

From: Chris Johnson <cjohnson@bellevuechamber.org>

Sent: Thursday, July 11, 2019 6:17 PM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: RE: Presentation: Main Street Bike Lanes at Bellevue Chamber Public Affairs - 7/11/19

Importance: High

Dear Commissioners – Thanks again to the Commission for considering our correspondence on the record regarding proposed bike lanes on Main Street. Earlier today, City staff made a presentation before the Bellevue Chamber Public Affairs Council regarding alternatives currently under consideration.

We appreciated the opportunity to learn more about the data and policy assumptions behind the alternatives, as well as engage in a spirited question and answer session. Staff are to be complimented for the thoughtful manner in which they engaged our membership and promised to provide written responses to our follow-up questions.

Nonetheless, we believe additional consideration of the baseline questions contained in our correspondence, as well as additional data collection and analysis regarding the short and long-term effects of the alternatives upon all affected modes, as well as overall system performance in the baseline year of 2030 is merited.

We recommend that Commission and staff take additional time to make certain we get this right. Thanks again for considering our input.

Sincerely - Chris

Chris Johnson | Director of Government Relations

Bellevue Chamber of Commerce

P: 425.213.1208 | F: 425.462.4660 | E: cjohnson@bellevuechamber.org

330 112th Ave. NE, Suite 100, Bellevue, WA 98004

From: Siri Betcher <sbetcher2013@gmail.com>
Sent: Thursday, July 11, 2019 5:46 PM
To: Transportation Reception <TRReception@bellevuewa.gov>
Subject: Bikes on public roads [Main Street, Bellevue, WA]

Hello Transportation Commission,

My greatest concerns about allowing bikes on the public roadways are the lack of rules being asked of cyclists and enforcement of those rules. The helmet law is the first rule that comes to mind. Will there be police on bikes to issue citations to cyclists? Will there be police riding bikes in the bike lanes to show how to conduct themselves properly in the bike lanes? Riding a bike on the public roads is treating the bike like a motorized vehicle and following all its rules. Can the residents of Bellevue expect that? In China, the cyclists are expected to act like responsible drivers of motor vehicles.

My greatest fear when driving my vehicle with a biker on the road is that s/he will act like a chameleon -- switching back and forth between riding on the public roads like a car and following driving rules AND riding as a recreational cyclist on the sidewalk or worst yet, riding in the gap between the vehicle and the sidewalk to get ahead of the traffic line [with NO bike lane].

Will there be policies written up and made readily available to the public?

Firstly, how is a bicycle defined? Two wheels aligned only? No unicycle? No 3-wheelers [a parent towing a toddler]. What about the motorized scooter where the two wheels are parallel to each other?

Secondly, is there an age minimum to ride a bike on the public roads? Roughly a 5 or 6 years old can learn to ride a bike. Does the young cyclist need to be accompanied by an adult? Does the young cyclist need to complete a certain training before being allowed to ride on the public roads? For ages 5 - 15, 16 - 18?

Are bikes allowed to ride two abreast? one in the bike lane and the other adjacent in the roadway?

Could there be a one-year pilot study to assess the advantages of bikes at Main Street over the disadvantage of cyclist fatalities?

If the government requires a license for drivers of motor vehicles and motorcyclists to be on the public roads, then surely the cyclists need some sort of licensing [plate] hanging from their bicycles, to be identified and possibly ticketed -- if their maneuvers are deemed reckless and dangerous to the public.

Siri

From: Joel Glass <joelg@designguildhomes.com>
Sent: Thursday, July 11, 2019 3:34 PM
To: Transportation Reception <TRReception@bellevuewa.gov>
Cc: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; McDonald, Kevin <KMcDonald@bellevuewa.gov>; Council <Council@bellevuewa.gov>
Subject: Oppose the Main Street Bike Lane Extension

Dear Transportation Commissioners:

Thank you for your time and service to the city.

After reading through the packet information provided for the Main Street Bike Extension it appears Cascade Bicycle club must have a much more organized write in campaign with their canned letters urging you to support this bike lane extension than the Save Our Lanes folks. I urge to oppose the bike lane extension. It appears that very little study has been done to look at the full impact or other alternatives to this proposed project. As you know, with our super blocks there is very limited lane miles in the downtown. We need to very careful when considering to eliminate our very limited travel lanes. The model information provided is very suspect. It does not make sense that when you eliminate lanes that you improve traffic flow.

Please request staff examine NE 2nd as an alternative to Main Street. Some advantages to NE 2nd:

1. It could likely be added without eliminating automobile travel lanes.
2. It directly connects to a very popular existing bike route on the east end, The Lake Washington loop. <https://ridewithgps.com/routes/26945617>
3. NE 2nd is closer to NE 12th so there would be less distance between the East-West Bicycle corridors. It's also half the distance from both NE 12th and NE 2nd to NE 6th where the transit center is located. This should make it easier for bicycle commuters to utilize the facility.
4. NE 2nd can more easily have the bike facilities all the way through the downtown and not need to end at 108th. And be a bike lane to nowhere which is what the Main Street extension proposal is presently.
5. NE 2nd is not as heavily traveled as Main Street.
6. NE 2nd connects 2 downtown parks, Bellevue Downtown Park and park coming soon at 110th Ave.

By way of background, I'm a 50+ year resident of Bellevue and a business owner in Bellevue. I'm an avid cyclist, I ride well over a couple thousand miles a year. I served on the Transportation Commission for 8 years. During my time as a commissioner we adopted the last major update to the Ped Bike Plan. Interestingly, when we discussed how bike lanes could be added downtown there was always alternatives to eliminating travel lanes that were offered by staff. Sharrows was a popular option at that time. Additionally it was proposed, that as properties were developed the property owners could be required to dedicate more area to Ped Bike facilities.

Please **oppose** the Main Street Bike Lane Extension.

Joel Glass
4216 – 137th Ave NE
Bellevue, WA 98005

FROM: Todd R. Woosley
To: Bellevue Transportation Commission, Lei Wu Chair
Cc: Councilmember Conrad Lee, Commission Liaison
Andrew Singelakis, Transportation Department Director
Paula Stevens, Transportation Department Deputy Director
DATE: July 10, 2019
RE: **Main Street Bike Lanes:** Please delay any action to reduce Main Street's capacity

Dear Chair Wu and Transportation Commissioners,

Thank you for considering delaying the reduction of Main Street in Downtown Bellevue from five to three motorized vehicle lanes. The inadequate public process, increased congestion and limited benefits of the proposed temporary, incomplete Main Street bike lanes do not justify taking away lanes at this time.

This important decision is one that will have significant long-term impacts on public safety, overall mobility and economic development in Bellevue. Whether or not to take away scarce motorized vehicle capacity is a decision that should only be made following a robust public process, and a more comprehensive analysis of all the proposed Main Street bike lanes' impacts is complete. It is premature to add bike lanes on Main Street.

Ideally, The Commission would recommend the bike lanes' location and design be decided as part of the proposed Transportation Master Plan. Only by considering these proposed bike lanes in the overall context of Downtown's transportation system can their most effective location and design be determined.

At a minimum, the City of Bellevue should wait to take away lanes on Main Street until public and private development projects, which already congest Main Street, are complete. For example, Sound Transit's East Link light rail construction has reduced the capacity of Main Street and 112th Avenue N.E., forcing vehicles to use Main Street to get to Bellevue Way instead. It is unacceptable that two key intersections (Bellevue Way and 112th Avenue N.E.) on Main Street in Downtown are already failing to meet the City's Level Of Service (LOS) standards. Any action that would further exacerbate congestion along Main Street is counter to Bellevue's overall goal of improving mobility on City streets.

In addition, I recommend the City adopt a "No Net Loss of Capacity" policy that should lead to bike lane designs that add to, rather than detract from, Bellevue's transportation infrastructure's limited capacity. The goal should be to maximize our system's overall throughput.

To further help you understand why a delay is the best action for the Commission to take, please find below a summary of many of the challenges and/or problems associated with the current proposal to reduce Main Street's capacity:

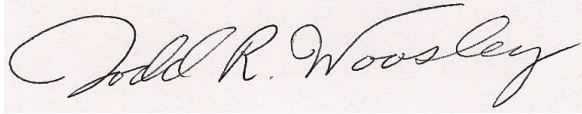
1. Life Safety will be compromised: The increased congestion from any of the proposed bike lane design alternatives will increase the time it takes for emergency medical, fire and police services to be delivered.
2. Major current and upcoming construction projects will continue to significantly congest Main Street: Ongoing East Link light rail construction, the impending demolition of the Main Street/I-

405 overpass, and major private developments along Main Street, already cause enough headaches on Main Street. We need to preserve as much capacity as possible until this construction is completed.

3. The N.E. 2nd Street widening to five lanes is unfunded: N.E. 2nd Street is supposed to be widened to five lanes to replace any loss of capacity on Main Street. However, this replacement capacity is not funded for completion for at least twelve years. N.E. 2nd Street should be either widened to five lanes before Main Street is constricted, or the bike lanes should be located on N.E. 2nd Street and Main Street remain five lanes.
4. The staff's analysis of the bike lanes' congestion impacts is incomplete: While the analysis that was done is informative, it fails to analyze the fundamental alternatives of a five lane vs. three lane Main Street. The Commission, Council and public deserve to see a direct comparison between a three and five lane Main Street.
5. The public has not been given adequate opportunity to participate in this decision: There needs to be more opportunities for neighborhoods, businesses, property owners and other impacted stakeholders to provide input to the City.
6. Bellevue's Public Process is being distorted: I believe such a significant decision should not be made by an unelected, appointed advisory body. The City Council should hold a Public Hearing on this proposal.
7. The basis for this proposal is faulty: Using the 2009 Pedestrian-Bicycle Plan as justification for these bike lanes is problematic for three reasons.
 - a. First, the City has already met the Plan's goal of having an east/west bike route in Downtown with the existing fourteen foot wide, grade separated path along N.E. 12th Street. This route already goes beyond I-405, all the way to 120th Avenue N.E.
 - b. Second, the land use vision of small-scale development along Main Street has been replaced by a high-density urban development vision. The significant increase in motorized vehicle trips the Downtown Livability Update's upzone will cause requires more, not less, motorized vehicle capacity on Main Street.
 - c. Third, the Plan's introduction states bike lanes will "...reduce congestion...". The City's own analysis shows any of the proposed Main Street bike lane alternatives will increase, not decrease, congestion.
8. The City risks losing impact fee revenues: If the City is deliberately taking away the type of capacity it has required developers to pay for to maintain adopted Levels Of Service, developers could make the case they deserve a refund of their impact fees. It is hypocritical for Bellevue to require developers to pay massive impact fees to maintain capacity, yet deliberately takes away existing capacity, increases congestion and degrades LOS.
9. The City risks running afoul of the State Transportation Improvement Board (TIB): Main Street was funded, in part, from the TIB with the expectation the project would be five motorized vehicle lanes. Changing the use of Main Street could threaten future TIB grants.
10. The piecemeal approach to Main Street Bike lanes potentially violates the State Environmental Protection Act (SEPA): A SEPA analysis of all the combined impacts of the entire proposed Main Street bike lanes should be performed.
11. The City's Main Street/I-405 analysis is incomplete: The City's analysis of the long-range design and operation of this critical connection serving Downtown, East Main and Wilburton needs to be completed, then utilized in the Main Street bike lane decision.
12. WSDOT, and the City of Bellevue, plan freeway access ramps to/from Main Street to I-405, raising compatibility issues with the proposed bike lanes: The adopted I-405 Master Plan includes direct access ramps connecting Main Street to I-405. When built, the motorized vehicle traffic using these ramps will be in direct conflict with any bike lanes on Main Street.

Thank you for your service to the City, and focus on making Bellevue's transportation system work for all the people that use it. **I encourage you to please delay the proposed Main Street bike lanes until you have better information, and the public has been given adequate time to participate in this decision.**

Sincerely,

A handwritten signature in black ink on a light-colored rectangular background. The signature reads "Todd R. Woosley" in a cursive, flowing script.

Todd R. Woosley
Former Vice Chair, Bellevue Transportation Commission
Vice Chair, Eastside Transportation Association

From: judith white <judithwwhite@gmail.com>

Date: July 10, 2019 at 12:57:43 PM PDT

To: Council@bellevuewa.gov

Subject: Save Our Lanes

I was of the impression that this matter had already been resolved because of the overwhelming number of resident voters who signed the petition to quash this idea but - reminiscent of a stadium that was voted down yet 'somehow' was built regardless of the wishes of the people....

Because I have a funeral to attend in LA, I will, unfortunately, not be present at the meeting on July 11 regarding this subject. Therefore, please consider the following my official 'vote' if one is taken.

NO MORE BIKE LANES ON MAIN STREET.
BUILD MORE PARKING!

Is there anyone that doubts that the number of motorists FAR outweighs the number of cyclists in Bellevue.? Which means - given the lack of a truly mass transit system and our often inclement weather - that the number of frustrated and aggravated people FAR outweighs the number of people riding on bikes.

Has anyone driven down 100th NE towards Main Street lately? Because of construction, it is often backed up to NE 5th! And trying to cross 100th at NE 2nd is nearly impossible. Yet - according to published quotes from city council members - there is myopic opinion that once the construction is finished, these areas should be converted to bike lanes instead of being reopened to help the flow of traffic.

Insert incredulous emoji face here!

The shops and restaurants on Main Street are sources of tax revenue for the city. Why would anyone want to make it even more difficult to access them??? As it is, the parking on the NE 2nd side of the park - closest to the shops and restaurants on 2nd and on Main - was moved further away from them to build a playground....a taxpayer cost, not a source of revenue.

My belief is that the council should implement policies that would solve existing problems rather than creating new ones.

Respectfully,

mrs. judith white
Bellevue homeowner and registered voter

From: Chris Johnson

Sent: Monday, May 13, 2019 6:21 PM

To: council@bellevuewa.gov

Cc: Brad Miyake (bmiyake@bellevuewa.gov) <bmiyake@bellevuewa.gov>; Stevens, Paula <PStevens@bellevuewa.gov>; Long, Chris <CLong@bellevuewa.gov>; Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Subject: Bellevue Chamber Re: DT Bikeway Assessment

Importance: High

Mayor Chelminiak and Councilmembers – Please see the attached correspondence from the Bellevue Chamber of Commerce, regarding tonight’s Extended Study Session Agenda Item 4. e) 19-314 Downtown Bikeway Projects: Assessment and Proposed Next Steps. Also included is our letter of last year on this same topic, as addressed to the Bellevue Transportation Commission.

Thanks for considering our comments.

Cordially – Chris Johnson

Chris Johnson | Director of Government Relations

Bellevue Chamber of Commerce

P: 425.213.1208 | F: 425.462.4660 | E: cjohnson@bellevuechamber.org

330 112th Ave. NE, Suite 100, Bellevue, WA 98004



May 13, 2019

Re: Downtown Demonstration Bikeway

Bellevue City Council
Bellevue City Hall
450 110th Ave NE
Bellevue, WA 98004

Mayor Chelminiak and Councilmembers,

The Bellevue Transportation Commission voted on March 28, 2019 to recommend making permanent the 108th Avenue NE Demonstration Bikeway Pilot Program and in favor of recommending “rapid build bicycle facility refinements” to the 108th Avenue NE corridor.

Tonight, Council will also consider a request for further evaluation and implementation of bicycle facilities on Main Street, as the “next logical element of a downtown bicycle network.” The proposal would take the additional step of eliminating a lane of road capacity to convert it into a bicycle-only lane, despite traffic modeling data that shows it may cause an increase in the average congestion for all turning movements at Main and 108th. Before doing so, the Chamber urges the Council to take the following steps.

Retain Your Authority. Council should make the final decision as to whether to retain the 108th Avenue NE bikeway and implement further refinements to the corridor, and whether to convert a road lane on Main Street to a bicycle-only lane. Since adoption of the 2009 Pedestrian and Bicycle Transportation Plan, dramatic changes in population, employment and development patterns have occurred in Downtown Bellevue. It is essential for specific infrastructure decisions that have significant impacts on the functionality of the Downtown transportation system be made our elected representatives.

Improve the Transportation Modeling. With recent announcements regarding proposed redevelopment in the downtown core, we believe the PSRC VISION 2050 Draft SEIS and the new activity based BKRCast model will both confirm an acceleration of new person trips in and out of Downtown Bellevue that far exceeds the 531,000 assumed for 2030 in Bellevue’s Downtown Implementation Plan. These factors should be considered in the transportation modeling to provide a clearer picture of the potential impacts of these projects.

Consistent with the data-driven approach already in use for CIP project selection, we recommend a modeling exercise that will estimate the “total person trips” to be captured by bicycle-only lanes on 108th NE and Main street in 2030, the same baseline year already in use for the Downtown Implementation Plan and 2019-30 Transportation Facilities Plan (TFP).

Mitigate or Avoid Impacts to Transit and Vehicular Congestion. Our understanding is the intersection of Main Street and Bellevue Way is already at a failing level of congestion. We are concerned that retention of existing bicycle-only lanes on Main Street, the extension to 108th, and eventually expanding bicycle lanes to the Main Street overpass may cause additional degradation to this important east-west corridor. If updated modeling shows the project will create additional congestion we encourage you to find an alternate that reduces, or ideally avoids, such impacts.

Engage in Appropriate Public Process. We request that Council initiate a robust public process that provides all segments of the community an opportunity to provide feedback on further refinements to both 108th NE and Main Street. The notion of converting existing right-of-way on Main Street to bicycle-only use has had limited public process or specific Council action. Such decisions should be made after thorough public scrutiny.

Further Refine the 108th Bikeway Analysis. The 108th NE demonstration bikeway was conducted as a six-month pilot program, rather than for a calendar year as originally proposed. Data was only reported for four months. It is important that decisions of this magnitude be based upon data which represents use of the facility over a sustained and representative time period. I have attached a letter which the Chamber sent to the Commission last year containing several requests for data collection and refinement of the 108th project. We believe these issues and questions remain valid and should inform a final decision by Council on this matter.

The Chamber supports development of truly multimodal transportation solutions for Bellevue, as well as a new comprehensive Transportation Master Plan which will guide investments for all modes of transportation and all facilities. We believe this will be the best way to mitigate the impacts of increasing trip demand and preserve mobility for all modes over the long term.

We respectfully ask Council to defer action on additional downtown rapid build bicycle facility refinements, retain control over further bicycle-only facility implementation, base decisions on the best available data, and explore alternatives that will have the least impact upon transit operations, general mobility, and congestion relief.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Fain". The signature is fluid and cursive, with a large initial "J" and "F".

Joe Fain
President & CEO



January 11, 2018

Re: Downtown Demonstration Bikeway Project

Vic Bishop, Chair
Transportation Commissioners
City of Bellevue
450 110th 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 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 4th St., NE 8th 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 108th 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 fluid and cursive, with a long horizontal stroke extending from the end of the name.

Betty Capestany
President & CEO