

## » ATTACHMENT C STAKEHOLDER COMMUNICATIONS

1. Bellevue Chamber of Commerce
2. Microsoft Corporation
3. REI Co-Op
4. Overlake Medical Center
5. Seattle Children's
6. HNTB Corporation
7. SAP Concur
8. Cascade Bicycle Club
9. Su Development
10. Wright Runstad & Company
11. Valve Corporation
12. Neutron Holdings, Inc dba LimeBike
13. Spin
14. ofo
15. The Gotcha Group
16. Mobike
17. VBikes
18. Melissa Harp
19. Stu Vander Hoek
20. Michelle Wannamaker
21. Victor H. Bishop and Todd Woosley



January 11, 2018

Re: Downtown Demonstration Bikeway Project

Vic Bishop, Chair  
Transportation Commissioners  
City of Bellevue  
450 110<sup>th</sup> Ave NE  
Bellevue, WA 98004

Dear Chair Bishop and Transportation Commissioners,

Tonight, the Transportation Commission will discuss and consider providing recommendations, on a potential downtown demonstration bikeway.

The Bellevue Chamber of Commerce was an early supporter of Bellevue Proposition 2, leading the charge to expand the package and include more projects with measurable benefits.

The Chamber advocates all modes of travel, whether vehicle, pedestrian, bicycle or transit and want each of these options to work for our employees, vendors, residents, visitors, and visitors alike.

We strongly support investments in bicycle pathways for recreational purposes, access and egress within and between neighborhoods, and to foster connectivity with regional trail networks, including the Mountains to Sound Greenway.

We are also convinced our multimodal transportation system must include emerging technologies, including autonomous electric and flexible van pools, shared employee shuttles and transportation network companies, all connected through Bellevue's Smart Cities Initiative.

With this in mind, we are concerned about proposals to "repurpose" existing right of way from one mode to the exclusion of another. For example, bicycles and autonomous vehicles should be able to share the same right-of-way. Ultimately, the goal of all modal investments must be maximizing the movement of people.

That's we why conclude that moving forward with a bikeways demonstration project, in a manner that will minimize negative impacts upon other modes, requires additional vetting. To assist in this process, we've included a list of questions on page two of this letter.

As a matter of context, Bellevue is currently the third-largest city in the Puget Sound and a vibrant employment center. The downtown population is projected to grow from 6,800 residents in 2010 to 19,000 by 2030, while employment is projected to increase from 42,500 to more than 70,000 by 2030.

Concurrent with that growth, downtown trip demand is expected to grow from 385,000 person-trips per day in 2010 to 665,000, a 73% increase. Of this trip growth, more than 70% is expected to be made by personal automobile and freight, and 29% is expected to be transit and pedestrian trips.

The number one business challenge, per the annual Eastside Business Leaders Survey, is traffic congestion. To mitigate the impacts of increasing trip demand and preserve mobility downtown into the future, it is vital that we make investments that capture as many of those future trips as possible.

To determine the current and future impacts of a bike demonstration project, the Chamber urges the City to provide additional “Synchro Analyses” to the Transportation Commission – prior to acting on a recommendation. The analyses should include all proposed routes, including their respective cross streets (e.g. NE 4<sup>th</sup> St., NE 8<sup>th</sup> St.), both at today’s traffic levels and in year 2030 to better understand how this may impact future mobility.

In addition, the Chamber is concerned that the new Multimodal Level of Service policy is being implemented without City Council approval. Per Bellevue’s Comprehensive Plan, the MMLOS standards are to inform both transportation facility design and investment. Before recommending a preferred downtown demonstration bikeway project, we urge the Commission to obtain answers to the following questions:

- 1) Operationally, if implemented on a “bus priority corridor,” will the recommended demonstration project negatively impact present and future vehicular and transit flows specifically on that corridor and, in general, downtown? If so, by how much? In addition, will an increase in travel times lead to increases in greenhouse gas emissions, and if so, by how much?
- 2) Will more people be moved through the corridor? Will there be a net gain or loss compared to prior uses? How many present and future person-trips will the proposed demonstration project capture?
- 3) Impact fees are used to build infrastructure to maintain levels of service. Is there concern that willfully degrading levels of service may provoke legal challenges?
- 4) The commission is currently considering implementation of a “high comfort” bikeway to accommodate riders that “interested but concerned.” If a “high comfort” bikeway was implemented on 108<sup>th</sup> Ave NE, what percentage of projected users of the facility would be considered LTS 1 and LTS 2? How many LTS 1 and LTS 2 riders would use the facility?

Thank you very much for carefully considering our input. Please consider the Chamber a resource as you move forward evaluating and recommending crucial and important transportation improvements.

Sincerely,

A handwritten signature in black ink that reads "Betty Capestany". The signature is written in a cursive, flowing style with a long, sweeping underline that extends to the right.

Betty Capestany  
President & CEO



December 6, 2017

Victor Bishop  
Chair, City of Bellevue Transportation Commission  
Bellevue City Hall  
450 110th Ave NE  
P.O. Box 90012  
Bellevue, WA 98009-9012

Dear Victor,

I am writing on behalf of Microsoft Real Estate & Facilities in support of the demonstration bikeway pilot for downtown Bellevue.

With nearly 7,000 workers based in downtown Bellevue, Microsoft has a strong interest in enhancing non-SOV transportation options and safety for bicyclists and pedestrians. We endorse the City's goals of establishing at least one east-west and at least one north-south bicycle bikeway within downtown, with connectivity to regional bicycle corridors.

At the same time, we wish to highlight Microsoft's Connector and Shuttle services currently utilize curb and sidewalk space at 108<sup>th</sup> Ave NE & NE 6<sup>th</sup> Street. These buses carry over 300 unique Microsoft and Expedia riders daily, greatly reducing drive-alone vehicle trips in downtown Bellevue. These private services complement Bellevue's goals for non-motorized transportation.

If 108<sup>th</sup> Ave NE is selected as a demonstration bikeway, and the current Microsoft stop displaced, Microsoft urges the City to enable a mutually convenient alternative Microsoft Connector and Shuttle stop as soon as possible. In addition, there will be need for related layover space for two 35' coaches during peak commute hours. This would ideally include streamlining site selection, painting, and permitting for curb and sidewalk usage close to The Bravern and City Center Plaza. We



understand that Sound Transit double decker buses may have similar needs in the near future.

Microsoft looks forward to continued partnership with the City and the Bellevue Downtown Association, working together to enhance transportation alternatives for downtown commuters.

Sincerely,

A handwritten signature in black ink that reads "Jim Stanton". The signature is written in a cursive style with a large, sweeping "S" and "T".

Jim Stanton, AICP  
Senior Community Affairs Manager  
Microsoft Real Estate & Facilities

cc:

Bellevue City Council

Jim Hutchinson, Transportation Committee Chair, Bellevue Downtown Association

Franz Loewenherz, Principal Transportation Planner, City of Bellevue



January 10, 2018

Bellevue Transportation Commission  
City of Bellevue  
450 110th Ave. NE  
Bellevue, WA 98004

**RE: Bellevue Downtown Demonstration Bikeway**

Dear Chair Bishop and Members of the Commission:

Transportation options are changing rapidly in Bellevue, as are the needs and expectations of residents, visitors and workers. The arrival of REI's new headquarters in the Spring District will further affect that dynamic. We expect breaking ground this year; completing construction, and relocating at least 1,500 employees by 2020. Because the co-op and our employees are avid backers and users of transportation alternatives, we urge the Commission to prioritize citywide investments that result in a safe, connected infrastructure that accommodates both bicycles and pedestrians. *In particular, we strongly support a 3-part downtown bicycle demonstration project.* We encourage the City to adopt:

- A robust pilot project on 108<sup>th</sup> Ave., NE. The 108th project is the only one that would result in the creation of a bike corridor enabling north-south connectivity through downtown.
- An east-west demonstration project (for instance, along Main Street). Having both north-south and east-west corridors would increase safety and demand. We encourage the city to put both of these pilot projects in place by May of 2018.
- And station-less bikeshares should be an option for Bellevue. We support the City licensing one or more bikeshare companies.

With the future expansion of East Link, the ongoing implementation of the BRIP, and the voter-funded levy to support affordable transportation solutions, there is an ever-growing need and opportunity to adopt innovations like these. Thank you for your leadership in making Bellevue a more attractive place to live, work and play.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Artz".

Eric Artz  
Chief Operating Officer

December 21<sup>st</sup>, 2017

Re: Letter of Support – Demonstration Downtown Bellevue Bikeway

Chair Bishop and the Bellevue Transportation Commission,

Overlake Medical Center first opened in Bellevue in 1960, and has grown considerably since then - from 56 to 349 inpatient beds. Today, Overlake employs 2,500 people and has 1,000 active and courtesy providers on our medical staff. We are currently in our second year of Project FutureCare, a \$250 million, six-year campus renewal and modernization project. As President and CEO of Overlake Medical Center, I am writing to express my support for the Demonstration downtown Bellevue Bikeway project.

As a healthcare provider, we highly encourage Eastside residents and guests to remain physically active as a key component of their mental and physical well-being. Additionally, many of our own employees cycle at least part of their daily commute. Given the complexities of hospital patient and employee logistics, we appreciate inclusion in these planning efforts and reserve the right to review future bike path options that would impact traffic around the hospital. We acknowledge that safe, accessible biking facilities are essential in encouraging people of all ages to remain physically active and conveniently and smartly commute throughout the area. Specifically, we support the proposed 108th Ave NE. route for this pilot, due to its proximity to the downtown transit center and connection with established cycling routes in the area.

This bikeway pilot through downtown Bellevue is important to Overlake for several reasons:

- It removes barriers and encourages people of all ages to get out and ride in a safer and more convenient environment.
- Our employees will have better access to the downtown transit center, improving their commutes, increasing safety, and encouraging others to incorporate a bicycle into their daily commute. As we already offer showers, lockers, and a card-access bicycle room on campus, infrastructure improvements may remove final barriers to choosing to cycle to work.
- Pilot has the potential to reduce traffic as safer infrastructure and convenience allow more people to choose to cycle rather than drive.

We look forward to seeing this pilot and other improvements across Bellevue in the future.

Sincerely,



J. Michael Marsh  
President & CEO  
Overlake Medical Center

CC:  
Bellevue City Council  
Franz Loewenherz, Bellevue Transportation Department



January 10, 2018

Chair Vic Bishop  
Bellevue Transportation Commission

**RE: Support for the Demonstration Downtown Bellevue Bikeway and Bike Share**

Dear Chair Bishop and the Bellevue Transportation Commission,

Seattle Children's supports the proposed demonstration bikeway on 108<sup>th</sup> Avenue NE and the complimentary proposal to pilot a bike share permit program. Both of these improvements would be welcome additions for people in downtown Bellevue who are looking for more transportation choices and a healthy, vibrant urban core.

Seattle Children's has been recognized as a national leader in commute trip reduction with such honors as a *Best Workplaces for Commuters* designation and a *Platinum Level Bicycle Friendly Business* award. Still, we still hear from many of our employees that they lack viable alternatives to driving alone. This is particularly true among our staff at the Bellevue Clinic and Surgery Center which is located a mile from the Bellevue Transit Center, further than most employees are willing to walk.

Bike share and a bikeway on 108<sup>th</sup> Avenue NE would greatly enhance our employees' overall suite of travel options by offering:

- A fast, on-demand connection to the Bellevue Transit Center.
- A more flexible, resilient transportation system. During Northup Way construction, several of our employees abandoned bus commuting due to repeated major delays. Bike share and a safe bike route could help mitigate impacts from situations like this.
- A well connected bike route to and through downtown. 108<sup>th</sup> Avenue NE is a particularly appealing corridor for a bikeway as it connects to other forthcoming bike improvements such as 112<sup>th</sup> Street creating a safe pathway to the bike and pedestrian pathway over I-405.

The costs and risks of both private bike share and a demonstration bike way are minimal and we are encouraged by the commitment of the Bellevue transportation officials to make any needed adjustments to both programs to correct any unforeseen issues.

Thank you for your service and the opportunity to provide input.

Sincerely,

Jamie Cheney

Cc: Bellevue City Council  
Franz Loewenherz, City of Bellevue  
Edna Shim, Seattle Children's



Chair V. Bishop and Bellevue Transportation Commission  
City of Bellevue  
450 110th Avenue NE  
Bellevue, WA 98004



January 2, 2018

Dear Chair Bishop and Bellevue Transportation Commission,

HNTB, a member of the Bellevue business community for 37 years, is pleased to support Bellevue's Downtown Demonstration Bikeway. Having more than 130 employees based in Bellevue, we focus on providing multi-modal transportation solutions to local agencies. As such, we see immense value in piloting innovative ideas – such as the proposed demonstration bikeway – to assist in providing a diversity of commuting options.

Why is this important to HNTB? Efforts like this work toward effective and comprehensive transportation visions, support sustainable growth, and promote a healthy and safe environment for the public, including HNTB employees. This matches some of the things that are important to our firm locally and beyond. HNTB offers and encourages commute options to our employees to reduce single-occupant vehicle trips by subsidizing employee ORCA cards. In 2017, nearly 64 percent employees took advantage of this program. Currently, nearly 62 percent of our employees choose options other than driving alone, including traveling by bicycle, bus, or foot.

It's exciting that the 108<sup>th</sup> preferred pilot corridor is located right outside our doorstep, and would potentially encourage increased bike ridership among employees. The Bellevue Transit Center is conveniently located along the proposed 108<sup>th</sup> corridor, which makes the preferred option ideal for those who mix transportation modes such as bus-bike commuters.

We know more of our employees are looking for transportation options, so projects like this are increasingly important. HNTB offers support to the City of Bellevue and its stakeholders in this effort and other associated projects, and we look forward to its success.

Best regards,  
HNTB Corporation

A handwritten signature in black ink that reads "James E. Thomson". The signature is written in a cursive, flowing style.

James Thomson  
Sr. Vice President, Northwest District Leader

Cc: Bellevue City Council, Franz Loewenherz

Dear Chair Bishop and the Bellevue Transportation Commission,

SAP Concur has operated in Bellevue since 2013, during which time we have grown and continue to grow our workforce. We currently have over 1200 employees at our 108th Ave location. It's an exciting time for us, and we are currently expanding into two more floors of our building. We are proud to call Bellevue home.

We support moving forward with a demonstration downtown Bellevue bikeway. Bellevue is in need of safe places for people biking to and through downtown Bellevue, including those needing access to our business. Any of the corridors being considered would be an improvement for biking in Bellevue, but we prefer 108th Ave NE. 108th offers connectivity to the existing bike facilities; accessibility to the transit center; and proximity to places people want to go.

We also support the city permitting stationless bikeshare to operate in downtown Bellevue. Bikeshare is a service that adds to the suite of available travel options for employees and visitors. Stationless bikeshare will make transit a realistic commute option for more of our employees.

We view the city's proposal to build and test a bikeway through downtown as important to our business for several reasons.

1. As a large employer, we are obligated by the State Commute Trip Reduction law to manage the number of people who arrive at our worksite by single occupant vehicle. In order to meet this requirement, it is essential that our employees have access to a range of transportation options. Biking is theoretically one such option, but given the lack of safe places to bike in downtown Bellevue, the proportion of our employees who currently use this option is well below other comparably sized cities. Safe places to bike will add to the suite of options available to our staff, and help us meet the important CTR regulations.
2. As our business grows, as does our need for employees to have a range of transportation options available. For example, vehicle parking capacity in our building is limited and is not an amenity that we can offer to all employees.
3. We value the safety of our employees. Even without designated routes, some of our employees bike to work. We know that active employees are productive and happy, and we wish to support our employees who choose this option. As such, we provide end-of-trip facilities including showers and changing areas. We encourage the city to also provide for people who choose to bike to work, by creating safe, designated bike lanes and allowing bikeshare as a travel option.
4. Prospective employees have come to expect a range of transportation options. First/last mile on-street bikeways are becoming commonplace in metropolitan cities throughout north America, as has bikeshare. Regional investments in new light rail transit and regional trails could connect Bellevue to the region, with the addition of first/last mile on-street bikeways. The stationless bikeshare model will also make transit a realistic commute option for more of our employees.
5. The benefits of the downtown Bellevue demonstration bikeway extend beyond those who will bike on it. On-street bike lanes calm traffic and create more pedestrian friendly environments. Providing a range of transportation options gives more people a choice to drive or not, which can help reduce congestion. Designated places for people on bikes creates safety and predictability for all users of the roadway, whether driving, walking, on transit or biking.

The city's approach to creating a "demonstration" bikeway is a smart option. It gets bike facilities on the ground, and provides flexibility to test and measure impacts of the bikeway. We're excited to see the project on the ground by May – it's the start of biking season, and will be well used by our employees from the outset!

Sincerely,  
Nate Beck  
SAP Concur

**SAP SE**

represented by the Executive Board: Bill McDermott (CEO), Robert Enslin, Adaire Fox-Martin, Christian Klein, Michael Kleinemeier, Bernd Leukert, Jennifer Morgan, Luka Mucic, Stefan Ries  
Chairman of the Supervisory Board: Hasso Plattner, Commercial Register Mannheim HRB 719915  
Deutsche Bank AG, Heidelberg (BLZ: 672 700 03) account: 0912030, SWIFT-BIC: DEUT DE SM 672, IBAN DE78 6727 0003 0091 2030 00  
Tax-ID: 32497/82215; Vat-ID: DE 143454214



Improving Lives Through Bicycling

7787 62nd Avenue NE Seattle, WA 98115-8155

P (206) 224-9252 • www.cascade.org • info@cascade.org

[f /CascadeBicycleClub](#) [t @cascadebicycle](#) [i @cascadebicycle](#)

Date: January 4, 2018

Re: **Bellevue Downtown Demonstration Bikeway & Stationless Bikeshare**

Dear Chair Bishop and the Bellevue Transportation Commission,

Cascade Bicycle Club (Cascade) works in communities throughout Washington state to advocate for bicycling as a safe, intuitive, healthy and affordable transportation and recreation option. Cascade views Bellevue as a high-opportunity community, poised to make great strides in the near-term towards being a more bike-friendly city – where bicycling is a viable transportation option for people of all ages and abilities.

**Cascade supports the downtown Bellevue demonstration bikeway concept, and encourages the city to implement a demonstration project on 108th Ave NE by May of 2018.**

This will advance the city's policy commitment to build a network of safe places to bike in Bellevue, including at least two east/west and two north/south routes through the city by 2019. Implementing this north/south bikeway in May 2018 will be meaningful for people who bike, or people who want to, in 2018. **108th Ave NE is preferred because of adjacency to the transit center; connectivity: north (SR 520 trail) and south (I-90 trail); proximity to downtown commercial district that centers on 108th Ave NE.**

Additionally, we see opportunities to add east/west connectivity and in order to capture the full potential of a 2018 demonstration project on 108th Ave NE:

- **Cascade endorses exploring a demonstration bikeway on Main between Bellevue Way and 108th NE.** The design should prioritize safety and comfort of users, especially at intersections.
- **Cascade encourages the city to advance the timeline for constructing the planned shared use path on NE 12th St (from 108th to 116th) so that it is completed by May 2018 at the latest, instead of late 2018, as currently scheduled.** Completing a safe bike facility on NE 12th St concurrent with the 108th NE demonstration bikeway will create a safe east/west biking option between the downtown transit center and the hospital and commercial district east of I-405, by tying into existing, disparate bike lanes.

By completing an east/west connection concurrent with demonstration project the Bellevue Downtown Bike Network begins to emerge. Network connectivity is essential for optimum usage.

**Cascade is excited to support the demonstration bikeway for a number of reasons**, expanded upon on the enclosed summary document *“Now is the Time for A Downtown Demonstration Bikeway in Bellevue”*. In summary, new regional infrastructure (Eastside Rail Corridor and the East Link Light Rail

extension), the voter approved Bellevue Transportation Levy, plus significant commercial growth mean that **the time is now to act to build safe places to bike in Bellevue.**

**The proposed design of the demonstration bikeway, to include large sections of buffered or physically separated bike lane, is consistent with best practices in creating a safe, comfortable experience for people on bikes.** Such facilities are appealing to a broad demographic of people beyond the traditional “cyclist” who is completely comfortable biking in multiple lanes of vehicular traffic. Protected facilities will help Bellevue meet its multimodal vision, by getting more people – and more types of people – on bikes, and we encourage the city to look at installing more protected facilities as standard.

Further, **the demonstration approach is the right approach for Bellevue to take.** Demonstration bikeways allow jurisdictions to be nimble, responsive and iterative. Cities throughout North America have adopted the “demonstration” model to build and test single, multiples and networks of bikeways over the last two years. Data collection, community engagement and education, and bikeway activation have all worked together to create successful bikeways across the country. Those bikeways meet people’s needs, whether on bikes or not, and help cities build resilient transportation systems that help people get to where they want to go most efficiently and safely.

### **Cascade supports permitting stationless bikeshare to operate in Bellevue.**

Bikeshare creates a new mobility option. Bikes have long been thought of as a practical first/last mile solution for transit users – expanding ridership by converting a 20 minute walk to the bus to a 5 minute bike ride. Bikeshare adds a new dimension to this benefit, by eliminating the need for transit users to bring along a bicycle. Over the next several years, as transit options expand in Bellevue, dockless bikeshare will act as a complement. Bikeshare will also offer people a new, healthy way to travel within and between Bellevue’s nearby Spring, downtown, and Wilburton commercial districts, without the use of a private car, thus reducing traffic congestion and parking needs.

Stationless bikeshare has proven effective in a number of U.S. cities, as an evolution beyond the traditionally publicly owned station-based bikeshare systems. Cities that have collaborated with bikeshare companies to create permitting systems have experienced the most success with implementing bikeshare in such a way to meet jurisdictional mobility goals. We encourage proactively looking to other cities (e.g. Seattle) for a permitting model, rather than taking a “wait and see” approach.

Furthermore, data gathered on where people want to ride can – and should – inform future infrastructure investments in Bellevue.

We look forward to working with the city as it continues to evolve into a multimodal, people-centered city that enables visitors, residents and workers to choose from a suite of transportation options – including bikes – to get to and through the city. Further, we look forward to actively partnering with the city to engage and educate people by activating the demonstration bikeway. Each May, Cascade actively participates with our Bellevue partners in “Bike Month”. Opening the demonstration bikeway in May creates an excellent opportunity to partner and create awareness of the new travel option. We look

forward to biking the demonstration bikeway (on bikeshare bikes) with you, your residents and workers, starting this May.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard Smith', with a long horizontal stroke extending to the right.

Richard Smith  
Cascade Bicycle Club Executive Director

CC:  
Bellevue City Council  
Franz Loewenherz, Bellevue Transportation Department

*Attachment*

# Now is the Time for A Downtown Demonstration Bikeway in Bellevue

## WHY A DEMONSTRATION BIKEWAY?

In Bellevue, as in other cities throughout North America, demand for safe places to bike – from residents, workers and visitors – is increasing. Despite this, and the city council’s commitment to building a connected bike network, downtown Bellevue is devoid of safe places to ride a bike. Building a “demonstration” bike lane is the most **efficient way to respond to demand for safe bikeways**, and **meet the city’s own adopted goals** of building a connected bike network.

## WHY NOW?

### Leverage New Regional Trails & Transit

The SR-520 trail, Eastside Rail Corridor, and Link Light Rail will dramatically change how people get to and through downtown Bellevue, starting in early 2018. These new regional investments will soon bring people on bikes to downtown Bellevue in increasing numbers, all with the expectation to get around safely by bike.

### Funding is in Place

In 2016, city residents approved a property tax levy for transportation projects, including to build two north/south and two east/west routes that will form the Bellevue Bike Network. Funding for a downtown demonstration bikeway is available now.

## WHO BENEFITS?

- Protected bike lanes [expand bike ridership](#) by increasing safety and comfort of biking and making it an appealing and realistic transportation choice for more people.
- Bikes [expand the reach of transit](#); they turn a 20 minute walk to a 5 minute bike ride. Protected bike lanes close to transit mean a wider range of people will choose the transit/bike combination – especially for communities with bike share programs.
- Protected bike lanes can be part of street redesigns that [boost retail performance](#).
- Protected bike lanes also [make streets safer for pedestrians](#) by calming traffic speeds.



*“Quick builds” or “demonstration projects” have been implemented in many North American cities. They provide valuable data and help ensure long-term success for permanent projects.*

## 108th: BEST OPTION FOR A DEMONSTRATION BIKEWAY

A bikeway on any downtown Bellevue corridor would be beneficial, but community support is coalescing around 108th Ave NE. Here’s why:

- Adjacency to the transit center
- Connectivity: north (SR 520 trail), south (I-90 trail), and east (NE 12th shared use path by end of 2018)
- Proximity to commercial district that centers on 108th Ave NE

## DEMONSTRATIONS ARE TRIED AND TESTED STRATEGY

In the last two years, several cities in North America have adopted pilot protected bike lanes and basic bike networks.

- [Calgary](#) quickly implementing a basic bike network, setting realistic target metrics and collecting pre- and post data during an 18-month pilot. After the pilot, Calgary’s city council voted to make the network permanent. Here’s how the pilot performed:
  - Bike mode share doubled in three months
  - Improved safety for all along the most dangerous routes
  - Increased diversity of ridership, including women and children
  - Declines in illegal bicycle behavior
  - Little to no delays for Single Occupant Vehicle traffic

Other cities, like [Edmonton](#) are now following its approach.

- [Toronto](#) recently evaluated a pilot on three protected bike lanes. Here’s how the pilot performed:
  - Bike mode share doubled during pilot
  - Improved safety among all transportation modes
  - Increased perception of safety among all users
  - Declines in overall traffic volumes (controlled for diverting traffic)
  - Increase in consumer spending in the pilot area
  - Majority (of people surveyed) support pilot.



January 4, 2018

Dear Chair Bishop and the Bellevue Transportation Commission,

Su Development has operated and developed in Bellevue for the past 36 years and has built more than 2,100 multi-family homes, apartment units, town homes and condominiums in the Seattle/Bellevue metropolitan area. We currently have 55+ employees in our company office and construction site in downtown Bellevue. Over the years, we have developed and owned several mixed use apartment buildings in downtown Bellevue. We are excited to continue this trend with another mixed-use apartment development currently under construction in downtown Bellevue that will deliver 258 units by the end of 2019. Our commitment to building residential communities in downtown Bellevue is why we are passionate about improving the livability of downtown for our residents as well as our employees.

We support moving forward with a demonstration downtown Bellevue bikeway. Providing dedicated bikeways insures that our residents and employees will have a safe route in and through downtown while running errands, shopping, or commuting to work. Of all the corridors being considered, we prefer 108<sup>th</sup> Ave NE since this street offers connectivity to the existing bike facilities; accessibility to the transit center; and proximity to places people want to go.

We also support the city allowing stationless bikeshare to operate in downtown Bellevue. Bikeshare is a service that will enhance the ability for residents and employees to navigate through the downtown area without using their cars to get from place to place.

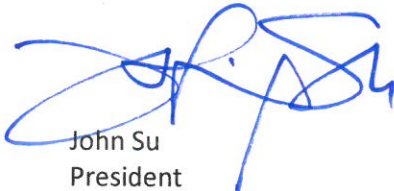
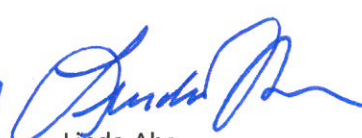
We view the city's proposal to build and test a bikeway through downtown as important to our apartment residents and company for several reasons.

1. As a small business owner in downtown Bellevue, the cost of providing daytime parking for our employees has steadily increased and directly impacts our company operating costs. We encourage our employees to seek alternative transportation options by providing a monthly transit subsidy. Several of our employees have chosen this option and ride their bikes from Seattle or nearby Bellevue neighborhoods to our office. Having a dedicated bike lane will ensure that our employees arrive safely and will encourage more employees to choose this option.
2. As apartment property managers and developers, we have seen a strong surge in bike usage in our downtown apartment communities with an average of 18% of residents owning bikes and utilizing the on-site bike storage facilities. Many of our residents choose to live in downtown Bellevue to be close to work, shopping and entertainment. We encourage the city to provide for people who choose biking as their primary mode of transportation, by creating safe, designated bike lanes and allowing bikeshare as a travel option. As more and more families choose to live in downtown Bellevue, dedicated bike lanes are imperative to the safety of children riding bicycles.

3. From an urban design perspective, adding bike lanes to the street system will calm traffic and create more pedestrian friendly environments. By providing another layer of transportation options, people will be encouraged to get out of their cars, which can help reduce congestion.

We fully support the city's "demonstration" bikeway to test and measure within a 1 year cycle whether or not this mode of transportation will be used by residents, employees, and visitors to downtown Bellevue. About 8 years ago, Su Development proposed to city staff that downtown Bellevue should adopt a bikeshare program to enhance the livability and safety for residents and workers alike so we are excited to see the city finally taking steps to realize this dream.

Sincerely,

|   |   |
|---|---|
|  |  |
| John Su<br>President<br>Su Development  | Linda Abe<br>Director of Development  |

CC:

Bellevue City Council  
Franz Loewenherz, Bellevue Transportation Department



January 5, 2018

Vic Bishop, Chair  
Members of the Transportation Commission  
City of Bellevue  
PO Box 90012  
Bellevue, WA 98009-9012

**BICYCLE SHARE AND DEMONSTRATION PROJECTS**

Dear Chair Bishop and Members of the Commission:

We have been actively engaged in the conversation in recent months around the merits of conducting a bicycle demonstration project in downtown Bellevue and whether the City should allow one or more of the bike share companies now operating in Seattle to operate in Bellevue. We applaud the City for undertaking such a lively debate.

Transportation options are changing rapidly as are the needs and expectations of employees, residents and visitors to The Spring District and throughout the region. Bicycling is a desirable form of either 'last mile' or full commute transportation for many of those who live, work or attend classes at The Spring District. As The Spring District continues to grow in coming years, we expect that demand to increase.

We support a robust pilot bicycle demonstration project along 108th in downtown Bellevue, and the licensing of one or more bike share companies by the City of Bellevue. Both projects, when done correctly, will provide the data and experience needed to address potential negative impacts, and allow new opportunities to flourish. The Bellevue Downtown Association has provided helpful guidance on how each of these projects could be implemented.

In 2016 the citizens of Bellevue voted to fund innovative local transportation solutions. Importantly, investing those levy funds in the bicycle demonstration projects fulfills voter expectations and helps the City deliver faster on the levy's promise.

Wright Runstad has always believed in the future of Bellevue. We are delighted to see the City undertake both projects to gain a better understanding of the role bicycling plays now and into the future. Our experience tells us that bicycling is an important transportation mode today and will only become more so with time.

Thank you for your thoughtful consideration of this subject.

Sincerely,



Gregory K. Johnson  
President

January 31, 2018

To: Bellevue City Council, council@bellevuewa.gov  
Cc: Franz Loewenherz, Transportation Planner, Bellevue, FLoewenherz@bellevuewa.gov  
Dave Berg, City Transportation Director, Bellevue, DBerg@bellevuewa.gov  
Re: Downtown Demonstration Bikeway

Sent via email

Dear Council Members,

On behalf of individuals who support cycling at the Valve Corporation, I am submitting this letter in favor of the Council's consideration of the Downtown Demonstration Bikeway project.

For those not familiar with Valve, our company started operations in 1996 and for the past 15 years has been located in Bellevue; recently moving to the newly opened Lincoln Square Expansion Building in the downtown. Valve creates highly acclaimed video game titles including Half-Life, Portal and Dota2; operates Steam, one of the largest PC game distribution platforms in the world; produces and hosts "The International," a Seattle based e-sports competition involving players from all over the globe; and provides the gaming platform utilized by HTC in its Vive virtual reality system. Valve's 370 employees are responsible for providing products and services to over 43 million daily active players in 26 different languages.

Valve's employees are young and energetic, and the company encourages healthfulness by dedicating one of its floors to use as a full size gymnasium. Employees and spouses can take a break at any point during the day and work out individually or with the more than a dozen on site athletic trainers. The trainers also offer classes in Pilates, boxing and yoga. Valve employees and their families enthusiastically support these programs.

In terms of cycling, the company has a committed group of cyclists, who both commute to work and bike for recreation on the weekends. This group regularly participates in the various bike challenges and group rides put on by Cascade and others. E-bikes are also an emerging phenomena at the company—we love the melding of technology, transportation and exercise.

Although Valve cyclists are committed, Bellevue is a difficult City to navigate by bike in the business core. Longer term riders note that the City has made great strides in recent years, but lags the infrastructure and facilities of Seattle and some of the other East side cities. It is an often-reported fact that the biggest impediment to cycling in the United States is the concern for personal safety. Protected bike lanes, such as the Demonstration Bikeway, are one of the primary ways to address that concern and we welcome the addition of a protected bike lane in Bellevue. The opening of the Bikeway is well timed to take advantage of the better weather and the increased number of cyclists now able to travel from Seattle on the 520 Bridge bike trail. It will also encourage new riders to try cycling to work.

Valve employees have differing opinions about which of the various options would be best, but frankly, we are in favor of any of the options if it adds an element of safety to the Bellevue streets. We also welcome the City's effort to gather data about bike lane use in order to expand the program beyond the experimental state. In short, if you build it, we will ride.

The individuals below support the Demonstration Bikeway and support other bike programs such as bike share and competitions to encourage bike ridership. We urge the City Council to approve the Demonstration Bikeway program.

Sincerely,

  
Jeff Koontz

Supporters of the Bikeway

|                  |                  |
|------------------|------------------|
| Alden Kroll      | Matt Rhoten      |
| Brian Jacobson   | Matthew Scott    |
| Chippy Dugan     | Rob Rydberg      |
| Christen Coomer  | Scott Dalton     |
| Daniel Boutwell  | Thiago Vidotto   |
| David Feise      | Marco Micheletti |
| Dean Tate        | Laure Lacascade  |
| Erik Johnson     | Karen Prell      |
| Gabe Rowe        | Jenni Salmi      |
| Greg Matelich    | Alan Yates       |
| James Orara      | David Byrne      |
| Jim Murray       | Staci Elaan      |
| Joe Demers       | Cam Fielding     |
| Kristian Miller  | Liam Lavery      |
| Lauren Alexander | Jan-Peter Ewert  |
| Levi Miller      | Fabrice Demurger |
| Matt Logue       |                  |



2 January 2017

RE: Letter of Support: Bike Sharing and Bellevue Bikeway pilots

Dear Chairman Bishop, and all at the Bellevue Transportation Commission:

At LimeBike, our mission is to provide solutions to first and last-mile transportation challenges, helping residents seamlessly move across the community. We are enthusiastic supporters of the creation of designated bikeways, which provide safe, convenient places to ride – on one's own bike or a LimeBike. We are excited to proactively share the data our bikes collect to help planners improve infrastructure and, ultimately, to get still more people on bikes.

LimeBike is the nation's largest dockless, US-based bike sharing company and provides transportation solutions to more than 40 communities across the country, including in Seattle and Bothell. We are extremely proud of our track record of partnering with local officials to launch dockless bike sharing programs. We take great pride in our relentless focus on the safety and quality of our bikes, as well as our industry-leading commitment to operations. We work diligently to ensure no one is denied access due to financial or technological challenges, and have developed programs designed to increase access for low income populations, students, and more.


We'd like to share with your team how our dockless bikeshare model can help the city reach and exceed your transportation and sustainability goals. At no cost to the city, we are ready and able to provide Bellevue residents a convenient and easy-to-use smart bike sharing system that that is an eco-friendly, healthy, and affordable way to get around town. In conjunction with the demonstration bikeway corridor, we believe we can help you significantly improve mobility in and through downtown - and beyond - for all Bellevue residents.

LimeBike is helping communities solve first and last mile transportation challenges, providing a system that:

- **Supports efficient, affordable, and healthier transportation:** In under 6 months, we've supported over one million rides, at an average of 7.25 minutes per trip. That translates to over 18 million calories burned, 17,100 gallons of gas saved, and 330,000lbs of CO2 emissions avoided.
- **Complements transit programs:** in Seattle 45% of all LimeBike trips start or end at a transit stop, and nationally 40% of our rides start or end at transit.
- **Supports a more vibrant community:** 25% of urban LimeBike riders using our bikes to access shopping and entertainment districts – meaning more money spent locally.

LimeBike is focused on serving communities across the country and our local team is committed to the notion of shared mobility for all. We eagerly await the opportunity to provide transportation solutions to your residents.

Warmly,

**DocuSigned by:**  
  
FE542E8E85FF48C...

Toby Sun  
CEO and Co-Founder  
Neutron Holdings, Inc  
dba LimeBike

CC: Bellevue City Council  
Franz Loewenherz and Andreas Piller, Bellevue Transportation Department

# SPIN

Dear Chairman Bishop and the Bellevue Transportation Commission,

In advance of the Bellevue Transportation Commission recommendation on establishing a Downtown Demonstration Bikeway Project and Citywide Bike Share Pilot Program, Spin would like to offer its support for such project. Spin believes that separated bikeways are a safer alternative for those bicycling, and provide an admirable next step in providing transportation options to Bellevue's residents and visitors. Pending approval of the project, Spin is excited to partner with Bellevue to make it a success with our stationless bike share product.

Spin is North America's leading stationless bike share company -- transforming cities and campuses by offering an accessible, affordable, and environmentally-friendly form of personal mobility. Supporting separated bikeways is an integral part of our vision to providing easy commuting access, first/last mile connections, and safe transportation options.

Drawing on the success of the Seattle program, Spin is confident that a dockless bikeshare program in Bellevue would be equally successful. Through the Seattle pilot, we have generated thousands of rides and brought a new way of transportation to the city, all while maintaining a high degree of transparency, maintenance, and responsiveness to both the private and public sector. We look forward to a similar partnership with Bellevue.

The survey results from Bellevue's public engagement efforts support this idea and show how quickly this project will prove to be a success: 55 percent of respondents said they would use bike share, and 80 percent of respondents said that bike share would result in them biking more often. Furthermore, we commend the City of Bellevue's creativity in pairing the demonstration bikeway corridor with a bike share launch. Spin will be able to use our *Origin* and *Destination* data to show how the new bikeway is being used. This project is truly a public-private partnership.

Please do not hesitate to contact me with any questions. I look forward to working with your Commission in the future.

Sincerely,



Kyle Rowe  
kyle@spin.pm  
Head of Government Partnerships  
Spin



January 9th, 2018  
City of Bellevue  
Attn: Bellevue Transportation Department  
450 110th Ave NE  
Bellevue, WA 98004

Dear Chair Bishop and the Bellevue Transportation Commission,

ofo's dockless bike-sharing platform operates in over 250 cities around the world, including 20 US cities. Our mission is to help bring affordable, convenient, and sustainable transportation options to cities and towns, helping to transform these places into more livable communities that accommodate all modes of travel. ofo is currently operating 4,000 shared bikes for public use in Seattle, at zero cost and zero liability to the city.

We are in full support of the City of Bellevue's plan to release a permit for dockless bike-sharing. If and when the City does release such a permit, ofo intends to apply and operate in Bellevue according to the provisions set forth in the permit. We stand behind the demonstration bikeway in downtown Bellevue, which will be an important connector that provides a safe route for all levels of cycling ability. Both of these initiatives play an important role in expanding bicycle ridership and strengthening the bicycle network in Bellevue, and we commend the City for its forward thinking efforts that will benefit all residents.

We've gathered the following insights from our operational experience in several US metropolitan areas. We hope this information will assist the Bellevue Transportation Commission in determining an appropriate path forward.

1. **Demographic Expansion:** While bikeways are important for providing safe routes for bicyclists, bike-sharing platforms have been found to increase the mode share of those riding bicycles as a main form of transportation. This results in expanding the demographic using bicycles from just "committed bicyclists" to include more regular commuter and recreational riders.

2. **Transit Integration:** Dockless bike-share's impact on the first and last mile of a commuter's trip is a natural catalyst for public transit adoption. Only a limited number of residents live within a mile of a transit station, but a much higher number lives within 3 miles of a transit station, making public transportation a more viable option in cities with widespread bike-sharing options. ofo heavily patrols and rebalances transit centers in response to the volume associated with the natural integration of the two modes of transportation.
3. **Decreased Congestion:** The introduction of dockless bicycles in and around city centers provide an important new transportation option in densely populated, and traditionally most congested, areas. Biking, walking, and transit contribute to reduced need to drive, and thus help alleviate congestion, reduce need for on and off street parking (enabling repurposing of precious real estate), and contribute to human-scale environments.
4. **Increased Awareness and Safety:** With increased bicycle riding and bicycle availability comes improved visibility of bicycles on city streets, which impacts driver awareness and bicyclist safety. The provision of designated bikeways provides a safety net to help new bicycle commuters feel comfortable and safe as they explore a new sustainable transportation option.

Please consider the following recommendations from similar sized cities within larger metropolitan areas that reflect the positive impact ofo bike-share has on the community:

*I have had the pleasure of working with the ofo team for the past few months and have been able to learn a lot about the company and its competitive advantage. Since setting up shop in our city, ofo US has created multiple beneficial opportunities for our citizens and our visitors. The people of Worcester now have a new, affordable mobility option for moving around town. With a dockless bike-sharing system in our city, more people are viewing public transit as a viable option now that the first and last mile connections can be made on bright yellow ofo bicycles. It has only been a month that we have had the service in our city, but we are very pleased so far.*

Karen Pelletier

Worcester MA Regional Chamber of Commerce

[kpelletier@worcesterchamber.org](mailto:kpelletier@worcesterchamber.org)

508-753-2924



*I have had the opportunity to work closely with the ofo US team during the permit process and the launch, and it has been a pleasure to collaborate with these transportation and mobility professionals. I have been working alongside the ofo team to help teach our residents and visitors how to use the ofo Smart Locks and how to ride safely and courteously. Our neighboring cities have been watching our success and are hopeful to bring ofo's services to their own residents in the near future. I look forward to helping dockless bike-share spread across Colorado and become a regional or even a state-wide network. I hope that ofo and other dockless bike-share companies will play a leading role in creating connections for Coloradans to reach their destinations in a healthy and carbon-free way.*

Brenden Paradies  
Planner I-City of Aurora CO  
[bparadie@auroragov.org](mailto:bparadie@auroragov.org)  
303-739-7266

We commend the city of Bellevue's progressive stance towards improving bicycle infrastructure and access to low cost bicycles. We look forward to partnering with the city in planning an appropriate bike-share program.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chandra Morando', written in a cursive style.

Chandra Morando  
Regional General Manager

January 9, 2018



Dear Chair Bishop and the Bellevue Transportation Commission:

I am writing on behalf of The Gotcha Group in support of the Bellevue bikeway and bike share demonstration projects.

Many cities are stuck in paralysis by analysis when it comes to improving public infrastructure. We're encouraged to see City staff and members of the community taking action to implement the Pedestrian & Bicycle Implementation Initiative. Establishing demonstration projects is a great way to test and evaluate options.

Our staff of urban planners and system operators has spent quite a bit of time evaluating the neighborhoods and transportation infrastructure in Bellevue. We're confident this is an area where bike share can thrive as a mobility option downtown and throughout residential neighborhoods.

We'd love to be part of the City's efforts to expand mobility options to residents and visitors.

Sincerely,

A handwritten signature in black ink that reads 'Andy Boenau'.

Andy Boenau, AICP  
Director of Mobility Strategy

cc:  
Bellevue City Council  
Franz Loewenherz and Andreas Piller, Bellevue Transportation Department

# About The Gotcha Group

The Gotcha Group was established as a micro-transit business, providing mobility as a service with ride share (100% electric vehicles) and bike share. Our company name is a reminder of our roots: **Green Operated Transportation Carrying Humanity Around**.

Gotcha developed a **bike share program** that can be customized visually and operationally to maximize safety, convenience, and ridership.

We provide **state-of-the-art technology** that includes user and admin applications. Our extensive data reports will help you understand ridership patterns and user preferences.

**Bicycling is transportation**, and we provide reliable, visible, and comfortable equipment to integrate with existing transportation systems.

Gotcha delivers a **turnkey program**, including launching strategies, marketing, community engagement, operations, and maintenance.

We understand the critical role bicycling plays in **first/last mile solutions**, including how to overcome challenges of typical dockless bike sharing systems.

**Making bicycling fun** is a rewarding part of our daily work.



Our smart bike technology enables us to operate a hybrid system that includes free roaming (i.e. dockless) bikes at geofenced hub locations with traditional bike rack hubs. We generally recommend some type of hub system, even if “free roaming” brands are operating in the area. Hubs with fixed racks are low-cost installations that give predictability to a bike share system, and help ensure equitable access throughout a community.

Our bikes feature 10-year frames for maximum durability, providing an end-product with a lifespan that is significantly longer than traditional bike share equipment.

Gotcha powder coats, assembles, and decals bikes in South Carolina, bringing jobs to our local community and significantly reducing shipping containers and packing materials needed to transport bikes.

**From:** Keven Duran [<mailto:kevenduran@mobike.com>]  
**Sent:** Thursday, January 11, 2018 1:44 PM  
**To:** McDonald, Kevin <[KMcDonald@bellevuewa.gov](mailto:KMcDonald@bellevuewa.gov)>  
**Cc:** Jillian Irvin <[Jillian@mobike.com](mailto:Jillian@mobike.com)>; Lance Li <[Lanceli@mobike.com](mailto:Lanceli@mobike.com)>; Dion Dong <[DionDong@mobike.com](mailto:DionDong@mobike.com)>  
**Subject:** New Bike Lanes in Bellevue

Hi Kevin,

My name is Keven Duran from [Mobike, Inc.](#), the worlds first and largest dockless bike-share company. I am reaching out to you because I recently read that Bellevue will be voting today on two bike projects that will create new bike lanes through the cities downtown.

Mobike wanted to express our endorsement of such an amazing project proposal. I would love to schedule some time with you to talk more about said project and what Mobike can offer the City of Bellevue. Please advise what days and times work best for you next week for us to chat over the phone.

My contact information is 323-313-2483 and [kevenduran@mobike.com](mailto:kevenduran@mobike.com).

I look forward to chatting!

KEVEN DURAN  
US Government Affairs and Public Policy  
Email: [kevenduran@mobike.com](mailto:kevenduran@mobike.com)  
US: [+1 3233132483](tel:+13233132483)

The logo for Mobike, featuring the word "mobike" in a lowercase, rounded, orange font.



Thursday, January 25, 2018

Victor Bishop, Chair  
Members of the Bellevue Transportation Commission  
450 110th Ave NE  
P.O. Box 90012  
Bellevue, WA 98009-9012

**RE: Support for the Bellevue Bike Share Program and Demonstration Bikeways**

Dear Chair Bishop and Members of the Transportation Commission:

On behalf of VBikes Technology, I am writing in full support of piloting bike share services in the City of Bellevue in 2018, which will perfectly complement Bellevue's first high-comfort bikeway downtown. VBikes Technology was founded under the mindset that biking should be safe, reliable, affordable, and convenient for everyone. We would like to join this movement led by the Transportation Department in helping to make Bellevue a safe and comfortable place for family and friends to reside, bike, and work. Bike share is not just for cyclists. Bike share can be for you, your partner, children, grandparents, coworkers, and everyone who desires to live in a sustainable city and wishes for a 'greener' tomorrow.

Here at VBikes Technology, everything we do has our rider and partners in mind. We all commute and therefore can sympathize with the frustrations of missing a bus or being fifteen minutes late. Bike share provides that "first and last mile" solution in cities in which we operate, transforming fifteen minute walks into easy five minute bike rides. We have operated successfully in Denton and Dallas, Texas; piloted in Massachusetts; and continuing conversations with multiple municipalities in California, cities near Seattle, and more. In alignment with keeping our customers comfortable and safe, our bikes consist of high quality, durable materials, and our patented locking technology uses Bluetooth for extra consumer security. Our VBikes cost the City of Bellevue ZERO dollars and riders only \$1 per hour.

From our experience in Massachusetts and Texas, bike share is not just a system; bike share is the missing piece to a larger transportation ecosystem. We are thrilled and excited by the work of the Bellevue Transportation Commission and Council in supporting a more interconnected biking network, and we eagerly anticipate joining a future Bellevue bike share program.

Thank you to everyone for your work and leadership. Should you require additional input or have questions about our bike share program, please do not hesitate to reach me. We are always happy to help create a more sustainable city in any way possible.

With kind regards,

**Ye Yao**  
Director of Government Affairs  
E: ye@vbikes.com  
P: +1 (863) 398-2807



**From:** Melissa Harp [<mailto:harpmv@earthlink.net>]  
**Sent:** Thursday, January 04, 2018 5:13 PM  
**To:** McDonald, Kevin <[KMcDonald@bellevuewa.gov](mailto:KMcDonald@bellevuewa.gov)>  
**Cc:** Berg, David <[DBerg@bellevuewa.gov](mailto:DBerg@bellevuewa.gov)>  
**Subject:** Downtown bike lane survey

Dear Bellevue Transportation Commissioners,

I took the Downtown bike survey only because one of my neighbors told me about it, not because of any outreach by the City. It seemed to me the survey was written to get respondents to say they wanted bike lanes in Downtown because the questions did not directly mention the trade-offs associated with the bike lane proposals, such as giving up car travel lanes, street parking, and delivery pullout spaces.

For example, question 15 asked: "In general, do you support any kind of bike lanes in Downtown Bellevue to improve safety for people who bicycle?" What sort of person would answer no? What we weren't asked is what we would be willing to trade for that improved safety. The only way to figure out car lanes were being sacrificed in the proposals was to interpret a complicated diagram. I believe there was one question which allowed us to rank the relative importance of street parking and delivery access, but it seemed unrelated to the questions about the specific proposals.

I hope the Transportation Department will conduct broader outreach and unbiased public surveys before removing traffic lanes in Downtown Bellevue. I would be interested in what percent of trips to Downtown are via bicycle vs. car, and especially a comparison of the number of cars currently using the lanes to the number of bicycles expected to use them.

Thank you.

Sincerely,  
Melissa Harp  
Bellevue, WA

**From:** Stu Vander Hoek [<mailto:stu@vanderhoek.us>]

**Sent:** Thursday, January 11, 2018 11:03 AM

**To:** Vic Bishop <[vicbishop@earthlink.net](mailto:vicbishop@earthlink.net)>; Todd Woosley <[todd@woosleyproperties.com](mailto:todd@woosleyproperties.com)>

**Cc:** Matt Jack <[matt@bellevuedowntown.com](mailto:matt@bellevuedowntown.com)>; Jim Hill <[jimhill@kemperdc.com](mailto:jimhill@kemperdc.com)>; Hutchinson, James <[JHutchinson@republicservices.com](mailto:JHutchinson@republicservices.com)>; Patrick Bannon <[patrick@bellevuedowntown.org](mailto:patrick@bellevuedowntown.org)>; McDonald, Kevin <[KMcDonald@bellevuewa.gov](mailto:KMcDonald@bellevuewa.gov)>

**Subject:** Fw: BDA Transportation Cmte | Update re: Demo Bikeway & Free-floating Bike Share

Vic and Todd,

I just want you to know that I am opposed to both the bike share program and designating vehicle capacity lanes to a few bike riders. I paid attention to this City idea thru the BDA at 2 of their meetings. What I know from past experience, and I believe you both do also, is the City has a larger scale intention to use more street capacity lanes for bikes in the future. So it's my opinion based on 40 yrs of experience with the City, that it's only a matter of time before more travel capacity lanes are designated for bike use. The projection numbers don't show enough people riding bikes to merit donating those lanes. As well, I believe the impacts to drivers of SOV's, HOV's, and the exponential growth of delivery vehicles all over have not been taken into consideration. Maybe you know better than I about that. I assume you know there has already been a high increase in the number of delivery vehicles using the ROW instead of the less convenient delivery bays provided in buildings they are delivering to. I think the City should be looking at that newer dynamic and estimating how our street capacity will be impacted going forward. If an independent study of that predicts a continued growth pattern of this situation (can you say online shopping and the necessary deliveries), then designating bike lanes, especially for the City's ultimate goal to have more lanes designated, you will be creating an untenable situation for everyone in downtown Bellevue. Have the police and fire departments been consulted, or the Planning staff? Usually, again based on my experience, the Planning folks and Transportation folks at the City rarely agree on their visions.

I don't know this for sure, but has the City done LOS studies based on ALL of their intended designated bike lanes in the downtown? If not, why not? That's the critical issue in the long term. You will be fooling yourselves to think a one year, or more, test of a bike lane on 108th will truly capture what the impacts will be when more capacity lanes around the downtown are designated per the City goals.

Customers for my tenants in Old Bellevue will not be riding bikes for a long long time, if ever. Not because there aren't designated lanes, but because the majority are women, many kids, and they are shopping with bags and other products that just aren't conducive to riding a bike. Look at the demographics of the Bellevue shopper. Do they want to ride bikes? NO. And, none of my tenants employees will ride bikes either.

As for the bike share program, I've seen these in many places around the world. They sound like a good idea, especially when coupled with the designated bike lanes. However, since the

City is a complaint based city, when there are bikes littering the sidewalks and private property, I know what will happen based on experience. First, few people will complain to the City because it takes time to do that, and to figure out painfully who to complain to. Did you know that when there is an illegally parked delivery vehicle in the ROW the public is instructed to call 911. By the time anyone shows up, if they show up, the delivery truck is gone. Hmmm. Last week I called 911 and the operator told me delivery trucks are allowed to park in the ROW. Nope!

Anyway, having said all this, I already know the Transp. Com. and Council will adopt these new ideas. Once that cat is out of the bag, the public will realize what bad decisions have been made. I doubt they will complain however, because trying to get the practical attention of City Hall is near impossible any more. Again, based on my 40+ yrs of experience in this town. Almost as long as yours Vic.

As just one example of how the City responds to things, it took me over a month to get the City to pick up their own traffic control signs in Old Bellevue that had not been necessary because the projects they were for were completed. The private sector couldn't get away with that, again based on my experience. These signs were littering Old Bellevue and presenting messages to drivers that didn't apply anymore. What happened along the way that the City can't even do this simple task well? Be very careful of the consequences of your decision making.

Yours,  
Stu



January 4, 2018

Commissioners & Dir. Berg,

I was very disturbed by the obvious bias towards bicyclists, in the Downtown Demonstration Bikeway Project Survey. And to ask if you would ride a bike Downtown if "it had safe comfortable bike lanes," but not say that it would mean giving up a vehicle lane or parking, is just one of the misleading questions.

The first question was:

"From May through September, how often do you ride a bike in Downtown Bellevue on average?"

So are these bikeways only going to exist from May through September, then get converted back to vehicular lanes for the other 7 months? Or will they have little to no use from October through April, therefore, reducing the vehicular capacity for no reason for more than half the year.

And then there's the issue of ratios of people who responded. According to the Downtown Transportation Plan (DTP), there were 300 bicycle trips to Downtown Bellevue in the average weekday in 2010, out of 385,000 total trips. In 2030, it is expected that there will be 1000 bicycle trips out of 665,000. So let's be generous & go with the highest bicycle ratio, which is 2030. That makes bicycle trips .2% of the total number of Downtown trips. But when you look at the numbers in the survey responses to question 1, the answers show that 515 out of 1,260 responders bike to Downtown, with varying frequency. That's 41% of survey responders who bike to Downtown versus .2% of total person trips. How could this be? That's a mind-boggling difference!

Well, here's a potential answer: The Cascade Bicycle Club has 2 long articles (5 pages & 3 pages) with detailed information about developing a Bellevue Bike Network and this Demonstration Bikeway project, including several links to the City of Bellevue website. The author urges readers to take the survey and provides links to it. She even goes so far as to tell people which corridor to vote for. In case these webpages disappear after the City receives this letter, I have printed them to files & attached them to this letter.

Both the survey and the responses are biased towards a demonstration bikeway and should be tossed out the window. I think a new list of survey questions should be developed by the Transp. Commission, with both bicyclists and vehicular drivers involved, to ensure there is no bias and that the impacts are fully disclosed. Should the Transp. Dept. decide to move forward using the results of the current survey, the Eastgate Residents Committee will ensure that the City Council is made aware of these biases.

Sincerely,

Michelle Wannamaker, Leadership Team  
Eastgate Residents Committee  
P.O. Box 50871  
Bellevue, WA 98015

# WANNAMAHER ATTACHMENT 1



(<http://cascade.org/rides/events-registration-schedule>)Do something big this year – registration opens soon for these 2018 events (<https://cascade.org/rides/events-registration-schedule>)!



**Together we can send a message that a downtown demonstration bikeway is the next step towards a Bellevue Bike Network!**



The city’s proposal to build a downtown demonstration bikeway by May 2018 represents a solid step towards making it safe and comfortable to ride in Bellevue. Your support during November’s outreach period is essential to help make a network of protected bike lanes in downtown Bellevue by 2020 happen.

It’s bold idea: create a “demonstration” bike lane through downtown Bellevue. Open it for bike month 2018; test, iterate and perfect it. It’s how cities like Calgary and Edmonton

(<https://usa.streetsblog.org/2016/10/12/edmontons-quick-build-protected-bike-lane-grid-a-new-model-for-change/>)rapidly increased the number of people biking, and the number of safe miles of bikeways to bike on.

This winter, City of Bellevue staff are responding to increasing demand by residents, employees and businesses for safe places to bike by proposing the demonstration concept here.

We like it, and think you will too.



(/user/90982)

Vicky Clarke

Advocacy news  
(/blog/advocacy-news)

## Tweets about @CascadeBicycle



No Spande...  
@NoSpand...

Replying to @BikeSecurityAdv and 17 others

Tiny House Hotel....I love going there. 2 adults and 2 kids and we manage.



[Embed](#) [View on Twitter](#)

## You May Also Like



### Cascade’s High Performance Cycling kicks off 2015 season

(/blog/2015/02/cascade%E2%80%99-high-performance-cycling-kicks-2015-season)



### High Performance Cycling 2017 Kick-

Thanks to 2016's voter-approved levy, dedicated funds ([/blog/2017/02/2016-was-just-beginning-bellevue%E2%80%99s-bike-network](http://blog/2017/02/2016-was-just-beginning-bellevue%E2%80%99s-bike-network)) are ready to build the pilot, but here's a reality check: improving streets for people of all ages to ride a bicycle - something that's never been done before in Bellevue - is going to be a big lift.

That's why caring neighbors and people in businesses need to bring our voices together to say "we want safe places to bike in Bellevue; the demonstration bike lane is the best place to start."

This new city survey

(<https://www.surveymonkey.com/r/bvuebikedemo>) is the perfect chance to do just that.



The proposed demonstration bike lane on 108th i(one of four corridors being looked at, and twwhat Cascade sees as the best option) includes segments of buffered, protected and striped bike lanes. The visual above shows how 108th at 6th street (by the transit center) could be reconfigured to work for bikes, transit and cars.

## THE BIKE NETWORK VISION IN BELLEVUE

City staff is looking for people to weigh in on which downtown corridor makes most sense

(<https://www.surveymonkey.com/r/bvuebikedemo>) to test a demonstration bike lane in 2018, (we prefer 108th, because of the connectivity between the Bellevue transit center, downtown destinations, and the SR-520 and I-90 trails).

The demonstration bike lane is a big opportunity to make headway towards Cascade's vision of a safe, connected and protected basic bike network to and through downtown Bellevue by 2020. With the SR-520 Trail opening by the end of the year, connecting Seattle and Bellevue by bike, and the Eastside Rail Corridor from Kirkland to Bellevue opening early 2018, Bellevue is firmly at the crossroads of the west/east Lake Washington, and north/south Eastside spine.

## off Meeting

([/blog/2017/01/high-performance-cycling-2017-kick-meeting](http://blog/2017/01/high-performance-cycling-2017-kick-meeting))



## High Performance Cycling kicks off the 2011 season

([/2011/01/hpc-kickof](http://2011/01/hpc-kickof))



Biking in downtown Bellevue today requires cycling on multi-lane roads and mixing with fast moving traffic – which is why not many people ride downtown.

## WHAT'S A “PILOT” BIKE LANE? WHY A PILOT?

Demonstration bike lanes are affordable and flexible. Cities can get them on the ground quickly because they use materials that are temporary, and can reduce onerous upfront planning because they allow for changes and modifications. Seattle's Second Avenue protected bike lane is an excellent local example; it's been improved over time and is now the backbone of Seattle's budding downtown bike network ([/blog/2017/09/coming-soon-downtown-seattle-safe-places-bike-pike-and-pine](http://blog/2017/09/coming-soon-downtown-seattle-safe-places-bike-pike-and-pine)). For Bellevue, the demonstration model ([https://transportation.bellevuewa.gov/planning/pedestrian-and-bicycle-planning/pedestrian-bicycle-implementation-initiative/downtown\\_demo\\_bikeway/](https://transportation.bellevuewa.gov/planning/pedestrian-and-bicycle-planning/pedestrian-bicycle-implementation-initiative/downtown_demo_bikeway/)) offers the chance to build the city's first protected bike lane, and to create the first all ages and abilities bikeway through downtown Bellevue. This is also a chance to demonstrate how many more people will bike in Bellevue if there are safe, comfortable places to do so.

This month, there's ample opportunities to voice support and get engaged. Encourage your friends, neighbors and co-workers to speak up too; there's strength in numbers.

## TAKE A FEW MINUTES NOW TO SHARE YOUR THOUGHTS WITH THE CITY

The city of Bellevue just launched this community survey (<https://www.surveymonkey.com/r/bvuebikedemo>) asking about people's experience traveling to and

through downtown Bellevue, and thoughts on the four candidate downtown demonstration bikeway corridors (again, we prefer 108th).



Speaking up about how it feels to ride in Bellevue now is essential during this outreach process

### STAND UP (IN YOUR BELLEVUE BIKE NETWORK T-SHIRT\*) TO SHOW SUPPORT OF THE DEMONSTRATION BIKEWAY:

Daytime and evening events this month mean that whether you work, or live in Bellevue – or both, you can attend and speak up in support of the demonstration bikeway.

- Head to a weekday lunchtime pop-up event at Bellevue Connection Compass Plaza in downtown Bellevue, between 11am to 1pm, on:
  - Weds. Nov. 15
  - Tues. Nov. 21
  - Tues. Nov. 28

The exact location is 106th Ave.NE & NE Sixth St. downtown. Bring your coworkers and make it a group activity!

- Ask questions and learn more at a community open house (<http://p2a.co/3C88ucF>):
  - Thurs. Nov. 30 from 5 to 7pm at Bellevue City Hall.

Bring friends, family and neighbors, so more voices weigh in!

\*We'll have t-shirts at the open house!

## WHAT'S NEXT AFTER THE OUTREACH?

It's down to city council to approve the demonstration bikeway concept, and they'll vote in January. Council will receive a recommendation on whether to proceed from the Bellevue Transportation Commission, also in January. If Bellevue residents, employees and visitors overwhelmingly support the bike lane, it's hard to see how the Council or the Commission wouldn't move forward. Without vocal support, it's hard to say what the outcome would be. But let's not find out: let's all speak up during November in support of the downtown Bellevue demonstration bikeway.



Together we can build the Bellevue bike network!

Excited by the prospect of safe places to bike in Bellevue and want to do more to help? We're getting local advocates together to strategize and take action. Sign up (<http://p2a.co/KKorXDw>) if you're game to get involved.

Think your employer might be interested in formally voicing support of safe places to bike? Reach out for tools and ideas to make this happen!

[Vickyc@cascade.org](mailto:Vickyc@cascade.org) (<mailto:Vickyc@cascade.org>)

Tue. Nov 14, 2017 9:24am

***Please log in to  
comment***

([http://www.cascade.org/user?  
destination=blog](http://www.cascade.org/user?destination=blog))

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# WANNAMAHER ATTACHMENT 2



(<http://cascade.org/rides/events-registration-schedule>) Do something big this year – registration opens soon for these 2018 events (<https://cascade.org/rides/events-registration-schedule>)!



## 2016 was just the beginning for Bellevue’s Bike Network



*Funding for the Bellevue Bike Network is secured. Now the real work begins to secure a vision of safe, connected and rapid implementation of a basic bike network by 2020.*

2016 was a big year for Bellevue bike advocacy! You wrote letters, rode bikes with council, attended open houses and spoke up (while wearing your Bike Network T-shirts) at countless meetings — all to say that the Bellevue Bicycle Network matters to the community.

Bellevue staff and council heard you, and worked hard to respond. Together, we did It! The city has identified a long-term funding source to begin to build the Bellevue Bike Network.

The Bellevue Bike Network, as envisioned through the city’s 2016 Bicycle Rapid Implementation Plan (BRIP), is a 57-mile network of new and improved facilities — including 23 miles of separated bike lanes and 13 miles of conventional bike lanes.



(/user/90982)

Vicky Clarke

Advocacy news

(/blog/advocacy-news)

Bellevue

([http://cascade.org/blog?f\[0\]](http://cascade.org/blog?f[0]))

protected bike lanes

([http://cascade.org/blog?f\[0\]](http://cascade.org/blog?f[0]))

Bicycle Rapid Implementation Plan

(<http://cascade.org/blog?>)

## Tweets about @CascadeBicycle



No Spande...

@NoSpand...

Replying to @BikeSecurityAdv and 17 others

Tiny House Hotel....I love going there. 2 adults and 2 kids and we manage.



[Embed](#)

[View on Twitter](#)

## You May Also Like



**The future of bicycling in Seattle is up to us**  
(/2012/10/shannons-story)



**Bicycling to school shouldn't**



Now with \$1.6M dedicated to start building the bike network over the next two years, and longer term funding available, we're taking a moment to celebrate.

f[0]

Tue. Feb 21,  
2017 3:37pm

But our work is far from done.

Our collective voice is still needed, in order to make sure projects on the ground meet the needs of people who bike. We've already turned our attentions to reviewing which high priority projects the city is starting to consider for immediate funding.

Cascade's challenge to the city now is for them to demonstrate their plan to use these funds to stay true to the rapid implementation intent of the BRIP, and build projects that connect people safely to the places they need and want to go in Bellevue. That means protected bike lanes and trails, not shared-lane markings, or "sharrows."

We'll need your voice and the voices of your friends and colleagues to carry that message forward. To start, we're saying thank you to council for prioritizing investments in bike lanes, by securing funding ([https://action.cascade.org/p/dia/action3/common/public/?action\\_KEY=24272](https://action.cascade.org/p/dia/action3/common/public/?action_KEY=24272)).

We're still waiting to hear the project details. But last week, when asked by Bellevue Transportation Commissioners what facilities types would be funded, Dave Berg, Director of Transportation for the city said, "they will be protected bike lanes. I hasten to say this is standard, but this is what people expect."

Protected bike lanes are a must, and it sounds like the city understands that – at least conceptually. We'll be tracking Bellevue closely as they begin rolling out project proposals and will be calling on advocates like you to tell the city just how essential these investments are.

Bellevue has come a long way towards orienting transportation system planning to incorporate multi-modal principles. It's no small feat to have secured a potentially stable funding source for the Bellevue Bike Network!

## require a police escort

(/2012/11/the-lopers-story)



## NE 65th Open House on Wednesday

(/2013/10/ne-65th-open-house-on-wednesday)

Please send a quick email to council

(<https://action.cascade.org/p/dia/action3/common/public/?>

[action\\_KEY=24272](https://action.cascade.org/p/dia/action3/common/public/?action_KEY=24272)), to say thanks for taking this step, but that the next phase is equally important.

## *Please log in to comment*

(<http://www.cascade.org/user?destination=blog>)

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January 31, 2018

Mayor Chelminiak  
City Council Members  
City of Bellevue  
450 110th Avenue NE  
Bellevue, WA 98004

Re: Demonstration Bikeway Pilot Project Issues and Alternative Design Option

Dear Mayor Chelminiak and Councilmembers,

The Transportation Commission recently approved a recommendation to the Council to proceed with the design and implementation of a Demonstration Bikeway Pilot project on 108<sup>th</sup> Ave. NE from Main Street to NE 12<sup>th</sup> Street on a 5-2 vote of the Commission members.

We support the recommendation to proceed with making strategic improvements for bicyclists on 108<sup>th</sup> Avenue N.E. through Downtown. This would be consistent with Bellevue's adopted goals, plans and policies. However, we are concerned about policy, safety and congestion implications of the proposed Demonstration Project. Therefore, we ask the City Council to consider some of the rationale we used to vote NO on this recommendation.

Our concern is over the loss of through and right turn lanes with remaining lanes for buses as narrow as 10 ft. (the standard lane width is 11 ft.) that would occur by a design that prioritizes a comfortable biking environment for children and timid adults in Downtown over transit service, curb operations and overall vehicular throughput. We also believe the Council should consider and formally adopt a Multimodal Level of Service (MMLOS) policy prior to implementing these polices through administrative changes to design standards.

We recommend the Council pause before implementing this proposal with its potential long-term impacts on overall mobility in the CBD and have a full and robust discussion by the community at the Council level on the important discussion related to traffic operations in Downtown Bellevue.

First, let us be clear that we support 108<sup>th</sup> Ave. NE as the North-South corridor through Downtown for a bicycle facility and a major transit corridor in accordance with the Downtown Transportation Plan transmitted to the Council on October 7, 2013 and the 2009 City of Bellevue Pedestrian & Bicycle Transportation Plan Report (The 2009 Ped/Bike Plan) adopted by the Council on Feb. 12, 2009 by Ordinance No. 5861.

However, we have several major areas of concern about the Demonstration Bikeway Pilot project as currently proposed. (Please see Attachment 1 for a detailed discussion on each concern) These include:

- 1. The City Budget Survey shows Downtown Traffic has lowest 'Satisfaction' rating of 39 attributes surveyed.**
- 2. Multi-Modal Level of Service (MMLOS) Policy has yet to be discussed and adopted by Council.**
- 3. Congestion and Delay on City Streets will increase multiple times by 2030.**
- 4. MMLOS Metrics for Bicycle Facilities.**
- 5. Demonstration Bikeway Pilot Evaluation Criteria have not been identified.**
- 6. Potential Liability Issues related to Impact Fees.**

## Demonstration Bikeway Pilot Project

We believe the Demonstration Bikeway Pilot proposal is pre-mature and deserves Council approval of the MMLOS concept that is the basis for taking away any existing traffic lanes for a small number of bicycle riders in Downtown. We believe that the rush to implement a demonstration project for a bikeway in Downtown is driven by the artificial deadline of being implemented during the National Bicycle Month of May, this year.

Rather, we suggest the Council takes the time to get it right for all current and future users of the Downtown transportation system.

An alternative the Council could implement in a timely fashion is a bicycle facility that accommodates the likely large majority of the limited number of bicyclists that would use a Downtown bikeway while preserving essential road capacity and other roadway uses for motorized vehicles. That design would accommodate LTS 3 and LTS 4 riders (See item 4, Attachment 1 for discussion of Level of Traffic Stress - LTS - for bicycle riders).

This design would fulfil the Pedestrian and Bicycle Implementation Initiative (PBII) and 2009 Ped/Bike Plan goal of a North/South bicycle facility and be consistent with the design of the existing facilities on 108<sup>th</sup> Ave. NE between I-90 and Main Street and NE 12<sup>th</sup> St. and SR-520. We believe that the consistency would make a safer design than the hodgepodge of designs in the proposed Demonstration Bikeway Pilot project. There are no current bicycle facilities at the LTS 1 level (appropriate for children and timid adults) that lead to Downtown.

Does it make sense to accommodate an extra 100 bicycle trips per day (see Attachment 3) by removing an existing traffic lane and right turn lanes that would:

- a. Increase delay in Downtown overall,
- b. Impinge on the ability to implement a transit priority corridor and
- c. Reduce the curb allocation potential for load zones for Autonomous, Connected, Electric and Shared (ACES) vehicles, transit buses, Microsoft Connector buses, taxis, and Uber/Lyft operators?

### **We think NOT.**

We encourage the Council to move forward with a bicycle facility on 108<sup>th</sup> Avenue N.E. through Downtown with a design that meets adopted goals and complies with adopted policies. We also encourage the Council to:

1. Adopt a Multi-Modal Level of Service policy prior to implementing a dedicated bicycle facility in Downtown, and
2. Further evaluate the issues, impacts and trade-offs of taking scarce street capacity for a dedicated bicycle facility and create a comprehensive understanding of the competing uses for the precious Downtown street space, and have a robust Council and community-wide discussion about transportation in Downtown.

Thank you for your consideration.

Yours truly,



Victor H. Bishop,  
Chair, Transportation Commission



Todd Woosley,  
Vice-Chair, Transportation Commission

## Demonstration Bikeway Pilot Project

### Attachments

Cc: Brad Miyake  
Dave Berg  
Kevin McDonald

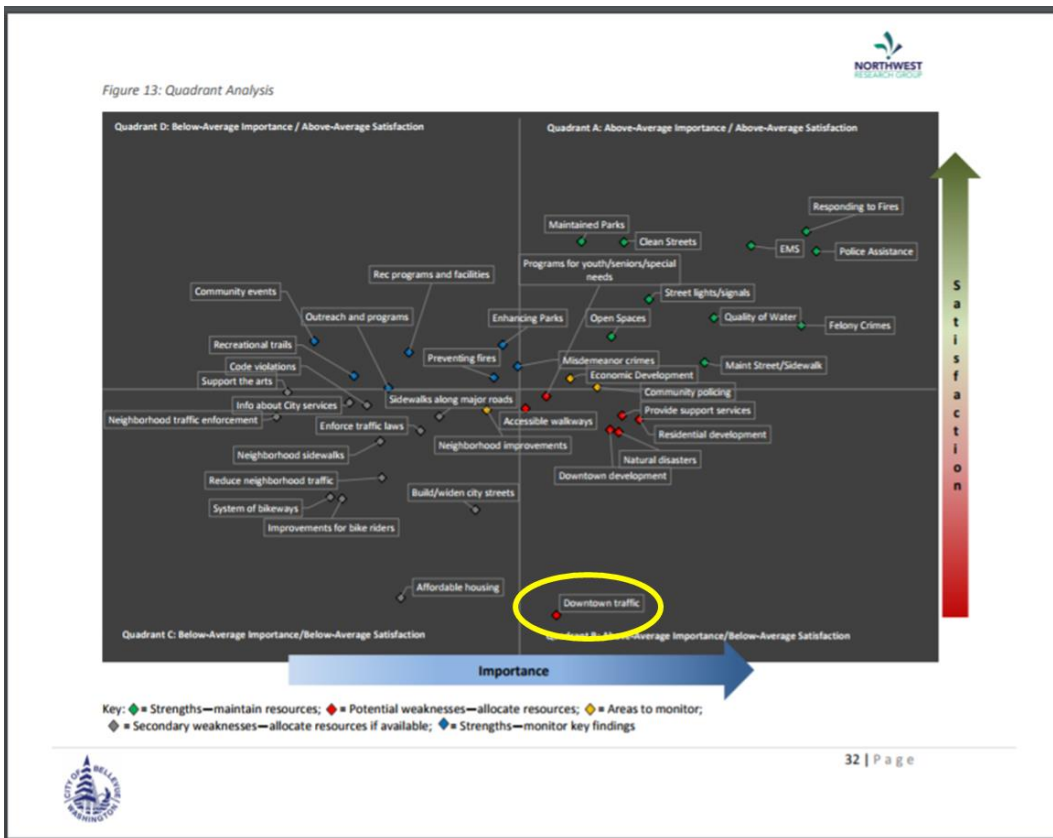
**Attachment 1 - Areas of concern about the Demonstration Bikeway Pilot project.**

**1. City Survey shows Downtown Traffic has lowest ‘Satisfaction’ rating of 39 attributes surveyed.**

The 2016 Bellevue Budget Survey Final Report, April 7, 2016, [https://bellevuewa.gov/UserFiles/Servers/Server\\_4779004/File/pdf/Finance/2016\\_Budget\\_Survey\\_Report.pdf](https://bellevuewa.gov/UserFiles/Servers/Server_4779004/File/pdf/Finance/2016_Budget_Survey_Report.pdf) reports on page 17 that “Traffic” in general is the “Biggest Problem Facing Bellevue”. When coupled with the next worst problem of “Too Much Growth/Congestion”, traffic and congestion in the City is considered a problem by 4.5 times more respondents than “Affordable Housing / Property Values”, the next highest identified issue of concern (data from Figure 4, p. 17).

Table 16 of the 2016 report identifies 39 services provided by the city, of which eight are directly transportation related, including “Downtown Traffic”. The 2016 report identifies that Downtown Traffic “still remains the lowest rated attribute”. Indeed, as shown on Figure 13: Quadrant Analysis, p. 32, Downtown Traffic is above average in “Importance” while at the bottom, (or near zero) in terms of “Satisfaction”. Downtown Traffic and Affordable Housing share the distinction of being dramatically lower in Satisfaction than all 37 of the other attributes.

Therefore; **We believe that Downtown Traffic is a very important issue for the Council to consider.**



**2. Multi-Modal Level of Service (MMLOS) Policy has yet to be discussed and adopted by Council.**

The Transportation Commission held several meetings since 2013 developing and considering a recommendation on Multi-Modal Level of Service (MMLOS) Metrics, Standards & Guidelines, Final Report dated April 13, 2017 (The MMLOS Report) [MMLOS Metrics, Standards & Guidelines](#). This recommendation has not received a vote of the Commission as a package (individual items were discussed and voted on or consensus given) nor has it been transmitted to the council for discussion or consideration. Yet, the metrics of this report are being used as justification for implementing the Demonstration Bikeway Pilot project.

We believe that there are substantial policy issues included in the MMLOS recommendation that the Council should review and adopt prior to implementation of a project based on them, including the concept that it is the policy of the City of Bellevue to construct bicycle facilities in Downtown Bellevue acceptable for “Interested but Concerned” children and adults to utilize (“Level of Traffic Stress [LTS] 1 –Priority Bicycle Corridors within Downtown and Activity Centers, p 27 of the MMLOS report).

We are concerned that the above un-adopted policy is being used to justify the Demonstration Bikeway Pilot Project. **We recommend that the tension between the bikeway project and the Downtown Traffic concerns of the citizens of Bellevue have thorough discussion and policy direction at the council level.**

**3. Congestion and Delay on City Streets will increase multiple times by 2030.**

Congestion and delay will increase in downtown with this proposal. The Transportation Department staff is to be commended for the level of traffic operations analysis performed for the proposed Bikeway Project on the 108<sup>th</sup> Ave. NE corridor. Yet, while the current analysis shows only a small increase in delay on the Downtown streets, the bigger question is how much more delay will there be as trips grow per the analysis completed for the Downtown Transportation Plan Update, 2014. Table 3 on page 15 of the Downtown Transportation Plan ([Downtown Transportation Plan](#)) shows the “total delay” in hours for all vehicles at downtown intersections in the PM Peak Hour to grow from 600 hours in 2010 to 1600 hours under the 2030 “Build” Scenario (2.67 times more delay in 2030 ). See Attachment 2 for detailed trip growth estimates for Downtown per the City’s Bellevue-Kirkland- Redmond (BKR) travel forecasting model.

We are concerned that the perspective of projected traffic growth is missing from the discussion of the utilization of precious Downtown street capacity.

**We recommend that Council direct staff to expand the analysis of travel delays in Downtown to address:**

- a.) A broader area of Downtown streets including the parallel streets and the major cross streets of NE 8<sup>th</sup> St. and NE 4<sup>th</sup> Streets under current conditions, and

- b.) Analysis of the 2030 projected trip generation from the population (residents) and employment (jobs) growth anticipated in the 2030 Downtown Transportation Plan Update transmitted to the Council in October, 2013.

#### 4. **MMLOS Metrics for Bicycle Facilities.**

The Bicycle Priority Corridors map on page 92 of the 2009 Ped/Bike Plan ([2009 Pedestrian Bicycle Plan](#)) identified NE 108<sup>th</sup> Street (NS-1) as one of the two North/South Priority Bicycle corridors through Downtown (112<sup>th</sup>/114<sup>th</sup> St., or the Lake Washington Loop Trail (NS-2) being the other). We concur. The 2009 Ped/Bike Plan identified the former as a ‘Medium’ priority (Projects B-125 E & W) and the latter as a ‘High’ priority (Projects B-126 E & W and B-127 E & W) project. In 2018, neither corridor has been fully implemented.

The 2017 MMLOS Report ([MMLOS Final Report](#)) identifies a methodology to determine a Level of Service (LOS) for each of four modes of travel (vehicle, pedestrian, bicycle and transit). The metric identified for bicycle facilities is a new term called “Level of Traffic Stress” (LTS). There are four levels of traffic stress identified as (Table 9, p 26, MMLOS Report):

**LTS 1** is a level that most children & their parents would find comfortable and safe for riding.

**LTS 2** bicycle riders are representative of a typical mainstream adult and can accept some degree of stress while riding along a roadway.

**LTS 3** bicycle riders can tolerate some stress even though they may prefer to ride with a lower level of traffic stress.

**LTS 4** is tolerated for any significant distance only by “strong and fearless” bicycle riders who are comfortable riding in a mixed-traffic environment.

These levels of traffic stress require different bicycle facility components for similar roadway conditions (the two conditions considered are the speed limit and the daily volume of traffic).

**We recommend that the Council fully evaluate the long term trade-offs related to traffic operations on the streets in Downtown before deciding which LTS level is appropriate for Downtown streets when removal of existing traffic lanes are required for implementation of a bicycle facility.** The Demonstration Bikeway Pilot project includes short segments of bicycle facilities that would accommodate all four levels of traffic stress, including short segments for LTS 1 and 2, requiring removing existing traffic lanes and installing physical vertical separation in a 2 ft. wide buffer for the LTS 1 segments.

We believe that LTS 3 and 4 are appropriate for downtown streets, but not LTS 1 and 2. LTS 2 bikeways require removing an existing traffic lane to accommodate a “Striped Bike Lane” or higher on the 30 mph 108<sup>th</sup> Ave. NE (LTS 1 requires a vertically protected



buffered bike lane, which requires about 7 feet of width in each direction) whereas LTS 3 or 4 would not require removing traffic lanes (Table 10, p. 26, MMLOS Report).

**5. Demonstration Bike Lane Evaluation Criteria have not been identified.**

No evaluation criteria to determine the success or failure of the Demonstration Bikeway Pilot project have been identified nor quantified.

If this is a temporary demonstration project that can be removed if “it doesn’t work”, then specific metrics that measure what works and what doesn’t work need to be established before implementation and ‘before data’ needs to be collected prior to implementation. That is currently not included in the proposal.

Criteria might include:

- a. Changes in travel delay in Downtown, on a wide range of streets.
- b. Changes in traffic volume on a range of streets.
- c. Changes in the Vehicle LOS at specific intersections and Arterial Corridors
- d. The number of bicycle trips attracted to 108<sup>th</sup> Ave. NE.
- e. Changes in the number of bicycle trips attracted to Downtown.
- f. The traffic safety experience in Downtown in terms of reported collisions.
- g. The impacts on on-street parking.
- h. The impacts on current and projected bus stops along 108<sup>th</sup> Ave. NE.
- i. The potential for managed curb space for bus stops and passenger and freight load zones for increased ACES (e.g. Microsoft Connector, Uber/Lyft type services) demand for passenger load zones.
- j. Impacts on ingress and egress at adjacent buildings.
- k. Impacts on the benefit/cost of the future N.E. 10<sup>th</sup> Street off ramp from I-405.

**We recommend the Council direct the Transportation Commission to establish these metrics and evaluation criteria prior to Council approval of the Demonstration Bikeway Pilot proposal.**

**6. Potential Liability Issues related to Impact Fees.**

A concern has been raised about the City’s ability to re-allocate street space on traffic lanes that may have been partially funded by impact fees related to the development permit of a specific building in Downtown. These impact fees were required to be expended on capacity projects to maintain concurrency in the city. Would the City be responsible to refund any portion of them if impact fee funded capacity were reduced by the proposed Bike Pathway?

**We recommend the City Attorney evaluate this issue.**

## **Attachment 2 – Trip Growth in Downtown Bellevue per City Documents**

The following charts show the 2010 person trips in/out and within Downtown and the projected 2030 person trips prepared by staff using the Bellevue-Kirkland-Redmond (BKR) travel forecasting model. These charts show that there were 385,000 daily weekday person trips associated with Downtown in 2010 and that number of trips will grow by 280,000 daily weekday person trips (+73%) by 2030.

The data in the first chart is directly from the City's Downtown Transportation Plan update completed in 2013. The left bar shows the then estimated trips in 2010 on a daily basis for Downtown. The data used for the chart is shown below the chart. The right bar shows the estimated person trips per day in 2010 per our BKR travel forecasting model. The individual modes are shown in different colors, showing 'person trips'. The person trips in vehicles would be converted to vehicle trips with an average car occupancy factor to account for car pools and vanpools.

The second chart is a pie chart showing the estimated growth in daily person trips between 2010 and 2030 by mode. The data for this chart is shown in the 4<sup>th</sup> column of the data table on the bottom of the first chart.

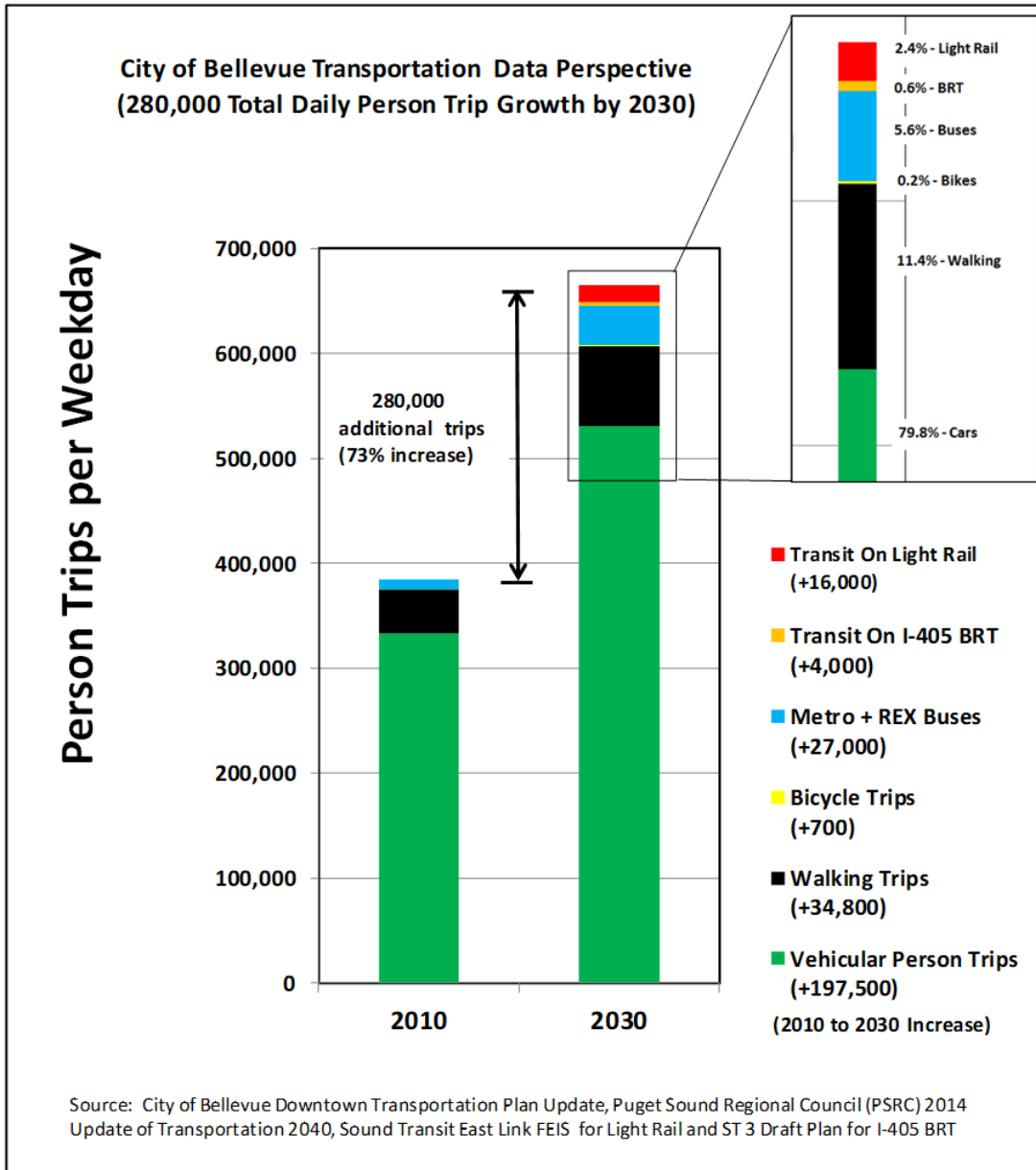
The BKR model does not evaluate bicycle trips nor does the city have a bicycle trip count system in place for Downtown. A reasonable estimate (See Attachment 3 for bicycle estimate methodology) is approximately 300 (0.08%) daily bicycle trips occurred in Downtown in 2010 which may grow to 1000 (0.15% of total daily person trips associated with Downtown) daily bicycle trips by 2030 assuming an aggressive bicycle facility implementation program.

The BKR model projects a growth of 197,500 daily person trips in Downtown by 2030 to be by vehicles, representing 70% of the total person trip growth.

In addition, the BKR model projects 31,000 additional bus transit trips in Downtown by 2030. We recommend the City analyze the impact on these trips the proposed Demonstration Bikeway would have, especially since 108<sup>th</sup> Avenue N.E. is designated as the Transit Priority Corridor in Downtown. With the Downtown Transit Center currently near capacity, additional transit stops along 108<sup>th</sup> are essential to accommodate future demand.

# Bellevue Downtown Trip Growth

## Daily Person Trips 2010 & 2030



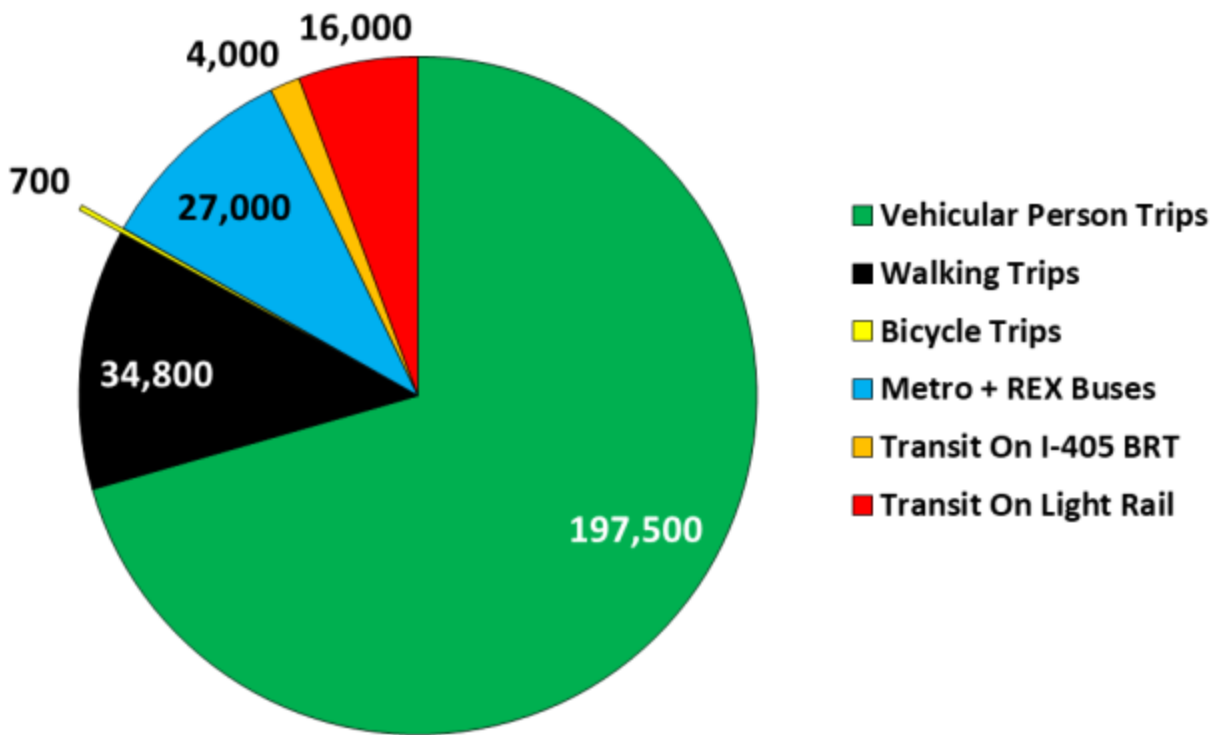
**City of Bellevue Transportation Data Perspective**  
**From the Downtown Transportation Plan (DTP), 2013**

| Average Weekday Trips (Downtown)                      | 2010    | 2030    | Increase | 2030 - % |
|---|---------|---------|----------|----------|
| Total Person Trips (per DTP BKR Model)                | 385,000 | 665,000 | 280,000  | 100.0%   |
| Transit On Light Rail (12,000 DT, 4,000 Main, per ST) | 0       | 16,000  | 16,000   | 2.4%     |
| Transit On I-405 BRT (2/3 of City Wide, est.)         | 0       | 4,000   | 4,000    | 0.6%     |
| Transit On Metro + REX Buses (Balance of Transit)     | 10,000  | 37,000  | 27,000   | 5.6%     |
| Total Transit Boardings/Alightings (DTP BKR Model)    | 10,000  | 57,000  | 47,000   | 8.6%     |
| Bicycle Trips (estimated)                             | 300     | 1,000   | 700      | 0.2%     |
| Walking Trips (2010 @ 10.7%, 2030 per DTP, p. 10)     | 41,200  | 76,000  | 34,800   | 11.4%    |
| Vehicular Person Trips                                | 333,500 | 531,000 | 197,500  | 79.8%    |

## Growth in Downtown Trips, 2010-2030

### Daily Person Trip Growth by Mode

(Total trip growth = 280,000 daily trips)



Source: City of Bellevue Downtown Transportation Plan Update, Puget Sound Regional Council (PSRC) 2014 Update of Transportation 2040, Sound Transit East Link FEIS for Light Rail and ST 3 Draft Plan for I-405 BRT.

Victor H. Bishop, P.E.  
December 6, 2017

### **Attachment 3, Estimating bicycle trips in Downtown**

The City has very little data on bicycle trips. Two hour peak period counts were made by volunteers and/or using existing cameras annually for one week in late September/early October from 2009 to 2013 at up to 14 locations in the city where bicyclists tend to travel. That data is provided in the 2013 Pedestrian and Bicycle Count Report, Bellevue Transportation Department. Page 39 shows the data by year, time period and location. Three of the 14 citywide locations are in Downtown, on Bellevue Way, 108<sup>th</sup> Ave. NE and 114<sup>th</sup> Ave. NE. near NE 4<sup>th</sup> St.

In 2013 the total AM peak two hour counts accumulated to 213 bike trips, and 270 in the PM peak two hours. No all-day counts were made, but it is reasonable to assume that the four peak hours might represent 40% of the daily trips, resulting in about 1200 daily trips counted city wide. These 14 locations included all of the known high bicycle usage locations. Therefore it is reasonable to estimate the total city wide bike trips to be in the 2000 per day range.

The two Downtown locations counted that year represented 11% of the counted bikes, or about 220 bicyclists estimated in Downtown. Therefore, an estimate of 300 bicyclists per day is reasonable for the number of bicyclists in Downtown in 2013.

Recall from the data in Attachment 2 that the BKR model estimated 385,000 daily person trips in Downtown in 2010, or bicycle trips representing 0.08% of the daily Downtown person trips.

Task 5 of PBII relates to recommendations on developing a count system for pedestrians and bikes for the city. To that end, two permanent count stations have been installed, one on the I-90 trail near Enatai and the other on the SR-520 Trail at 124<sup>th</sup> Ave NE. The I-90 location has been collecting data for over two years. Other locations will be established under the PBII scope of work.

Out of the 300 estimated daily bike trips in Downtown potentially half might be attracted to the proposed 108<sup>th</sup> Ave. NE corridor during the demonstration project, or about 150 per day. The demonstration project itself may attract an additional 150 bike trips per day, doubling the estimate to 300 per day.

The November 30, 2017 Open House on the Demonstration project included a keypad polling exercise for the 40 or so self-selected participants. Twenty percent of the participants identified themselves as “Strong and Fearless” (LTS 4), 44% as “Enthusiastic and Confident” (LTS 3), 31% as “Interested but Concerned” (LTS 2) and 5% as not bicyclists by choosing the “No way, no how” category of bicyclists. No LTS 1 (children or senior adults) responded to the keypad polling.

**Therefore, if the LTS 1 and LTS 2 riders were not accommodated, there might be an estimated 100 fewer users of the demonstration project per day. By comparison, the daily vehicle volume on 108<sup>th</sup> Avenue N.E. is in the 10,000 to 12,000 vehicles per day range.**