
»» DESK PACKET
ADDITIONAL PUBLIC COMMUNICATIONS



January 10, 2018

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

RE: Bellevue Downtown Demonstration Bikeway

Dear Chair Bishop and Members of the Commission:

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

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

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

Sincerely,

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

Eric Artz
Chief Operating Officer



January 10, 2018

Chair Vic Bishop
Bellevue Transportation Commission

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

Dear Chair Bishop and the Bellevue Transportation Commission,

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

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

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

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

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

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

Sincerely,

Jamie Cheney

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



January 4, 2018

Dear Chair Bishop and the Bellevue Transportation Commission,

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

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

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

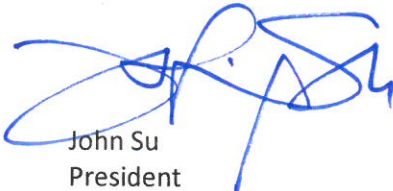
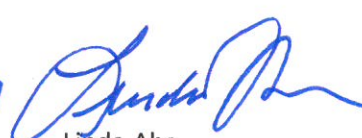
We view the city's proposal to build and test a bikeway through downtown as important to our apartment residents and company for several reasons.

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

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

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

Sincerely,

	
John Su President Su Development	Linda Abe Director of Development

CC:

Bellevue City Council
Franz Loewenherz, Bellevue Transportation Department

January 5, 2018

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

BICYCLE SHARE AND DEMONSTRATION PROJECTS

Dear Chair Bishop and Members of the Commission:

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

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

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

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

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

Thank you for your thoughtful consideration of this subject.

Sincerely,



Gregory K. Johnson
President

SPIN

Dear Chairman Bishop and the Bellevue Transportation Commission,

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

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

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

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

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

Sincerely,



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



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

Dear Chair Bishop and the Bellevue Transportation Commission,

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

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

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

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

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

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

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

Karen Pelletier

Worcester MA Regional Chamber of Commerce

kpelletier@worcesterchamber.org

508-753-2924

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

Brenden Paradies
Planner I-City of Aurora CO
bparadie@auroragov.org
303-739-7266

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

Sincerely,

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

Chandra Morando
Regional General Manager

January 9, 2018



Dear Chair Bishop and the Bellevue Transportation Commission:

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

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

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

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

Sincerely,

A handwritten signature in black ink that reads 'Andy Boenau'. The signature is written in a cursive, flowing style.

Andy Boenau, AICP
Director of Mobility Strategy

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

About The Gotcha Group

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

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

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

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

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

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

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



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

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

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

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

Hi Kevin,

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

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

My contact information is 323-313-2483 and kevenduran@mobike.com.

I look forward to chatting!

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

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

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

Dear Bellevue Transportation Commissioners,

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

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

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

Thank you.

Sincerely,
Melissa Harp
Bellevue, WA

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

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

To: Vic Bishop <vicbishop@earthlink.net>; Todd Woosley <todd@woosleyproperties.com>

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

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

Vic and Todd,

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

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

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

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

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

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

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

Yours,
Stu

Commissioners & Dir. Berg,

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

The first question was:

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

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

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

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

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

Sincerely,

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

WANNAMAHER ATTACHMENT 1



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



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



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

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

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

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

We like it, and think you will too.



(/user/90982)

Vicky Clarke

Advocacy news
(/blog/advocacy-news)

Tweets about @CascadeBicycle

No Spande...
@NoSpand...
Replying to @BikeSecurityAdv and 17 others
Tiny House Hotel....I love going there. 2 adults and 2 kids and we manage.



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

You May Also Like



Cascade’s High Performance Cycling kicks off 2015 season

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



High Performance Cycling 2017 Kick-

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

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

This new city survey

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



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

THE BIKE NETWORK VISION IN BELLEVUE

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

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

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

off Meeting

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



High Performance Cycling kicks off the 2011 season

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



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

WHAT'S A "PILOT" BIKE LANE? WHY A PILOT?

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

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

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

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

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



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

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

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

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

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

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

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

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

WHAT'S NEXT AFTER THE OUTREACH?

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



Together we can build the Bellevue bike network!

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

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

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

Tue. Nov 14, 2017 9:24am

***Please log in to
comment***

([http://www.cascade.org/user?
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WANNAMAHER ATTACHMENT 2



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



2016 was just the beginning for Bellevue’s Bike Network



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

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

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

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



(/user/90982)

Vicky Clarke

Advocacy news

(/blog/advocacy-news)

Bellevue

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

protected bike lanes

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

Bicycle Rapid Implementation Plan

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

Tweets about @CascadeBicycle



No Spande...

@NoSpand...

Replying to @BikeSecurityAdv and 17 others

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



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You May Also Like



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



Bicycling to school shouldn't

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

f[0]

Tue. Feb 21,
2017 3:37pm

But our work is far from done.

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

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

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

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

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

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

require a police escort

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



NE 65th Open House on Wednesday

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

Please send a quick email to council

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

[action_KEY=24272](https://action.cascade.org/p/dia/action3/common/public/?action_KEY=24272)), to say thanks for taking this step, but

that the next phase is equally important.

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