
» ATTACHMENT B
BDA RECOMMENDATION ON DEMONSTRATION
BIKEWAY AND BIKE SHARE PROJECTS



January 4, 2018

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

Dear Chair Bishop and Commissioners:

On behalf of the Bellevue Downtown Association (BDA), we're writing to express our recommendations for the City's consideration of a demonstration bikeway in Downtown and permitting of free-floating bike share.

Through a structured committee process, we invited BDA members to analyze and discuss the alternatives and build consensus recommendations for the BDA Board of Directors. Our four meetings surfaced a broad range of questions and perspectives about merits and concerns for each topic. Our Board on December 19, 2017, endorsed our Transportation Committee's recommendations (attached).

BDA members share a significant stake in the rollout and outcome of a demonstration project. Details, data and effective outreach will matter greatly before and during the implementation. You'll note our positions are conditioned around safety in our growing city core, traffic movements, right-of-way impacts, real-time evaluation and response, and funding considerations.

The BDA's committee meetings convened a diverse set of representatives from 23 member organizations. Our work with members suggests both projects will continue to attract ongoing interest and feedback from stakeholders. We strongly encourage a transparent, timely and fact-informed approach in the City's decision making and execution of the projects. The BDA is ready to support the City in outreach and communication.

We thank the City staff for their commitment of time and resources in helping us learn together and answering dozens of detailed questions. We also appreciate the Commission's thoughtful deliberation on how to move our City's bike infrastructure forward in a way that meets the community's expectations for improved safety and mobility.

Sincerely,

A handwritten signature in black ink that reads 'Patrick Bannon'.

Patrick Bannon, BDA President

CC:

Jim Hutchinson
BDA Chair

Franz Loewenherz
Bellevue Transportation Department

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The Bellevue Downtown Association has endorsed a position supporting the installation of a Demonstration Bikeway on 108th Ave NE (between Main St to NE 12th St) for a period of one year. The project will test and evaluate impacts of a potential new bike corridor in Downtown Bellevue.

In conjunction with this position, the BDA forwards the following conditions and recommendations:

Conditions

- 1. The project should operate for a year.** A year-long demonstration will accurately measure ridership and impacts during all seasons of use.
- 2. Ensure the Demonstration Bikeway is completely budgeted.** The project should have funding for implementation, maintenance, and a final step (either refinement or removal).
- 3. Assess performance.** The Demonstration Bikeway should be measured objectively through a systematic method of collecting data. Community feedback should also be routinely collected throughout the operation. The two approaches will be used for making necessary adjustments and ultimately for assessing performance.
- 4. City Council will be the determining body.** The City Council should be the authority to determine the implementation of the Demonstration Bikeway and ultimately whether it's refined or removed.

Recommendations

- 1. Ensure safety for all.** Consistent with the City of Bellevue's Vision Zero initiative, the Demonstration Bikeway corridor needs to be designed as a safe and comfortable place for people walking, bicycling, taking transit, and driving motor vehicles. An educational outreach program should be incorporated to promote safe bicycling practices and information about the new corridor.
- 2. Acknowledge change will occur to the right-of-way.** Minimize impacts to travel times, on street parking, and access to property.
- 3. Coordinate with transit and ride share services.** The Demonstration Bikeway should not disrupt regular bus operations and rider experience. The City must have cooperation from transit agencies and ride share programs.
- 4. Network connectivity is a high priority.** The Demonstration Bike Lanes should connect to the existing network of bike lanes.
- 5. Support existing initiatives, plans, and projects.** The Demonstration Bike Lanes should support the [Pedestrian and Bike Implementation Initiative](#) and the [2009 Pedestrian Bicycle Transportation Plan](#) by maximizing the return on investment of existing and anticipated near-term projects.
- 6. Performance should inform next steps.** The examined results and evaluated community feedback will determine whether to refine or remove the Demonstration Bike Lanes.

The Bellevue Downtown Association has endorsed a position supporting the permitted use of free-floating bike share within the City of Bellevue. The position includes the following recommendations:

1. Bike Share must be safe

- (1.1) Address the absence of helmets when using a free-floating bike
- (1.2) Prevent clustered bikes from being hazardous obstacles
- (1.3) Ensure enforcement of traffic laws to support the addition of free-floating bikes

2. Mitigate impacts

- (2.1) Cooperate with the bike share businesses about managing bikes
- (2.2) Protect public and private space from bike clustering
- (2.3) Communicate with property managers about bike shares on private property
- (2.4) Safeguard the aesthetics from mismanaged bikes
- (2.5) Prevent bike share from obstructing access to entrances

3. Permitting fees

- (3.1) Establish a permitting fee for bike share businesses to operate in Bellevue
- (3.2) Funds collected from the fees should be invested into sidewalks and bike facilities

4. Implement a Pilot Period

- (4.1) Analyze data from the Seattle pilot to establish metrics
- (4.2) Generate a model to measure impacts
- (4.3) Define a period of time to conduct a pilot program
- (4.4) Limit the number of bikes

5. Enforcement

- (5.1) Create a process to monitor issues
- (5.2) Establish a protocol for resolving problems
- (5.3) Consider penalties for bike share businesses not complying with City rules