes and a left turn lane at the approach to 148th Ave SE. To cross 148th, bicyclists must take center-turn lane to cross on the sidewalk on the left side of the street. This can be challenging when there are high volumes of traffic passing through.
- Bicyclists must use signalized pedestrian crosswalk to cross 148th. Motor vehicle lanes only have right turn lanes. (crosswalk on other side?? check)
- Bicyclists can also use an alternative route (as mapped above) by taking a left on 145th and then a quick right through the parking lot up to the intersection of 28th and 148th.



Specific Recommendations

- Bicycle wayfinding on Tyee River Rd.
- Wayfinding directing cyclists to use the center-turn to reach the crosswalk. Clear signage instructing bicyclists to use crosswalk (i.e. green signs or street paint with cross bikes).
- Although the bikeability assessment took the alternative route through the parking lot, wayfinding on Landerholm and 148th St. would provide bicyclists with a convenient and intuitive route entering and exiting campus.

Area: SE 28th st. along paved Robinswood bike trail (Robinswood Park is on the left) to exit at Microsoft parking lot.

Observations

- SE 28th St. is a low-trafficked paved street leading to Church and parking lots.
- Paved trail starts on sidewalk. Several curb cuts allows bicyclists to easily ride onto sidewalk.
- Paved trail is dark and wooded.
- The crossing at 156th Ave SE uses a rectangular rapid flash beacon. Bicyclists can use cross walk.
- Trail turns into gravel path east of 156th Ave SE. There is a desired path bicyclists use that cuts that connect from the Robinswood trail through the Microsoft parking lot.



Specific Recommendations:

- Clear wayfinding directing for bicyclists to trail at end of SE 28th (see image to the right). While there is wayfinding directed toward pedestrians, they are hard for bicyclists to see (insert picture from NACTO here).
- Lights on paved trail and gravel trail as this section can be very dark at night or on rainy days.
- Wayfinding at trail cut-off into Microsoft parking lot (if possible to coordinate with Microsoft).

Area: Trail cut-off at Microsoft parking lot to Access Rd. (which turns into SE 30th Pl), right on 160th St. to intersection at SE Eastgate Way.

Observations

- Access Rd. (see image to the right) felt safe and comfortable for cyclists at 4:30pm when there wasn't any traffic. This could feel different during commuting hours when Microsoft employees are driving in and out of parking lots.
- Right turn onto 160th feels comfortable.



Recommendations

- Wayfinding directing bicyclists through this somewhat confusing cut-off from the off-street trail through Access Rd. to 160th St.

Area: SE Eastgate Way to intersection at 150th Ave SE

Observations

- New bike lanes on Eastgate.
- Even with the new bike lane, some riders felt uncomfortable next to traffic during the bikeability assessment.
- Traffic turning off/onto SE Eastgate Way was generally moving quickly.

Recommendations

- Investigate opportunities to buffer the bike lane.
- Consider tightening turn radius at 158th Ave SE and 156th Ave SE to reduce conflict with turning traffic.

Area: Intersection at 150th Ave SE through bike bridge overpass

Observations

- Intersection at Eastgate and 150th poses challenges for bicyclists trying to reach bike bridge overpass or those trying to continue on Eastgate Way. During the bikeability assessment, half of riders rode through the middle triangular island while the other half rode around. The route isn't clear for bicyclists.
- The ramp is steep and a few cyclists walked their bicycles up the spiral ramp to the bridge overpass.
- Intersection of bike overpass trail and SE 36th St. comes up abruptly without warning.

Recommendations

- Clear “cross bike” pavement markings for bicyclists at the Eastgate Way/150th St. intersection, so that bicyclists can easily and comfortably reach the spiral ramp leading up to the bicycle bridge overpass.
- Yield or stop sign for bicyclists exiting bike overpass trail. Bicyclists need some kind of warning that this intersection is approaching, so they don’t ride into traffic traveling on SE 36th St.

Area: SE 36th St.

Observations

- The shoulder of the road is wide enough for bicyclists and technically considered a bicycle lane; however, there aren’t pavement markings indicating it’s a bike lane until the approach to Factoria Blvd. Eastbound bike lanes do exist.
- During bikeability assessment, riders had to weave through debris on shoulder of road.
- Awkward interaction between transit stop and bicycle lane on westbound 36th Ave SE

Recommendations

- Bike pavement markings all along the shoulder of 36th.
- Regular street cleaning to keep the shoulder safe for bicyclists.

Area: Intersection of 1-90 Trail and Factoria Blvd SE

Observations



- The approach to this intersection is tricky for bicyclists who ride down the long hill on 36th in the shoulder bike lane and must then merge left into a bike lane between the right turn lane and left turn lane.

- Bicyclists do not have a clear wayfinding through the intersection to reach the 1-90 trail across the street. There is no clear lane positioning through the intersection for bikes.
- Vehicles do not consistently yield to bikes in the crosswalk or crossing with the light in this intersection.

- Painted yellow ramps onto the sidewalk are

designed to be used with the crosswalks, not positioned easily for cyclists crossing the intersection. Cyclists entering the sidewalk may be cut off by cars waiting to turn right.

Recommendations

- Green paint on this bicycle lane leading to the intersection could make the lane more visible to motorists.
- Cross bike paint through the intersection may help bicyclists feel safer and more comfortable and increase motorist and bicyclist predictability.
- No right turn on red or motorists yield to bikes and peds in crosswalk (picture of this kind of sign)
- Wider ramp entrance onto the sidewalk for cyclists.

Area: 36th St. eastbound from Factoria Blvd SE and 142nd St.

Observations

- Challenging alignment for bikes through the intersection from the I-90 trail. Cars can turning right on red onto Factoria Blvd. often encroach on the intersection at the crosswalk.
- There is an eastbound bike lane with several narrow sections.
- Participants were interested in a future extension of the Mountains to Sound Greenway trail.

Recommendations

- Consider “no right on red” for motorists turning onto Factoria Blvd.
- Better wayfinding for eastbound bicyclists.
- Consider widening bike lane on the currently narrow sections of 36th St.

Area: 142nd St. (between 36th St. and Bellevue College)

Observations

- During the bikeability assessment, riders rode up 36th on the shoulder bike lane and used the crosswalk at 142nd St. to make the left turn onto 142nd.
- There is, however, a left-turn lane for cars at this intersection.
- 142nd St. has two key destinations for bicyclists: the Eastgate Park & Ride and the back entrance to Bellevue College.
- There is not a bike lane on 142nd St. There is a sidewalk, but no shoulder on the road (see image).



Recommendations

- Bicycle treatments at the intersection of 36th and 142nd (either pavement markings in the left-turn lane or “cross bike” paint or signage at the pedestrian crosswalk).
- Bicycle wayfinding for the Eastgate Park & Ride and Bellevue College at the 36th/142nd intersection.
- A bike lane on 142nd St. would create safer riding conditions for bicyclists who are trying to reach the Eastgate Park & Ride or Bellevue College.

Conclusions:

- Improve wayfinding to help make all road users more aware of bicyclists and to help bicyclists navigate the east/west connections around Bellevue College.
- Improve intersection alignments and crossings for bicyclists to help encourage predictable behavior, which will increase safety for all road users.
- Study feasibility of more protected or separated type facilities on the key corridors around the college
- Improve bicycle access on 148th St.

Next Steps:

- Engage Bellevue College in the bike/pedestrian master plan update.
- Conduct additional bikeability assessments with more student and faculty participation.
- Conduct bikeability assessment that explores the strengths and weaknesses of north/south routes.
- Discuss trail connections with Microsoft.