

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** January 11, 2018

**TO:** Chair Bishop and Members of the Transportation Commission

**FROM:** Franz Loewenherz, Principal Transportation Planner  
[floewenherz@bellevuewa.gov](mailto:floewenherz@bellevuewa.gov) 425-452-4077

Andreas Piller, Associate Transportation Planner  
[apiller@bellevuewa.gov](mailto:apiller@bellevuewa.gov) 425-452-2931

**SUBJECT:** Downtown Demonstration Bikeway Project and Citywide Bike Share Pilot Program

## DIRECTION REQUESTED

Action

Discussion

Information

At the 1/11/18 Transportation Commission meeting staff will summarize its engagement of Downtown stakeholder groups and the broader community related to a Downtown demonstration bikeway project and a citywide bike share pilot program. Staff seeks a Commission recommendation to the Bellevue City Council on the scope and timing of implementing a Downtown demonstration bikeway project and a citywide bike share pilot program. In accordance with its Bylaws approved on 12/14/17, the Commission must also authorize a person to represent the transmittal of the recommendation to the council.

*Note: Multiple hyperlinks are included in this memo, requiring extensive Commission consideration. It will not be possible to review these materials in depth in the 45 minutes allotted to this topic at the 1/11 meeting. Staff offers to meet with Commissioners to review materials and answer questions in advance of the 1/11/18 meetings.*

## Background

Guided by the council's Pedestrian and Bicycle Implementation Initiative (PBII) [Program Principles](#) and [Scope of Work](#), the Transportation Commission and staff are working with community stakeholders to advance the projects and programs identified in the [2009 Pedestrian and Bicycle Transportation Plan](#). Public [engagement](#) associated with PBII continues

to serve an important role in helping the Transportation Commission evaluate and prioritize budget recommendations for citywide investments in non-motorized infrastructure. To that end, the Bellevue Downtown Association (BDA) invited staff (see [one page summary](#)) and members of the Bellevue Transportation Commission to engage in a discussion about how to make Downtown a comfortable, safe, attractive place for people to bike. This consultative process informed the BDA's bicycle infrastructure improvement recommendations to the Commission on implementing:

- a *bike share program* that permits private companies to make bicycles available for shared use to individuals on a short-term basis; and,
- a *demonstration bikeway project* in which temporary and low-cost treatments are made to Downtown streets to provide a real-world opportunity to evaluate how bikeway design concepts function in Bellevue.

On 9/28 staff attended the first of three [BDA Transportation Committee](#) meetings providing an overview on PBII and the BDA consultative process (see [presentation](#)). Staff shared with the Committee a [map](#) of the following four candidate demonstration bikeway project corridors:

- 108th Ave NE between Main St and NE 12th St;
- Main St between 105th Ave NE and 112th Ave NE;
- NE 2nd St between 106th Ave NE and 110th Ave NE;
- 106th Ave NE between Main St and NE 12th St.

At the first meeting, staff solicited BDA Committee input on nine draft evaluation criteria for assessing the four candidate corridors. Committee members asked a wide range of questions and offered suggested refinements to the criteria (see [Q&A from Bike Series Meeting #1](#)).

At its second meeting on 10/26, the BDA Transportation Committee was presented an assessment of the four candidate corridors evaluated with eleven criteria that take into account feedback received from its 9/28 meeting (see [City Staff PowerPoint Presentation | Meeting #2](#)). Staff also presented the Committee with a [Briefing Book](#) depicting street-level visualizations of the conceptual designs under consideration for each of the candidate corridors.

Multiple business representatives at the 10/26 BDA Committee meeting spoke in favor of 108th Ave NE as their preferred corridor for a demonstration project given its Bike Network Connectivity and Bike Facility Comfort ratings cited as the highest priority assessment criteria (see [Member Observations | Meeting #2](#)). Joining the BDA Committee at its 10/26 meeting were Commissioners Bishop, Woosley, and Chirls.

At its third meeting on 11/16, the BDA Transportation Committee was presented preliminary results from the Downtown Demonstration Bikeway Project Survey and Synchro traffic demand modelling results (average intersection delay per vehicle) along the 108th Ave NE candidate corridor for several design options (see [City Staff PowerPoint Presentation | Meeting # 3](#)). Joining the BDA Committee at its 11/16 meeting were Commissioners Woosley and Lampe.

After the staff presentation, the BDA Committee began formulating a recommendation, which was completed at a fourth and final meeting on 12/7.

The BDA Board of Directors received a briefing from the BDA Transportation Committee at its 12/19 meeting and concurred on a position of support for demonstration bike lanes on 108th Ave NE between Main St and NE 12th Street, and permitting free-floating bike share within the City of Bellevue (see Attachment 1 | BDA Board Recommendation).

Engagement of other Downtown stakeholder groups and the broader community took place concurrently with the BDA process. These include:

- Briefings: The Bellevue Transportation Commission received a briefing at its 9/28 meeting (see [presentation](#)) and its 11/9 meeting (see [presentation](#)). King County Metro and Sound Transit were briefed on 10/9 to ensure transit agencies have an opportunity to inform the candidate demonstration bikeway project. The Bellevue Chamber of Commerce Public Affairs Committee received a briefing at its 10/12 meeting (see [presentation](#)). Several emails were sent to the Old Bellevue Merchant's Association requesting the opportunity to provide a briefing.
- Community surveys: An online survey exploring the public's interest in privately run bike share services was released on 9/1 and was available through 10/30; it generated 816 responses (see [summary results](#) and [raw data](#)). An additional online survey on candidate demonstration bikeway project corridors was released 11/1 and was available through 12/31; it generated 1,260 responses ([summary results](#) and [raw data](#)).
- Open houses and "pop-up" events: An Eastside Bike Share Vendor Fair took place on 9/27 at Bellevue City Hall (see [presentation](#)), generating media coverage by The Seattle Times, KIRO 7, KING 5, KPLU, KUOW, and others. A Downtown Demonstration Bikeway Open House took place on 11/30 (see [presentation](#) and [overview](#), [106th Ave NE](#), [108th Ave NE](#), [Main St](#), [NE 2nd St](#) boards, and [keypad polling results](#)), generating media coverage from Bellevue Reporter, KIRO 7, and the Seattle Bike Blog. In addition to the open houses, three pop-up events were held on 11/15, 11/21, and 11/28 to solicit feedback from people who live, work or visit downtown (see [boards](#)).

Additional community feedback (see Attachment 2 | Additional Letters of Support) was received from the following organizations in the form of letters of support:

- Microsoft: Endorsed goal of establishing at least one east-west and at least one north-south bicycle bikeway within downtown, with connectivity to regional bicycle corridors.
- Overlake Hospital Medical Center: Expressed support for the 108<sup>th</sup> Ave NE route due to its proximity to the downtown transit center and connection with established cycling routes.
- HNTB: Expressed support for the 108<sup>th</sup> Ave NE route due to its proximity to their corporate office and the downtown transit center.
- LimeBike: Expressed support for creating designated bikeways in the City of Bellevue. Also, expressed their commitment to providing Bellevue residents a convenient and easy-to-use smart bike sharing system that is an eco-friendly, healthy, and affordable way to travel.

- SAP Concur: Expressed support for the 108<sup>th</sup> Ave NE route due to its proximity to their corporate office, downtown transit center, and existing bike facilities. Also, expressed support for permitting station-less bike share that adds to the suite of available travel options for employees and visitors.
- Cascade Bicycle Club: Expressed support for the 108<sup>th</sup> Ave NE route due to its proximity to their corporate office, downtown transit center, and existing bike facilities. Also, expressed support for two east-west corridor improvements including expediting construction of NE 12<sup>th</sup> St from 108<sup>th</sup> to 116<sup>th</sup>) and implementing a rapid build project along Main Street from Bellevue Way to 108<sup>th</sup> Ave. Also, expressed support for permitting station-less bike share.

At its 1/11 meeting, the Transportation Commission will consider community feedback received from briefings, surveys, and open houses and prepare its council recommendation (see Attachment 3 | Draft Commission Transmittal Letter to the City Council). The Bellevue City Council will receive a briefing and Transportation Commission recommendation regarding the scope and timing of implementing a Downtown demonstration bikeway and a citywide bike share project on February 5, 2018.

The city has funding from the Neighborhood Safety, Connectivity, and Congestion Levy, approved by voters in November 2016, to implement bicycle facility improvements citywide as well as a Downtown demonstration bikeway corridor. If a bike share demonstration is launched in 2018, it will be privately funded. The city's role is primarily one of regulation and enforcement—determining how bike share companies are allowed to operate in Bellevue and ensuring that they abide by those requirements once established.

**ATTACHMENTS:**

- Attachment 1 – BDA Board Recommendation
- Attachment 2 – Additional Letters of Support
- Attachment 3 – Draft Commission Transmittal Letter to the City Council

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**» ATTACHMENT 1**  
**BDA BOARD RECOMMENDATION**

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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

p 425.453.1223 f 425.646.6634

[bellevuedowntown.com](http://bellevuedowntown.com)

400 108<sup>th</sup> Ave NE, Suite 110 Bellevue, WA 98004

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

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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

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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



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**»» ATTACHMENT 2**  
**ADDITIONAL LETTERS OF SUPPORT**

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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 a long tail on the "n".

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

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

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  
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Improving Lives Through Bicycling

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[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.



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

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**» ATTACHMENT 3**  
**DRAFT COMMISSION TRANSMITTAL LETTER**  
**TO CITY COUNCIL**

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# Transportation Commission

**DRAFT**

## TRANSMITTAL

January 16, 2018

The Honorable Mayor John Stokes  
Members of the Bellevue City Council  
450 110<sup>th</sup> Avenue NE  
Bellevue, WA 98004

**RE: Commission Recommendation – Downtown Demonstration Bikeway Project and Citywide Bike Share Pilot Program**

Dear Mayor Stokes and City Councilmembers:

At its January 11, 2018 meeting, the Transportation Commission voted unanimously in favor of recommending that the City Council direct staff to proceed with implementing a Downtown demonstration bikeway project and establishing a pilot permit for private bike share services to operate within the City of Bellevue. This recommendation is informed by a targeted engagement of Downtown stakeholder groups and the broader community. Reflected in this next section are suggestions on scope and timing:

- **Downtown Demonstration Bikeway Project** – Using temporary and low-cost treatments, this project will implement improvements to create a “high-comfort” bikeway along one corridor in Downtown. Of the four candidate corridors considered, it is recommended that the project be implemented along 108th Ave NE from Main St to NE 12th St (see Attachment 1), which is identified as a north-south priority bicycle corridor and provides connections to regional bicycle routes.
- **Citywide Bike Share Pilot Program** – This will create a permit that establishes a legal framework for private companies to operate bike share services in Bellevue as a pilot program for a period of up to one year. Compliance with permit terms will be monitored and enforced as warranted. Data will be collected from bike share operators and via community engagement, which will inform evaluation of the program.

In support of these projects it is recommended that staff commence work on:

- Design and permitting with a target implementation date of May 2018 (which corresponds with Bike to Work Month);
- Developing a scope of work to assess outcomes for all street users, including people bicycling, walking, driving, using transit, and transporting goods, based on data and community engagement;
- Coordinating with private and non-profit organizations to support the launch and test period of the Downtown demonstration bikeway project with education and encouragement activities.

The data collection period informing the evaluation of both the demonstration bikeway project and bike share pilot program will last through December 2018. Modest operational refinements may be made to the demonstration bikeway during this period as required to maintain safety for all street users. Staff will share the results of the evaluation with the Transportation Commission in early 2019 to inform their consideration of next steps—that is, whether and how to make the bikeway project and the bike share program permanent.

Transportation Commission members are honored by your trust and confidence in selecting us to oversee the Pedestrian and Bicycle Implementation Initiative (PBII). In this capacity, we have been guided by Council’s program principles as we collaborate with staff and the community to advance the PBII scope of work, including its commitments to the projects identified in this recommendation.

Sincerely,

Vic Bishop  
Chair, Transportation Commission

*Attachment A – Project Description and Map [Will be emailed in advance and copied in your desk packet]*