



Bellevue
Downtown
Association

BDA Transportation Committee

Bike Infrastructure Series

Collected Member Observations from 10/26/17 Meeting

Comments Do Not Represent Official BDA Positions

Seize near-term opportunities. Although there is support for large-scale capital projects that will facilitate regional bicycle connections to downtown (Grand Connection, ERC Trail, etc) there is a need to prioritize projects that can rapidly “fill gaps” within Downtown. The Demonstration Bikeway is a quick-build “test” project focused on making Downtown a more bike-friendly environment in the near-term. If approved, a Demonstration Bikeway could be installed as early as May 2018 and evaluated by the end of that year.

Support existing initiatives, plans, and projects. The [Pedestrian and Bike Implementation Initiative](#) (PBII) is advancing projects from the [2009 Pedestrian Bicycle Transportation Plan](#). The Demonstration Bikeway should support the PBII and the 2009 Plan by maximizing the return on investment of existing and anticipated near-term projects. Between 2017-2018, the City is implementing bike facilities along Main Street and 108th Ave NE.

Network connectivity is paramount. The Demonstration Bikeway needs to be connected to an existing network of bike lanes. The benefit of a connected network outweighs any other evaluation criteria. Notably, 108th Ave NE is the only candidate corridor that completes a bike route, enabling full connectivity to a bike network. Initial BDA Committee feedback favors 108th Ave NE.

Having both North-South and East-West corridors would be beneficial. Two crossing perpendicular Demonstration Bikeways would be ideal to test bike facilities in Downtown Bellevue. A crossing bikeway would create more destination options for bicyclists, encouraging use and better representing a network experience.

Ensure safety for all. Consistent with the City of Bellevue’s [Vision Zero](#) initiative, the Demonstration Bikeway needs to be designed as a safe and comfortable place for people walking, bicycling, taking transit, and driving motor vehicles.

Assess performance. The BDA wants to know that transportation funds are being spent in ways that provide appropriate facilities to meet the mobility needs of people of all ages and abilities who are walking, bicycling, riding transit, driving, and transporting goods. The Demonstration Bikeway project should produce objective metrics – both for making necessary adjustments and ultimately for assessing performance.

Performance should inform next steps. The Demonstration Bikeway should meet community expectations that government be responsive, transparent, and accountable in its decisions and expenditures. After the study period is completed, the community will examine the results and arrive at a conclusion on whether to refine or remove the Demonstration Bikeway.

Support programs that expand bicycle mobility options. The City of Bellevue should be supportive of technology-enabled, on-demand, shared transportation strategies like privately funded, free-floating, station-less bike share services that are successful elsewhere in providing first and last mile mobility solutions. Moreover, the on-board technologies associated with current bike share systems offers the opportunity to collect bicycle usage and routing data on an ongoing basis that can inform choices for future projects.