

From: [Adam Wilson](#)
To: [TransportationCommission](#)
Subject: Bike alternatives on 100th
Date: Monday, October 7, 2024 7:50:34 PM

You don't often get email from adam.wilson6@gmail.com. [Learn why this is important](#)

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Hello transportation commission,

As a frequent biker in Bellevue, I know that staying out of traffic anyway possible is the best way to stay safe. I've had numerous close calls biking in the area and because of that will avoid almost any route involving sharrows.

Because of that, I strong urge you to approve Alternative 2 for bike facilities on 100th Ave and reject alternative facilities on 98th Ave NE.

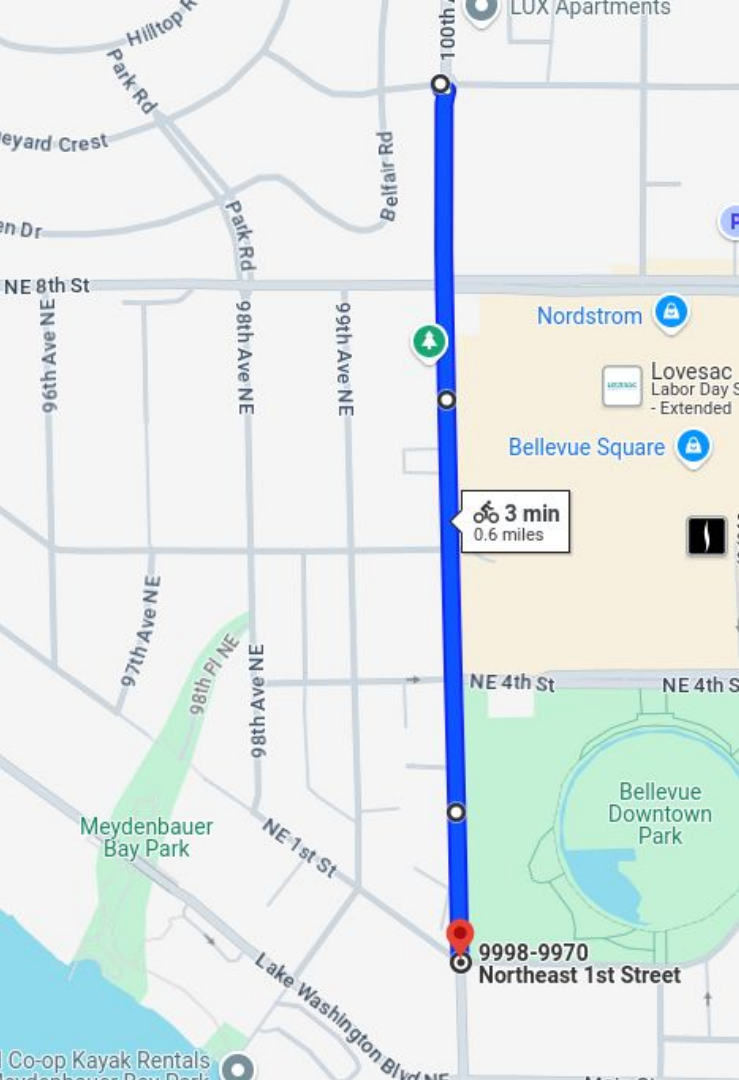
Please prioritize the design and implementation of all Bike Bellevue corridors (Northup Way, Bel-Red Rd, and 140th Ave NE) that have been placed into consideration for the Transportation Facilities Plan update.

We often bike with our young daughter, and because of that are very risk-averse. Not having protected lanes means that we don't go to an area as often. However areas that have protected lanes we regularly visit. That means we'll go to shops and restaurants in Redmond and Woodinville, where we feel safe biking. Adding protected lanes in Bellevue would mean more places in Bellevue for us to explore and visit.

Thanks,
Adam

Bike Routing Alternatives for 100th Ave NE

Acronyms: DTP-Downtown Park, RRFB-Rectangular Rapid Flashing Beacon, LWB-Lake Washington Blvd., NB-Northbound, SB-Southbound, BGC-Boys and Girls Club



100th Ave NE (Bike Bellevue version)

Pros:

Most direct route, no extra elevation

No change to parking along DTP

Protected, useful cycling lane for NB cyclists

Cons:

Diagonal crossing at 8th for SB cyclists heading to bidirectional lane (at least this would not require traffic signal timing changes)

Loss of NB right turn lane at NE 8th will slow traffic when pedestrians are crossing (pedestrian volumes are probably too low to justify Barnes dance crossing otherwise)

SB riders going “wrong way” may surprise drivers who are exiting the mall or going WB on 4th

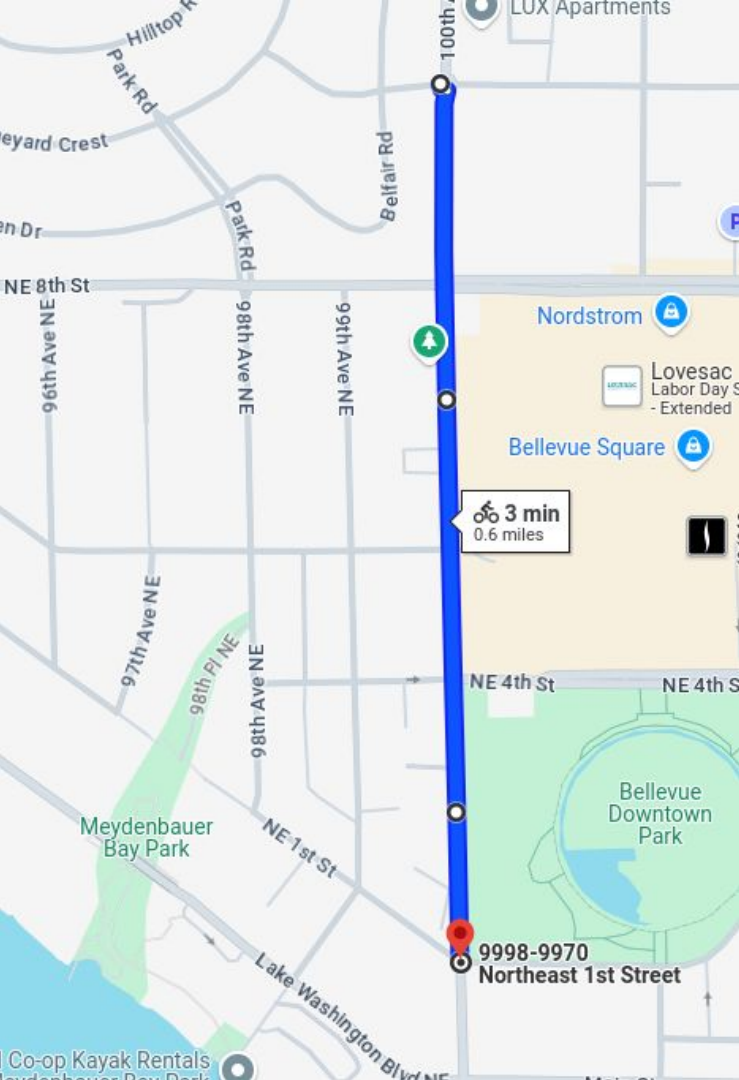
Reduced arterial capacity may increase vehicle cut throughs on local streets

Multipurpose path along DTP already has lots of pedestrians, so riders may not feel comfortable riding downhill on it.

West sidewalks are narrow/uncomfortable, but bike lane on east won't add separation from cars

No afternoon shade

Diagonal crossing at NE 1st for riders heading south to LWB/Meydenbauer Bay Park



100th Ave NE (Ped-Bike version)

Removes a vehicle travel lane like Bike Bellevue version, but creates a NB-only bike lane and widens sidewalk on one or both sides.

Pros:

Most direct route, no extra elevation

Expanded sidewalk(s)

No diagonal crossings, no going “wrong way”

No change to parking along DTP

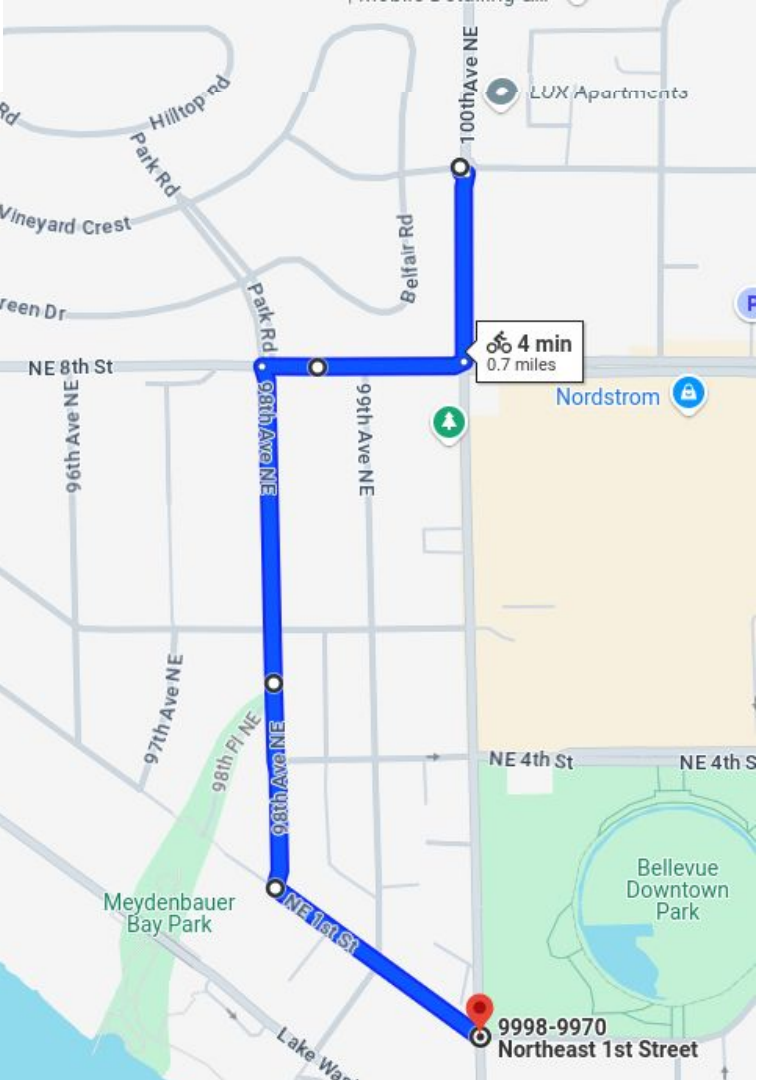
Multipurpose path along DTP already has lots of pedestrians, so it is good for cycling uphill but would not have riders going downhill

Cons:

Cyclists going downhill only have sharrows and neighborhood greenway options

Loss of NB right turn lane at NE 8th will slow traffic when pedestrians are crossing (pedestrian volumes are probably too low to justify Barnes dance crossing otherwise)

Reduced arterial capacity may increase vehicle cut throughs on local streets



Multiuse path on 98th Ave NE

Pros:

There is already a crosswalk across 8th that is supposed to get an RRFB

Protected spot for uphill cycling (WB), more consistent incline than Vuecrest option

Bus stops on both sides of street (though service frequency will halve once the Link trains connect to Seattle), relocation on north side?

Connection to Meydenbauer Bay Park ravine access

Nice afternoon shade, particularly south of NE 5th

Cons:

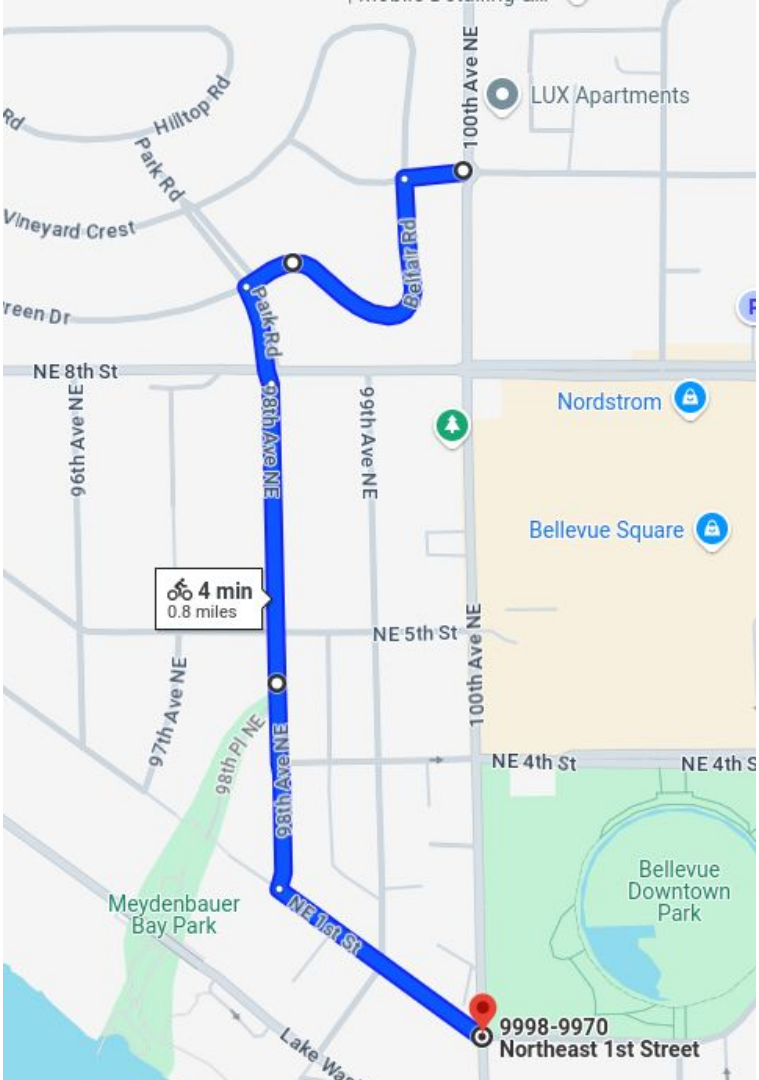
In comparison with traveling along 100th, this route adds 33' of elevation along two blocks on NE 8th (save a little by going through Vuecrest).

EB riders crossing 100th to go north may surprise drivers - must have no right on red

Bike improvements on 8th are planned with the Pinnacle South development on QFC site (occupancy 2032?), but bike lanes to the west are unlikely

Large quantity of tree removals, new embankment wall, relocation of bus stop?

Bus stop on south side of street would have no bike access, only narrow sidewalk



Greenway on 98th Ave NE (Vuecrest)

Pros:

Convenient for riders who already ride through Vuecrest to bypass the intersection of 100th and NE 8th

Less total climbing than the multiuse path on NE 8th

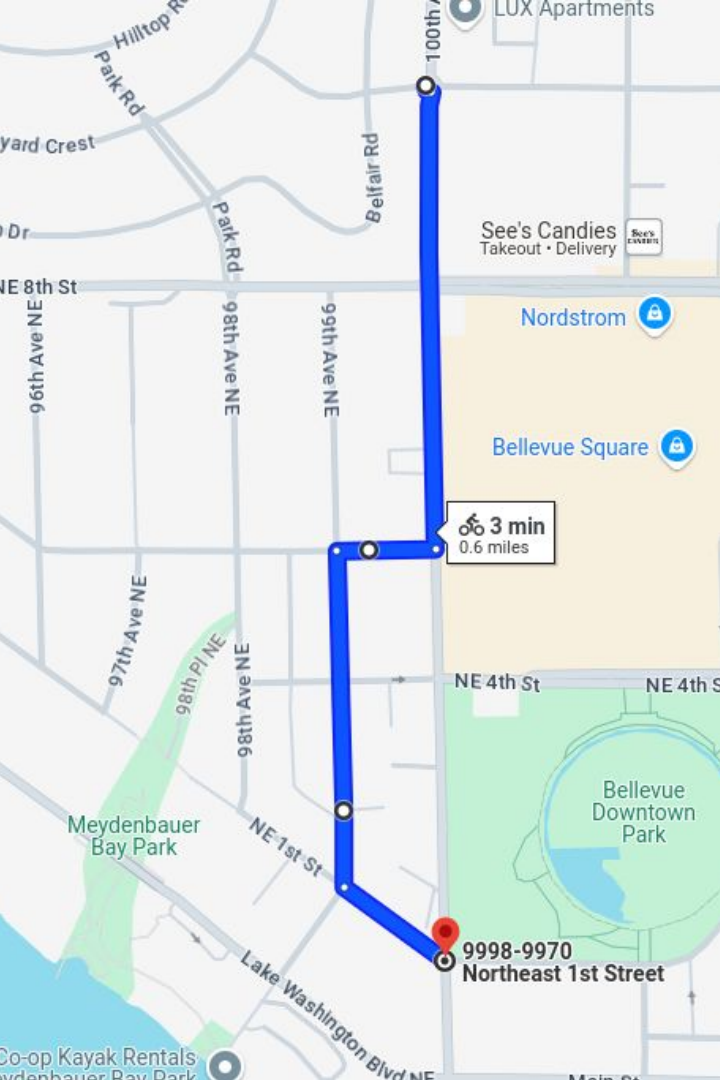
No need to remove travel lanes, there is already a crosswalk across 8th that is supposed to get an RRFB

No need to remove trees along Vuecrest's south wall

Nice afternoon shade, particularly south of NE 5th

Cons:

In comparison with traveling along 100th, this route adds 30' of elevation. May still be too steep where the road curves in Vuecrest to really be accessible for beginners.



NE 5th

This is an intermediate option; while I'm generally comfortable riding on 100th, it's a route that I might use to go SB if there is an event at the park or mall, whether or not there is "no change" or the Bike Bellevue version is built as originally proposed.

Pro:

Less elevation gain than going west on NE 8th

Cyclists bypass shared path along DTP.

If Bike Bellevue option is built, the SB bike lane north of 8th is useful for getting out of the way of SB vehicles who want to turn right.

Con:

SB cyclist shares lane with cars between NE 8th and NE 5th

Cars at 8th may be confused if I don't use the provided bike lanes

Short segment of 99th too short to count as a greenway?

If headed NB, I would be very likely to use a greenway all the way to 8th instead, but I'd also consider using the Bike Bellevue improvements.

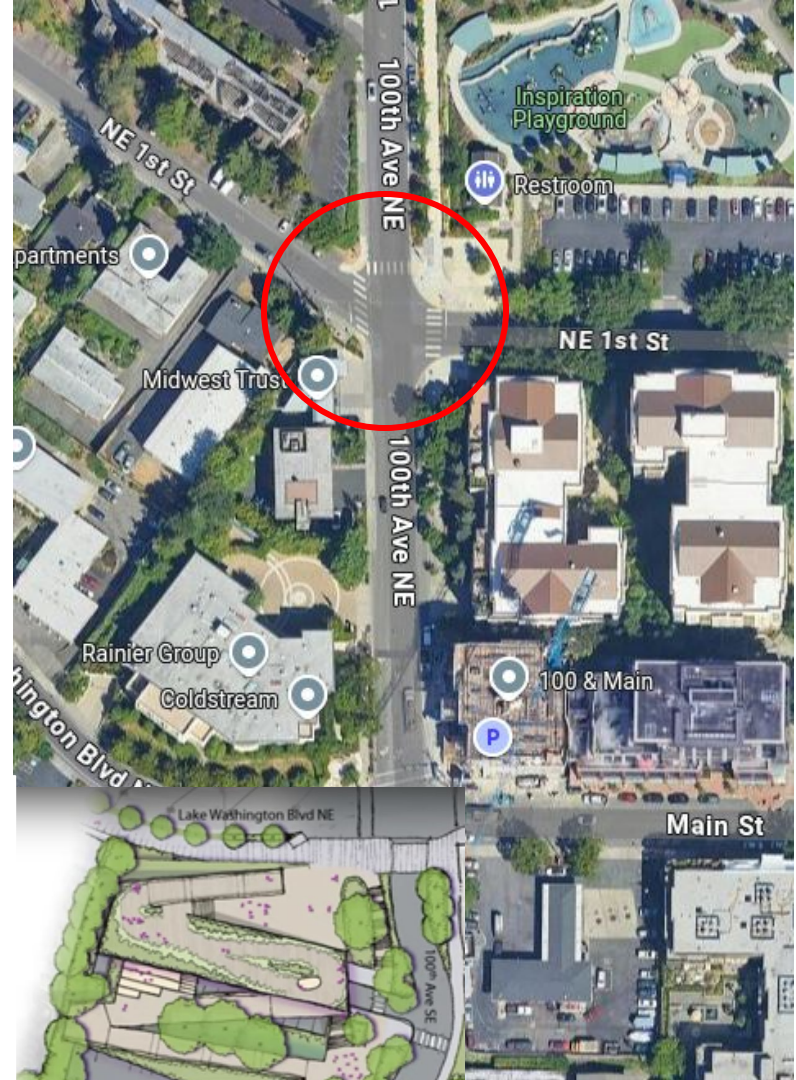
All-Way Stop?

Drivers heading east on NE 1st have poor visibility due to the angle and rock embankment. Drivers heading south on 100th Ave NE travel fast when the RRFB at the crosswalk is not activated.

It is likely that the design of this intersection will affect riders' preference for using the multipurpose path vs. the neighborhood greenway

- SB cyclists on multipurpose path would cross diagonally to go to LWB
- SB cyclists using a neighborhood greenway would have to cross 100th to continue east on NE 1st toward Old Main

Meydenbauer Bay Park "kite site" just one block south should become a major attraction, so we can expect lots of people to be walking back and forth between the two. Still, this is not technically a segment of the Grand Connection, so major pedestrian corridor rules do not apply.



From: [Linn Crosetto](#)
To: [TransportationCommission](#)
Cc: [Transportation Reception](#)
Subject: Bike Bellevue - 100th Ave NE Bike Lane
Date: Friday, October 25, 2024 7:57:21 AM

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Hello,

I am a long-term resident of Bellevue, and bike commuter. I support the 100th Avenue NE protected bike lane.

First, commuting by bicycle creates the most frequent bike trips in the city. Commuting necessarily requires crossing downtown, is time sensitive and so requires taking a direct route, and in a city of hills it is smart have bicycle infrastructure that avoids hills when possible.

Second, commuting by bicycle necessarily requires access to offices, businesses, and services which are located on main streets. This makes 100th Avenue NE very valuable as a bike route, since commuters will need to visit the mall and offices adjacent to this route.

Third, as more office space is built in downtown, more traffic will result, which will encourage alternate forms of transportation, including bicycling. The light rail connection will bring more bicycle traffic to Bellevue as well. Having this convenient and available will make the experience of living and working in Bellevue great!

It is also reasonable to create a bicycle bypass on 98th, however this likely will not service commuting traffic very well and will be limited to more recreational use. To address cross traffic on 100th Avenue NE, it is reasonable to add traffic control signs and signals where needed.

We want our city to be safe, inviting and useful for the people who live and work here. Please maintain the plan to put a protected bike lane on 100th Avenue NE.

Thank you,
Linn Crosetto

October 10, 2024

To: City of Bellevue Transportation Commission

Cc: Kevin McDonald, Transportation Department, Councilmember Jared Nieuwenhuis

Re: Bike Bellevue Corridor 8: 100th Ave NE

Fr: Craig Spiezle 425-985-1421

I am writing to provide feedback regarding Bike Bellevue Corridor 8. I want to first note my appreciation to Mariya Frost of Kemper Development for identifying a potential alternative and having an open dialog. In considering her proposal and other alternatives, it is important to consider adjacencies and tradeoffs. On first glance one might assume that, routing cyclists through residential neighborhoods would improve cyclist safety. Based on the analysis in the attached table, Alternative 4 introduces issues which may negate its perceived benefits. The additional ½ mile, elevation gain and grades approaching 10%, may result in it be under-utilized, adversely impacting the City's "Vision Zero" goals.

LTS ratings being employed today do not appear to reflect these deficiencies nor provide an "apples to apples" comparison. For example, based on the attached analysis, Alternative 2 including directional bike lanes and flexible delineator posts, may be safer due to vehicles and cyclists having a non-obstructed line of sight of each other, superior street lighting and fewer driveways to navigate. Further, by reducing the speed limit to 25 mph on 100th Ave NE, it is likely Alternative 2 could achieve a LTS2 rating.

Before a decision on the Corridor 8 is made, I encourage staff and Kemper Development to evaluate utilizing the mall entrance on the SW corner of NE 4th and 100th Ave NE. This entrance has been blocked to general public for nearly a decade. The use of this exit would reduce traffic entering and exiting the mall from 100th Ave NE.

To address some of the safety risks with Alternative 4, the city requires unanimous support of residents to approve added street lights and 65% approval for parking revisions and possible addition of speed humps. Assuming these was achieved, the real question is after spending \$100,000's to widen sidewalks, reduce lanes width on NE 8th and move utilities, will cyclists use it or will they opt to ride on 100th choosing convenience and greater predictability.

As the Commission moves forward, I believe it is important for the community to understand who is Bike Bellevue being designed for and what if any constituency is or should be prioritized. Is it commuters, young families, older adults, eBike riders, cycling enthusiasts, wheel chair riders or all of the above?!

I look forward to a continued dialog to optimize this and other Bike Bellevue corridors. I am optimistic we can find a solution which serves the greater good of the community including residents, commuters and business community.

Respectfully,

Craig Spiezle
425-985-1421

The analysis was completed using a Garmin 1050 with a combination of GPS, a digital barometric altimeter and King County Parcel viewer.

Bike Bellevue Corridor 8 Alternative Review			
	Alternative 2 100th Ave NE	Alternative 4	
		NE 1st / 98th Ave NE	NE 8th
Distance	Shorter	Over ½ mile longer	
Elevation	Less	60% increase	
Max Grade – Is the route suitable for all ages, mobility levels and abilities ²	5% - 6%	Steeper -7% - 8%	Steeper - 9% - 10%
Street Lighting	Fully lit	Lacking from NE 1 st to NE 4 th ³	
Driver unobstructed line of sight of cyclists	Clear line of site for all drivers and cyclists	Blocked due to vehicles parked on both sides of the street ⁴	N/A
Speed	30 MPH ⁵ <i>(Possible reduction to 25 mph) Mitigated via 2 traffic lights, flashing crosswalk and planned 4-way stop at 100th & NE 1st</i>	Currently 25 Mph <i>(Possible neighborhood reduction to 20 mph)</i>	30 MPH
Cost (engineering, new sidewalks, utilities)	Sharrows, Striping & signage	Sharrow, striping & signage	\$\$\$\$ - Unknown
Time To Implement	Fast	Neighborhood votes required for lighting and street parking changes	Unknown
Number of Driveways ⁶	20	Over 45+	
Reduced Traffic Volumes	See Note ⁷	(on 98 th)	
Safety (including all of the above criteria in addition to traffic speeds and volumes)	LTS 3 or possibly LTS 2 with modifications	<i>LTS 1 98th</i>	<i>LTS 2/3 NE 8th</i>

ⁱ ebikes sales <https://www.statista.com/statistics/1405949/electric-bicycle-market-share-us/#statisticContainer>.

² Maximum grade for wheel chairs per ADA requirements is 5%

³ 100% of residents required <https://bellevuewa.gov/city-government/departments/transportation/safety-and-maintenance/traffic-and-street-lighting-operations/street-lights>

⁴ Can be mitigated by moving parking to one side. 65% of households must support.
https://bellevuewa.gov/sites/default/files/media/pdf_document/Guidebook_Web.pdf

⁵ Vehicle speed is mitigated through the existing 2 traffic lights (NE 4th and NE 5th Street, and the planned 4-way stop sign at 100th Ave NE and NE 1st Street).

⁶ It is acknowledged that the number of driveways alone are not a good metric. One needs to consider the number of residents they support and if the drive is controlled via a traffic signal, as the entrance at 100th Ave NE and NE 5th and the use of the drive is predictable.

⁷ Mall traffic could be mitigated if the entrance on the corner of NE 4th and 100th were more accessible.

From: [Craig Spiezle](#)
To: [TransportationCommission](#)
Cc: [McDonald, Kevin](#); [Nieuwenhuis, Jared](#); [Singelakis, Andrew](#); [McDonald, Kevin](#)
Subject: Bike Bellevue Corridor 8
Date: Thursday, October 10, 2024 5:07:49 PM
Attachments: [SpiezleBikeBellevue-Corridor8.pdf](#)

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In advance of this evenings Transportation Commission, I wanted to provide a copy of my comments and analysis for consideration.

As noted in my submission, I want to first note my appreciation to Mariya Frost of Kemper Development for identifying a potential alternative and for having an open and respectful dialog. In considering her proposal and other alternatives, it is important to consider adjacencies and tradeoffs. On first glance one might assume that, routing cyclists through residential neighborhoods would improve cyclist safety. Based on the analysis in the attached table, Alternative 4 introduces issues which may negate its perceived benefits. The additional ½ mile, elevation gain and grades approaching 10%, may result in it be under-utilized, adversely impacting the City’s “Vision Zero” goals.

Craig Spiezle
425-985-1421

From: [Christopher Whelan](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue Corridor 8: 100th Avenue NE
Date: Thursday, October 10, 2024 5:31:05 PM

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Dear Commissioners,

I'm an all-weather bike commuter and my commute to work from Bridle Trails to the Spring District takes me through NE 24th Street & Northup Way twice a day. This intersection sits just outside the Bike Bellevue focus area and benefits from existing bidirectional cycletrack infrastructure on the south side. However, due to the high speed limit on Northup, this infrastructure is rated at LTS 3. The proposed Bike Bellevue corridor along Northup would likely be LTS 3 for the same reason.

As for what LTS 3 means in practice, this intersection was the site of a fatal accident where a motorcyclist was killed by a driver, charged with DUI, on Monday morning around 11:30am. The B-roll footage shows that the vehicle careened through a section of the 520 trail that Bellevue considers LTS 2 or 3: <https://bellevuebeatblog.com/2024/10/07/bellevue-police-arrest-juvenile-for-suspicion-of-dui-vehicular-homicide-for-monday-mornings-fatal-crash/>

I biked through that intersection on that Monday morning, and I have definitely biked through around 11:30am after hours of morning meetings taken from home. The orange chalk from the crime scene investigation is still clearly visible when I bike through.

This is what LTS 3 feels like.

I recently joined a group ride with Eastside Urbanism through the 100th Avenue NE corridor, as well as the proposed 98th Avenue NE + NE 8th Street detour.

The common factor in all of these cases is traffic speed. The speed limit of 35 along Northup allowed a DUI to become fatal. The existing 30 mph speed limit along 100th Avenue NE prevents achieving the goal of LTS 1 along that route, while Alternative 4 benefits from 98th Avenue's 25mph speed limit making LTS 1 the status quo.

Alternative 4 frankly should be immediately discarded, but to state the obvious:

- Alternative 4 is not within the Bike Bellevue focus area dictated by Council
- Alternative 4 is already LTS 1 along the portion where LTS can be computed and thus does not benefit from limited funds
- Alternative 4 heads over a substantial hill when other options do not
- Alternative 4 bypasses all of the destinations of interest along the 100th Avenue corridor

The one good idea in Alternative 4 is the introduction of 25 mph speed limits along 100th Avenue NE. Such limits already exist along 100th north of 10th Street. Consider the speed reduction part of the pilot, if needed. Even this modest change would reduce the kinetic energy in a collision by more than 30%, reducing the likelihood of fatalities.

100th Avenue represents a key, potentially LTS 1, route connecting Meydenbauer Park, Downtown Park, the downtown mall, QFC and Bartells, and the LTS 1 east-west route of NE 12th Street (which, coincidentally, was where a large group of kids on bikes joined the Eastside Urbanism bike ride - they stuck to LTS 1 infrastructure). A successful corridor would allow one to visit parks and run errands, without having to mix with car traffic in Downtown.

I am in support of both Alternative 2 and 3, with preference for the latter depending on how parking garage exits are mitigated. Alternative 4 should be immediately discarded. In all cases, a speed reduction to 25 mph should be pursued as part of the pilot, or as soon as feasible thereafter.

Sincerely,
Chris

From: [Nicole Myers](#)
To: [TransportationCommission](#)
Cc: [McDonald, Kevin](#)
Subject: Bike Bellevue options for NE 100th
Date: Thursday, September 19, 2024 10:40:54 AM
Attachments: [Bike Routing Alternatives for 100th Ave NE.pdf](#)

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Hello, Transportation Commissioners!

I have put together a summary of some of the considerations I think are relevant for the discussion of cycling on/near NE 100th, and I hope you'll take a look at these before your next meeting. If you have any questions, please let me know, and I am also happy to take any pictures on request if you want to see how part of it looks but can't stop by in person.

Thanks for your time,
Nicole Myers

From: [Jodie Alberts](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue: Support for Considering Alternative 4 (Corridor 8)
Date: Thursday, October 10, 2024 2:51:54 PM
Attachments: [100th Alternative Bellevue Chamber 10.10.2024.pdf](#)

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Chair Stash and Commissioners,

Thank you for the opportunity to comment on Bike Bellevue. Please find the attached letter supporting the consideration of Alternative 4 for Corridor 8.

Warmly,
Jodie

Jodie Alberts

Vice President of Government Affairs | **Bellevue Chamber**
M: 901.834.4261 | O: 425.213.1206 | E: jodie@bellevuechamber.org
BellevueChamber.org



October 10, 2024

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

RE: Bike Bellevue Corridor 8 – Support for Consideration of Alternative 4

Dear Chair Stash and Commissioners,

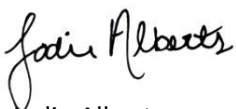
Thank you for your continued efforts and engagement on Bike Bellevue. We strongly support and understand the necessity of a safe and accessible transportation network in Bellevue that improves mobility for all modes. To achieve this goal, we are writing to express support for consideration of Alternative 4, which would route bicycle trips along NE 8th and 98th and would not remove travel lanes.

Both Alternatives 2 and 3 along 100th Ave. would likely expose cyclists to high-volume Bellevue Square driveways, raising the potential for incidents between cyclists and drivers. In addition, the removal of a northbound lane could adversely impact business owners and residents living along or near 100th by increasing congestion, particularly in the evening peak period when workers and visitors need to access NE 8th and NE 10th to get to I-405. If traffic congestion becomes more challenging along Bellevue Way and 100th, both being critical north-south routes for drivers, this will likely increase cut-through traffic in adjacent neighborhoods as well.

As an alternative, the Bellevue Chamber would support the consideration of the proposed route via NE 8th Street and 98th Avenue NE, utilizing NE 1st Street to connect both the northern and southern ends of the corridor, while avoiding the busiest segment of 100th between NE 4th and NE 8th. Routing bicycle traffic on 98th would achieve an LTS 1 route in a safe and comfortable low speed area and would have the important added benefit of bypassing high-volume intersections and driveways. It would also meet Council direction to only remove travel lanes as a last resort – in other words, avoid lane removal in the presence of better options. With additional lighting and wayfinding, Alternative 4 is poised to be an effective alternative.

We appreciate the Commission's consideration of this proposal. We also look forward to continued engagement with staff and the Transportation Commission to ensure that Bellevue's future transportation network balances safety and accessibility for all modes.

Sincerely,

A handwritten signature in black ink that reads 'Jodie Alberts'.

Jodie Alberts
Vice President, Government Affairs

From: mark.a.foltz
To: [TransportationCommission](#)
Subject: Bike lanes on 100th Ave NE
Date: Wednesday, October 9, 2024 9:55:07 PM

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Hello Bellevue Transportation Commission,

I used to bike to commute to downtown Bellevue for my job and found it difficult to find routes I could use to bike safely.

Directional bike lanes on 100th Ave NE would provide a safer connection for important destinations in Bellevue such as the downtown park, Bellevue Square, and the QFC to the north.

Improving adjacent streets such as 99th is also great, but not a substitute for safe bike facilities on streets that have important destinations people want to go to.

The reason these streets are arterial is that they provide connections to important places, and people biking want to visit those places too.

Thank you for considering my comments on this matter.
m.

From: [McDonald, Kevin](#)
To: [TransportationCommission](#)
Subject: FW: Bike Bellevue Corridor 8 (100th Avenue NE)
Date: Monday, October 21, 2024 3:44:26 PM
Attachments: [image001.png](#)



From: Council Inquiry <council-inquiry@bellevuewa.gov>
Sent: Friday, October 11, 2024 10:00 AM
To: Stevens, Paula <PStevens@bellevuewa.gov>; McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: Fwd: Bike Bellevue Corridor 8 (100th Avenue NE)

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FYI

On Thu, 10 Oct at 2:51 PM , Best, Laura <laura.best@nordstrom.com> wrote:

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City of Bellevue
October 10, 2024
Transportation Commission
450 110th Avenue NE
Bellevue, WA 98004

RE: Bike Bellevue Corridor 8 (100th Avenue NE)

Dear Commissioners,

Thank you for your work on Bike Bellevue and your support for a safe and reliable multimodal transportation system in Bellevue.

Nordstrom has been in Bellevue for over 50 years and is committed to providing exceptional service to our customers. A part of that commitment includes ensuring that our customers can dependably access our store.

Most of our customers, including those who visit from outside of Bellevue, rely on the convenience of personal vehicles as a part of their shopping experience. Accessible parking and the ability to easily get around downtown directly impacts their choice to visit and contribute to the local economy.

This is why we respectfully ask that you oppose any travel lane removal on 100th Avenue NE, where Bellevue Square has three large garage driveways that our customers depend on for parking access. Removal of a northbound travel lane would cause backups in the Bellevue Square parking garage and increase traffic congestion along 100th, which would make navigating downtown and getting to and from I-405 even more frustrating. Adding bicycle lanes alongside those same three busy driveways on 100th would further worsen the situation by increasing the risk for conflict between drivers and cyclists.

Instead, please support the alternative proposed route via NE 8th and 98th, which would provide a much safer and inviting bicycle route for both experienced and new cyclists the City hopes to attract.

We appreciate your ongoing support and work in keeping Bellevue vibrant and accessible for residents and visitors.

Sincerely,

Laura Best
Store Manager
Nordstrom Bellevue Square
100 Bellevue Sq
Bellevue, WA 98004
425-455-5800 ext 1200

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From: [McDonald, Kevin](#)
To: [TransportationCommission](#)
Subject: FW: Bike Bellevue: 100th Ave NE
Date: Monday, October 21, 2024 3:44:09 PM
Attachments: [image001.png](#)



From: Council Inquiry <council-inquiry@bellevuewa.gov>
Sent: Friday, October 11, 2024 10:04 AM
To: Singelakis, Andrew <ASingelakis@bellevuewa.gov>; Stevens, Paula <PStevens@bellevuewa.gov>; McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: Fwd: Bike Bellevue: 100th Ave NE

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This one is asking for a response. Thank you.

On Wed, 9 Oct at 11:41 PM , Valentina Vaneeva <eittaf@outlook.com> wrote:

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Hello Council members, City Manager, and Transportation Director,

I am looking at the just updated agenda for tomorrow's transportation commission meeting which is supposed to discuss the next segment of Bike Bellevue, 100th Ave NE, and I don't understand what is there to discuss.

Just a reminder, the target LTS for that segment is 1 which means "all ages and abilities".

The staff has proposed four alternatives:

- **One is "no build"** — I am not sure why it is provided as an alternative at all. Has the Council given direction that it is OK to not provide any infrastructure?
- **Two of the alternatives do not reach LTS 1** — What is the point of providing them?
- **The last alternative is on a completely different street** — What is the point of providing this alternative if it doesn't improve LTS on the target street? This is something that the staff decided not to explain.

In short, none of the options provided by the staff make any sense. So it is not at all clear to me why they are going to be discussed at all instead of the staff going back to planning and **providing options for the target street reaching target LTS level.**

I would very much like to have this explained. Thank you!

From: [McDonald, Kevin](#)
To: [TransportationCommission](#)
Subject: FW: Bike Corridor 8
Date: Monday, October 21, 2024 3:43:42 PM
Attachments: [2009 Bike Priority Corridors.pdf](#)
[image001.png](#)



From: Council Inquiry <council-inquiry@bellevuewa.gov>
Sent: Friday, October 11, 2024 10:05 AM
To: Singelakis, Andrew <ASingelakis@bellevuewa.gov>; Stevens, Paula <PStevens@bellevuewa.gov>; McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: Fwd: Bike Corridor 8

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Another fyi

On Wed, 9 Oct at 12:38 PM , Kevin Wallace <kwallace@wallaceproperties.com> wrote:

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Dear Commissioners and Councilmembers,

I'm grateful to see Alternative 4 for Bike Bellevue Corridor 8 in tonight's TC agenda packet ([24-625 - Agenda Memo \(legistar.com\)](#)). Alternative 4 achieves the goal of cost effectively implementing a safe bicycle corridor while complying with the Council's direction (now supported by comprehensive plan policy TR-57) to remove road lanes only as a last, last, last resort.

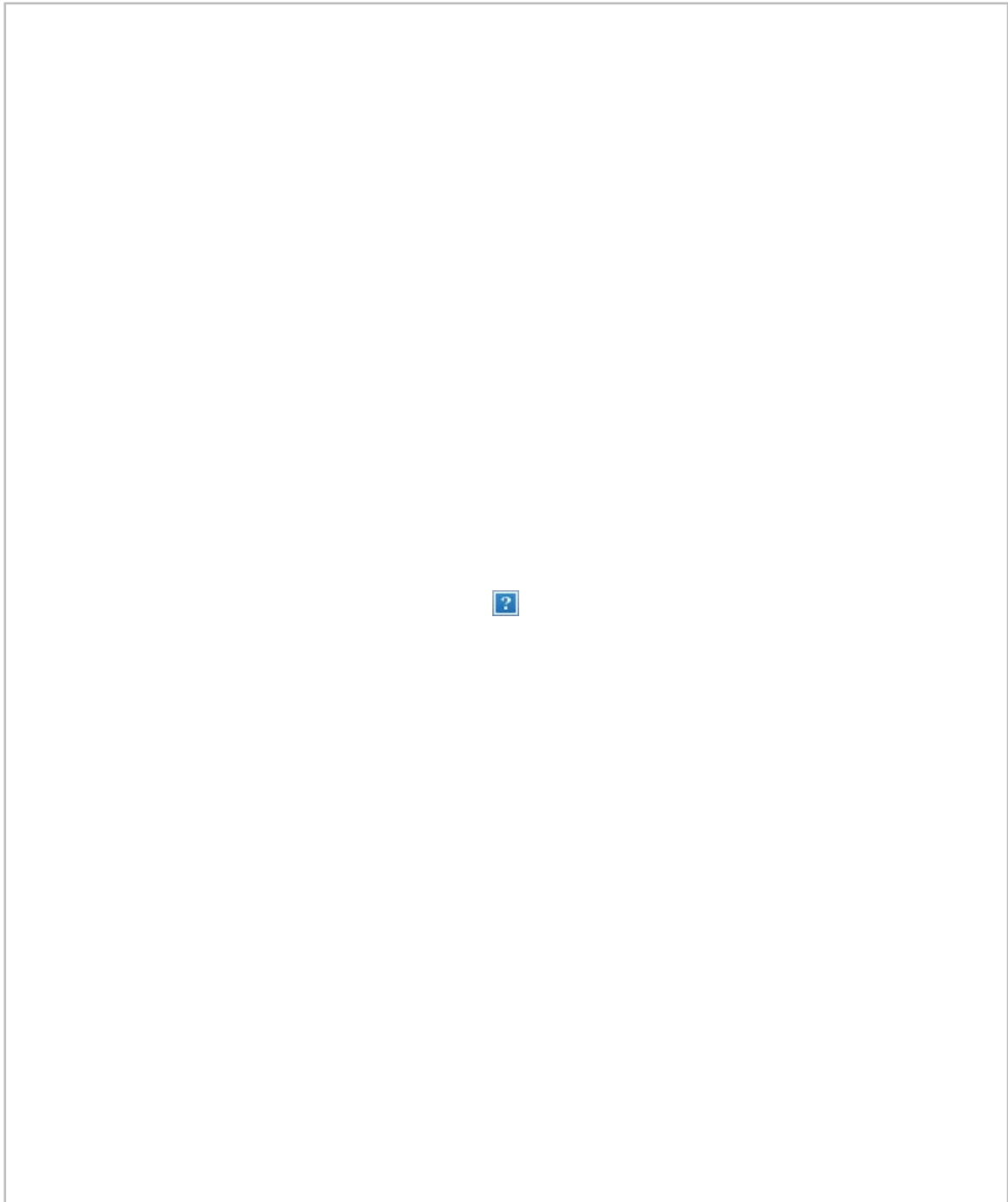
The proposed Alternatives 2 and 3 both "repurpose" road lanes, in violation of the Council's directive and TR-57. These alternatives also create safety issues due to conflicts with the Bellevue Square parking garage ramps.

On the other hand, the Alternative 4 proposal to run the bike path up NE 8th from 100th to 98th can be done without removing road lanes because the existing lanes on NE 8th are very wide. From there it's a safe and inexpensive "LTS 1" ride down the low-traffic street that is 98th Ave. NE.

As shown in the aerial below, an augmentation to Alternative 4 could provide a direct connection to the Lake to Lake Trail (EW-3) priority bicycle corridor at 99th instead of 100th, right at the entrance to the Meydenbauer Park expansion area. This would avoid the snarl at the intersection of Main Street and 100th, as is currently proposed in the agenda materials. The Meydenbauer Park expansion budget could provide more resources to enable a grander, safer bicycle facility at this intersection. **I would appreciate the Commission's discussion, and staff consideration, of whether improvements to 99th make more sense than 100th.** Please also keep the broader priority bicycle corridors (attached) in mind as you make decisions about these smaller segments.

Alternative 4 also enables a logical connection to the NE 1 /2 bike corridor at NE 1 street, as shown below. **It appears from the Alternative 4 map that staff intends to provide intersection improvements that enable a safe connection across NE 1st Street at 100th Ave. NE, but it would be helpful if the commissioners could confirm this tonight.**

Many thanks to the staff, commission and council for the continued effort to complete the priority bicycle corridors while at the same time preserving our scarce arterial road lanes for the multimodal traffic volumes they will need to continue to accommodate as we and the rest of the region continue to grow.



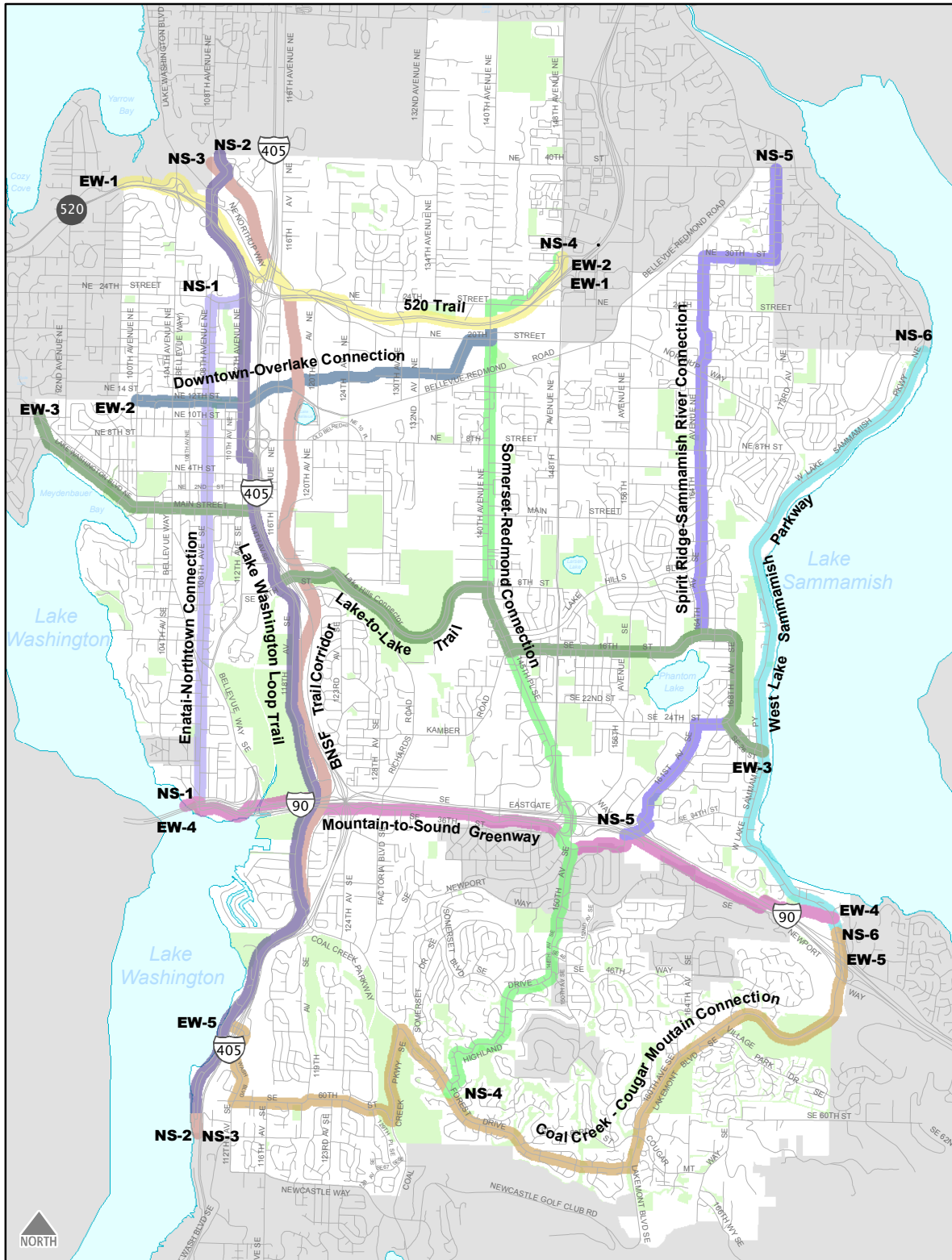
Kevin Wallace

Wallace Properties, Inc.

330 112th Ave. NE #200
Bellevue, WA 98004
(425) 278-6363 (Direct)
(425) 802-5701 (Cell)



Bicycle Priority Corridors



From: [McDonald, Kevin](#)
To: [TransportationCommission](#)
Subject: FW: I support more bike transit options!
Date: Monday, October 21, 2024 3:47:31 PM
Attachments: [image001.png](#)



From: Stevens, Paula <PStevens@bellevuewa.gov>
Sent: Friday, October 11, 2024 11:42 AM
To: Ingram, Mike <MIngram@bellevuewa.gov>; Oosterveen, Kristi <KOosterveen@bellevuewa.gov>
Cc: McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: FW: I support more bike transit options!

From: Council Inquiry <council-inquiry@bellevuewa.gov>
Sent: Friday, October 11, 2024 10:06 AM
To: Singelakis, Andrew <ASingelakis@bellevuewa.gov>; Stevens, Paula <PStevens@bellevuewa.gov>; McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: Fwd: I support more bike transit options!

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Another fyi

On Wed, 9 Oct at 4:14 PM , Erik Josberger <erik909@gmail.com> wrote:

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Hello,

I wanted to voice my support for more bicycle options in upcoming TFP planning!

With Eastrail and the light rail expansions coming up, expanding local bike routes will have outsize impacts on mobility, congestion, and neighborhood character.

As someone who rides the length of Bellevue during multiple weekly commutes, this would have an immediate benefit to my commute options and ability to engage with the Bellevue community.

Thanks,

-Erik Josberger

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To: [TransportationCommission](#)
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Thanks,

-Erik Josberger

From: [Council Inquiry](#)
To: [Singelakis, Andrew](#); [Stevens, Paula](#); [McDonald, Kevin](#)
Subject: Fwd: 100th Ave bike lane axing
Date: Friday, October 25, 2024 9:35:01 AM

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Another bike lane email.

On Thu, 24 Oct at 4:53 PM , L B <lizgator77@gmail.com> wrote:

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hi there.

Displeased Bellevue cyclist #30584723 chiming in here.

What will it take to get safe bike lanes here? Seriously?

I'm sure there's other cyclists giving you all the facts and details for why it wouldn't work to take Kemper's proposal for a bike detour and why it's unsafe and nonsensical. I won't waste my breath because you all already know that. I'm writing to express how exhausting it is that this city seemingly can't make the right or safe choice when it comes to literally anyone in this city except for car drivers.

I want so badly to be able to brag to my friends and family about how lovely it is to bike here, but I can't. I constantly fear for my safety on the roads here. I've been nearly hit countless times and know several people who HAVE been hit. Drivers don't care. There's no enforcement so they drive as if they can't kill someone. Pedestrians, kids, pets, cyclists. We're all always under threat here. And for what? Why do you want this city's reputation to grow increasingly negative for how pleasant and safe it is to be here?

Cycling is part of my commute. It's how I enjoy life and get around but living here makes that increasingly difficult. Please for the love of all that is not cars, reconsider this boneheaded decision to CONTINUE giving the middle finger to cyclists. Bike lanes are safer for ALL, including the car drivers that this city can't stop kissing the feet of.

Just please make the right decision for once.

Liz

From: [Council Inquiry](#)
To: [Singelakis, Andrew](#); [Stevens, Paula](#); [McDonald, Kevin](#)
Subject: Fwd: 100th Ave bike lane axing
Date: Friday, October 25, 2024 9:35:01 AM

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Just please make the right decision for once.

Liz

From: [Council Inquiry](#)
To: [Singelakis, Andrew](#); [Stevens, Paula](#); [McDonald, Kevin](#)
Subject: Fwd: 100th Ave bike lane detour
Date: Friday, October 25, 2024 9:33:29 AM

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

FYI

On Thu, 24 Oct at 8:31 PM , Alexander Brassel <alexander.s.brassel@gmail.com> wrote:

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hi,

I commute three times a week from Seattle to Downtown Bellevue for my job at a software engineering firm that pays taxes into the funds which Bellevue uses to build and maintain its roads.

I choose to bicycle to work to reduce the congestion that other drivers have to deal with while commuting to their jobs.

Unfortunately, 100th Ave is directly along my commute route. By choosing to reroute the bike lane from 100th to 98th Ave, you have increased the danger that myself and my wife will face whenever we make this trip, and you have reminded others who choose to cycle that they are not equal users of the road.

Please help build a Bellevue for its inhabitants, and not its cars. Build the infrastructure that its residents want, not Kemper Friedman and his real estate empire.

Thank you for considering the opinion of a regular person who simply wants to feel comfortable and safe.

From: [Council Inquiry](#)
To: [McDonald, Kevin](#); [Stevens, Paula](#); [Singelakis, Andrew](#)
Subject: Fwd: Transportation Commission values
Date: Wednesday, October 16, 2024 9:10:56 AM

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

FYI email to TR Commission. I don't believe a response is required.

On Mon, 14 Oct at 7:44 PM , Valentina Vaneeva <eittaf@outlook.com> wrote:

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hello Council members,

I would like to bring to your attention a worrying disconnect between values espoused by the Council and values demonstrated by the Transportation Commission.

As a reminder, at the last Transportation Commission meeting another segment of Bike Bellevue was discussed, 100th Ave NE between NE 8th St and NE 4th St. [Staff proposed several options](#), including one suggested by a private developer, Kemper Development Company. None of the options would reach the target LTS 1 without lowering the speed limit on that street.

At that meeting, the majority of the commissioners went out of their way to ignore both public comments and staff clarifications to select an unclear and in all likelihood more expensive option proposed by the private developer. The chosen option does not have a complete design, does not guarantee target LTS and would require public outreach, all of which are contrary to the rapid-build mandate for Bike Bellevue re-iterated by the Council at the previous Bike Bellevue report.

My specific concerns are as follows.

The Commission ignored the public (again). Many members of the public showed up to support the original Bike Bellevue design for this street. The street was originally included in Bike Bellevue because it was already in use but did not provide safe bicycle facilities. At the meeting, staff confirmed that cyclists ride there and do not go on the parallel street suggested by the private developer. This was ignored by most of the commissioners.

The Commission ignored staff clarifications. Staff members pointed out that if the speed limit is lowered, the original cycle track proposal, unlike the rest of the options, would achieve LTS 1, and that lowering the speed limit can be done. This comment was ignored.

Then there was a question of transitioning between directional bike lanes and the cycle track. Staff clarified that an "all-way walk" crossing is possible at the intersection where the change happens, but this comment was ignored.

Another concern voiced by the commissioners was that the cycle track would confuse

drivers and they would not expect cyclists going in both directions. Staff members mentioned that they could provide enough sight distance for drivers and that pedestrians are already facing the same problem, but this comment was ignored. The Commission also ignored the fact that this situation already happens on the multi-use path along Downtown Park and doesn't seem to be confusing to anyone. In addition, Microsoft built a cycle track along its campus on 156th Ave NE and installed traffic lights only where they could not provide enough sight distance for drivers coming up from the underground garage. The rest of the entryways do not have traffic lights and most cyclists use that cycle track during peak hours.

The Commission also ignored the fact that the option they chose would not only make cyclists go out of their way and provide a confusing experience (what would happen to all the people going north on the multi-use path?) it would also be physically much harder because of steeper hills *both ways*. Instead the Commission basically suggested for everyone to buy an e-bike. Given how expensive those bicycles still are it sure does seem like the Commission thinks that downtown should be easily accessible only to rich people.

In short, even though the Council vision values safety for all street users, abundance of mobility options, and equity for all Bellevue residents, the Commission chose to ignore all of those. I hope the Council will provide clear and specific directions to the Commission that would make it impossible for the Commission to ignore these values again.

Moreover, at this meeting, the motion giving recommendation to the staff was prepared in advance, before the meeting itself even started, which probably explains why the discussion was so mechanical and lifeless. This, of course, raises a question about transparency of decision making in the current Commission which I hope the Council will take seriously.

Thank you for your attention!

From: [Erik Josberger](#)
To: [TransportationCommission](#); [Council](#)
Subject: I support more bike transit options!
Date: Wednesday, October 9, 2024 4:14:12 PM

Some people who received this message don't often get email from erik909@gmail.com. [Learn why this is important](#)

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hello,

I wanted to voice my support for more bicycle options in upcoming TFP planning! With Eastrail and the light rail expansions coming up, expanding local bike routes will have outsize impacts on mobility, congestion, and neighborhood character. As someone who rides the length of Bellevue during multiple weekly commutes, this would have an immediate benefit to my commute options and ability to engage with the Bellevue community.

Thanks,

-Erik Josberger

From: [Mariya Frost](#)
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: KDC Written Comment on Bike Bellevue - 98th alternative to 100th
Date: Monday, September 30, 2024 8:58:47 AM
Attachments: [image001.png](#)
[KDC Letter & Analysis for BB Alternative to 100th - 98th.pdf](#)

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Chair Stash, Vice Chair Magill and Commissioners,

In advance of your Bike Bellevue Corridor 8 discussion on October 10, please see the attached written comment and engineering analysis from Kemper Development Company supporting an alternative bicycle route via NE 8th and 98th.

Bicycle lanes via 98th would achieve a considerably safer and more comfortable north-south connection with low level of traffic stress (LTS 1) and would comply with Vision Zero principles by steering clear of high-volume intersections and Bellevue Square driveways. This route would also offer additional connections to parks, including Meydenbauer Bay Park and the Downtown Park, without removing any travel lanes.

The City has planned enhanced crosswalks at 98th and NE 8th, complete with flashing beacons, to facilitate safe crossings – a key advantage of this option over routing through 99th.

Thank you and staff so much for your continued work and consideration.

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com





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

September 30, 2024

RE: Bike Bellevue Corridor 8 – Support for alternative bicycle route via 98th Avenue NE

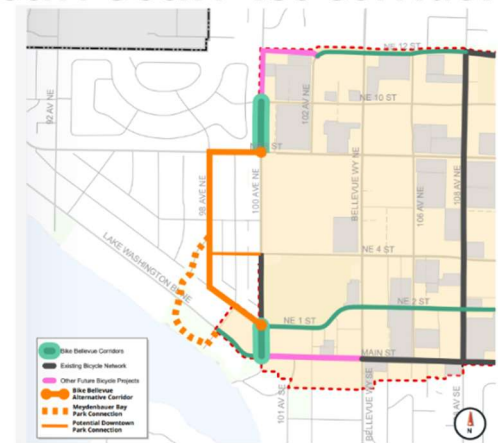
Dear Commissioners,

Thank you for your continued engagement on Bike Bellevue and for considering Corridor 8 (100th Avenue). We appreciate the importance of a multimodal transportation network that is user-friendly, safe, and accommodating of all modes.

Due to the negative impacts to bicyclist safety and vehicular traffic, we oppose routing bicycle lanes on 100th Avenue. Instead, we support the proposed alternative route via NE 8th and 98th, as shown in the map on the right.

This option is supported by a safety and feasibility analysis included in this letter, and achieves the City’s preferred Level of Traffic Stress (LTS), Vision Zero objectives, and rapid implementation goals. We request your support for this alternative option and urge that it be moved to the Transportation Facilities Plan (TFP) for study and implementation.

**100th Alternative:
8th / 98th / 1st Corridor**



We oppose adding bicycle lanes on 100th Avenue NE between NE 4th and NE 8th and ask this be removed from consideration (Category 6) for two reasons.

1. **Safety:** Adding any kind of bicycle lane on 100th Avenue, particularly on the east side of the street as proposed in Bike Bellevue - whether it is a two-way cycle track, a directional bike lane, or sharrow – would encourage bicycling alongside three high-traffic Bellevue Square garage driveways. **Over 1.6 million vehicles enter and exit these garages each year.**

This would needlessly increase potential for conflicts between drivers and bicyclists at busy driveways, contradicting Vision Zero goals regardless of the bike facility LTS. It’s important to note that LTS does not account for driveway and intersection conflicts, which are responsible for 93% of crashes in the Bike Bellevue project area.

Below are the driveway counts for the three Bellevue Square garage driveways on 100th from May 2023 to April 2024. The data shows that winter and summer months experience the highest entry and exit counts. Bicycling tends to increase during warmer summer months, as does commercial activity. During events like the Bellevue Arts Fair and the 4th of July, the Bellevue Square garage accommodates even higher levels of parking activity.

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KEMPER DEVELOPMENT COMPANY PO Box 908 Bellevue, WA 98009 425-646-3660 www.bellevuecollection.com



As an example, during the 4th of July this year, these three garages alone accounted for nearly 6,000 entries and exits. During the Bellevue Arts Fair, on Saturday July 27th, these garages accounted for 12,439 entries and exits on a single day. On average, Bellevue Square garage driveways on 100th accommodate anywhere from 131,000 to 138,000 visitors per month - with July, November and December significantly exceeding those numbers.

West parking Garage 100th Street Entry & Exit Counts															
May 2023 - April 2024															
		May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	Annual Total	
1.1.3.i6	SW 100th Entry	12,456	14,219	17,339	13,804	13,624	13,064	18,060	25,557	12,889	12,502	13,138	12,452	179,104	
1.1.3.i7	SW 100th Exit	17,731	19,586	26,422	19,057	19,735	18,133	25,345	34,370	18,443	17,398	18,690	17,595	252,505	
1.1.3.i8	West 100th Entry	17,991	20,303	23,671	20,037	20,186	19,430	26,616	36,745	20,989	18,914	20,302	19,603	264,787	
1.1.3.i9	West 100th Right Exit	13,270	15,654	17,334	14,179	14,411	13,515	17,220	21,414	14,027	12,412	13,346	12,868	179,650	
1.1.3.i10	West 100th Left Exit	15,605	17,549	21,589	16,902	14,366	16,609	24,833	30,567	18,267	16,670	17,834	16,770	227,561	
1.1.3.i11	NW 100th Entry	16,771	18,744	21,041	18,242	17,783	17,505	22,544	28,042	18,400	16,630	17,962	17,293	230,957	
1.1.3.i12	NW 100th Exit	24,889	27,013	29,985	26,577	25,877	24,745	29,786	35,459	25,739	23,143	25,349	24,928	323,490	
Totals	Entry Totals	47,218	53,266	62,051	52,083	51,593	49,999	67,220	90,344	52,278	48,046	51,402	49,348	674,848	
	Exit Totals	71,495	79,802	95,330	76,715	74,389	73,002	97,184	121,810	76,476	69,623	75,219	72,161	983,206	
		118,713	133,068	157,381	128,798	125,982	123,001	164,404	212,154	128,754	117,669	126,621	121,509	0	1,658,054
											Traffic Generated by 100th Entry/Exits			1,658,054	

- Traffic Impact:** The removal of a northbound lane would negatively impact not only visitors of Bellevue Square, but also residents living along or near 100th who are already contending with existing traffic. Increased congestion on 100th is likely to shift traffic to residential areas. According to the City's data, this change would increase existing and projected traffic congestion as vehicle volumes would exceed available capacity during the mid-day and evening hours of travel. Notably, traffic volumes on the segment of 100th between NE 4th and NE 8th are *60% higher* than on other segments of 100th.

Eliminating a northbound lane would severely disrupt traffic flow from Bellevue Square's West Garage, affecting not only regular operations on all days of the week, but also during every event the Bellevue Collection hosts or sponsors. The outer northbound lane is used to push traffic to NE 8th east and on to I-405, and the inside northbound lane is used to route traffic north up to 10th Street as an alternative route to I-405. If this section of 100th is reduced to having only one northbound lane, any NE 8th eastbound backup would stop northbound traffic completely.

We have already experienced significant increases in wait times to exit our West Garage when a northbound lane was eliminated on 100th north of NE 8th St. a couple years ago. The exit times from our West Garage during the afternoons and evenings - especially after events like Snowflake Lane, the 4th of July, and the Bellevue Arts Fair – noticeably increased, as visitors were left with only one lane leading north from Bellevue Square.

We strongly oppose any bicycle route option that would remove a lane on this segment of 100th and are happy to share additional data and information with City staff if needed.



To achieve a considerably safer and more comfortable north-south connection, we ask that the Commission please support the option of adding bicycle lanes on 98th Avenue NE by way of NE 8th Street. Please move this option to the TFP (Category 5) for study and implementation.

This alternative would utilize NE 8th Street, 98th Avenue NE, and NE 1st Street to connect the northern and southern ends of the corridor in order to avoid the highest volume segment of 100th between NE 4th and NE 8th. Both NE 1st Street and 98th Avenue NE are low-volume local streets, while NE 8th Street between 98th and 100th serves as a minor arterial.

This alternative achieves LTS 1 on all segments and complies with Vision Zero principles by steering clear of high-volume intersections and driveways. It includes new shared lane markings and wayfinding signage on NE 1st Street and 98th Avenue NE, which currently have low LTS 1.

Thanks to the extra wide lanes on NE 8th, we can narrow these lanes to create a minimum 10-foot shared-use path on the north side, complemented by 5-foot planters. This enhancement will provide a safe and pleasant east-west connection for bicyclists between 100th and 98th. Importantly, establishing this shared-use path on NE 8th would not require any tree removal or affect the existing bus shelter. Additionally, the City has planned enhanced crosswalks at 98th and NE 8th, complete with flashing beacons, to facilitate safe crossings – a key advantage of this option over routing through 99th.

Furthermore, routing bicycle lanes onto 98th would offer additional connections to parks. One connection which would not exist via 100th would be to Meydenbauer Bay Park, and another would link to the Downtown Park via NE 1st Street. A secondary connection to the Downtown Park could be considered by adding shared lane markings on NE 4th Street between 98th and 100th.

Eastside engineering consultant TENW has provided the attached analysis and renderings to illustrate what this solution could look like. We hope this is helpful and can expedite the process to implement this concept if it is moved to the TFP. We are happy to collaborate with staff and answer any questions.

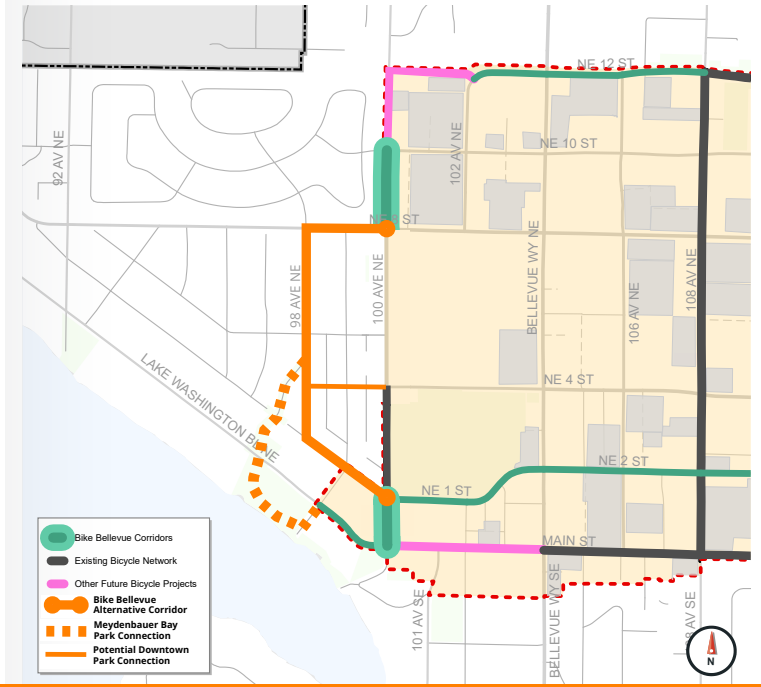
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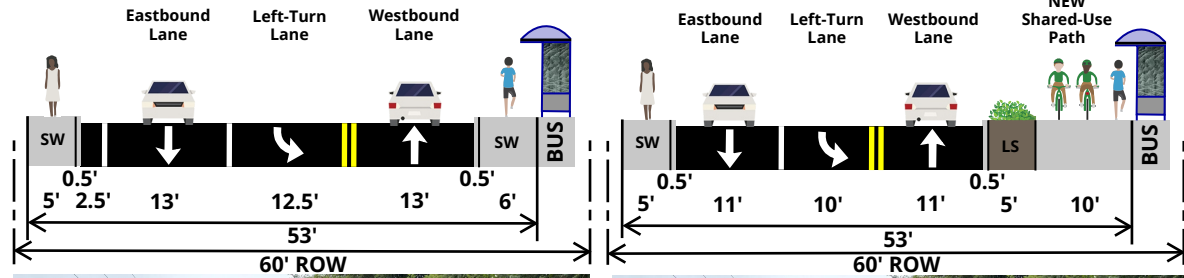
Mariya Frost
Director of Transportation
Kemper Development Company

Att: Safety & Feasibility Analysis of 98th Alternative for Bike Bellevue Corridor 8

100th Alternative: 8th / 98th / 1st Corridor



NE 8th Street Sections



Project Description

This alternative to the original Bike Bellevue Corridor 8 would utilize NE 8th St, 98th Ave NE, and NE 1st Street to connect the northern and southern ends of the corridor in order to avoid increased traffic and driveway conflicts on 100th Ave NE between NE 4th Street and NE 8th Street. 98th Ave NE and NE 1st Street are both low-volume local streets and NE 8th Street between 98th and 100th is a minor arterial. This alternative would include new shared lane markings/signage on 98th Ave NE and NE 1st St. 98th Ave NE has the added benefit of having a direct connection to Meydenbauer Bay Park. A new 10 ft minimum shared-use path with 5 ft planter would be constructed on the north side of NE 8th St by reducing the existing lane widths and eliminating an existing shoulder (no widening beyond the existing back of sidewalk would be required).

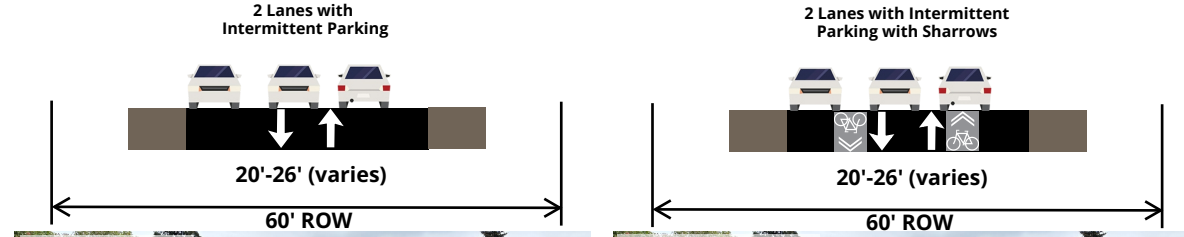
NE 8th Street

Street Classification	Minor Arterial
Traffic Volume (ADT)	9,000 - 12,000
Posted Speed Limit	30
Existing Bicycle Facility	None
Existing Bike LTS	4
Target Bike LTS	1 (achieved by separated shared-use path)
Transit Route	Yes, bus stop for Route 271 to be maintained

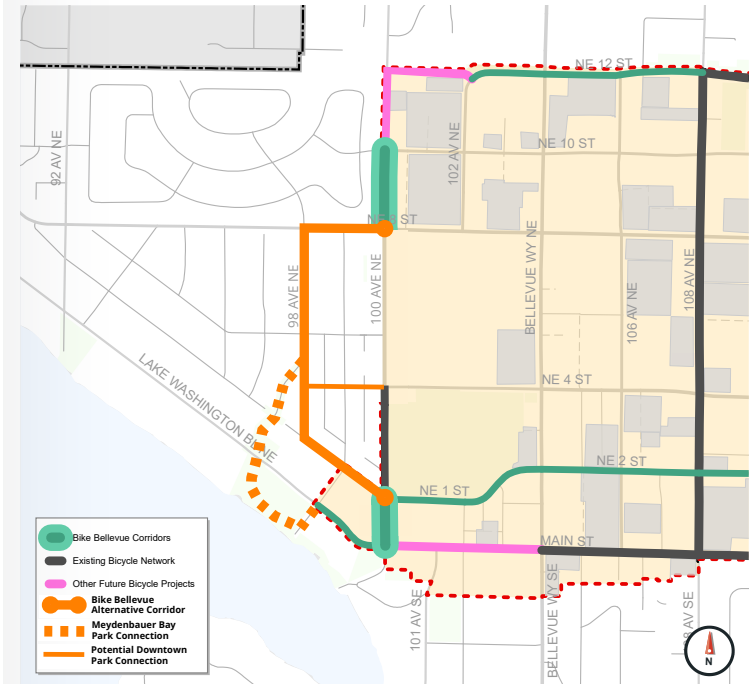
98th Ave NE / NE 1st Street

Street Classification	Local Streets
Traffic Volume (ADT)	<1,000
Posted Speed Limit	25
Existing Bicycle Facility	None
Existing Bike LTS	1
Target Bike LTS	1 (achieved by sharrow markings)

98th Ave NE Sections



100th Alternative: 8th / 98th / 1st Corridor

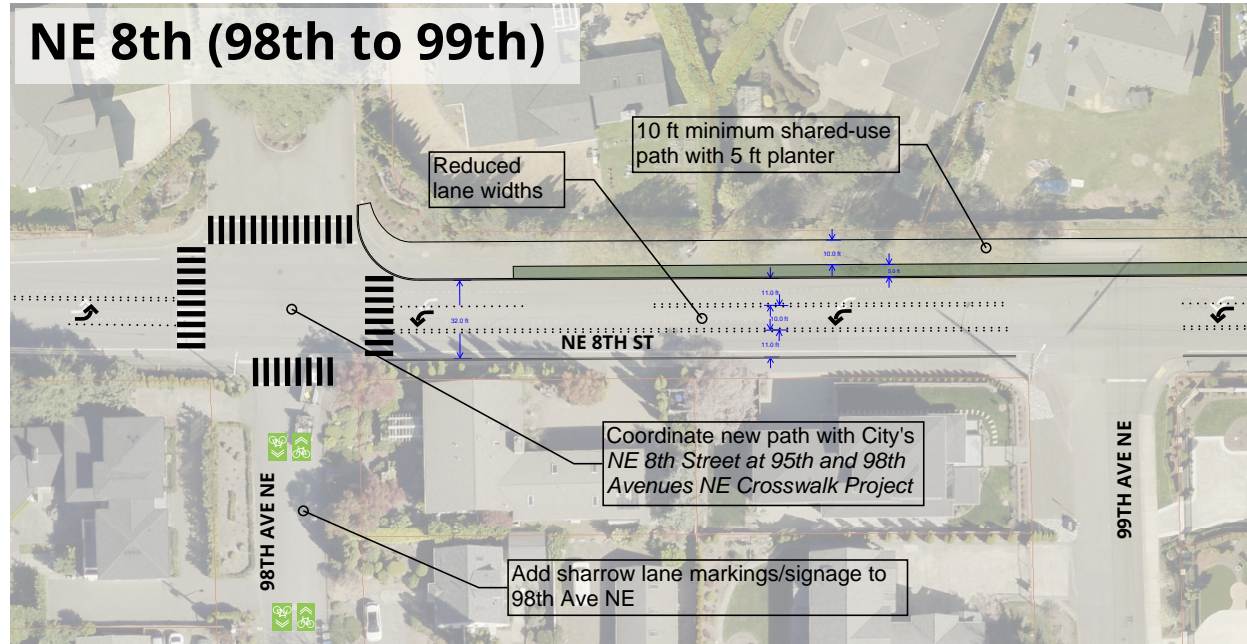


Key Elements

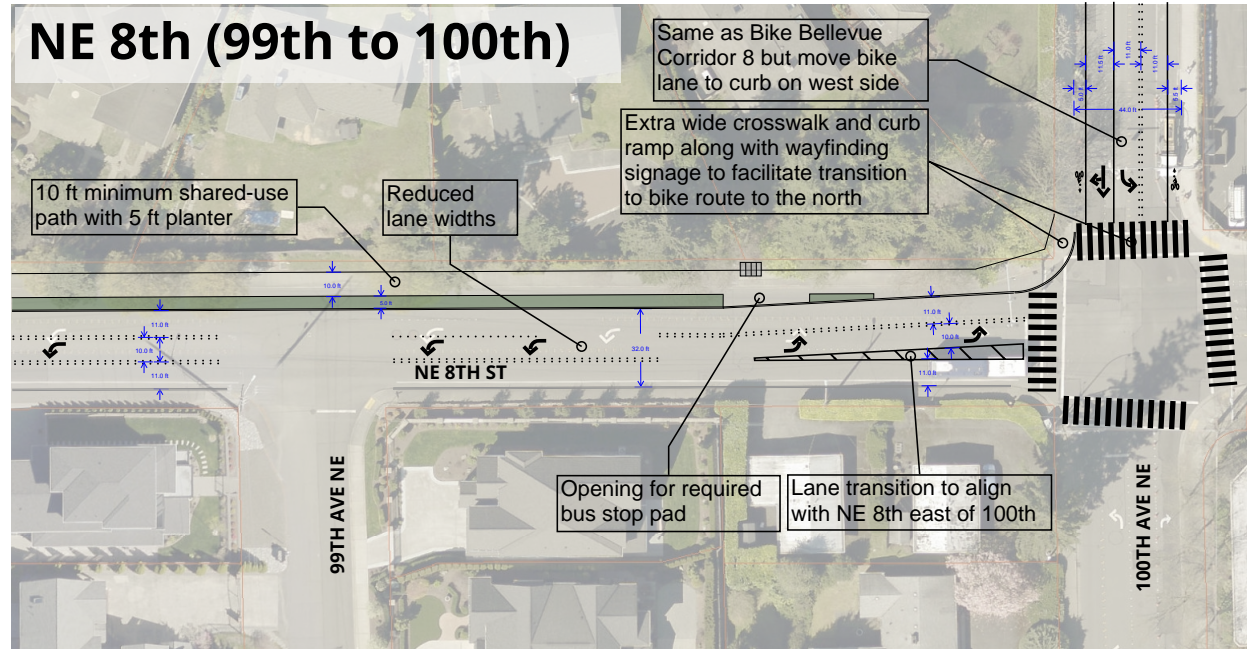
- ✦ Existing extra wide lanes and a 2.5 ft shoulder on 8th allows enough room for a 10 ft min. multi-use path with 5 ft planter on the north side without widening beyond existing back of sidewalk.
- ✦ No trees would need to be removed and bus shelter could remain on 8th.
- ✦ The City already has enhanced crosswalks planned at 98th Ave NE / NE 8th Street (flashing beacons) to facilitate crossing of NE 8th Street to a new multi-use path.
- ✦ Level of Traffic Stress (LTS) 1 is achieved with separated multi-use path on NE 8th St and shared lane markings on 98th and 1st.
- ✦ Alternatives on NE 8th Street that would not require improvements behind curb could include reduced lane widths and in-street bike lanes of 5 ft, which would achieve LTS 3.
- ✦ Proposed Route via NE 8th Street / 98th Ave NE / NE 1st Street avoids the highest volume segment of 100th Ave NE with high volume driveways between NE 4th Street and NE 8th Street.
- ✦ Direct connection to Meydenbauer Bay Park would be provided via the existing driveway to/from 98th Ave NE.
- ✦ A connection to the Downtown Park would be provided via NE 1st Street. A second connection on the north end of the park could be considered using shared lane markings on NE 4th Street between 98th and 100th.
- ✦ No vehicular travel lanes would be eliminated.

NE 8th Street Concept Plans

NE 8th (98th to 99th)



NE 8th (99th to 100th)



From: [Kian Bradley](#)
To: [Council](#); [TransportationCommission](#)
Subject: Kemper Development rejects 100th Ave NE bike lane
Date: Thursday, October 24, 2024 8:43:22 AM

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Hi, I'm astonished to read this article about how the Transportation Commission is appearing to bend over backwards to appease large property owners, such as Kemper Development: <https://www.theurbanist.org/2024/10/24/bellevue-greenlights-bike-detour-proposed-by-kemper/>

The article states:

Late this spring, Mariya Frost, Kemper Development's director of transportation, met with Andrew Singelakis, Bellevue's transportation director, and Kevin McDonald, the project manager in charge of Bike Bellevue. An email sent after the meeting spells out how Frost proposed using 99th Avenue NE, one block west of 100th, as an alternative route.

It seems strange to me that, instead of place a bike lane next to the mall and the downtown park, we've chosen to listen to a conservative developer instruct us to route the bike lane through a hilly neighborhood. How is this helpful? The lane will go almost entirely unused, as it no longer connects to amenities.

Council- please reject the Transportation Commission's recommendation here. The city has leverage here. Do the right thing instead of listening to wealthy, conservative business interests.

Thanks,
Kian Bradley

From: [Kyle Sullivan](#)
To: [TransportationCommission](#)
Subject: October 10th Meeting
Date: Monday, October 7, 2024 9:53:19 PM

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Hello Transportation Commissioners,

I'm writing to express support for bike lanes on 100th Ave NE, as originally planned. I have ridden along the route proposed in Alternative 4, and it's simply not equivalent. Alternative 4 would require folks on bikes to travel twice as far, while climbing 33% more elevation. Bike lanes on 100th Ave NE are simply more direct and therefore more useful. Anecdotally, I haven't seen a high enough volume of traffic on the street to require 2 northbound car lanes.

However, I'm a little bit confused about what LTS would be achieved by Alternative 2 or 3. I see that the goal for 100th Ave NE is LTS 1, and the memo says that either alternative would achieve that. Despite that, the table on page 22 of the 2022 MIP seems to state that the only way to achieve LTS 1 on a 30 mph road is with Protected Bike Lanes. What's the explanation for this difference? I would like to know that.

Either way, I would slightly prefer Alternative 3 because it results in a buffer between car traffic and bikes, and narrow the remaining travel lanes slightly. This should result in a more comfortable riding experience, and also make it easier to access Downtown Park. I do understand the concern about driveways, but it's possible to negate these risks, like has been done with West Marginal Way SW in Seattle. Please carefully consider all the mitigations available before discarding the buffer between car and bike traffic on this street.

While I appreciate the intent of the interim Spring Boulevard connection project, I think the \$5.5M price is still too much for an interim solution. I am assuming that this cost won't contribute to the final Spring Boulevard connection, meaning it would be an extra cost. If that's the case, I think the city could spend that money better on other projects (like Northrup Way and BelRed Road...)

Thanks,

Kyle Sullivan

From: [Kyle Sullivan](#)
To: [TransportationCommission](#)
Subject: October 10th Meeting
Date: Monday, October 7, 2024 9:53:19 PM

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Hello Transportation Commissioners,

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Thanks,

Kyle Sullivan

From: [Ruth Lipscomb](#)
To: [TransportationCommission](#)
Subject: please implement protected bike lanes on 100th Ave NE
Date: Thursday, October 10, 2024 12:55:42 PM

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Hello Transportation Commissioners,

I see that you'll be discussing alternatives for bicycle facilities on 100th Ave NE tonight. I am strongly in favor of adding separate bicycle lanes on each side of 100th, and not on another street, for two reasons:

- The main destinations that bicyclists like myself would want to access are the Downtown Park and Bellevue Square. Because Bellevue Way is hostile to non-car traffic, 100th Ave NE is the only reasonable alternative that will make those lanes useful and well-used.
- The bike lanes for northbound and southbound should be on opposite sides of the street for safety reasons. Drivers never look for bike traffic that is travelling in the opposite direction to the flow of car traffic. Having one-way bike lanes on each side of the roadway will make those lanes safer from turning cars. Safety should be an especially high priority around the park, where many children would be biking.

This is Alternative 2 in your materials and is the option I hope you will select.

In another safety-related item, please include the Bike Bellevue corridors of 140th Ave, Northup, and Bel-Red as high priorities in the update to the Transportation Facilities Plan.

Thank you.

Sincerely,
Ruth Lipscomb
101 Cascade Key, Bellevue 98006
425-603-0152

From: [L Dong](#)
To: [TransportationCommission](#)
Subject: Please support protected bike lanes
Date: Thursday, October 10, 2024 2:23:55 PM

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Hello Bellevue Transportation Commission,

I am writing regarding Bike Bellevue and the Transportation Facilities Plan.

I value the convenience and health benefits of commuting by bike, however I choose not to do so in Bellevue because the car traffic is dangerous. I urge you to:

- Please approve directional bike lanes on 100th Ave (Alternative 2) and reject alternative facilities on 98th Ave NE.
- Please prioritize the design and implementation of all Bike Bellevue corridors (Northup Way, Bel-Red Rd, and 140th Ave NE) that have been placed into consideration for the Transportation Facilities Plan update.

Building protected bike lanes and reducing vehicle speeds benefits all who share the road. Increased safety encourages walking and rolling over driving which increases access to businesses. Too many injuries and fatalities are preventable in Bellevue and it's time to make a commitment to community safety.

Thank you for your consideration.

LD
Woodinville, WA

From: [Steve McConnell](#)
To: [TransportationCommission](#)
Cc: [McDonald, Kevin](#)
Subject: RE: Proposed Bike Lane Plans for Downtown Bellevue + Comprehensive Safety Comments
Date: Sunday, September 29, 2024 10:04:21 PM
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image010.png](#)
[image011.png](#)
[WSP Cycle Crash Data - For Planning Commission.xlsx](#)

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I made one small correction below, noted in [red](#).

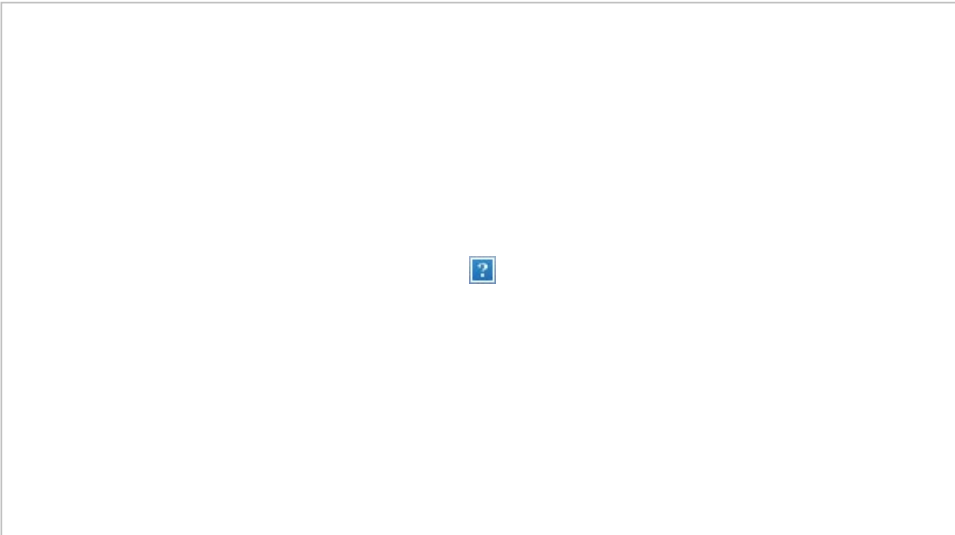
Dear Esteemed Transportation Commissioners,

I'm writing with comments about the discussion of cycling in Bellevue's CBD. I've spent time reviewing data from the city and from Washington State Patrol. I found the detailed Washington State Patrol data about the specific circumstances of serious bicycle accidents to be informative. I hope this summary of some of that data adds a different perspective than what you have seen before.

First I have a couple of general comments about the plans for the CBD (commercial business district).

General Comments about Plans for the CBD

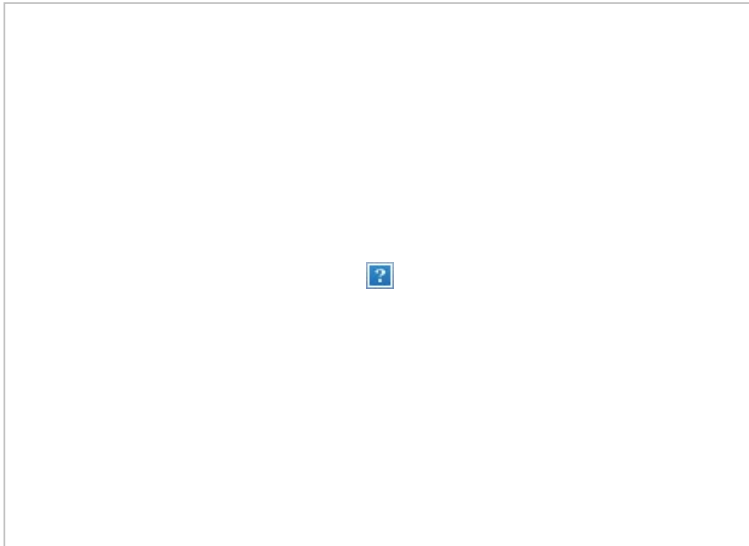
Mismatch between identified HIN and collision data. The city has identified High Injury Network (HIN) streets. When those are overlaid with KSI data for bicyclists in the CBD, at most 1 of the 5 bicycle KSI's in the past 10 years was on an HIN street. The graphic below is from the City of Bellevue [website link to Arcgis data](#). Ten year's of serious accidents for bicyclists are shown by the green dots. Bellevue's identification of HIN does not seem to be responsive to bicycle accidents.



Mismatch between the City's stated goals for bike routes and plans for 100th. According to the City of Bellevue's [website](#), the first two stated Bike Bellevue principles are **Safety** and **Connectivity**. Putting a bike route onto 100th does not seem responsive to either of those first two priorities. First, 100th has **not** been identified as

part of the HNI.

Second, even the long range plans on the city's [website](#) show the Bike Bellevue Corridor on 100th not being connect to anything initially, and dead-ending at NE 4th in the long run.



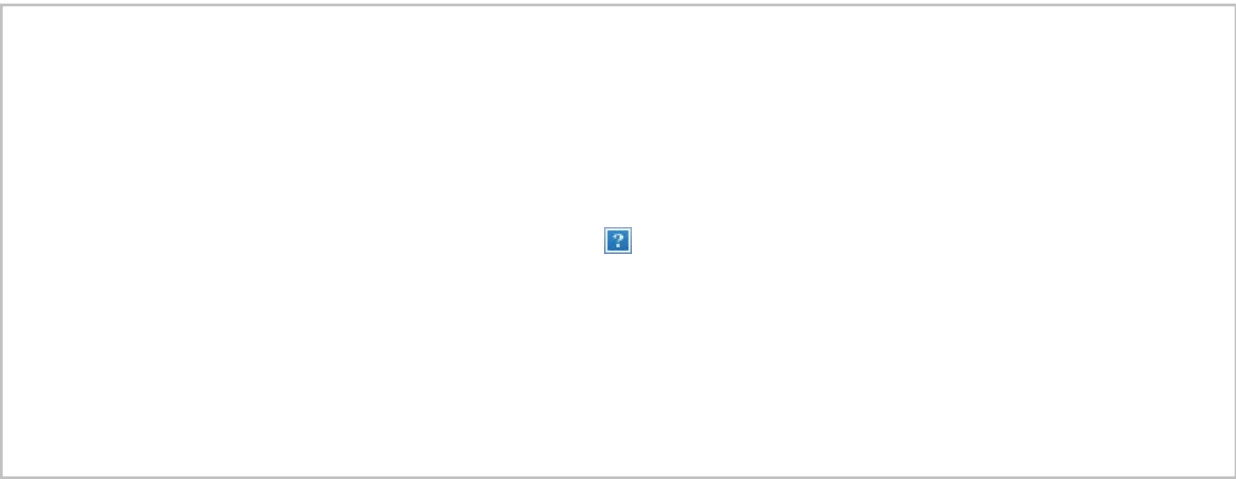
Putting a bike route onto the part of 100th between NE 8th and NE 4th would be a safety nightmare. As someone who walks that street regularly, I can say that putting a bike lane on the east side of 100th would increase the chances of cars hitting cyclists as they turn out of the Bel Square parking lot. I avoid walking on the sidewalk on the east side of 100th between NE 4th and NE 8th because I've had too many close calls with cars turning out of the parking lot without paying attention.

Putting a bike route on the west side of the street would be better, but it would cause the loss of a vehicle traffic lane. My understanding is that the direction from city council is **not** to lose vehicle traffic lanes. There is already a lot of frustrated driving on the section of 100th between NE 4th and NE 8th. Losing a lane would only increase the frustrated driving and I think would be a net safety loss to cyclists.

Comments about Washington State Patrol Data on Serious Bicycle Accidents in Bellevue

I've reviewed the [Washington State Patrol collision data](#) for each of the 41 serious bicycle accidents in Bellevue since 1/1/2014. (A serious bike accident involved either a serious injury or fatality.) I wonder if the members of the transportation commission have read each of the 41 individual accident reports? I don't see how anyone could believe bike lanes would improve safety after reading through the specific circumstances of each serious accident. I have attached a spreadsheet that summarizes each accident for anyone who is interested to read the specifics.

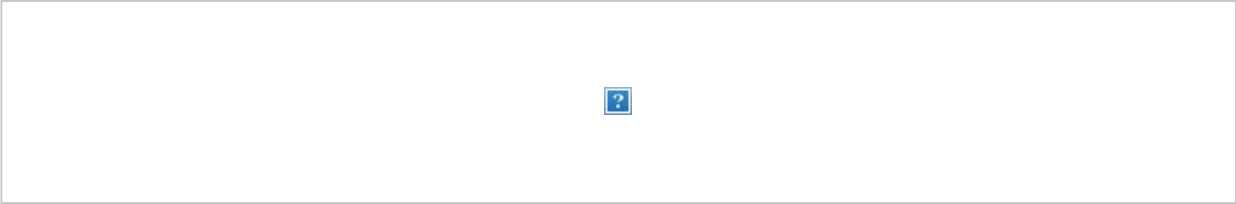
Data shows bike routes are not improving safety. According to Washington State Patrol data through August 25, 2024, 46% of the serious accidents for cyclists over the past 10.7 years have involved cyclists who are traveling in the designated bike routes. (The summary table was created by me. The underlying data is from the Washington State Patrol accident reports, which are in the attached spreadsheet.)



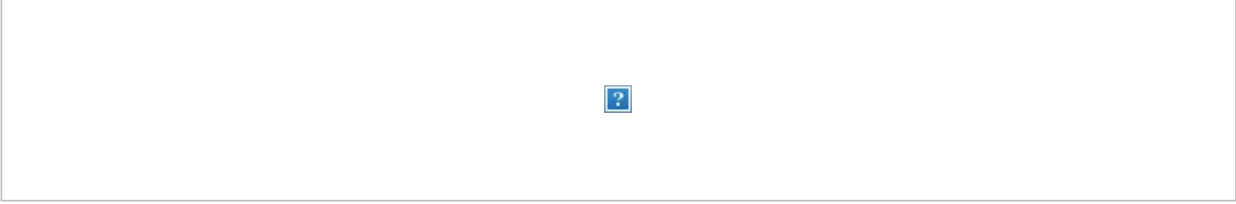
The City of Bellevue’s [DRAFT Design Concepts Guide](#) states a goal of, “eliminat[ing] 4-8 serious injury or fatality bicycle crashes over the next 20 years.” The data indicates that the city’s approach so far, if anything, is working backwards.

At the top level, it’s notable that there have been **58% more accidents in designated bike routes** than on the roadway (19 vs. 12). Considering that there are vastly more miles of roadway than dedicated bike routes in Bellevue, It is not a stretch to say that the serious accident data suggests that **designated bike lanes are less safe than riding on the roadway**. That finding is not intuitive, but how else would you explain that data?

Over the time Bellevue has been implementing more bike routes, the ratio of accidents in designated bike routes vs. other locations has not changed much. For the first half of the period from 1/1/2014 through today (1/1/2014 – 6/3/2019), 50% of the incidents were in designated bike routes, as shown in the table below.



For the second half of the period from 1/1/2014 through today (7/1/2019 – 9/29/2024) , a period during which many additional bike routes were added, 43% of the incidents were in designated bike lanes, as shown in the table below.



Most concerning, the number of serious bike accidents has **increased** from 18 in the earlier 5.5 year period to 23 in the latter 5.25 year period, which is a **28% increase in serious accidents with more bike lanes in place**. While the city’s stated goal is to reduce serious accidents by 4-8 over the next 20 years, **the data shows that the city’s bicycle program has increased accidents by 5 over the last 5.25 years**.

Once again, this is not an intuitive finding, however, the city’s [published information](#) has been clear that **bicycle**

riding is 9 times as dangerous as riding in a vehicle. Could it be that the net effect of encouraging more people to bicycle is that the city is unwittingly encouraging more people to engage in an unsafe activity? And therefore, over the past 5.25 years, more people have been getting seriously injured? Mathematically, the city's safety programs would need to make bike riding 9 times safer than it has been in the past in order to make bike riding as safe as driving. The city's bicycle safety program is clearly less effective than that, so, mathematically, an increase in bike riding will result in an increase in serious accidents. The recent data is consistent with that explanation.

While well-intentioned, the data is clear that dedicated bike lanes are not the answer to improving bicyclist safety. Consider the specifics of the 5 serious bicycle accidents in the CBD over the past 10.7 years.

- **9/28/2017.** Vehicle made an "improper turn/merge" (left turn) and hit a bicyclist on the **sidewalk**. A designated bike lane would not improve safety in this scenario.
- **4/23/2021.** A cyclist on the roadway turned into the path of a vehicle. A designated bike lane does not improve safety in this scenario.
- **4/20/2022.** As in 2017, a vehicle made a left turn merging into traffic and hit a bicyclist on the **sidewalk**, i.e., the vehicle was coming from a parking garage, parking lot, or other location and crossing the sidewalk into traffic. A designated bike lane does not improve safety in this scenario. I would argue that **designated bike routes make this scenario worse** because the vehicle driver must check for occupants of both the sidewalk and the bike lane.
- **7/21/2022.** A cyclist **in the designated bike route** was hit by a vehicle in an intersection. Significantly, the designated bike route did not provide safety to the cyclist in this scenario.
- **5/20/2024.** A cyclist **in the designated bike route** was hit by a vehicle turning right in an intersection. Significantly, again, the designated bike route did not provide safety to the cyclist in this scenario.

To summarize, of the 5 serious bicycle accidents in the CBD in the past 10.7 years, 2 have been in bike lanes, 2 have been on sidewalks, and the remaining accident was because a bicyclist turned into traffic. Dedicated bike lanes will not improve safety in **any** of these scenarios.

What bicycle safety program is needed?

Focus Area #1: The data shows clearly that the safety focus should be on Intersections and turning vehicles. 54% of serious accidents have occurred in intersections (where bike lanes are effectively irrelevant), and 61% of serious accidents involve vehicles making turns (where, again, bike lanes are effectively irrelevant).

Focus Area #2: Over the past 10.7 years, **27% of bicycle accidents have been caused by the bicyclist**. The city could spend a tiny fraction of what it's spending on designated bike lanes on a free education program for bicyclists. The [Motorcycle Safety Foundation training](#) could be a good starting point for creating bicyclist safety education. I've personally gone through that training twice, and I think the concepts would benefit any bicyclist and have a good chance of preventing the specific kinds of serious accidents that have happened in the CBD. (Intersections and vehicles turning are a huge focus of MSF training.)

Based on the accident data, a budget of \$100K - \$200K for bicycle safety awareness could easily accomplish the city's stated goal of reducing serious bicycle accidents by 4-8 over 20 years, and the cost of that would be a drop in the bucket compared to what is planned to be spent on ineffective (and arguably unsafe) bike lanes. Moreover, money spent on bicyclist safety education would apply to cycling on all roadways as well as in bike lanes.

Thank you for considering these comments. I realize you have received numerous comments with many perspectives on the Bike Bellevue issue. I hope that this set of safety-oriented, data-focused comments adds at least a little bit to the discussion.

Regards

Steve McConnell

9749 NE 5th Street, Bellevue

206.714.8467

From: [Valentina Vaneeva](#)
To: [TransportationCommission](#)
Cc: [Singelakis, Andrew](#); [McDonald, Kevin](#)
Subject: Re: Transportation Commission meeting on October 10
Date: Wednesday, October 9, 2024 11:43:57 PM

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Hello Commissioners,

Seeing that the staff has updated materials for the meeting, and that none of the options suggested for the 100th Ave NE is reaching LTS 1, I hope the commission recommends the staff to go back to planning until they can provide alternatives that **reach the goal of LTS 1 on the target street** and not somewhere else in Bellevue.

Thank you!

On Oct 7, 2024, at 21:08, Valentina Vaneeva <eittaf@outlook.com> wrote:

Hello Commissioners,

As you will be discussing the next segment of Bike Bellevue at this week's meeting, I am writing to express my strong support for the development of bicycle infrastructure directly on 100th Ave NE. My personal preference is for the original cycletrack, as it would continue the existing multi-use path along Downtown Park. However, I understand that some people feel more comfortable with directional bike lanes.

There is no good reason to force cyclists to climb additional hills on 98th Ave NE and take a longer route than necessary, especially since removing an extra lane on 100th Ave NE will still more than meet speed performance targets for Downtown. Moreover, the 98th Ave NE route would require more design studies to ensure it meets the required LTS level, which means it will cost more and take more time to implement.

Here I would like to remind you that the Council's direction was to ensure that Bike Bellevue is implemented rapidly.

The second topic you will be discussing is projects referred to the TFP. It is crucial that you prioritize those Bike Bellevue corridors that are now part of the TFP. A Bellevue resident who attended last month's commission meeting was hit and seriously injured on one of those "postponed" Bike Bellevue corridors while riding his bicycle just a week later. This didn't have to happen, and it doesn't have to happen again. The Council is fully committed to achieving Vision Zero by 2030, and it's your job to make sure this goal is achieved as quickly as possible.

Thank you for your attention to this important matter.

From: [William Owen](#)
To: [Council](#); [TransportationCommission](#)
Subject: Restore Bike Bellevue's 100th ave Bike Lane
Date: Thursday, October 24, 2024 10:09:26 AM

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Good morning,

I am writing to object to another major watering down of the Bike Bellevue plan which was reported on in The Urbanist this morning.

I'm troubled to hear that the city is caving to pressure from a property developer/Trump campaigner to move the bike lane off or 100th, and onto a residential street two blocks to the west.

My argument for this is simple: the bike network should provide protected cycling routes to important destinations for work, shopping, and education, and it should provide them along the simplest routes available. If Bellevue fails to do this, it'll have large numbers of cyclists pouring out onto dangerous arterials, simply because those arterials are where most people are forced to work, live, go to school, and shop.

I understand that Kemper Development made the point that running a bike lane in front of the Bellvue Square mall's driveways would create too many conflict points – and to a certain extent, I agree with this point. But a much more sensible solution would be to put a two-way bike lane along the west side of 100th.

But I understand that the preferred approach has been to direct all bicycle traffic onto side streets that do not connect to destinations, and will not be used because they end in dead-ends and cul-de-sacs.

For example, the route that's being touted as Kemper Development's preferred route is to force all cyclists two blocks west onto 98th. Can we be sure this two-block detour which anyone who wants to shop or work at Bellevue Square won't deter cyclists from using the

route? Will the two block detour to 100 be protected with modal filters, speed humps, and traffic circles, so that it will be safe to cycle? Will a pedestrian and cycling bypass be built from Hilltop Rd to NE 13th street so that students from Clyde Hill Elementary and Chinook Middle School can use this new route? Will it be clearly signed so that anyone coming from other regions will know to use it, and not to just ride on the road or walk along the sidewalks on 100th?

If you think you have a good answer to all the answers above, then yes, feel free to proceed, but it looks to me like you're building a dead end bike route that won't be useful to the shoppers, employees, and students that will need to bike in the area. These kinds of detours can be done well, but not if you're just doing it as a reaction to an influential developer that throws cyclists under the bus.

Given that it sounds like there are no plans to add cycling infrastructure to 8th to link up 98th to Bellevue Square, it doesn't look like this alternative is being seriously thought of as something which cyclists should actually use as a part of their commutes, and it is not being thought of as an alternative to driving which will convince people to get out of their cars and reduce congestion.

Thank you for your time and consideration.

William Owen

From: [Ariel Davis](#)
To: [TransportationCommission](#)
Subject: Support of Alternative 2 - bike lanes on 100 Ave NE
Date: Thursday, October 10, 2024 5:15:13 PM

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Hello,

I'm writing to support Alternative 2 for the proposed bike lanes on 100 Ave NE. I also support, in general, prioritizing all proposed Bike Bellevue corridors like Northup Way, Bel-Red Rd, and 140th Ave NE.

I live in Bellevue, and commute by e-bike into work at least 2 days a week. I also own a car, but try to use it only when necessary: when transporting passengers, or bulky cargo, or when going long distances. In most scenarios, I'm able to use my e-bike to get around the city and run errands like going to the grocery store, dry cleaner, local shops, etc.

I generally enjoy biking around: it's more healthy for me, and reduces air pollution, noise pollution, traffic, and road wear, and increases safety for others in my local community.

Wherever there are bike lanes available I use them, since I don't want to have to share the same travel lane as cars if I can avoid it. Most drivers are courteous, but there are some who seem to get annoyed at having to share "their" road with bikes, and do things like aggressively pass or yell at me for taking up space on "their" road (ironic, given that I take up less space than them). I have had some close calls and contacted the police department about this multiple times in the past riding on Bellevue streets.

This kind of environment disincentivizes biking in this city. I still do, mostly, but I believe, and your survey data shows, that my experiences are not unique. There are folks in our community who would like to bike more, but do not because they feel the infrastructure is inadequate and too car-focused.

Building more bike lanes and other bike infrastructure would directly counteract and reduce these kinds of unpleasant, unsafe interactions. The city should continue to prioritize and build bike infrastructure to promote healthier lifestyles, safer communities, and get us closer to meeting our Vision Zero and transportation emissions goals.

100 Ave NE is a particularly excellent example of a corridor that should receive bike lanes. It already has only one car travel lane in one of the directions, so removing one of the two lanes in the other direction would equalize the number of car lanes per direction. It's also near the downtown park and mall, which are popular destinations that everyone, not just car drivers, deserves to be able to access safely and pleasantly.

I would also note that studies from the Federal Highway Administration show that road diets like these (reducing car lanes, increasing bike lanes) consistently result in dramatic reductions in car crashes. This improves safety for everyone, not just bike users and pedestrians, but also car users. Reduced crashes also improve traffic throughput.

This is counter-intuitive, so it's worth repeating: removing one car lane in this corridor will not only certainly improve bike throughput, since we can build bidirectional bike lanes with that same amount of space, it is also likely to improve (or at least not significantly harm) **car** throughput, since only one lane per direction means fewer car crashes and less lane-weaving.

I appreciate your consideration.

Ariel Davis

From: [Samuel Rapoport](#)
To: [TransportationCommission](#)
Subject: Supporting Bike Infrastructure in Bellevue
Date: Sunday, October 6, 2024 5:54:40 PM

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Commission members,

As a former transportation commissioner of Kirkland and someone who often bikes through Bellevue, how easy and comfortable it is to bike through different areas of Bellevue directly impacts how often I choose to visit them, and I urge you to **approve Alternative 2 for bike facilities on 100th Ave and reject alternative facilities on 98th Ave NE. Furthermore, please prioritize the design and implementation of all Bike Bellevue corridors (Northup Way, Bel-Red Rd, and 140th Ave NE) that have been placed into consideration for the Transportation Facilities Plan update.**

As someone who has been hit by a car as a biker due to insufficient safe bike infrastructure, I can personally attest to how directly tied bike infrastructure is to living, working, and playing in different parts of Bellevue, and stronger bike infrastructure not only aligns with Bellevue Vision Zero but also will repay itself in dividends down the road with more people engaging with Bellevue commerce and communities on bikes

Thank you,
Sam Rapoport

From: [Valentina Vaneeva](#)
To: [TransportationCommission](#)
Cc: [Singelakis, Andrew](#); [McDonald, Kevin](#)
Subject: Transportation Commission meeting on October 10
Date: Monday, October 7, 2024 9:09:05 PM

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Hello Commissioners,

As you will be discussing the next segment of Bike Bellevue at this week's meeting, I am writing to express my strong support for the development of bicycle infrastructure directly on 100th Ave NE. My personal preference is for the original cycletrack, as it would continue the existing multi-use path along Downtown Park. However, I understand that some people feel more comfortable with directional bike lanes.

There is no good reason to force cyclists to climb additional hills on 98th Ave NE and take a longer route than necessary, especially since removing an extra lane on 100th Ave NE will still more than meet speed performance targets for Downtown. Moreover, the 98th Ave NE route would require more design studies to ensure it meets the required LTS level, which means it will cost more and take more time to implement.

Here I would like to remind you that the Council's direction was to ensure that Bike Bellevue is implemented rapidly.

The second topic you will be discussing is projects referred to the TFP. It is crucial that you prioritize those Bike Bellevue corridors that are now part of the TFP. A Bellevue resident who attended last month's commission meeting was hit and seriously injured on one of those "postponed" Bike Bellevue corridors while riding his bicycle just a week later. This didn't have to happen, and it doesn't have to happen again. The Council is fully committed to achieving Vision Zero by 2030, and it's your job to make sure this goal is achieved as quickly as possible.

Thank you for your attention to this important matter.

From: [Lara](#)
To: [TransportationCommission](#); [Council](#)
Subject: written comment for 10/10 Transportation Commission meeting
Date: Thursday, October 10, 2024 12:13:27 AM
Attachments: [image.png](#)

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Hello,

I have two asks:

1. Please approve Alternative 2 for bike facilities on 100th Ave and reject alternative facilities on 98th Ave NE.

I have a preference for two directional bike lanes on either side of the road because other road users expect traffic to be coming from one direction on each side of the road, but a two-lane cycle track would also be acceptable.

Destinations such as the downtown park, the mall, and connection to Lake Washington Blvd are on 100th, so people on bikes will have to ride here to reach destinations. Alternatives on other streets are not a replacement. Looking at Strava's heatmap (image attached) you can see that cyclists are already preferring to use 100th. It is the appropriate place for bike facilities to create a connected network - something the city, mayor, and Bike Bellevue plans have identified as a priority.

image.png



2. Please prioritize the design and implementation of all Bike Bellevue corridors (Northrup Way, Bel-Red Rd, and 140th Ave NE) that have been placed into consideration for the Transportation Facilities Plan update.

There was another Bellevue roadway fatality on Northup just this week. A few weeks ago a friend was hit by a car on their way home on 140th Ave and now has a severely broken leg. Bellevue's roads are dangerous, they are a liability to the city, and the traffic must be calmed and infrastructure improved with urgency.

-Lara Gardner