



TRANSPORTATION COMMITTEE

DATE: Wednesday, June 5, 2019
TIME: 12:00 p.m. – 1:30 a.m.
PLACE: Bellevue Downtown Association | Fifth Floor Conference Room
Co-Chairs: Amy Carlson & Susan Stead

AGENDA

1. Welcome, Introductions, and Meeting Expectations

- a. Co-Chairs will explain expectations for the meeting's outcome.

2. Main Street Bike Lane Presentation and Q&A

- a. City Staff will share details about the Main St bike lane alternatives and background information about the City's existing policies and process.
- b. Member Q&A

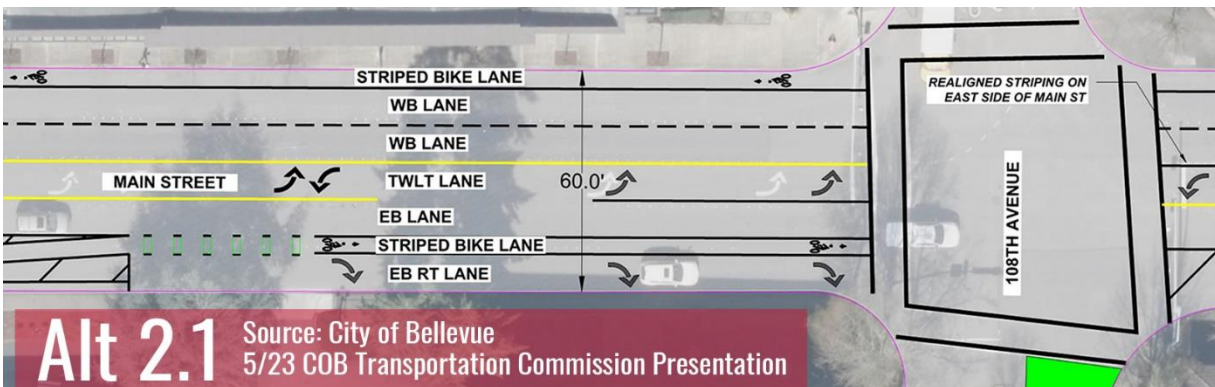
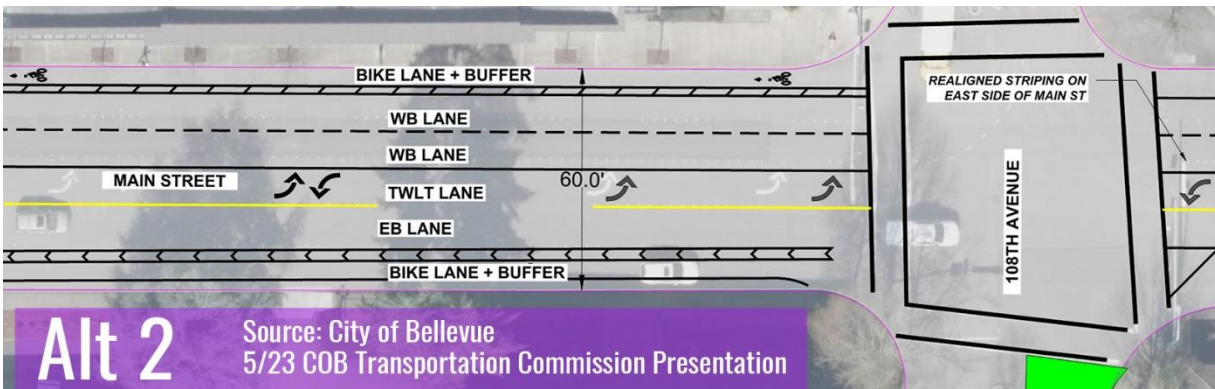
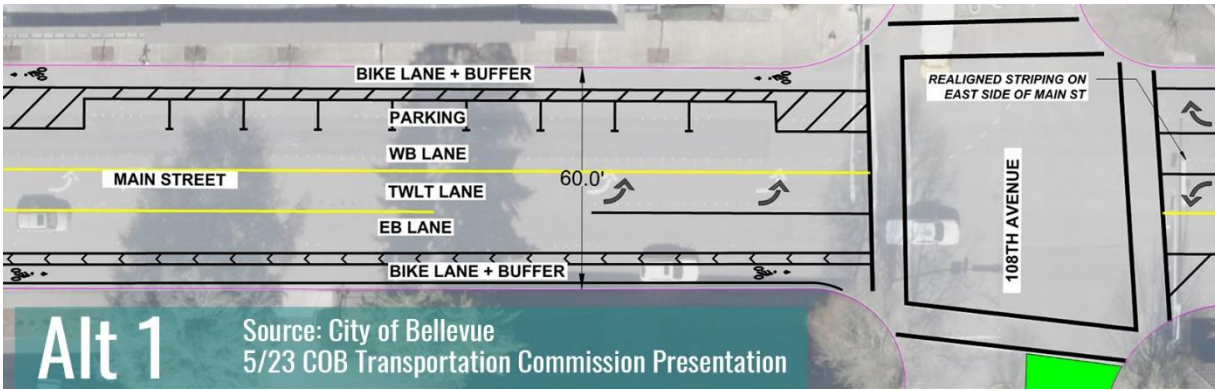
3. Member Feedback

Discussion will follow the BDA Downtown Access Strategy's approach to *Acknowledge Competing Goals*. Reference *Existing Conditions* to establish realities and provide input on how Main Street bike lanes do or don't achieve the *BDA's Desired Outcomes*.

- a. Does an East-West bike corridor work within the *Existing Conditions* and achieve or prevent a *Desired Outcome*?
- b. Who benefits from an East-West bike corridor? Who is negatively impacted? What is the solution to achieve the benefit while avoiding impacts to other users?
- c. How do bike lanes along Main Street advance the *BDA's Desired Outcomes*? What are the immediate impacts to businesses, residents, and visitors? Looking forward, what are some uncertainties that are valuable to consider when planning for the future?

ATTACHMENTS

- Main Street Bike Lane Alternatives
- Member Survey Results re: Main Street Bike Lanes
- BDA Letter re: 108th Ave NE Bike Lanes
- BDA Downtown Access Strategy



PM PEAK TRAVEL TIME

Direction	Existing	Alt 1	Alt 2	Alt 2.1
Eastbound	2.3 mins	2.4 mins	2.3 mins	2.2 mins
Westbound	1.7 mins	2.6 mins	1.7 mins	1.7 mins

AM PEAK TRAVEL TIME

Direction	Existing	Alt 1	Alt 2	Alt 2.1
Eastbound	1.6 mins	1.8 mins	1.8 mins	1.7 mins
Westbound	1.4 mins	1.4 mins	1.4 mins	1.4 mins

PM PEAK LEVEL OF SERVICE

Intersection	Existing		Alt 1		Alt 2		Alt 2.1	
Bellevue Way/Main	54.6 secs	D	55 secs	D	51.8 secs	D	51.8 secs	D
106 th /Main	21.7 secs	C	39.7 secs	D	21 secs	C	19.7 secs	B
108 th /Main	17.6 secs	B	35.5 secs	D	24.5 secs	C	22.5 secs	C

AM PEAK LEVEL OF SERVICE

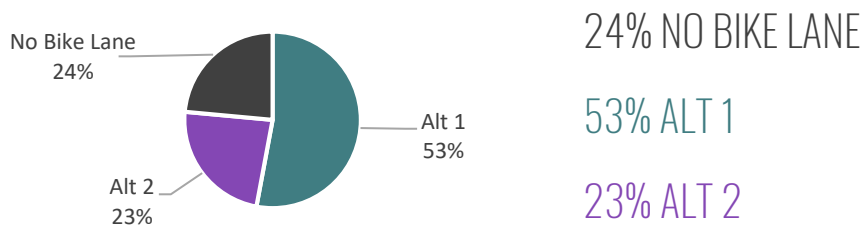
Intersection	Existing		Alt 1		Alt 2		Alt 2.1	
Bellevue Way/Main	37.7 secs	D	38 secs	D	37.5 secs	D	38 secs	D
106 th /Main	8.8 secs	A	10.9 secs	B	10 secs	A/B	9.9 secs	A
108 th /Main	20 secs	B	24.8 secs	C	23.8 secs	C	21.1 secs	C

BDA MEMBER SURVEY RESPONSES RE: Main Street Bike Lane Extension

18 Individual Member Organization Responses

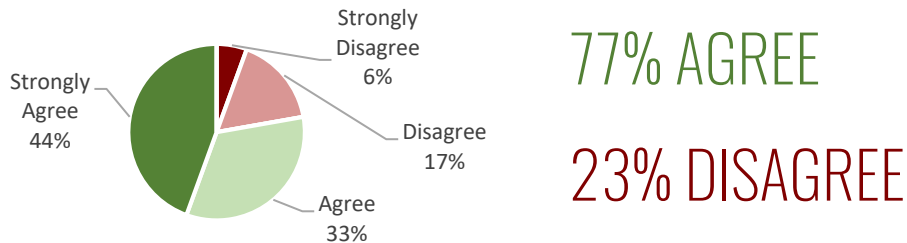
Amazon	Colliers	HNTB	Kemper Development Company	Microsoft	SAP Concur
Bellevue LifeSpring	Fana Group of Companies	Jacobs Engineering Group	Langton Spieth LLC	RAMCO Properties LLC	Symetra
Cascade Bicycle Club	Hal Woosley Properties, Inc.	John L Scott	Lime	REI	Wallace Properties

Member response on a preferred Main Street bike lane alternative.

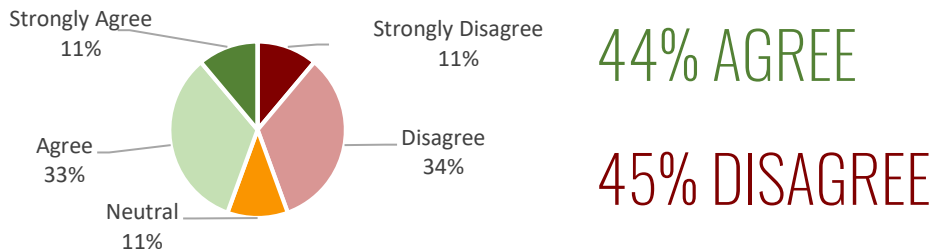


Member responses on whether the Main Street bike lane extension serves to achieve the DAS Desired Outcomes.

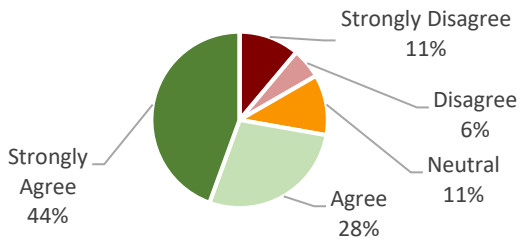
1) Main Street bike lanes improve travel experience to, from and within the Downtown area, with an emphasis on time savings, safety, and environmental stewardship.



2) Main Street bike lanes advance major highway projects that maximize efficiency to and from Bellevue, and advance local projects that maximize throughput for Downtown Bellevue.



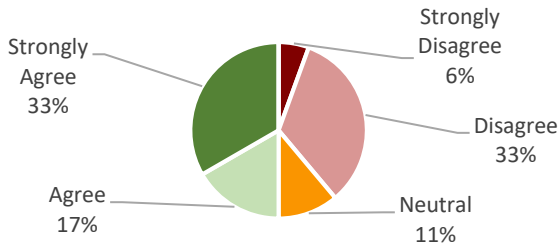
3) Main Street bike lanes serve land use patterns and build the infrastructure to accommodate planned growth.



72% AGREE

17% DISAGREE

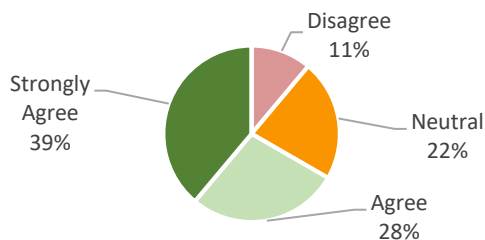
4) Main Street bike lanes reduce drive-alone commute mode share in peak periods.



50% AGREE

39% DISAGREE

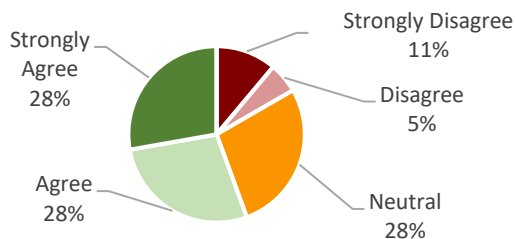
5) Main Street bike lanes reduce collisions and prevent transportation-related injuries across all modes.



68% AGREE

11% DISAGREE

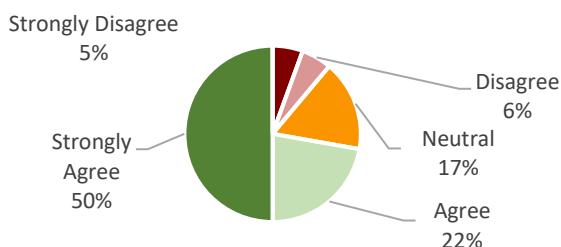
6) Main Street bike lanes accommodate emerging technologies and market disruptors within the built environment.



56% AGREE

16% DISAGREE

7) Main Street bike lanes strengthen Downtown's growing, diverse economy.



72% AGREE

11% DISAGREE

May 10, 2019

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

Re: 108th Ave NE Demonstration Bikeway

Dear Mayor Chelminiak and Councilmembers:

The Bellevue Downtown Association (BDA) recommends the City of Bellevue retain the bike lanes along 108th Ave NE. This Board-approved position resulted from extensive BDA member review and discussion since Q4 2017, including five BDA Transportation Committee meetings, multiple Board check-ins, and a recent BDA member survey.

The City of Bellevue's *Downtown Demonstration Bikeway Assessment Report* of 108th Ave NE acknowledges bike trips increased, vehicular travel times were unaffected, and cyclists transitioned off sidewalks onto the bikeway. Identified tradeoffs included minor impacts to transit and garage operations. In other words, Downtown Bellevue's bike connectivity and safety improved without major impacts to other modes. Strengthening multimodal connectivity in a measured way is consistent with past BDA positions and its 2019 adopted Downtown Access Strategy.

Based on our review of the report and evaluation of the demonstration bikeway, we wish to communicate the following five points to help inform future investments and plans for 108th Ave NE.

1. **Enforcement** across all modes needs to be strengthened. A functional multimodal system relies on people who comply with the rules. As Downtown's transportation network expands and accommodates growth in trips, enforcement needs to adapt with the changes to ensure travel safety and efficiency.

108th Ave NE serves private and commercial vehicles, rideshares, pedestrians, bicyclists, public transit and employer shuttles, and other emerging modes. Each of these uses needs to be monitored for enforcement.

2. **Safety** must remain a priority and opportunities to improve safety for the 108th Ave NE bike lanes should continue to be identified and implemented. Appropriate safety measures should account for all modes and access points along the corridor. Acknowledging future growth and planning for these changes will be critical for maintaining a safe environment.

108th Ave NE provides access to multiple office garages, supports the Bellevue Transit Center, is vital for vehicular and transit throughput, connects bikes to a broader network, serves pedestrians with a key access point to the Grand Connection, and supports residences and businesses throughout Downtown Bellevue.

3. **Data** must continue to be collected to track trends in usage of the 108th Ave NE bike lanes and impacts to businesses and parking garages on the corridor. Information should be used to identify issues and opportunities, make changes and inform decisions for future investments.

Due to the multimodal function of 108th Ave NE, regular system assessments to maximize efficiency and throughput are needed to identify issues and offer solutions.

4. **Connectivity** is essential for building a fully functional multimodal system. Acknowledging a mode is only as useful as its system's reach; it's important to continue advancing connectivity for modes that currently operate in isolated stretches. Impacts to other rights-of-way and modes must be considered and mitigated where possible in the design and implementation of new facilities.

108th Ave NE is a nexus for Downtown mobility, and accessing it relies on a broader, connected transportation network.

5. **Coordination** among the users of 108th Ave NE is necessary for a functional multimodal system. The City must communicate and establish expectations for these trip users; notable examples include the public, transit agencies, private shuttles, transportation network companies (TNC), bike share companies, parking garages, and freight and delivery companies.

Designate pick-up and drop-off zones for rideshares, freight and deliveries. Organize mobility plans with transit agencies, private shuttles and parking garages. Increase public awareness of the rules through outreach.

We will continue to track bike facility projects in and around Downtown Bellevue. Our members understand growth is going to increase trips and create new challenges, and the BDA remains committed to positioning our members to address challenges and share informed feedback in a timely manner. Thank you for your consideration and leadership on this project and others to come as our Downtown continues to grow.

Sincerely,



Jim Hutchinson
BDA Board Chair



Patrick Bannon
BDA President

The BDA Downtown Access Strategy serves to guide Member advocacy and the BDA's approach to project and policy recommendations. The strategy includes steps that acknowledge *existing conditions* in the Downtown area and identify *desired outcomes* to direct the BDA's advocacy focus. These steps inform the *Transportation Committee's approach* to evaluating mobility issues and formulating feedback to the BDA Board.



Downtown Access Strategy Objective: To convene members to address, advance and inform transportation recommendations, projects and initiatives that improve mobility in, from and within Downtown Bellevue and to do so in the most effective and timely ways to achieve the desired outcomes.

Existing Conditions: Shared understandings of mobility in and around Downtown Bellevue.

1. Downtown Bellevue is the regional transportation hub of East King County.
2. Traffic congestion and trip growth are inevitable in a growing, dynamic economy. Increased congestion impacts Downtown Bellevue's quality of life and poses risks to its economy.
3. Population and job growth, regular workday and school schedules, road and curb capacity constraints, and limited travel options all contribute to peak period congestion.
4. Retail shopping, regional events and attractions, entertainment and recreation, and road and curb capacity constraints commonly contribute to off-peak travel congestion.
5. Historically and currently, most trips are made by private vehicle. Employers, employees, residents and visitors increasingly seek multimodal travel options for more reliable and/or cost competitive trips.
6. Attractive transit, rideshare, non-motorized options, and employer commute programs can directly reduce drive-alone commute trips.
7. Commute times and distances have increased for a substantial portion of the Bellevue workforce, in part, due to the limited supply of attainable housing.
8. Project funding for future transportation investments is limited and competitive to acquire.
9. Adopted transportation plans and studies provide essential data and background information.

Committee Approach: Process for addressing mobility issues and communicating to the BDA Board.

1. **Track Issues** – Staff will review emerging information about mobility issues to *identify topics* to engage.
2. **Identify Topics** – Members are invited to recommend topics, and Committee Chairs will establish agendas. Competing topics for Committee focus will be determined by Committee Chairs. The *Desired Outcomes* will help inform the selection of a topic.
3. **Acknowledge Competing Goals** – Discussion will identify how a project or initiative would support (who/what) and could negatively impact (who/what). Use the *Existing Conditions* to establish common ground and recognize *Desired Outcomes* to facilitate collaboration.
4. **Education & Deliberation** – Subject matter experts will be invited to share insight, data and official materials with Members. Committee Chairs will facilitate discussions and input will be collected.
5. **Committee Consensus** – Committee Chairs will seek Member consensus on a recommendation to forward to the BDA Board for appropriate action.

Desired Outcomes: Mobility Goals for Downtown Bellevue.

1. Improve travel experience to, from and within the Downtown area, with an emphasis on time savings, safety, and environmental stewardship.
2. Advance major highway projects that maximize efficiency to and from Bellevue, and advance local projects that maximize throughput for Downtown Bellevue.
3. Serve land use patterns and build the infrastructure to accommodate planned growth.
4. Reduce drive-alone commute mode share in peak periods.
5. Reduce collisions and prevent transportation-related injuries across all modes.
6. Accommodate emerging technologies and market disrupters within the built environment.
7. Strengthen Downtown's growing, diverse economy.